

THE CORPORATION OF THE TOWN OF GEORGINA

REPORT NO. DS-2022-0085

**FOR THE CONSIDERATION OF
COUNCIL**

September 21, 2022

**SUBJECT: APPLICATIONS FOR DRAFT PLAN OF SUBDIVISION APPROVAL
AND ZONING BY-LAW AMENDMENT
1376389 ONTARIO LTD.**

1. RECOMMENDATION:

1. That Council receive Report No. DS-2022-0085 prepared by the Development Planning Division, Development Services Department dated September 21, 2022, respecting applications for Draft Plan of Subdivision Approval and Zoning By-law Amendment submitted by Evans Planning (c/o Bishoi Shinoda) on behalf of 1376389 Ontario Ltd. for the property legally described as Part Lot 3, Concession 4 (NG), RS65R13487 Part 1.
2. That Staff report further to Council following the receipt and assessment of all Town Department and External Agency comments, and once the Proponent has addressed these comments and the concerns presented in Report No. DS-2022-0085, as well as any concerns raised by the public and Council at the Public Meeting.
3. That Staff provide written notice of the next public meeting, a minimum of two weeks in advance of the date of said meeting, to the following:
 - a) Any person or public body that has requested to be notified of any future public meeting(s).
 - b) Any person or public body that has requested to be notified of Council's decision regarding the approval or refusal of the subject application.

2. PURPOSE:

This report provides Staff preliminary analysis, recommendations and outlines comments received regarding applications for Draft Plan of Subdivision approval and Zoning By-law Amendment (ZBA), submitted by Evan's Planning (c/o Bishoi Shinoda) on 1376389 Ontario Inc. for the property legally described as Part Lot 3, Concession 4 (NG), RS65R13487 Part 1.

3. **BACKGROUND:**

OWNER: 1376389 Ontario Inc.

APPLICANT / AGENT: Evans Planning (c/o Bishoi Shinoda)

DESCRIPTION: (refer to Attachments 1 to 3)
E/S Woodbine Avenue, Keswick
Part Lot 3, Concession 4 (NG),
Part 1 on Plan 65R 13487
Roll No: 19 70 000 101 237 00

FILE NO'S: 01.161 (Draft Plan of Subdivision)
03.1172 (Zoning By-law Amendment)

3.1 **SUBJECT PROPERTY AND SURROUNDING LAND USES**

Refer to *Table 1* below for a summary of key property information.

Table 1 – Summary of Property Information	
Zoning	Rural (RU)
Secondary Plan	Business Park I, II and III (BP1, BP2, and BP3)
Official Plan	Keswick Business Park (KBP), Agricultural Protection Area (APA) and Environmental Protection Area (EPA)
York Region Official Plan	Urban Area (UA) and Protected Countryside (PC)
Environmental Features and Natural Hazards	Maskinonge River Wetland Complex, Maskinonge River and associated floodplain and erosion hazard areas
Lot Area	18,563 square metres
Lot Frontage	240.83 metres

The subject property is located on the east side of Woodbine Avenue, south-east of the Woodbine Avenue / Glenwoods Avenue intersection.

The subject property is vacant and is being used as farmland. The Maskinonge River Wetland Complex covers the majority of the eastern portion of the subject property and includes a permanent watercourse. The planned Highway 404 extension runs north-south through the approximate centre of the subject property. The proposed development is focused on the portion of the subject property that is west of the planned highway extension.

Refer to Attachments 1, 2, 3 and 4 for a context map, key map, aerial map and site photos of the subject property, respectively.

3.2 PROPOSAL

The Applicant has applied for approval of a Draft Plan of Subdivision and a Zoning By-law Amendment (ZBA). Refer to Attachment 5 for a copy of the proposed draft plan of subdivision.

The draft plan of subdivision proposes nine (9) blocks, as follows:.

- Blocks 1 and 2 are intended for future development.
- Block 3 is intended for a truck maintenance facility, an ancillary business / professional office and accessory buildings, structures and uses thereto.
- Block 4 is intended for a truck storage yard.
- Block 5 is intended for the planned Highway 404 extension.
- Block 6 is intended as remnant land with no development plans.
- Block 7 is intended for the throat and sight triangle associated with the proposed intersection of Street 'A' and Woodbine Avenue.
- Blocks 8 and 9 are intended for 0.3 metre reserves between the terminals of Street 'A' and Street 'B' and the property to the north.

The Applicant has indicated that the proposed development is for a truck terminal with maintenance, administrative and storage elements. The office building is intended to serve as the administration center for the operation. Staff note that, despite the components of the truck terminal being on separate Blocks, both Block 3 and 4 are intended to function as a joint operation.

The draft plan of subdivision includes two (2) collector roads, described as Street 'A' and Street 'B'.

The ZBA proposes to rezone the subject property to permit a truck maintenance / storage facility, associated parking / office facilities and other employment uses. Refer to Attachment 6 for the draft ZBA.

Development is proposed to be concentrated in the western portion of the subject property and is intended to integrate with future developments in the Keswick Business Park. The proposed site plan is included as Attachment 7.

