



# Understanding Greenfield and Intensification Densities in King Township

MAY 2016

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# 1.0 - INTRODUCTION

This report is intended to supplement two reports that have already been prepared on the King Township Official Plan Review - the Phase One Background and Information Paper dated March 2015 and the Phase Two Recommended Policy Directions Report dated September 2015. The latter report was presented to Council on November 2, 2015.

## 1.1 Intent of King Township Official Plan Review

In June of 2014, King Township launched its Official Plan Review project; a significant, Township-wide planning initiative. The Ontario *Planning Act* requires that municipal Official Plans be reviewed and updated not less frequently than every five years to ensure that it is in conformity with Provincial and Regional planning documents.

The Township's current Official Plan was for the most part designed to meet the needs of King many years ago. Since this time, the goals, needs, and aspirations of the community have changed. In addition a significant number of Provincial and Regional land use planning changes have come into effect. These are the types of changes that will need to be addressed during the Official Plan Review.

The project has been named '*One King: 2015 Official Plan Review*', which is intended to express that the review process will result in a new Official Plan for one, unified community. A primary objective of the Official Plan Review will be to create one long-term Vision for the future of the Township as a whole, and a consistent policy framework to guide growth and development.

When complete, the new Official Plan will consist of a combination of maps, schedules, and policies that provide general direction on: where new housing, commercial uses, industry, institutional uses and offices will be located; where municipal services and infrastructure will be needed; and how natural systems, agricultural lands, and other important resources should be conserved and protected.

On the basis of the above, the overall goals of the Township's Official Plan Review are to:

1. Develop a new Official Plan that will replace the current King Parent Official Plan (1970);
2. Establish consistent policies through the updating of Secondary/Community Plan policies;
3. Ensure that the Official Plan conforms to Provincial policy, Provincial Plans and the Regional Official Plan;
4. Address longer-term growth management issues to 2031;
5. Establish new policies to support additional economic growth;
6. Entrench sustainable development principles in the Official Plan; and

7. Address other 'Key Issues' identified to-date.

The King Township Official Plan Review is divided into a four-phase work plan that is being undertaken over a two-year period. The following is an overview of the key phases of the planning initiative, including anticipated timing:

- Phase One: Issue Identification, Policy Review, and Assessment (initiated in 2014 and completed in March 2015);
- Phase Two: Proposed Policy Directions (initiated in April 2015 and completed in November 2015);
- Phase Three: Draft Official Plan and Official Plan Amendments (initiated in December 2015 and proposed to be completed in mid 2016); and,
- Phase Four: Recommended Official Plan and Official Plan Amendments (late 2016).

## 1.2 The Phase One Deliverable (March 2015)

The Phase One Background and Information Paper was a key deliverable for Phase One (Issue Identification, Policy Review, and Assessment) of King Township's Official Plan Review project. It was intended to assist the Township and its consulting team in the preliminary phases of the work plan by providing a compendium of technical background material, including:

- Local demographics and other statistical data that should be considered as part of the overall context for updating King's Official Plan policies (Section 2.0);
- Key issues and concerns that have been documented to-date with respect to the existing local policy framework (Section 3.0);
- A number of local, long-term planning initiatives that have recently been completed by various Township departments, which set out goals, recommendations, and actions that the Official Plan may help implement (Section 4.0);
- An overview of Provincial and Regional legislative and policy documents that need to be implemented (Section 5.0);
- A discussion of growth management and economic development policies and requirements that need to be addressed, a land needs analysis to determine where and how forecasts will be accommodated, and a range of policy options and tools that may be implemented to direct growth (Section 6.0)
- Other Plans and specific policies from various levels of government that must be implemented to bring the Township's Official Plan into conformity with policy requirements (Section 7.0); and
- Next Steps in the Official Plan process (Section 8.0).

The Phase One Report was intended to be a technical paper, with the intent being to provide a summary of pertinent background information only. Many of the findings presented in the Phase



One Report were intended to provide the basis for the preparation of the recommended Directions in Phase Two.

### 1.3 The Phase Two Deliverable (Presented to Council on November 2, 2015)

The intent of the Phase Two Report was to establish a series of seven Policy Directions that will inform the preparation of updated Official Plan policies. The Policy Directions deal with:

1. Growth Management;
2. Intensification;
3. Existing Neighbourhoods;
4. Greenfield Densities;
5. Employment Lands;
6. Promoting Sustainable Communities; and,
7. Structure of the Official Plan.

For each of these seven Policy Direction Areas, the Phase Two report presented the following:

- A summary of 'key findings' from the Phase One Background Information Paper (March 2015);
- A set of options that have been presented to Township staff, a Technical Advisory Committee and a Stakeholder Committee for input; and,
- A discussion and recommendations on which policy direction should inform the preparation of updated Official Plan policies.

As noted above, the Phase Two report was presented to Council on November 2, 2015. At this meeting, Council supported the recommendations made on Policy Direction 2 (Intensification), Policy Direction 3 (Existing Neighbourhoods), Policy Direction 6 (Promoting Sustainable Communities) and Policy Direction 7 (Structure of the Official Plan).

### 1.4 Intent of this Report

The intent of this supplemental report is to provide background information to Council and the public in support of the recommendations that were made in the Phase Two report on Policy Direction 1 (Growth Management) and Policy Direction 4 (Greenfield Densities).

### 1.4.1 Background on Policy Direction 1

The York Region Official Plan indicates that King Township is required to plan for population growth from 20,300 people in 2006 to 34,900 people in 2031. This represents an increase of 14,600 people. The table below shows where this additional population is to be accommodated.

Development in the Township’s built-up area should be planned to accommodate 920 units (approximately 2,400 people). Approximately 374 intensification units have already been constructed, approved or proposed since 2006 (as of January 1, 2015). This means that around 546 additional units need to be accommodated by 2031. The analysis completed at the time determined that there is potential to accommodate these additional units in the Township’s built-up areas.

<b>2006 Population:</b>	<b>20,300</b>	<b>= 14,600 people</b>
Development in the built-up area (intensification):	Approximately 2,400 people	
Development in the designated Greenfield area:	Approximately 12,200 people	
<b>2031 Population:</b>	<b>34,900</b>	

As mentioned previously, the Township needs to accommodate about 12,200 people in designated Greenfield areas to accommodate the 2031 population target (after growth from intensification is factored in). It was also determined at the time that the already built, approved, and proposed developments in Greenfield areas, as well as the remaining vacant Greenfield lands, are not able to accommodate this additional population and that the shortfall will be approximately 1,200 people. For the vacant Greenfield lands, this conclusion was based on the current density permissions in the existing Community Plans.

To deal with the shortfall of 1,200 people, the following options were identified in the Phase Two report:

- A. More than 920 units/2,400 people could be accommodated within the built-up area as intensification. OR**
- B. Increased densities could be permitted within the designated Greenfield area. OR**
- C. The Township could support a combination of A and B.**

It was also noted in the Phase Two report that since the completion of the Phase One Discussion Paper, the Official Plan Review process has been delayed to obtain information from the Region with respect to servicing constraints in Nobleton. Based on information provided by the Region in the fall of 2015, it has been determined that only a limited amount of intensification can be accommodated in the built-up area of Nobleton to 2031 (this is further discussed as part of Policy Direction Area #2). Further, it was also recognized that the potential for intensification on certain sites in the built-up



areas of King City, Nobleton and Schomberg may be constrained by land use considerations, compatibility, natural hazards, market conditions and other site specific considerations.

Therefore, while the intensification target is a minimum target established by the Region, an increase in the number of intensification units to be accommodated in the Township's built-up area (beyond the minimum target) was not recommended. Instead, it was recommended that the densities permitted within the designated Greenfield area should be increased to meet the Region's population forecast to 2031 (OPTION B). A discussion of how much of an increase could be supported and where is provided in Policy Direction 4.

Council deferred the consideration of this recommendation at the November 2, 2015 meeting.

### 1.4.2 Background on Policy Direction 4

With respect to Greenfield densities, it was indicated in the Phase Two report that the Township will not be able to meet the Region's overall population target of 34,900 people in 2031 if:

- No more than 920 units in total (and a population of approximately 2400 people) are developed between 2006 and 2031 through intensification; and,
- New development on vacant lands in the Greenfield area are developed in accordance with currently approved densities.

It was further indicated in the Phase Two report that if no changes were made, the Township would have a planned population shortfall of about 1,200 people by 2031. Given the relatively limited amount of land available for intensification within the Township's community areas, it was recommended in the Phase Two report that the densities permitted within the designated Greenfield area should be increased to make up this shortfall (Policy Direction Area #1 - Option B).



In terms of where densities could be increased, the potential exists to do so only in King City because of servicing constraints in Nobleton (pre-2031) and the limited amount of vacant and developable residential land on Schomberg. It was therefore recommended in the Phase Two report that the densities permitted within King City's designated Greenfield area be increased to ensure that the Township meets the 2031 population target. It was then recommended that the new permitted Greenfield density should be 7 units per hectare on average (Policy Direction Area #4) because the development of the remaining Greenfield lands in King City at this density would support the achievement of the Township's 2031 population target. However, it was also recommended that minor increases or decreases in this density permission could be considered based on site-specific factors.

Township Council deferred this policy direction at their meeting on November 2, 2015 and requested the additional background information presented in this report.