3.3 SUBMISSION MATERIALS

Refer to *Table 2* below for a summary of submission documents:

Table 2 – Summary of Submission Documents		
Document	Prepared By	Date
Legal Survey	Krcmar Surveyors Ltd.	February 9, 2021

Related 65R Plans	Various	Various
Relating Instruments	Various	Various
Concept Development Plan	Gluck Partnership Architects Inc.	July 6, 2021
Draft Plan of Subdivision	Krcmar Surveyors Ltd.	April 27, 2022
Draft Amending Zoning By-law	Evans Planning Inc.	No date
Planning Justification Report	Evans Planning Inc.	June, 2022
Functional Servicing and Stormwater Management Report	SCS Consulting Group Ltd.	June, 2022
Hydrogeological Assessment	Harden Environmental Services Ltd.	June, 2022
Geotechnical Assessment	DS Consultants Ltd.	June 20, 2022
Natural Heritage Evaluation	Beacon Environmental	June, 2022
Arborist Report	Beacon Environmental	June, 2022
Phase 1 / 2 Environmental Site Assessment	DS Consultants Ltd.	January 6, 2021
Noise Study	J.E Coulter Associates Limited	June 24, 2022
Traffic Impact Study	Trans-Plan	June, 2022
Keswick Business Park Secondary Plan Road Concept	Trans-Plan	December 15, 2021
Archaeological Assessment	Archaeological Services Inc.	June 22, 2022

All submitted documents are available upon request from the Development Planning Division or via the below link.

[Click here to download](#)

4. PUBLIC CONSULTATION AND NOTICE REQUIREMENTS:

4.1 PUBLIC CIRCULATION

Pursuant to the *Planning Act*, one (1) public notice sign was posted on the subject property on August 8, 2022. A Notice of Complete Application and Public Meeting was mailed to all assessed property owners within 120 metres of the subject on August 9, 2022.

For additional notice, the Notice was posted to the Town's website and published in the Georgina Advocate.

As of the writing of this report, no public submissions or requests to be notified have been received.

4.2 EXTERNAL AGENCY AND TOWN DEPARTMENT COMMENTS

All received internal and external departments are available in Attachment 8. See below for a brief summary:

Development Engineering Division

The Development Engineering Division has provided various comments relating to transportation, stormwater, servicing, snow storage, temporary conditions, road alignments, utilities, fire protection, cost-sharing agreements, lighting and right-of-way widths.

Staff note that, while many of the provided comments relate to detailed design, comments relating to traffic, servicing and right-of-way widths have the potential to modify the overall design of the draft plan of subdivision.

Of specific note, the Development Engineering Division has requested that:

- Street 'A' be widened to have a ROW width of 26 metres between Woodbine Avenue and Street 'B';
- Street 'B' be widened to have a ROW width of 26 for its entire length;
- Confirmation be received that Street 'A' aligns with the planned extension of Garrett Styles Drive

Staff note that, should infrastructure requirements necessitate wider ROW widths, that same will be required.

Planning Policy Division

The Planning Policy Division has provided various comments relating to tree protection, tree compensation, plan coordination and landscape plans.

Of specific note, the Planning Policy Division has indicated that:

- A landscape plan shall be submitted;
- The landscape shall be coordinated with other plans;
- Signed Consent letters are required prior to the removal of un-owned or co-owned trees

York Region

York Region has provided various comments relating to servicing, permitting, transportation, source water protection, and right-of-way widths.

Comments of note to the overall site design request that:

- Confirmation be received that Street 'A' aligns with the planned extension of Garrett Styles Drive;
- Future lane configurations and traffic controls at the Woodbine/Proposed access intersection should be assessed;
- The internal road system and Woodbine Avenue access should match the approved road network in the KBPSP;
- A basic 36 metre right-of-way be provided for Woodbine Avenue;
- Confirmation be received from the Town regarding the acceptability of internal road right-of-way widths;
- A crossing needs to be provided for the new access point on Woodbine Avenue that complies with the Region's Pedestrian and Cycling Planning and Design Guidelines
- Sidewalk facilities and access to future YRT transit services should be coordinated with the Town

Lake Simcoe Region Conservation Authority (LSRCA)

High-level LSRCA comments are summarized below. The LSRCA has indicated that more detailed comments will be provided at a later date.

The proposed development is classified as 'Major Development' and contains a Significant Groundwater Recharge Area, Key Natural Heritage Features (KNHFs) and Key Hydrologic Features (KHF). As per the Provincial Policy Statement, Lake Simcoe Protection Plan, and the Greenbelt Plan, Stormwater Management, Phosphorus Budget, Hydrogeological and Natural Heritage Evaluation reports have been provided and reviewed.

The subject property is partially regulated under Ontario Regulation 179/06. Development and site alteration within the regulated area will require an LSRCA permit.

Blocks 3, 4, 5 and 6 may be located within the regulatory floodplain (RF). No development or site alteration may occur within the RF. Future plan submissions must delineate the extents of the RF.

Ministry of Transportation (MTO)

The MTO has yet to provide comments on the proposed applications. Staff note that, given the proximity of the draft plan of subdivision to the planned Highway 404 alignment, that the receipt and review of MTO comments is integral to evaluation of the proposed applications.

Georgina Fire Department

- All construction shall be in conformance with the Ontario Building Code;

- A turnaround facility shall be provided for all permanent or temporary dead-end fire access roads longer than 90m;
- The fire access route shall be designed and constructed to support the weight of the heaviest responding apparatus to the property during an emergency which is 100,000 lbs;
- Onsite water supply for firefighting shall be provided;
- Fire flow demands shall be calculated using the Fire Underwriters Survey (FUS) formula.

Enbridge Gas Inc.

Enbridge Gas Inc. has no objections to the proposed applications. Enbridge Gas Inc. has directed the Applicant to contact them to confirm details relating to gas availability, service / meter installation and the phasing of plant installations relative to other required site works.

The following internal and external departments/agencies have indicated no comments:

- Building Division
- Tax and Revenue Division
- Municipal Law Enforcement Division
- Parks Development and Operations Division
- Hydro One Networks
- Ministry of Transportation
- Bell Canada
- Rogers Communications

5. ANALYSIS:

The following is a review of the applications against applicable Provincial, Regional and Town planning documents.

5.1 PROVINCIAL POLICY FRAMEWORK

Section 3 (5) of the *Planning Act* requires that Council decisions with respect to planning matters be consistent with the Provincial Policy Statement and shall conform with, or not conflict with, the Provincial Plans that are in effect.

The subject property is subject to the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), the Greenbelt Plan (2017) and the Lake Simcoe Protection Plan (2009).

5.1.1 The Provincial Policy Statement, 2020 (PPS)

The PPS provides policy direction for land use planning and development matters and sets the policy foundation for regulating development and land use in Ontario.

The PPS aims to create liveable communities that are sustained, in part, by an appropriate range of employment lands to meet long-term needs. Accordingly, the PPS directs municipalities to:

- Provide for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- Provide opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;
- Encourage compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and
- Ensure the necessary infrastructure is provided to support current and projected needs.

Section 1.0 encourages cost-effective development patterns to optimize land consumption and servicing costs. New development in designated growth areas is encouraged to occur near built-up areas, be compact, have a mix of densities, and make efficient use of land, infrastructure and public service facilities.

Section 1.3 states that planning authorities shall provide a mix of employment uses to expand the economic base, encourage investment and contribute to liveable and resilient communities.

Section 1.6.6 states that municipal water and sewage services are the preferred form of servicing in settlement areas.

Section 1.6.7 states that transportation systems shall be provided that are safe, efficient and that facilitate the movement of people and goods.

Section 1.6.8 states that planning authorities shall plan and protect rights-of-way for infrastructure corridors to meet current and projected needs.

The Applicant is proposing a truck maintenance and storage facility. The proposed development constitutes development in a designated employment area which will be privately serviced on an interim basis until such time as municipal services become available. The proposal protects infrastructure corridors and contributes towards the employment-related land use needs of current and future residents.

Section 2.1 states that natural features and areas shall be protected for the long term and that the diversity and connectivity of natural features shall be maintained and restored.

The Applicant has provided a Natural Heritage Evaluation (NHE) which identifies the limits and buffers associated with the Maskinonge River Wetland Complex and other on-site environmental features. The LSRCA has provided high-level comments for the NHE.

Section 2.6 states that significant built heritage resources and significant cultural heritage landscapes shall be conserved. Development and site alteration shall not be permitted on or adjacent to land containing archaeological resources unless said resources have been appropriately conserved.

The subject property contains identified archaeological resources. Through the implementation of Archeological Assessment recommendations, archeological resources will be conserved.

Section 3.1 states that development shall generally be directed outside of hazardous lands. Hazardous lands include lands that are subject to erosion, flooding and contamination hazards.

Portions of the subject property may be covered by the regulatory floodplain. The LSRCA has requested that future submissions address the limits of the regulatory floodplain to assess whether development is proposed on lands subject to flooding hazards. A Phase 1 and Phase 2 Environmental Site Assessment has been undertaken for the subject property. The applicable Ministry of Environment, Conservation and Parks Site Condition Standards have been met. No further investigations were recommended with respect to contamination hazards. No erosion hazards were identified.

Staff are of the opinion that additional information is required to assess the proposed applications' consistency with the PPS.

5.1.2 A Place to Grow Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan)

The Growth Plan directs growth management in the Greater Golden Horseshoe until 2051. The Growth Plan directs development to settlement areas, specifically to built-up areas with water and wastewater servicing that can support the achievement of complete communities.

The subject property is within the Greenbelt Area of the Growth Plan. Staff note that the Growth Plan provides additional guidance for development occurring within settlement areas within the Greenbelt Plan Area. The Keswick Business Park Secondary Plan, while classified as Greenbelt Area in the Growth Plan, is considered to be a settlement area.

The Growth Plan provides direction regarding employment, population, transportation, infrastructure, land use, natural heritage and resource planning.

Section 2.2.1 states that forecasted growth within settlement areas shall be focussed in delineated built-up areas, strategic growth areas, and in locations with existing / planned transit and public service facilities.

Section 2.2.2 states that economic development shall be promoted by making efficient use of employment areas and planning for associated connections. Employment areas shall be located near major goods movement facilities, protect settlement area lands, prohibit residential uses and encourage active / transit transportation usage.

The proposed applications will enable employment-related growth near Highway 404 and its planned extension (major goods movement facilities). The proposed applications will not compromise nearby settlement areas lands, will prohibit residential uses and encourages active transportation / transit use.

Section 2.2.6 states that municipalities will promote economic development by providing an appropriate mix of industrial, commercial and institutional land uses to meet long-term community needs and by protecting employment lands for future use.

The development proposal would contribute towards the development targets of the Growth Plan by expanding the potential for industrial, commercial and institutional uses on the subject property.

Section 4.2.7 requires that cultural heritage resources be conserved to foster a sense of place and benefit communities. Municipalities are encouraged to cooperatively identify and make wise use of said resources.