### 1.4.3 Purpose of this Report

On the basis of the above, the purpose of this supplementary report is to provide some background information to members of Council and the public to:

- Better understand how density is measured in King Township;
- Provide visual examples of developments at varying densities; and,
- Understand the impact of different densities on built form.

Notwithstanding the request for additional information to better visualize density pertains primarily to the Greenfield policy direction, it was logical to also provide an overview and examples of intensification, which consists of redevelopment of sites within the built-up area. Therefore, this report is comprised of two components: Greenfield Densities and Intensification.





## 2.0 GREENFIELD DENSITIES

The purpose of this section of the report is to review the density permissions within the King City Community Plan in particular, and provide visualizations of how these density permissions have been translated into neighbourhoods that have been built in these communities. This information is then used to inform the discussion of what new neighbourhoods in the Township could look like based on the application of a higher permitted density as per Policy Direction #4 (Greenfield Densities). This analysis has focused on Greenfield densities in King City because of the availability of both land and servicing to accommodate population growth to 2031.

### 2.1 Current Density Permissions

At the present time, there are seven separate low-density residential land use designations in the King City Community Plan. These designations and the maximum permitted density in each are shown on the table below.

Community	Land Use Designation	Permitted Density
King City	Low-Density Residential One Area	5-6 units per hectare
King City	Low-Density Residential Two Area	5 units per hectare
King City	Low-Density Residential Three Area	5 units per hectare
King City	Low-Density Residential Four Area	5 units per hectare
King City	Low-Density Residential Five Area	3 units per hectare
King City	Low-Density Residential Six Area	5 units per hectare
King City	Estate Residential Three Area	1 unit per hectare

### 2.2 The Greenfield Density Calculation

The way Greenfield density is calculated in the King City Community Plan reflects the desire of the Township in 2001 to be pro-active with respect to the protection of natural features and environmental buffer areas. Essentially, the Township wanted at the time to ensure that the natural feature and a 30 metre wide environmental buffer adjacent to the feature were protected.

In order to provide an incentive for the protection of the environmental buffer in particular, the Township allows for the area of land within the environmental buffer to be counted when determining how many units can be developed on a property, even though the environmental buffer lands would not be available for development. The intent of the policy was to ensure that the environmental buffer was protected without 'penalizing' the landowner in terms of the density that would be lost if development was not permitted in the environmental buffer.

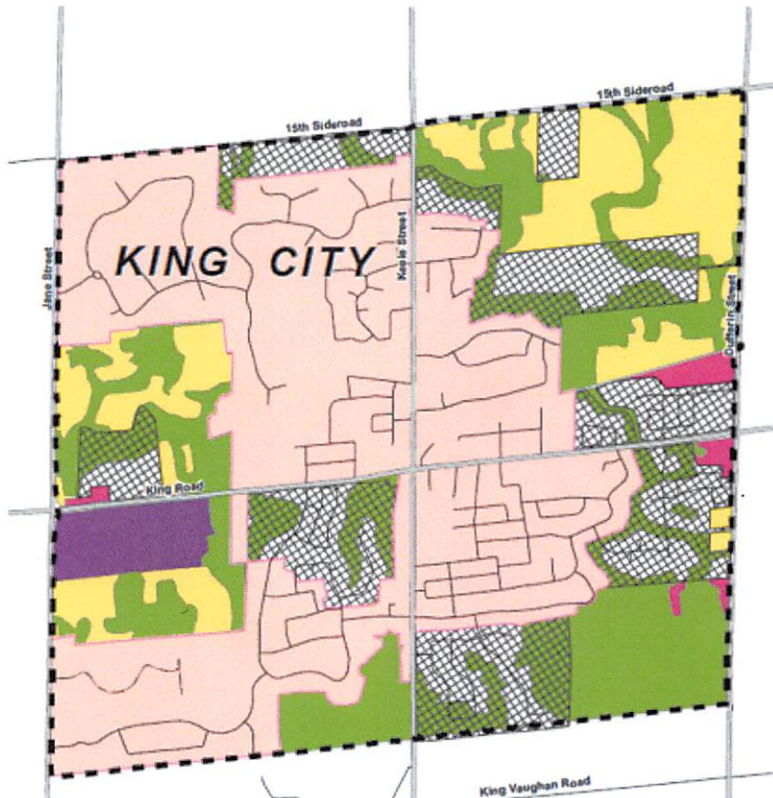
The above is accomplished by the combined effect of Sections 13.2.3 and 4.2.3 of the King City Community Plan, as discussed below.

**Section 13.2.3** of the King City Community Plan defines gross density as follows: *“This term shall mean the area of land including the lot area, local and collector streets, parks, including trails, public schools, institutional uses and all environmental lands with the exception of lands designated Environmental Protection Area on Schedules A and C.”* This means that the only portion of a property that is not included in the calculation is the natural feature that may be present. Given that the environmental buffer lands are not designated Environmental Protection Area, this means it is counted.

**Section 4.2.3** of the King City Community Plan deals with environmental buffers. The following is indicated in Section 4.2.3(v): *“Environmental buffer areas may be included in the net development area of a parcel of land only where the entire buffer area located on such parcel is to be held in single ownership or is to be conveyed to the Township or other public agency”*. This section further clarifies the intent of Section 13.2.3, and adds the requirement that for the environmental buffers lands to be counted, they have to be dedicated to a public authority. These buffers have been a minimum of 30 metres wide. Since this policy was included within the Community Plan in 2001, it has applied on numerous occasions (some of which are described later in this report).

The implementation of Section 4.2.3 means that the land within a buffer area can be counted, as part of the gross density calculation even though the buffer lands cannot be developed. This means that the density within the developable areas of a site tends to be higher by a factor that reflects the percentage of land that is within the minimum vegetation protection zone (buffer), and conveyed into public ownership.

The map on the right shows the remaining undeveloped lands in King City (in yellow) that may be the subject of subdivision applications in the future where the permitted density will be calculated as described above.





## 2.3 Existing Greenfield Densities

In order to have an informed discussion on what the recommended density for new Greenfield areas in the future means, the first task was to determine the density of existing developments that have been built in King City and to determine how the inclusion of the environmental buffer in the density calculation had an impact on density and ultimately on built form.

The review focused on four recently developed neighbourhoods in King City. While the densities permitted in the King City Community Plan for these areas are similar, site-specific factors affecting the density calculations contributed to variation in the built form.

The review focused on the following neighbourhoods:

1. Di Nardo Court - designated Low Density Residential 4 Area, which permits a maximum of 5 units per hectare
2. Hickory Hills – designated Low Density Residential 2 Area, which permits a maximum of 5 units per hectare
3. King Dufferin - designated Low Density Residential 1 Area, which permits a maximum of 5-6 units per hectare
4. Valley King - designated Low Density Residential 1 Area, which permits a maximum of 5-6 units per hectare.

As the list above indicates, the four developments reviewed are subject to Community Plan policies that permit 5 units per hectare or between 5 and 6 units per hectare. Notwithstanding the above however, it is noted that the lands on Di Nardo Court were actually developed at a much lower density in the early 2000's because full municipal services were not available at the time.

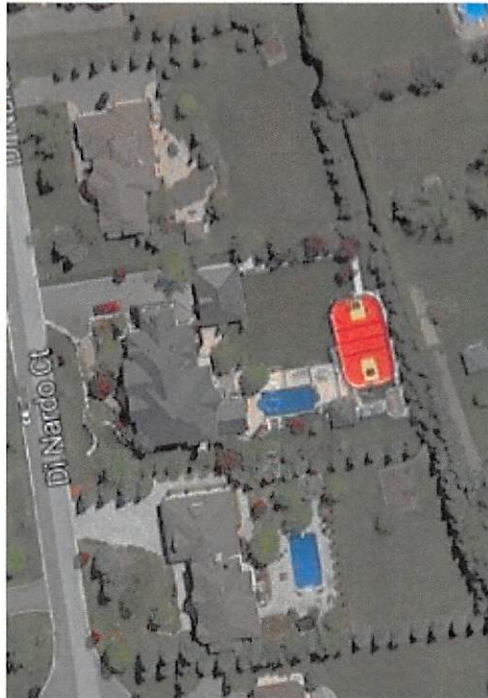
A summary of the neighbourhood review is found on the next four pages. Also included in the summaries is an analysis of how the actual densities (as developed) on the ground had an impact on the lot pattern and built form, based on the following parameters:

1. Lot frontage;
2. Lot depth;
3. Lot area;
4. Lot coverage;
5. Driveway width relative to frontage; and,
6. Average side yard relative to lot size.