The subject property contains identified archaeological resources and a comprehensive Stage 3 Archaeological Assessment has been recommended by the consultant archaeologists.

Additional information regarding the outcome of archeological investigations is required to fully assess conformity with the Growth Plan. Despite this, Staff are of the opinion that the proposed applications generally conform to the Growth Plan.

5.1.3 The Greenbelt Plan, 2017 (GBP)

The GBP identifies the portion of the subject property proposed to be development as being within a Town / Village. Section 3.4.3.1 states the lands within the Town / Village designation in the Protected Countryside are except from the GBP, except for policies Sections 3.1.5, Agri-food Network, 3.2.3, Water Resource System Policies, 3.2.6, External Connections, 3.3, Parkland, Open Space and Trails, and 3.4.2, General Settlement Area Policies.

The GBP identifies the remainder of the subject property, being the portion east of the proposed Highway 404 extension, as being within the Protected Countryside.

Since no development is proposed on this portion of the subject property, the below analysis focusses on the applicable policy framework for the development lands.

Section 3.1.5 requires that growth planning consider opportunities to support and enhance the agricultural system. These opportunities may include:

- Providing improved access to healthy, local and affordable food while promoting agri-business and minimizing land use conflict;
- Protecting, enhancing and supporting opportunities for infrastructure and minimizing their impacts;

The proposed development will improve food access by improving logistical capacity near agri-businesses and protect necessary infrastructure corridors for same.

Section 3.2.3 of the GBP requires the planning authorities:

- Provide for a comprehensive, integrated and long-term approach for the protection, improvement or restoration of the quality and quantity of water;
- Conduct watershed planning on the most meaningful scale;
- Identify water resources in Official Plan through the designation of key hydrologic features, areas and by protecting their functions;
- Consider the allocation of growth based on watershed planning;

A portion of the subject property contains a Significant Groundwater Recharge Area, pursuant to which a Hydrogeological Assessment has been provided for review. The LSRCA has provided high-level comment regarding same.

Section 3.2.3 requires that municipalities support connections outside of the Greenbelt Area that connect aspects of the Natural Heritage System. The subject property does not contain any external connections.

Section 3.3 requires that municipalities encourage publicly accessible parkland, open space and trail systems to support connectivity between the Natural Heritage System and to contribute to complete communities.

The Keswick Business Park Secondary Plan (KBPSP) identifies the locations of the Greenlands System and Natural Heritage System within the KBPSP area. The KBPSP also identifies the planned alignments of the Primary Trail Network (PTN).

Staff are of the opinion that modifications to the development concept may be required to meet the objectives of the GBP relative to parkland, open space and trail systems. These matters are discussed later in this report.

Additional information regarding parkland, open space and trail connectivity is required to assess whether the applications conform to the GBP. Staff note that modifications to the conceptual development plan may be required.

5.1.4 The Lake Simcoe Protection Plan, 2009 (LSPP)

The LSPP aims to protect, improve and restore the ecological health of the Lake Simcoe Watershed, including water quality, hydrology, key natural heritage features and their functions, and key hydrologic features and their functions.

Policy 4.8-DP states that 'Major Development' proposals shall be supported by a Stormwater Management Report and Phosphorus Budget.

Policy 6.26-DP and 6.33-DP require that a number of environmental criteria be satisfied for development within 120 metres of a key natural heritage feature within settlement areas.

The Applicant submitted a Stormwater and Functional Servicing Report, Phosphorus Budget and Natural Heritage Evaluation in support of the proposal. The LSRCA has reviewed the submitted documents and has identified matters that the Applicant must address as part of a resubmission. These issues broadly relate to the limits of regulatory floodplains and various technical matters relating to hydrogeology and natural heritage. A portion of the subject property is within the regulatory floodplain. Refer to Attachment 9 for floodplain mapping. Additional information and proposal modifications are required to further assess conformity.

Additional information regarding floodplain limits, hydrogeology and natural heritage is required to assess whether the applications conform to the LSPP. Staff note that modifications to the draft plan of subdivision and the conceptual development plan may be required.

5.2 YORK REGION OFFICIAL PLAN, 2010 (YROP)

The 2010 York Region Official Plan (YROP) identifies Keswick as a local centre which provides a range of employment opportunities.

Map 1 and 2 designates the majority of the subject property as Urban Area, with the eastern portions (as it exists east of the planned Highway 404 extension) being designated as Protected Countryside and as part of the Regional Greenlands System (RGS). Map 3 designates the eastern portions of the subject property as being within the Natural Heritage System (NHS). Maps 4 and 5 identify woodlands and key hydrologic features in the eastern portion of the subject property.

Section 5.4 states that development in Urban Areas shall conserve resources and create sustainable and lively communities. Urban areas are intended to be the focus of growth and shall permit a full range of residential, commercial, industrial

and commercial uses. Figure 2 identifies the subject property as York Region Strategic Employment Lands (YRSEL).

Section 4.3 states that employment-type uses and ancillary uses thereto are permitted in the YRSEL. Ancillary uses may not exceed 15% of the total YRSEL area.

The Municipal Comprehensive Review (MCR) is a major Official Plan Review that includes the updating of Employment Land policies. Through the MCR process York Region has released draft population and employment targets for Georgina that were considered and endorsed by Georgina Council on June 23, 2021.