# Area 1: Di Nardo Court, King City (2 uph)

### NEIGHBOURHOOD OVERVIEW

Development:	Di Nardo Phase 2
Location:	North East King City
Official Plan Designations:	Low Density Residential 4 Area
Permitted Density:	5.0 units per hectare

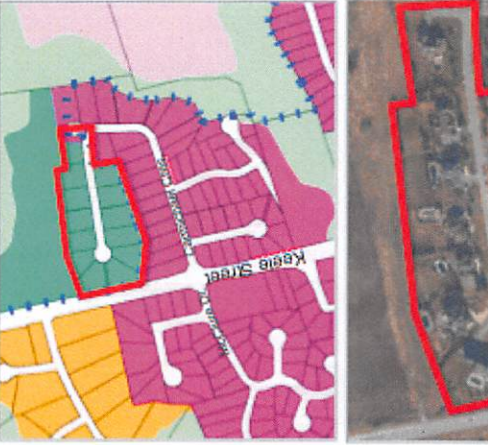


### PROPERTY STATISTICS


	Di Nardo	Hickory Hills	King Dufferin	Valley King
Lot Frontage Range (m):	48-56	21-25	12-14	11-12
Avg. Lot Depth (m):	76	55	36	34
Avg. Lot Size (m <sup>2</sup> ):	3,861	1,455	455	447
Avg. Lot Coverage:	12%	26%	44%	44%
Driveway Width Relative to Frontage:	18%	31%	44%	48%
Side Yard Relative to Lot Size:	11%	9%	8%	9%
<b>DENSITY* (up/h)</b>	<b>2</b>	<b>5.4</b>	<b>7.2</b>	<b>9.5</b>

### DEVELOPMENT STATISTICS

Total Number of Units:	13 single detached
Total Land Area:	~7.65 hectares
Density:	~1.20 units per hectare



### STREET VIEW



\* Calculated by dividing the total number of units by the developable area (i.e., total land area minus environmental features, buffers, future development areas, and medium density areas).





# Area 2: Hickory Hills, King City (5uph)

NEIGHBOURHOOD OVERVIEW	
Development:	Hickory Hills
Location:	South East King City
Official Plan Designation:	Low Density Residential 2 Area
Permitted Density:	5.0 units per hectare

DEVELOPMENT STATISTICS	
Total Number of Units:	75 single detached
Total Land Area:	+/- 15.39 hectares
Total Land Area minus Natural Feature:	+/- 14.98 hectares
Total Land Area minus Feature and Buffer:	+/- 14.03 hectares
Gross Density (including Buffer lands):	+/- 5.00 units per hectare
Net Density (excluding Buffer Lands):	+/- 5.35 units per hectare



PROPERTY STATISTICS				
	Di Nardo	Hickory Hills	King Dufferin	Valley King
Lot Frontage Range (m):	48-56	21-25	12-14	11-12
Av. Lot Depth (m):	76	55	36	34
Av. Lot Size (m <sup>2</sup> ):	3,861	1,466	455	447
Av. Lot Coverage:	12%	26%	44%	44%
Driveway Width Relative to Frontage:	18%	31%	44%	48%
Av. Side Yard Relative to Lot Size:	11%	9%	8%	9%
<b>DENSITY (uph)</b>	<b>2</b>	<b>5.4</b>	<b>7.2</b>	<b>9.5</b>



# Area 3: King Dufferin, King City (5uph)



NEIGHBOURHOOD OVERVIEW	
Development:	King Dufferin
Location:	Eastern boundary of King City (south of King Road)
Official Plan Designation:	Low Density Residential 1 Area
Permitted Density:	5.0 – 6.0 units per hectare




DEVELOPMENT STATISTICS	
Total Number of Units:	180 single detached
Total Land Area:	+/- 36.24 hectares
Total Land Area minus Natural Features:	+/- 29.78 hectares
Total Land Area minus Feature and Buffer:	+/- 22.24 hectares
Gross Density (including Buffer lands):	+/- 5.37 units per hectare
Net Density (excluding Buffer Lands):	+/- 7.19 units per hectare




PROPERTY STATISTICS					
	DI Nardo	Hickory Hills	King Dufferin	Valley King	
Lot Frontage Range (m):	48-56	21-25	12-14	11-12	
Av. Lot Depth (m):	76	55	36	34	
Av. Lot Size (m <sup>2</sup> ):	3,861	1,466	455	447	
Av. Lot Coverage:	12%	26%	44%	44%	
Driveway Width Relative to Frontage:	18%	31%	44%	48%	
Av. Side Yard Relative to Lot Size:	11%	9%	8%	9%	
<b>DENSITY (uph)</b>	<b>2</b>	<b>5.4</b>	<b>7.2</b>	<b>9.5</b>	



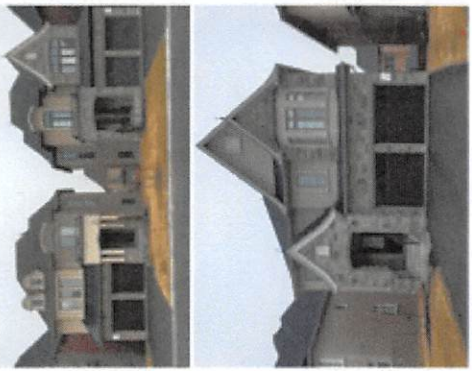


# Area 4: Valley King, King City (5uph)


PROPERTY VIEW



STREET VIEW





PROPERTY VIEW



NEIGHBOURHOOD OVERVIEW	
Development:	Valley King
Location:	South West King City
Official Plan Designation:	Low Density Residential 1 Area
Permitted Density:	5.0 – 6.0 units per hectare

DEVELOPMENT STATISTICS	
Total Number of Units:	107 single detached
Total Land Area:	+/- 33,64 hectares
Total Land Area minus Natural Features:	+/- 19.8 hectares
Total Land Area minus Feature and Buffer:	+/- 11.25 hectares
Gross Density (including Buffer lands):	+/- 5.4 units per hectare
Net Density (excluding Buffer Lands):	+/- 9.51 units per hectare

PROPERTY STATISTICS							
Lot Frontage Range (m):	48-56	Hickory Hills	21-25	King Dufferin	12-14	Valley King	11-12
Av. Lot Depth (m):	76		55		36		34
Av. Lot Size (m <sup>2</sup> ):	3,861		1,466		455		447
Av. Lot Coverage:	12%		26%		44%		44%
Driveway Width Relative to Frontage:	18%		31%		44%		48%
Av. Side Yard Relative to Lot Size:	11%		9%		8%		9%
<b>DENSITY (uph)</b>	<b>2</b>	<b>5.4</b>	<b>7.2</b>	<b>7.2</b>	<b>9.5</b>	<b>9.5</b>	<b>9.5</b>

The above summaries describe (among other things) the gross and net density of each development, with the differential being primarily dependent on the amount of environmental buffer that existed in each development as a percentage of the total land area.

In order to determine what the actual net density of the four projects is from an as built perspective, a detailed review of the Plan of Subdivision drawings was carried out and a determination was made on how much land within the subdivision was the site of a feature, an environmental buffer and what was left over. Given that the definition of gross density only excludes the natural feature from the calculation, all of the other lands were included in the calculation, including local and collector streets, parks, trails, schools and institutional uses. Future development areas were also considered in the analysis and were also not included in the calculations primarily because these future development areas are essentially parts of lots that will be developed when an adjoining Plan of Subdivision is registered. On the basis of the above, the actual density varies significantly as shown on the table below:

Name of Development	Permitted Community Plan Density (units per hectare with the environmental buffer included)	Actual Net Density (units per hectare without the environmental buffer)	Difference
Hickory Hills	5	5.4	+0.4
King Dufferin	6	7.2	+1.2
Valley King	6	9.5	+3.5
Di Nardo Court	5	2	-3

If the density calculation in King City did not incorporate the counting of the environmental buffer lands, and the density calculation excluded the natural feature and the environmental buffer, the pattern of development in the Hickory Hills, King Dufferin and Valley King developments would be relatively similar. However, they are not, primarily because of how the environmental buffer on each has played a role in what the actual density of development on the lands that are net of the feature and buffer was calculated. With the Hickory Hills development, the total land area was 15.39 hectares of which a small area was the site of a natural feature (0.41 hectares). The resulting land area, including the buffer was therefore 14.99 hectares. Given that the buffer on the subject lands comprised only 0.96 hectares, the actual net density of development very closely matches the gross density permission in the Community Plan.

With King Dufferin, the actual net density is significantly higher than the gross density. This is because 7.54 hectares of the total hectares (not including the natural feature) was the site of an environmental buffer. In this case, the environmental buffer accounted for 25.3% of the land area. Based on the multiplication of 7.54 hectares by 6, the landowner was permitted to develop an additional 45 units on the remaining lands. The result is that the actual net density in this case ended up being 7.2 units per hectare, even though the Community Plan permitted up to 6 units per hectare. The increase in density permitted as a result of the way the calculation is carried out is about 33%.



The impact of the environmental buffer was most dramatic in the Valley King development, wherein a large proportion of the total land area is within the environmental buffer (approximately 43%). As a result, the developer was afforded an additional 51 dwelling units on the developable lands, as a benefit for conveying environmental buffer and the natural feature into public ownership. On this site, the actual net density was built out to approximately 9.5 units per hectare, even though the development achieves a gross density of 5 to 6 units per hectare, in accordance with the King City Community Plan. The increase in density permitted as a result of the way the calculation is carried out is about 75%.

On the basis of the above, the actual net density of development is very dependent on how much buffer lands exist as a percentage of the total land area. Very simply put, the greater the amount of land that is the site of the buffer, the higher the actual net density.

## 2.4 Effect of Net Density on Lot Pattern and Built Form

Also included in the summaries (as shown on the table below) is an analysis of how the actual densities (as developed) on the ground had an impact on the lot pattern and built form, based on the following parameters:

1. Lot frontage;
2. Lot depth;
3. Lot area;
4. Lot coverage;
5. Driveway width relative to frontage; and,
6. Average side yard relative to lot size.

PROPERTY STATISTICS				
	Di Nardo	Hickory Hills	King Dufferin	Valley King
Lot Frontage Range (m):	48-56	21-25	12-14	11-12
Av. Lot Depth (m):	76	55	36	34
Av. Lot Size (m <sup>2</sup> ):	3,861	1,466	455	447
Av. Lot Coverage:	12%	26%	44%	44%
Driveway Width Relative to Frontage:	18%	31%	44%	48%
Av. Side Yard on Each Side Relative to Lot Size:	11%	9%	8%	9%
<b>DENSITY (uph)</b>	<b>2</b>	<b>5.4</b>	<b>7.2</b>	<b>9.5</b>

The table above demonstrates that as the net density increases, the following generally occurs:

- The average lot frontage decreases;
- The average lot depth decreases;
- The average lot size decreases;
- The average lot coverage increases because larger houses continue to be built, even on the smaller lots; and,
- The average driveway width relative to the lot frontage increases, since two car wide driveways at a minimum are provided on most lots, even on the smaller lots.

The above table also demonstrates that the differences are much more pronounced between development with a net density of 5.4 and 7.2 than between developments with net densities of 7.2 and 9.5. This is primarily because of the dramatic differences in lot frontage when the net densities increase from 5.4 to 7.2. It should be noted that the analysis carried out above focused on the straight portion of streets within each neighbourhood for comparison purposes and that the actual net density of the development is also affected by the number of larger lots as a proportion of the total and how many of the streets are curved, which leads to inefficiencies in how much land is used.

## 2.5 Conclusion

As mentioned previously, it has been recommended that on average the gross density permission be increased to 7 units per gross hectare. Based on the analysis completed in this report, the actual net density on the remaining vacant Greenfield lands in King City could be between 9 and 10 units per net hectare, depending on the extent of the environmental buffer lands as a percentage of the total land area on each parcel of land being considered for development, based on the current policy regarding how density is calculated, assuming this method is carried forward into the new Official Plan.

In this regard, a determination has not been made on whether this will be the case. If it is not, the way in which density is calculated and the permitted density will need to be reviewed to achieve the same objectives with respect to accommodating the 2031 population target.

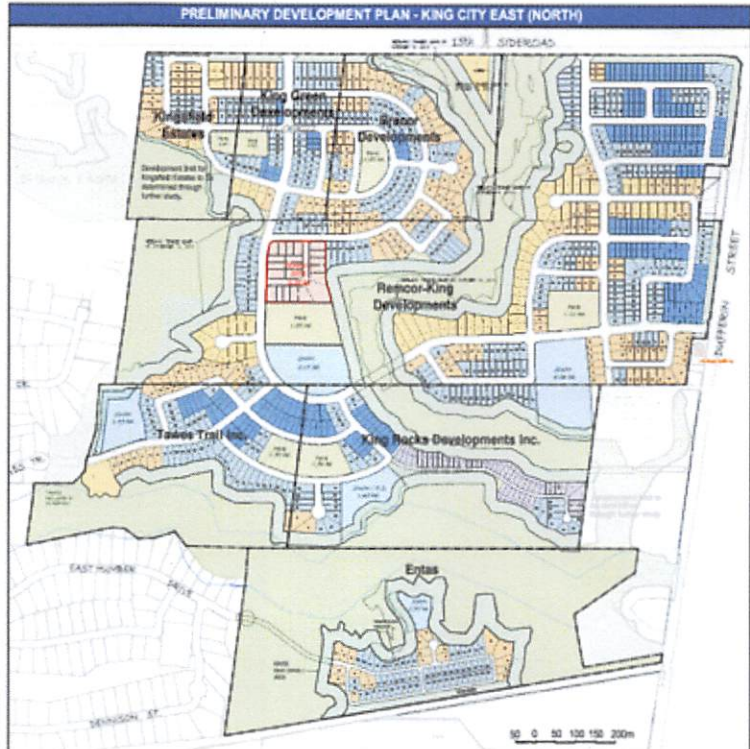
This means that the lot pattern and built form of new development in the remaining Greenfield areas will be similar to the already developed Valley King development.

The Valley King development, with an approximate net density of 9.5, can be regarded as an example of the implication of the recommendation to increase the permitted gross density to 7 units per hectare on average.



It is recognized that the King East Landowner's Group is currently proposing to develop their lands at a density of 7 units per gross hectare. It is recognized that this application is currently under consideration by the Township and no decisions have been made.

A review of the concept plan (on the right) has been undertaken for the purpose of this exercise and it has been determined that approximately 18% of the land area that is factored into the density calculation is the site of environmental buffers. As a consequence, the actual net density is approximately 9.4 units per hectare.



## 2.7 Other Concluding Comments

The actual net density of 8 to 9.5 units per hectare that has been developed in King City and is expected in the future is more than 50% less than the minimum required density of development in other urban areas in York Region and in most of the other urban areas in the Greater Toronto Area.

This is because new development in the Region of York 'Towns and Villages' classification is not required to conform to the minimum density requirements for Greenfield requirements in the York Region Official Plan. Within the Region of York, the only areas exempted from the higher minimum density requirement are King City, Schomberg, Nobleton and Kleinburg-Nashville.

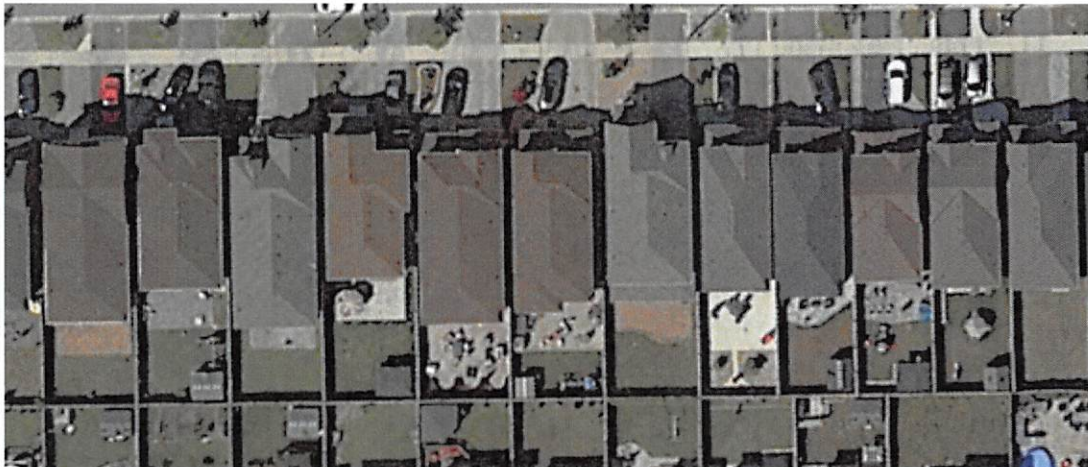
In order to demonstrate what the minimum density of development is in other urban areas in York Region, a review of a number of recently constructed developments has been carried out. In this regard, below are examples of recent developments in Vaughan and Markham that have densities in the 20 to 25 unit per hectare range. In these developments, the average lot frontages are between 10 and 12 metres, the local road right of ways are narrower and lot depths range from 27 to 30 metres which means that much smaller backyards are now the norm in many new urban areas. In addition to the above and in order to achieve the minimum densities established by the Region, a mix of semi-detached and townhouse dwellings are required and in some cases this means that less

than 50% of the dwelling units in certain new development areas are made up of single detached dwellings.

**Example #1 - Neighbourhood in Vaughan with a mix of single detached, semi-detached and four unit street townhouses**



**Example 2 - Neighbourhood in Vaughan with 9 metre frontage lots (single detached dwellings)**





**Example 3 - Neighbourhood in Vaughan with Townhouses in the north, semi-detached dwellings in the centre and single detached dwellings in the south**



## 3.0 INTENSIFICATION

### 3.1 Introduction

The York Region Official Plan requires that a minimum of 920 dwelling units be developed within the built boundary identified by the Province prior to 2031. On the basis of work completed to date, 546 of King's 920 intensification units are remaining and are required to be planned for. As per the Intensification Policy Direction #2 recommendation, about 457 of these units would be planned for King City.

The York Region Official Plan requires the Township to develop an Intensification Strategy that will:

- a. Plan to meet and/or exceed intensification targets.
- b. Identify the role for each of the following (as applicable):
  - i. Regional Centres and Corridors;
  - ii. GO Transit train stations and bus terminals, and subway stations;
  - iii. Local Centres and Corridors;
  - iv. Other major streets;
  - v. Local infill; and,
  - vi. Secondary suites.
- c. Identify and map intensification areas and provide targets for each area;
- d. Identify appropriate density ranges for intensification areas;
- e. Incorporate employment opportunities into intensification areas;
- f. Plan for a range and mix of housing, taking into account affordable housing needs; and,
- g. Identify implementation policies and strategies to prioritize, phase in and achieve local municipal intensification targets.

As a result of consultation with Township staff, the Technical Advisory Committee and the Stakeholder Committee, the following input was received with respect to preferred locations:

- Intensification should occur along Regional Roads;
- Intensification should occur within and close to the existing core areas; and,
- Intensification should not occur in existing neighbourhoods/plans of subdivision.