The MCR forecasts 21,900 jobs in the Town by 2051, approximately 8,600 of these jobs are to be within the YRSEL. The KBPSP is the only YRSEL in the Town and is planned to accommodate the anticipated YRSEL employment growth.

In June, 2022, York Region Council adopted the 2022 York Regional Official Plan. The 2022 YROP is currently with the Ministry of Municipal Affairs and Housing and is not yet in force and effect.

The proposed development will contribute to the meeting of employment targets by permitting employment-type uses on the subject property.

Section 2 provides direction on development in the RGS. The RGS generally includes environmental lands that contain wetlands, woodlands, natural hazards and that are of relevance to watershed and stormwater planning. Development within the RGS is to protect and, where possible, enhance these features and their functions. The subject property also contains key natural heritage and key hydrologic features, primarily in the eastern portion of the subject property. The subject property also contains regulatory floodplain.

Section 2.1.9 prohibits development in the RGS, unless it can be demonstrated that the development will not negatively impact the contained features or their functions. The Applicant has provided a Natural Heritage Evaluation that, among other matters, addresses the criteria established in Section 2.1.9 of the YROP. The LSRCA has provided high-level comments on the Natural Heritage Evaluation.

Section 2.3.25 generally prohibits development and site alteration within floodplain lands, subject to LSRCA regulations. Section 5.3.14 states that floodplain areas shall not be planned for intensification.

The approximate limits of the regulatory floodplain may extend from the Maskinonge River Wetland Complex into portions of the proposed Draft Plan. Blocks 3, 4, 5 and 6 may contain regulatory floodplain. The LSRCA has referenced Policy 3.1.2 of the PPS that states that 'development and site alteration shall not be permitted within... a floodway regardless of whether the area of inundation contains high points of land not subject to flooding'. The LSRCA has requested that future

submissions delineate the extents of the floodplain and notes that development and site alteration is not permitted therein.

Maps 10, 11 and 12 identify Woodbine Avenue as having on-road cycling facilities, a rural transit link and a planned width of 36 metres. Map 13 identifies a portion of the subject property as containing a Significant Groundwater Recharge Area.

Section 7.2 states that pedestrian, cycling and transit activities shall be integrated within development through the implementation of dedicated infrastructure.

Section 7.2.47 states that the planned widths shown on Map are the maximum widths required under the YROP.

The proposed applications will enable development on the subject property that integrates with existing on-road vehicle and cycling facilities, be transit supportive and protect water resources.

York Region has reviewed the proposed applications and provided various comments. These comments are included as Attachment 8.

Additional information regarding transportation, servicing, and water resource matters is required to assess whether the proposed applications conform with the YROP. Staff note that modifications to the draft plan of subdivision and the conceptual development plan may be required.

5.3 KESWICK BUSINESS PARK SECONDARY PLAN, 2008 (KBPSP)

The Keswick Business Park Secondary Plan (KBPSP) was approved by the Ontario Municipal Board on July 15, 2008 and implemented via Official Plan Amendment OPA 97. The intent is to provide adequate land supply for employment uses to meet Provincial and Regional targets.

The KBPSP is comprised of three (3) distinct structural elements. The first, being the Greenlands System, is comprised of public parks and open space linkages. The second, the Road Network, is for lands intended to be provincial, regional and Town roads. The third, Development Lands, are comprised of areas intended to be developed with various employment type uses.

The subject property contains all three (3) structural elements. Refer to the below sections for a detailed review of the proposed development relative to the policies of KBPSP.

Land Use Designations and Permitted Uses

The subject property is designated a combination of Business Park I, II, and III and Greenlands System on Schedule L1: Land use Plan of the KBPSP. Refer to Attachment 10 for a copy of Schedule L1.

The portion of the subject property, as it exists between the proposed Street 'A' and the planned Highway 404 alignment, is designated Business Park I (BP1). This land is generally described in the Draft Plan of Subdivision as Block 4.

The portion of the subject property between Woodbine Avenue to a point approximately 140 metres east of the Woodbine Avenue intersection is designated Business Park II (BP2). This land is generally described in the Draft Plan of Subdivision as Block 1.

The portion of the subject property between the aforementioned point 140 metres east of the Woodbine Avenue intersection and Street 'A' is designated Business Park III (BP3) in the KBPSP. This land is generally described in the Draft Plan of Subdivision as Blocks 2 and 3.

A very small portion of the subject property, being in the extreme south-east corner of Block 4, is designated as Greenlands System. Staff note that the land subject to this designation is limited and is entirely proposed as landscaped open space.

Refer to *Table 3* below for summary of the permitted uses within the BP1 and BP2 designations.

Table 3		
Permitted Uses	BP1	BP2
Business / Professional Offices	X**	X**
Hotels and Convention Centres	X*	
Institutional	X**	
Prestige Industrial	X***	X***
Community Facilities	X	X
Infrastructure	X	X
Private Commercial / Trade Schools		X

* Including internally-integrated ancillary retail and service uses

** Including internally-integrated ancillary service, retail and restaurant uses

*** Prestige Industrial uses include enclosed warehousing, and related distribution services, research and development facilities, communications facilities and non-obnoxious manufacturing and processing operations

Permitted uses within the BP3 designation include:

- Industrial uses including:
 - manufacturing;
 - fabrication;
 - assembly and processing;
 - warehousing;

- bulk storage tanks;
- service and maintenance operations;
- research and development laboratories and facilities and other similar uses;
- warehousing and related distribution; and,
- communications facilities;
- Public parks and open space linkages;
- Public or private sector utility and stormwater management and transportation facilities;
- Ancillary open storage in conjunction with any permitted use;
- Ancillary retail sales showrooms and/or office uses internal to a building provided that:
 - The retail showroom and/or office is directly related to the primary use; and
 - The retail showroom and/or office is not more than 25% of the Gross Floor Area of the building

Refer to the below Table 4 for a summary of the proposed Blocks and their applicable land use designations in the KBPSP.