It was also recommended in Phase Two report that the maximum building height permissions in the existing Community Plans be maintained for intensification areas and that Official Plan policies be prepared to allow for the consideration of increased heights in intensification areas subject to meeting a set of detailed locational and site-specific criteria (Policy Direction #2). Council supported this Policy Direction on November 2, 2015.



## 3.2 Permitted Densities in Intensification Areas

This section of the report provides a general overview of the current policies in the Community Plans for development/redevelopment that may apply to a proposal for intensification.

Within the King City Community Plan, Section 6.8.3 iii) sets some initial criteria for the consideration of proposals in the Core Area:

*"New development which is not to be located within existing buildings shall be designed to be in keeping with the character of the surrounding development and shall be evaluated based on submission of the following information:*

- a) *Detailed site and landscape plan, which includes information on how the development will be integrated with adjacent development; and,*
- b) *Perspective drawings of the proposed development."*

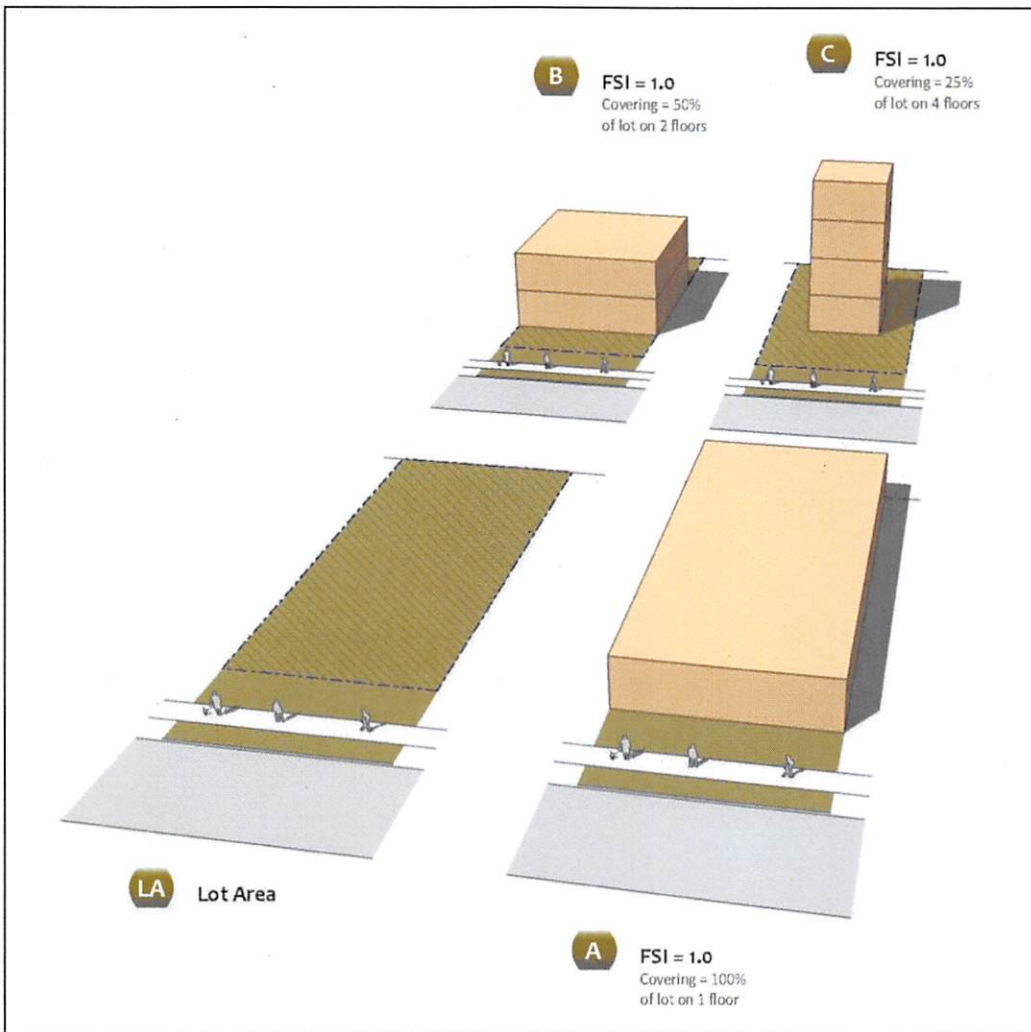
Section 6.8.3 iv) then sets out some rules:

*"Applications for new development shall also satisfy the following criteria:*

- a) *Be serviced by a municipal communal water and sewer system;*
- b) *Be designed to mitigate any impacts on adjacent residential development through the use of separation distances, landscaping and fencing and other measures;*
- c) *Not exceed a height of three storeys;*
- d) *Include no open storage of vehicles, machinery or equipment, excluding parking lots;*
- e) *Maximum floor space index of 0.5 for commercial or mixed use development;*
- f) *Maximum density of 20 units per hectare (8 units per acre) for medium density residential development;*
- g) *Demonstrate that development is integrated with adjacent lands wherever feasible with respect to parking, landscaping and pedestrian and vehicular circulation systems."*

The key policies above that deal with density are the floor space index cap of 0.5 for commercial or mixed-use development and 20 units per hectare for medium density residential development. The image on the next page is from the City of Toronto and it demonstrates what a floor space index is.

Section 6.8.2 also limits the permitted height of medium density development to three storeys. These same restrictions also apply to the GO Station Area as well as per Section 6.9 of the King City Community Plan.



*FSI means the gross floor area of all buildings on a lot divided by the lot area.*

Section 3.4.4 of the Nobleton Community Plan indicates the following:

*"3.4.4 Redevelopment and Re-use Policies*

*The redevelopment and re-use of existing residential properties for commercial purposes is encouraged, as is the upgrading and improvement of existing commercial properties.*

*With the introduction of full municipal sewer and water services to Nobleton, it will become possible to improve and/or redevelop existing small properties within the Village Core which otherwise would have limited development potential.*



*Any new development within the Village Core should seek to improve the overall physical appearance and pedestrian amenities within the area, in order to contribute to the small town character. In particular, as redevelopment and expansion occurs on the properties fronting on King Road east of the four corners, the number of existing driveways and access points should be consolidated and reduced, parking areas should be consolidated and relocated where feasible to the side or rear of buildings, and the street edge should be defined with appropriate landscaping and pedestrian sidewalks. New buildings should be low-rise, with a maximum height of three storeys."*

There is no floor space index or maximum permitted density cap applying to the Village Core area in the Nobleton Community Plan.

Section 3.5.3 of the Schomberg Community Plan contains general policies that are applicable to all residential designations. Section 3.5.3 a) deals with character as per below:

*"Council shall endeavour to maintain and/or improve the quality of existing residential development in those areas which are designated for continued residential use."*

Section 3.5.3 b) of the Schomberg Community Plan deals specifically with infilling:

*"It shall be the policy of this Plan to give priority to the infilling of areas presently developed for residential purposes. Any infill proposal or addition shall recognize and enhance the scale and character of the existing residential area by having regard for natural vegetation, lot frontages and areas, building height, mass and setbacks, privacy and overview. All new residential development shall be fully serviced by the municipal water supply and sanitary sewage systems and occur in a manner which provides for the sequential extension of such services in accordance with Section 7.2(e) of this Plan. Notwithstanding the foregoing, where severe constraints exist to the provision of full municipal services, limited residential development may be permitted in the areas designated for residential purposes in accordance with Section 7.2(f) of this Plan."*

Section 3.5.3 d) deals with design and massing:

*"Regard shall be had for the design and massing of the various forms of low and medium density housing to ensure that development will be generally compatible in built form with adjacent residential development. Housing types will be arranged in a gradation so that higher density forms of housing will complement those of lower density. Appropriate buffering and spacing will be provided between low and medium density housing development in order to maintain privacy and amenity."*

Section 3.5.5 deals with Medium Density Residential Areas and it indicates that the maximum density shall not exceed 30 units per hectare. However, Section 3.5.5 c) permits an increase in density as per below:

*"Notwithstanding the provisions of paragraph (b) hereof to the contrary, the maximum height and density of a low rise apartment dwelling house permitted within the Medium Density Residential designation shall be three storeys and 50 dwelling units per net hectare respectively, provided that, where adjoining lands are designated as Medium Density Residential, the overall density of development within the Medium Density Residential area as a whole does not exceed 30 units per gross hectare."*

Lastly, there a number of policies dealing with the form of development in the Main Central Area in Section 3.7.3 c) and f) as per below:

- "c) *The maximum height of any new building or structure developed within the Main Central Area shall not exceed three storeys. The massing and design of new buildings and structures within the Main Central Area shall be in keeping with the nature of the area and further provide for the integration of new buildings in a manner which is sensitive to the scale and character of adjacent structures.*
- f) *Innovative building design and layout shall be encouraged wherever feasible. Council will promote the retention, renewal and conservation of commercial buildings of historic architectural and contextual merit in the consideration of an application for development and/or redevelopment within the Main Central Area. In assessing the impact of a proposal to develop and/or redevelop lands within the core area, regard shall also be had for the character of the surrounding area."*

### 3.3 Examples of Existing Densities in King Township

A review of intensification densities in King Township has also been carried out.