Block	Purpose	Land Use Designation
1	Future Development / Interim SWM Pond	BP2
2	Future Development / Interim SWM Pond	BP3
3	Truck Maintenance Facility / Ancillary Office	BP3
4	Truck Storage	BP1
5	Highway 404 Extension	N/A
6	Remnant Land	Outside of KBPSP
7	Street 'A' / Woodbine Avenue Intersection	N/A
8	Street 'A' Terminal 0.3 m Reserve	N/A
9	Street 'B' Terminal 0.3 m Reserve	N/A

Staff are of the opinion that the proposed interim stormwater management facilities on Block 1 and Block 2 are permitted in both the BP2 and BP3 designations, respectively.

The Applicant has indicated that the proposed development is a truck terminal with maintenance, administrative and storage elements. The office building is intended to serve as the administration center for the operation. Staff note that, despite the components of the truck terminal being on separate blocks, both Block 3 and 4 are intended to function as a joint operation.

Staff are of the opinion that all the components of the truck terminal, including the administrative and storage aspects, are classifiable as 'related distribution services' and are therefore permitted uses in the BP1 and BP3 designations.

The remaining Blocks are proposed to contain infrastructure or are remnant lands. The land use designations that apply to these remaining Blocks are not discussed in this report.

Land Use Design Policies

Block 4 is designated BP1. Section 13.4.3.1.1 prohibits ancillary open storage in the BP1 designation. Truck parking is not considered to be open storage.

Sections 13.4.3.1.1 (c), 13.4.3.2.2 (d) and 13.4.3.3.2 (c) specify that, within the BP1, BP2 and BP3 designations, access points from individual lots to public roads shall be minimized. Direct access from individual lots to Woodbine Avenue shall not be permitted, unless no reasonable alternative for site access exists or can be provided in the future. The proposed development involves one (1) new connection to Woodbine Avenue via Street 'A' in the general location of the southerly connection shown on KBPSP Schedule 'L1' (Attachment 7). No individual lot connections to Woodbine Avenue are proposed.

Transportation - Roads

Schedule L1 identifies two (2) collector roads (Streets 'A' and 'B') and two (2) local road connections to the property to the south on the subject property. Schedule L1 also identifies the planned Highway 404 extension. Refer to Attachment 7 for a copy of Schedule L1.

The first KBPSP local road connection extends south-east from the southernmost point of the curve of Street 'A'. The second KBPSP local road connection extends southward from the Street 'A' and Street 'B' intersection.

Section 13.4.8.2 states that the location of proposed roads is to be considered as approximate. Staff are of the opinion that the proposed development should not preclude the implementation of local road connections to the south.

Street 'A' extends 'east-west' across the subject property. On the western limit, Street 'A' connects to Woodbine Avenue and must align with the planned extension of Garrett Styles Drive. Staff recommend that additional documentation be provided to demonstrate that Street 'A' and Garrett Styles align.

Staff note that Development Engineering Division Staff have requested the following ROW widths:

- All of Street 'B' must have a minimum ROW width of 26 metres;
- Street 'A', between Woodbine Avenue and Street 'B' must have a minimum ROW width of 26 metres;

Staff note that, should infrastructure needs necessitate additional ROW widths, same may be required in future submissions.

Section 13.4.7.1.2 states that the phasing of development in the KBPSP must be appropriately integrated with the logical sequence of infrastructure, including the ongoing development of the planned Highway 404 extension.

Staff note that MTO comments have not yet been received. Staff are of the opinion that the receipt and review of MTO comments is integral to the evaluation of the proposed applications relative to the corresponding policies of the KBPSP and the alignment of the planned Highway 404 extension.

Transportation – Multi-use Trails, Bicycle Lanes and Sidewalks, Parking and Transit

Section 13.4.4.4 specifies that the Town shall develop a multi-use, accessible trail system that connects the KBPSP with other trail systems. The PTN is intended to represent the planned multi-use trail system within the KBPSP. Development of the PTN shall accommodate various users year-round, be safe and require separation of uses and users. The PTN may be implemented and expanded through road allowances, parks, public open spaces and other public areas.

The primary system for pedestrian movement shall be along sidewalks and collector roads shall have sidewalks along both sides of the road. Consideration shall be given to the inclusion of bicycle lanes on all new collector roads and multi-use trails, bicycle lanes and sidewalks shall be integrated throughout the KBPSP.

Schedule L1 to the KBPSP identifies portions of Street 'A' and Street 'B' as being part of the Primary Trail Network (PTN). The PTN extends along the south side of Street 'A' to the intersection of Street 'A' and Street 'B'. The PTN also extends from the intersection of Street 'A' and Street 'B' along the east side of Street 'B'. Sidewalks are required along all other sides of Street 'A' and Street 'B' that do not require multi-use trails as part of the PTN.

Section 13.4.4.3 specifies that the Town shall work with the Province and York Region to establish GO Bus and York Region Transit services within the KBPSP. Development proposals and collector roads shall be transit supportive.

Staff are of the opinion that both Street 'A' and Street 'B' should be designed to be transit supportive.

Transportation – Sight Triangles

Staff note that the southern sight triangle for the intersection of Street 'A' with Woodbine Avenue is outside of the Draft Plan. Staff note that an agreement will need to be reached between the Owner and the Owner of the lands to the South to secure the transfer of these lands.

Gateways

Schedule L1 to the KBPSP also identifies the area surrounding the proposed intersection of Street 'A' with Woodbine Avenue as being a Gateway.

Section 13.4.3.2.2 states that gateways are intended to become identifiable entrances to the KBPSP. Gateways shall include landmark buildings that reinforce the importance of the gateway location. Gateway buildings shall include high quality building materials, windows and architectural detailing, while simultaneously presenting a unified streetscape and minimal setbacks from adjacent streets. Special landscape treatments, appropriate signage and high quality streetscaping shall also be used.

Staff note that an interim stormwater management pond is proposed on Blocks 1 and 2. Block 1 is located within the Gateway area. The Applicant has indicated that no re-development plans for Blocks 1 and 2 are known at this time. The interim stormwater management pond is intended to be temporary as the KBPSP continues to develop. Staff recommend that the Development Concept Plan be updated to show the proposed interim stormwater management facilities on Block 1 and Block 2.

Since no permanent development plans are known for Blocks 1 and 2, Staff are of the opinion that the Gateway policies of the KBPSP may be implemented at such time as future development plans are known for the Blocks; however, the interim stormwater management pond shall be appropriately landscaped and maintained.

Urban Design

All development within the KBPSP is to conform to the appended Urban Design Guidelines (UDG). The UDG encourages the implementation of various design principles, including the street-orientation of buildings, the use of high quality building / landscape design, encouraging pedestrian access and the screening of storage areas.

Staff note that, at this time, development is only proposed on Blocks 3 and 4. Block 3 is proposed to contain a one (1) storey truck maintenance shop, one (1) ancillary business / professional office, a drive shed, private servicing and car / truck parking. Block 4 is proposed to be exclusively used for truck storage. Blocks 1 and 2 are proposed to contain an interim stormwater management pond. Both Blocks are anticipated to be developed once the ultimate stormwater management facility for the southern portion of the KBP is constructed.

Staff recommend that the following revisions be considered to the Block 3 development concept plan to establish conformity with the KBPSP UDG.

- Re-locate car parking areas so as to minimize the amount of parking that is provided between the buildings and Street 'A' and Street 'B';
- Delineate refuse and loading areas to maximize screening and setbacks from the street;

Heritage Conservation and Archaeological Preservation

Section 13.4.2.3 specifies that the Town shall identify, restore, protect and maintain cultural and archaeological resources. Development proposals shall be supported by Archaeological Assessments (AA).

The Applicant has submitted an Archaeological Assessment (AA). The AA identified that the subject property contains archeological resource. These resources are in the approximate location of the proposed truck terminal.

The submitted AA recommends further exploration of these resources via a Stage 3 AA. No development will be permitted in or adjacent to areas of identified archeological concern. The Applicant will be required to adequately investigate on-site archeological resources, to the satisfaction of the Ministry of Culture, Tourism and Sport.

Tree Conservation

Section 13.4.2.4 specifies that the Town shall protect and enhance tree cover throughout the KBPSP by maximizing the number of trees that may be conserved, promoting the planting of trees within the Town ROW and encouraging reforestation within Environmental Protection Area designations.

The Applicant has submitted an Arborist Report (AR). The AR identifies sixty (60) trees of varying size on the subject property. The AR also identifies thirty-one (31) trees on abutting properties and four (4) co-owned trees along shared property lines.

A total of fifty-five (55) trees are proposed to be removed to accommodate the proposed development. Of these trees, forty-six (46) are located on the subject property, six (6) are located on adjacent private properties and three (3) are co-owned between the subject property and adjacent properties.

Staff recommend that a Tree Compensation Plan be provided that proposes one or both of the below options:

- Compensation plantings within the subject property;
- Payment of cash-in-lieu of plantings

Policies for Public Parks / Open Space Linkages

Section 13.4.3.4.2 requires that the Town provide high-quality and diverse passive / active recreational opportunities for current and future residents and tourists. Within the KBPSP, the Town shall:

- Provide for primarily passive recreation opportunities that are barrier free wherever possible and are focused into a linked bicycle/pedestrian trail network;
- Design the parks and open space linkage network to contribute to the urban form of the Business Park;
- Develop parks and open space linkages as new developments occur; and,
- Encourage development that optimizes access to the 'Greenlands System'

Staff note that the subject property does not contain substantial aspects of the Greenlands System (GS) or lands that are designated Environmental Protection Area (EPA). The property to the immediate south of the subject property contains more substantial elements of the GS and EPA-designated lands, as do lands immediately north of the planned, re-aligned, Glenwood Avenue.

As per Section 51.1 (1) of the Planning Act, up to 2% of the total area subject to a Draft Plan may be required to be conveyed to the municipality for the purposes of park or public recreational purposes. Alternatively, 2% of the appraised value of the subject property may be paid as cash-in-lieu of a parkland conveyance.

Sanitary Sewage and Water Supply Services

Section 13.4.5 states that municipal water and sewer services shall be gradually implemented through the KBPSP. Official Plan Amendment 143 modified the KBPSP to allow for developments to be private serviced until such time as municipal services become available. Council approved OPA 143 on May 12, 2021 via Resolution C-2021-0149.