The way density is calculated within intensification areas is different than the way it is carried out in Greenfield areas. In King City, density in the Core Area is subject to a floor space index cap of 0.5, a maximum density of 20 units per hectare and a maximum height of three storeys. In Schomberg, commercial development/redevelopment in the Main Central Area is subject to a maximum floor space index of 1.0, and in general, a maximum height of three storeys. In Nobleton, the maximum height cap of three storeys is the main determining factor.

On the next few pages are descriptions of four recent developments:

- Shoppers Drug Mart site on King Road in King City;
- Fandor Commercial site at northeast corner of Parkview and Highway 27 in Nobleton;
- 12994 Keele Street (west side of Keele south of King Road) in King City; and,
- Spring Hill Residences on King Road in King City.



## Site 1: Shoppers Drug Mart, King City (FSI 0.36)

SITE OVERVIEW	
Location:	2136, 2140, and 2148 King Road
Official Plan Designation:	Core Area
Maximum FSI Permitted:	0.5
Maximum Height Permitted:	3 storeys



**STREET VIEW**



**PROPERTY VIEW**



SITE AND BUILDING STATISTICS				
	Shoppers Drug Mart	Fandor (Nobleton)	12994 Keele Street	Spring Hill Residences
Total Land Area:	5,800 m <sup>2</sup>	1,946 m <sup>2</sup>	796 m <sup>2</sup>	12,339 m <sup>2</sup>
Total GFA:	2,100 m <sup>2</sup>	1,046 m <sup>2</sup>	+/- 790 m <sup>2</sup>	17,390 m <sup>2</sup>
Building Height:	2 storeys/12 m	2 storeys/7.93 m	2 storeys /12 m	4 storeys/15.8 m
Building Coverage:	22%	32%	50%	35%
Parking Coverage:	+/- 44%	+/- 29%	+/- 10%	+/- 4%
No. of Residential Units	0	0	0	137
FSI:	0.36	0.54	1.00	1.38

The Shoppers Drug Mart site is clearly an attractive development and it conforms to the policy framework set out in the King City Community Plan.

## Site 2: Fandor Commercial, Nobleton (FSI 0.55)

**SITE OVERVIEW**

**Location:** Highway 27, S of King Road

**Official Plan Designation:** Village Core

**Maximum Height Permitted:** 3 storeys

**STREET VIEW**

**PROPERTY VIEW**

**SITE AND BUILDING STATISTICS**

	Shoppers Drug Mart	Fandor (Nobleton)	12994 Keele Street	Spring Hill Residences
<b>Total Land Area:</b>	5,800 m <sup>2</sup>	1,946 m <sup>2</sup>	796 m <sup>2</sup>	12,339 m <sup>2</sup>
<b>Total GFA:</b>	2,100 m <sup>2</sup>	1,046 m <sup>2</sup>	+/- 790 m <sup>2</sup>	17,390 m <sup>2</sup>
<b>Building Height:</b>	2 storeys/12 m	2 storeys/7.93 m	2 storeys /12 m	4 storeys/15.8 m
<b>Building Coverage:</b>	22%	32%	50%	35%
<b>Parking Coverage:</b>	+/- 44%	+/- 29%	+/- 10%	+/- 4%
<b>No. of Residential Units</b>	0	0	0	137
<b>FSI:</b>	0.36	0.54	1.00	1.38

The Fandor Commercial development is also attractive, and it attains a FSI of 0.54. However, given the small size of the property, adding a third storey on the building was not feasible.



## Site 3: 12994 Keele Street, King City (FSI 1.00)

SITE OVERVIEW			STREET VIEW			
Location:	12994 Keele Street					
Official Plan Designation:	Core Area					
Maximum FSI Permitted:	0.5					
Maximum Height Permitted:	3 storeys					
PROPERTY VIEW		SITE AND BUILDING STATISTICS				
		Shoppers Drug Mart	Fandor (Nobleton)	12994 Keele Street	Spring Hill Residences	
		Total Land Area:	5,800 m <sup>2</sup>	1,946 m <sup>2</sup>	796 m <sup>2</sup>	12,339 m <sup>2</sup>
		Total GFA:	2,100 m <sup>2</sup>	1,046 m <sup>2</sup>	+/- 790 m <sup>2</sup>	17,390 m <sup>2</sup>
		Building Height:	2 storeys/12 m	2 storeys/7.93 m	2 storeys /12 m	4 storeys/15.8 m
		Building Coverage:	22%	32%	50%	35%
		Parking Coverage:	+/- 44%	+/- 29%	+/- 10%	+/- 4%
		No. of Residential Units	0	0	0	137
		FSI:	0.36	0.54	1.00	1.38

The above property on Keele Street attains a FSI of 1.0. This development predates the approval of the King City Community Plan. Had this development been subject to the King City Community Plan policies, an official plan amendment would have been required to provide for the FSI of 1.0. This development takes advantage of the natural terrain by providing parking underneath the rear of the building.

## Site 4: Spring Hill Residences, King City (FSI 1.38)

**SITE OVERVIEW**

Location:	SW Corner of King Road and Siena Drive
Official Plan Designation:	Medium Density Residential Area
Maximum Density Permitted:	25 units per hectare
Maximum Height Permitted:	3 storeys



**STREET VIEW**



**PROPERTY VIEW**



**SITE AND BUILDING STATISTICS**

	Shoppers Drug Mart	Fandor (Nobleton)	12984 Keele Street	Spring Hill Residences
Total Land Area:	5,800 m <sup>2</sup>	1,946 m <sup>2</sup>	796 m <sup>2</sup>	12,339 m <sup>2</sup>
Total GFA:	2,100 m <sup>2</sup>	1,048 m <sup>2</sup>	+/- 790 m <sup>2</sup>	17,390 m <sup>2</sup>
Building Height:	2 storeys/12 m	2 storeys/7.93 m	2 storeys/12 m	4 storeys/15.8 m
Building Coverage:	22%	32%	50%	35%
Parking Coverage:	+/- 44%	+/- 29%	+/- 10%	+/- 4%
No. of Residential Units:	0	0	0	138
<b>FSI:</b>	<b>0.36</b>	<b>0.54</b>	<b>1.00</b>	<b>1.38</b>

The Spring Hill Residences has a FSI of 1.38, and in order to achieve this FSI, underground parking was provided. The density of this development exceeds 100 units per hectare, which was provided for by an amendment to the King City Community Plan.



### 3.4 Moving Forward with Densities in Intensification Areas

There are a number of factors to consider when determining what can be developed on a property in a developed area:

- The configuration of the property;
- The nature of any development constraints (drainage and environmental areas);
- The need to provide for required parking;
- The need for on site drainage;
- The need for appropriate loading and waste storage facilities if mixed uses are proposed; and,
- The maximum permitted height, density and FSI in the Official Plan.

There is always a threshold in built up areas in particular beyond which it is not feasible to develop unless underground parking is provided. This sometimes has to be augmented by parking spaces that are available on site or on the adjoining public streets. For example, developing the Spring Hill Residences would not have been feasible without underground parking. In the case of the Shoppers Drug Mart on King Road, the development could have been larger if underground parking was provided.

Generally speaking, underground parking only becomes feasible when the site is large enough to provide for the driveway access and the ability to site the required parking spaces on one floor (for developments with 3 to 4 storeys). If more than one floor of parking is required, the cost of that parking increases because of the need to provide for internal ramps, additional emergency exits, ventilation and more complex stormwater management solutions.

This means that when the Township develops new rules for intensification projects, these rules should provide for development that is economically feasible. This means that there should be some flexibility from a height perspective and a density perspective for this to occur.

It has already been recommended that the height cap of three stories be retained in the Official Plan moving forward. However, it is also being recommended that consideration could be given to higher buildings in certain circumstances. The criteria to consider in this regard will be developed in the new Official Plan. With respect to maximum permitted density (in terms of maximum number of units per hectare), consideration should be given to either eliminating requirements for a maximum permitted density or increasing the permitted density. For example, the current cap on density of 20 units per hectare is very low and would not have permitted the development of the Spring Hill Residences if it were rigidly applied.

In order to stimulate discussion as part of the Official Plan Review process, two other developments in Maple have been reviewed and are presented on the next two pages.

## Site 5: 9869 & 9891 Keele St., Vaughan (FSI 1.01)

### SITE OVERVIEW

<b>Location:</b>	9869 & 9891 Keele St., south of Major Mackenzie Drive
<b>Official Plan Designation:</b>	Maple Commercial Core Area

### PROPOSED SITE AND CONCEPT PLANS

### PROPERTY VIEW

### SITE AND PROPOSED BUILDING STATISTICS

<b>Total Land Area:</b>	5,307 m <sup>2</sup>
<b>Total GFA:</b>	5,816 m <sup>2</sup>
<b>Building Height:</b>	3 storeys (11.8m) – Apartment Building
<b>Building Coverage:</b>	50%
<b>Parking Coverage:</b>	1.4%
<b>Residential Units:</b>	56 apartment units, 6 live-work units, 5 townhouse units, and 2 existing heritage dwellings
<b>FSI:</b>	1.09

The above development primarily consists of dwelling units. Based on 67 units and a land area of 5,307 square metres (0.53 hectares), the density is about 125 units per hectare. However, this density and the FSI of 1.09 could not have been achieved without underground parking. It is noted however the landowner determined in this case that a three-storey building with underground parking was feasible.



## Site 6: 2396 Major Mackenzie Dr., Vaughan (FSI 1.33)

SITE OVERVIEW	
Location:	2396 Major Mackenzie Drive, west of Keele St.
Official Plan Designation:	Maple Commercial Core Area

### STREET VIEW

### PROPERTY VIEW

SITE AND BUILDING STATISTICS	
Total Land Area:	+/- 7,603 m <sup>2</sup>
Total GFA:	10,090 m <sup>2</sup>
Building Height:	3-4 storeys (+/- 12 to 16 m)
Building Coverage:	+/- 39%
Parking Coverage:	+/- 7.5%
Residential Units:	97 apartment units
FSI:	1.33

The above development was completed in 2015. With 97 dwelling units on 7,603 square metres (0.76 hectares), the density is about 127 units per hectare. In addition to the residential uses, ground floor commercial uses are anticipated along the Major Mackenzie frontage. With respect to height, the building located adjacent to Major MacKenzie has a height of four storeys and the building in the rear has a height of three storeys. As with the previous development, the density and FSI could not have been achieved on this site without underground parking being provided.

There will be a need to consider this matter further as part of the Official Plan Review. The remaining sections provide some additional insights for consideration moving forward.

## 3.5 Land Use Compatibility Considerations

Land use compatibility has been a common issue under consideration at numerous Ontario Municipal Board hearings. In an often-quoted decision of the Ontario Municipal Board dated August 11, 2006 (Decision/Order # 2263), a reference is made on page 7 of that decision to the language in another Decision: "*when he said being compatible with is not the same as being the same as. Being compatible with is not even the same thing as being similar to. Being similar to implies having a resemblance to another thing; they are like one another, but not completely identical. Being compatible with implies nothing more than being capable of existing together in harmony.*"

The criteria that assist in determining whether uses can 'exist together in harmony' when change is proposed in the context of redevelopment in and adjacent to a low density residential neighbourhood can include:

- The relationship between the massing and height of existing and proposed buildings;
- The location of established building lines (the average setback of existing development from the street);
- The placement of existing and proposed buildings on a lot;
- The lot coverage of existing and proposed development;
- The nature of existing and proposed building materials; and,
- The location of driveways garages and trees.

While the location of buildings, driveways and other elements of development on a site are important considerations, it is quite often the architectural style and the bulk and massing of a proposed development that has the most important impact on the character of a street, area or neighbourhood. However, it is the architectural style that is the most difficult to regulate.

## 3.6 Determining Character

Another subjective component is the defining character of the adjacent neighbourhood or the street itself. Given the different ages at which neighbourhoods and streets develop, it is recognized that there are many different types of neighbourhoods and streets with many different character traits, and that it is important to understand that certain characteristics are not necessarily "better" than others. The character of a neighbourhood or street is a reflection of how the defining elements of the built form and setting are consistent (or not).

Some of the main defining elements of character are outlined below:

1. Lot size
2. Vegetation – size, location, age, variety
3. Building – size, location, orientation, materials
4. Architectural style



5. Age of neighbourhood
6. Right-of-way treatment
7. Parking and driveways
8. Proximity of significant natural features

Generally, the more consistency there is amongst the above main defining elements, the more obvious the character is.

Notwithstanding the above, in neighbourhoods and streets where there is no consistency in terms of the elements identified above, that neighbourhood and street can also have a certain character, however, that character would be considered to be more “eclectic”. It is for this reason that many older neighbourhoods developed before the Second World War in urban areas are more eclectic in nature. To some extent the more eclectic a neighbourhood or street is, the more able it is from a compatibility perspective to experience change in the form of different building types and styles.

After the character of any neighbourhood or street is identified, then the challenge is to determine how that community character can be affected by new development. When there is a predominant consistency, new development should be evaluated to ensure it is in keeping with the surrounding character.

However, it is often difficult to determine how significantly a change or new development will affect a neighbourhood or street and whether the potential change is significant enough not to permit the proposed change to occur. There are some instances where changing the character of the neighbourhood is desirable, if other public interest objectives are met. An example of this may be where dwelling units within a neighbourhood are beyond repair and urban redevelopment is encouraged to improve the ‘quality of life’ in that area. However, in cases where change affects the character to an extent that there is a perceived decrease in the ‘quality of life’ or ‘sense of place’, then that change may not be appropriate, especially in already stable neighbourhoods.

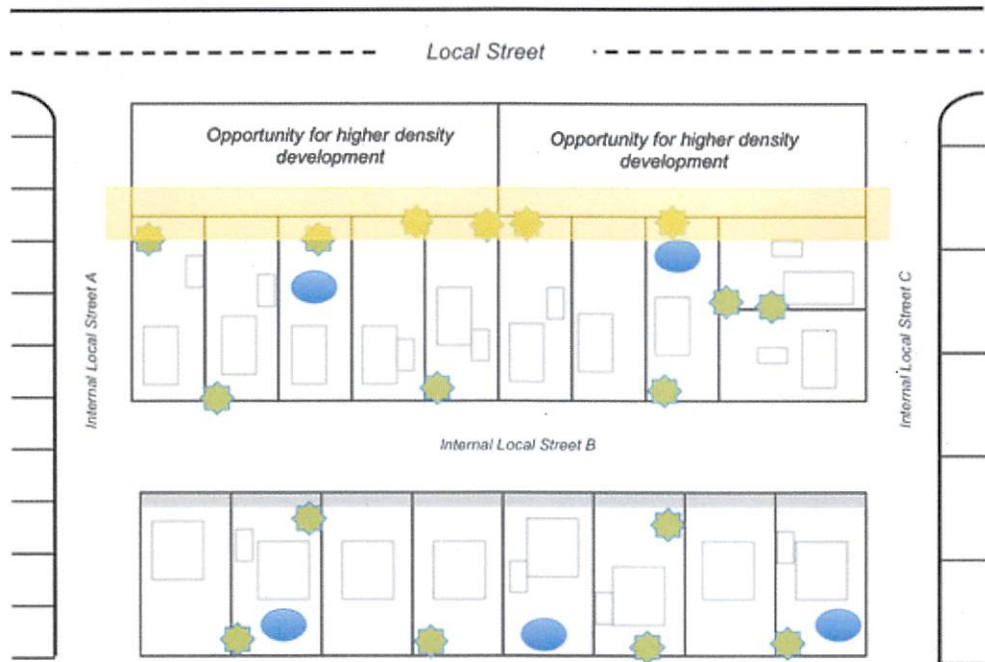
### 3.7 Interface Considerations

In general, whenever different forms of development are proposed in an area, there is the risk of conflict. This is a challenge that every municipality faces because boundaries around types of uses are inevitable. However, by understanding the components that define the lands and uses that occur along the interfaces, the Township can develop an approach to assess and mitigate potential conflicts between land uses that may not be widely accepted as being compatible. With the above in mind, below is a discussion of the two types of common interfaces - along the property line or across a street.

#### **Scenario 1: Interface along property line**

The first scenario where an interface could occur is along a property line. In general, this would occur along a rear property line where residential lands abut lands designated for a higher density

use, but in some cases could occur along side yard property line. The figure below depicts scenario 1 as described above. The yellow area identifies the interface area.



Interface Consideration - Scenario 1 (Yellow - interface focus area, Grey - dwellings and garages, Green - trees, Blue - swimming pool)

The first step is to understand the character and use of the low-rise residential lands (depicted above as those lands on the north side of 'Local Street B'). The table below identifies possible criteria.

Criteria to consider in understanding the low-rise residential lands in Scenario 1.

	<b>Criteria to Consider</b>	<b>Types of Questions to Consider</b>	<b>Why?</b>
1.	Lot depth	Are the lot depths consistent or do they vary in depth?	Lot depth can influence how proposed adjacent development impacts the existing dwellings because it is the defining line between existing dwellings and future development.
2.	Orientation of lots	Do the lots have the same frontage or are some lots fronting on different streets?	If all lots front on the same street, proposed development is only occurring along rear lot lines. With side yard lot lines, impacts can vary because generally side yards are smaller than the rear yard and would be much closer to the dwelling.
3.	Location and orientation of dwelling	Where is the dwelling located on the lot? Is it near the front property line or in the middle of the lot? Is the	Dwelling location could impact how a proposed development impacts privacy. If a dwelling were closer to the front lot line, then the line of sight and distance to adjacent development would be further.



		dwelling entranceway facing the street or is it on the side or at the rear of the dwelling?	The opposite is true if a dwelling was located in the centre of a lot or towards the rear lot line.
4.	Height of existing dwellings	How many storeys are the existing dwellings? Do they have backyard or side yard additions?	Similar to the location and orientation of existing dwellings, privacy and line of sight can be impacted by proposed development.
5.	Windows	Do the existing dwellings have multiple and/or large windows on the rear face of the dwelling?	Location of windows and the type (e.g. bathroom window vs. living room) influences what existing landowners would see and could impact privacy.
6.	Backyard uses	What is the primary use of the backyards? Do the backyards have other amenities (e.g. pool)?	How a landowner uses their backyard can be impacted by the scale of development. Swimming pools, patios, etc. are an indicator of how a landowner uses their yard.
7.	Trees and landscaping	Do the backyards have mature trees and/or landscaping? What type of vegetation is along the rear property line?	Mature trees and landscaping is an indicator of the privacy and realm created in a space. Trees can help create a natural buffer.
8.	Fence	Do the backyards have fences along the rear property line? What type of fence material is currently in place (e.g. wood or wire)?	Fencing is another form of a barrier and its impact can vary based on the type of material and the height.