While Section 13.4.5 (i) requires that servicing allocation be assigned at Draft Plan Approval, the proposed development will be privately serviced on an interim basis until municipal services are available. A future report may recommend Council preliminarily assign the following allocation as set out in Table 5 below.

Table 5 – Servicing Allocation Requirements			
Block	Allocation Ratio	Lot Area	Required Allocation
Block 1	37 p.e. per gross hectare	0.83 hectares	30.71 p.e
Block 2		1.24 hectares	45.88 p.e
Block 3		1.85 hectares	68.45 p.e
Block 4		1.37 hectares	50.69 p.e
		Total	195.73 p.e.

5.4 ZONING BY-LAW 500

The subject property is zoned Rural (RU) on Map 1 to Schedule 'A' of Zoning By-law No. 500.

The Applicant is proposing to rezone the subject property to the following zones:

- Site-specific Business Park I Zone (BP1-XX)
- Gateway Business Park II Zone (BP2G)
- Business Park II Zone (BP3)
- Site-specific Business Park III Zone (BP3-XX)

Refer to Attachment 5 for a copy of the draft amending Zoning By-law and associated Schedule 'A'.

Proposed BP2G and BP3 Zones – Block 1 and 2

The proposed Zoning By-law Amendment (ZBA) would amend the zoning on Block 1 and Block 2 to Business Park 2 Gateway (BP-2G) and Business Park 3 (BP-3) zones, respectively. The BP-2G and BP-3 zones are standard zones as set out in Sections 31.2 and 32.2 of Zoning By-law 500 and would implement various employment-type uses and provisions.

Staff note that Blocks 1 and 2 meets the minimum lot area and frontage requirements of the BP-2G and BP-3 zone.

Blocks 1 and 2 are noted as future development with no defined development plans. Block 1 and 2 are currently proposed to contain an interim stormwater management pond. The pond will be removed pending the comprehensive development of the KBPSP area.

Staff are of the opinion that it is appropriate to explore the implementation of the BP-2G and BP-3 zones with Holding Symbols. The zones could potentially allow for the use of the two (2) blocks for an interim stormwater management pond, while prohibiting permanent re-development until the pond is no longer necessary.

Proposed BP3-XX Zone

The proposed ZBA would amend the zoning on Block 3 to a site-specific Business Park 3 zone (BP3-XX). The BP3 zone is proposed to be identical to the standard BP3 zone, with the following exception:

- Notwithstanding Subsection 5.28 (i) of Zoning By-law 500 with regard to driveway width, access to and from parking areas shall be provided by means of unobstructed driveways not more than 13 metres wide, for combined ingress and egress

In addition to the above, Staff note that Block 3 meets the minimum lot area and frontage requirements of the standard BP3 zone. Given design comments for both the Block and the draft plan of subdivision as a whole, design revisions may be required for Block 3. Design revisions may require modifications to the proposed BP3-XX zone.

Proposed BP1-XX Zone

The proposed ZBA would amend the zoning on Block 4 to a site-specific Business Park 1 zone (BP1-XX). The BP1-XX zone is proposed to be identical to the standard BP1 zone, with the following exceptions:

- Notwithstanding Subsection 29.2 with regard to permitted non-residential uses, a 'Terminal, Bus or Truck' shall be permitted as a non-residential use.
- Notwithstanding Subsection 5.28 (i) with regard to driveway width, access to and from parking areas shall be provided by means of unobstructed driveways not more than 13 metres wide, for combined ingress and egress.

Staff note that Block 4 meets the minimum lot area and frontage requirements of the standard BP1 zone. Given design comments for both Block 3 and the draft plan of subdivision as a whole, design revisions may also be required for Block 4. Design revisions may require modifications to the proposed BP1-XX zone.

6. CORPORATE STRATEGIC PLAN:

This report addresses the following strategic goal:

GOAL 2: "Promote a high quality of life" – HEALTHY, SAFE, SUSTAINABLE COMMUNITIES

7. FINANCIAL AND BUDGETARY IMPACT:

Subject to the approvals being finalized and the plan registered, the owner/Applicant will be required to apply for and obtain all necessary approvals associated with building permits, site alteration permits and entrance permits, and to pay the applicable associated costs, such as development charges and park levy.

8. CONCLUSION:

Staff will prepare a subsequent report for Council's consideration when the Applicant has addressed the issues identified in this report and any other matters raised by Council and members of the public at the public meeting, and once all of the Town Departments and External Agencies have completed their review of the development proposal and accompanying studies/reports.

Prepared by:	Connor McBride, MCIP, RPP Senior Development Planner
Recommended by:	Janet Porter, MCIP, RPP Manager of Development Planning
Recommended by:	Harold Lenters, M. Sc. Pl, MCIP, RPP Director of Development Services
Approved by:	Ryan Cronsberry Chief Administrative Officer

Attachments:

Attachment 1 – Context Map
Attachment 2 – Key Map
Attachment 3 – Aerial Photograph
Attachment 4 – Site Photographs
Attachment 5 – Draft Plan of Subdivision
Attachment 6 – Draft Amending Zoning By-law
Attachment 7 – Concept Development Plan
Attachment 8 – Consolidated Comments
Attachment 9 – Floodplain Mapping
Attachment 10 – Schedule L1 to the KBPSP