The second step is to understand the type of development that could occur on the side of the scenario where lands are planned to have higher density uses. The table below identifies possible criteria.

Criteria to consider in understanding the higher density lands in Scenario 1.

	<b>Criteria to Consider</b>	<b>Types of Questions to Consider</b>	<b>Why?</b>
1.	Height	How many storeys is the proposed development?	Height can impact the transition from low rise residential to multi-storey buildings.
2.	Grade	Is there a different grade between the proposed development and residential properties?	A difference in grade between multi-storey buildings and low rise residential can cause a building to appear much larger than it may be and therefore have a potentially negative impact on adjacent landowners.
3.	Bulk/Massing	Is the proposed development a single multi-storey building or several smaller buildings? Are	Bulk/massing of a building can also have an impact on the visual perception of adjacent landowners.

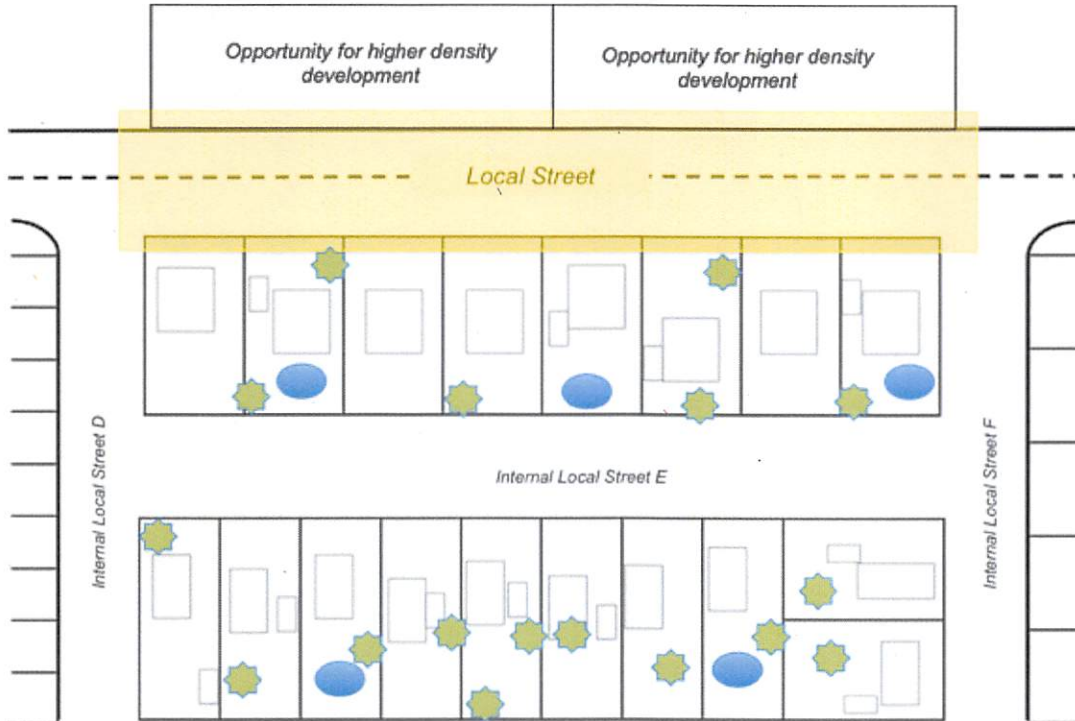
		there setbacks on upper storeys? Is it the same material for the entire building or different on upper storeys? Is the roof flat or sloped?	
4.	Windows	Are the windows on the proposed development facing the residential properties? Are they large windows (e.g. living room) or small windows (e.g. bathroom) or both?	The size of windows can impact privacy, or lack thereof, on adjacent residential uses.
5.	Balcony	Does the proposed development provide units that have balconies?	Balconies can also impact privacy.
6.	Use	What are the uses that are permitted on the mixed-use lands? Are the uses only residential? Are 24-hour establishments permitted? Will the uses require loading space? Will there be noise impacts and will they vary by time of day? What traffic impacts may be a result of development (e.g. customer and residential parking, deliveries, etc.)	Certain types of uses can have a greater impact on the quality of life of landowners in existing residential dwellings. For example, uses that are open long hours or require deliveries mean that space is needed for deliveries and noise impacts could be a result at varying hours.

**Scenario 2: Interface divided by a street**

A second scenario where interface considerations are warranted is where residential lands are located on one side of the street and higher density uses are located on the opposite side of the street.

The figure below (next page) depicts scenario 2 as described above. The yellow area identifies the interface area.





Interface Consideration - Scenario 2 (Yellow - interface focus area, Grey - dwellings and garages, Green - trees, Blue - swimming pool)

In this regard, consideration for both types of uses on either side of the street/interface area would be required. The table below identifies possible criteria in assessing the residential lands.

Criteria to consider in understanding the low-rise residential lands in Scenario 2.

	<b>Criteria to Consider</b>	<b>Types of Questions to Consider</b>	<b>Why?</b>
1.	Front Yard Setback	Do the dwellings have the same front yard setback or do they vary?	The front yard setback identifies how far a dwelling is from the front lot line. Dwellings closer to the road may experience a greater impact of development than those that are farther away.
2.	Location and orientation of dwelling	Where is the dwelling located on the lot? Is it near the front property line or in the middle of the lot? Is the dwelling entranceway facing the street or is it on the side or at the rear of the dwelling?	Privacy and line of sight can be impacted by proposed development.
3.	Height of existing dwellings	How many storeys are the existing dwellings?	Similar to the location and orientation of existing dwellings, privacy and line of sight can be impacted by proposed development.

Similarly, the type of development on the opposite side of the street would require an assessment. The table below identifies possible criteria.

Table 21: Criteria to consider in understanding the higher density lands in Scenario 2.

	<b>Criteria to Consider</b>	<b>Types of Questions to Consider</b>	<b>Why?</b>
1.	Height	How many storeys is the proposed development?	Height can impact the transition from low rise residential to multi-storey buildings.
2.	Grade	Is there a different grade between the proposed development and residential properties?	A difference in grade between multi-storey buildings and low rise residential can cause a building to appear much larger than it may be and therefore have a potentially negative impact on adjacent landowners.
3.	Bulk/Massing	Is the proposed development a single multi-storey building or several smaller buildings? Are there setbacks on upper storeys? Is it the same material for the entire building or different on upper storeys? Is the roof flat or sloped?	Bulk/massing of a building can also have an impact on the visual perception of adjacent landowners.
4.	Signage	Will the proposed development require signage? Will the signage require lighting? Will the sign be lit up 24-hours a day?	Illuminated signage can have a visual impact and create light pollution on the residential dwellings across the road.

### 3.8 Conclusion

As the discussion above demonstrates, there are many factors to consider in developing an intensification policy framework. Intensification is not a new land use idea – it has already been occurring in King Township for years. The challenge now is to update the existing policy framework in the three Community Plans to ensure that the “right forms” of intensification to occur in the “right locations”.

The Community Plans already encourage intensification within a number of areas, subject to criteria. In this regard, it is anticipated that intensification will continue to occur primarily along Regional roads and within the core areas of each community. Not all locations within these areas are appropriate for intensification, since they are the site of a range of established uses and stable neighbourhoods.



As the discussion above also demonstrates, there is a need to establish rules for how intensification will occur, with these rules being fair, rational and representative of good planning principles. These rules need to be articulated within the Official Plan in a manner that provides the Township with the ability to assess individual intensification proposals on a go-forward basis. These new rules will have to consider the following factors:

- Nature of the existing land uses;
- Sizes and shapes of the parcels of land;
- Effect of development on historical and heritage buildings;
- Nature and location of adjacent land uses and the impacts of new development on these uses;
- Nature and type of transit that exists now and in the future;
- Implications of new development on traffic patterns and the provision of infrastructure;
- Presence of parkland, schools and other community facilities; and,
- Viability of intensification, from an economic perspective.

Protecting the heritage and character of the core areas downtown areas will need to be a key component of the policy framework, since the core areas are representative of the area's strong history and culture.

At the present time, there are criteria in the Community Plans to assist the Township in considering intensification proposals. However, while these general criteria are appropriate, they are not specific enough and it is recommended, as per the Intensification Policy Direction Area #2 accepted by Council in November 2015, that these criteria be updated as required with a more refined and complete set of rules that would be applied to each intensification proposal.

The Township does have a role to play in encouraging intensification in the right places – the Township now has to be more proactive in this regard. This *could* include the preparation and/or updating of Community Improvement Plans, the pre-zoning of land for intensification projects and the consideration of reduced fees and charges for eligible projects. However, given servicing constraints in some areas (Nobleton), the Region has to also be much more proactive as well, with support from the Province in the form of financial assistance and new regulatory and planning tools.