



**City of Kingston  
Planning Committee  
Meeting Number 06-2024  
Agenda**

**Thursday, March 7, 2024 at 6:00 p.m.  
Hosted at City Hall in Council Chamber**

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Please provide regrets to Christine O'Connor, Committee Clerk at 613-546-4291, extension 1219 or [cloconnor@cityofkingston.ca](mailto:cloconnor@cityofkingston.ca)

**Committee Composition**

Councillor Cinanni, Chair  
Councillor Chaves  
Councillor Glenn  
Councillor M<sup>c</sup>Laren  
Councillor Oosterhof  
Councillor Osanic

The meeting being held tonight is a public meeting held under the Planning Act.

**Notice of Collection** – Personal information collected as a result of the public meetings are collected under the authority of the Planning Act and will be used to assist in making a decision on this matter. Persons speaking at the meeting are requested to give their name and address for recording in the minutes. All names, addresses, opinions and comments may be collected and may form part of the minutes which will be available to the public. Additionally, interested members of the public can email the Committee Clerk or the assigned planner if they wish to be notified regarding a particular application. Questions regarding this collection should be forwarded to the Director of Planning Services.

Tonight's meeting is to consider public meeting reports. These reports do contain a staff recommendation and the recommendation is typically to approve (with conditions) or to deny. After the planner's presentation, Committee members will be able to ask questions of staff, followed by members of the public. Following the question-and-answer period, this Committee then makes a recommendation on the applications to City Council who has the final say on the applications.

Following Council decision, notice will be circulated in accordance with the Planning Act. If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of Kingston to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body is not entitled to appeal the decision.

**1. Meeting to Order**

**2. Approval of the Agenda**

**3. Confirmation of Minutes**

- a) **That** the minutes of Planning Committee Meeting Number 05-2024, held Thursday, February 15, 2024, be approved.

**4. Disclosure of Pecuniary Interest**

**5. Delegations**

**6. Briefings**

**7. Business**

- a) **Subject: Recommendation Report**

**File Number: D35-002-2022**

**Address: 1248 – 1320 McAdoo’s Lane**

**District: Countryside**

**Application Type: Official Plan & Zoning By-Law Amendment**

**Owner: 1361376 Ontario Inc.**

**Applicant: MHBC Planning**

The Report of the Commissioner of Growth & Development Services (PC-24-016) is attached.

Schedule Pages 1 – 70

Recommendation:

**That** the Planning Committee recommends to Council:

**That** the applications for Official Plan and zoning by-law amendments (File Number D35-002-2022) submitted by MHBC Planning, on behalf of 1361376 Ontario Inc, for the property municipally known as 1248 - 1320 McAdoo's Lane, be approved; and

**That** the City of Kingston Official Plan, as amended, be further amended, amendment number 92, as per Exhibit A, (Draft By-Law and Schedule A to Amend the Official Plan) to Report Number PC-24-016; and

**That** Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit B (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-24-016; and

**That** Council determines that in accordance with Section 34(17) of the Planning Act, no further notice is required prior to the passage of the by-law; and

**That** the amending by-law be presented to Council for all three readings.

**b) Subject: Recommendation Report**

**File Number: D14-003-2023**

**Address: 2777 Princess Street**

**District: Trillium**

**Application Type: Zoning By-Law Amendment**

**Owner: 1745115 Ontario Inc.**

**Applicant: RFA Planning Consultant Inc.**

The Report of the Commissioner of Growth & Development Services (PC-24-025) is attached.

Schedule Pages 71 – 90

Recommendation:

**That** the Planning Committee recommends to Council:

**That** the application for a zoning by-law amendment (File Number D14-003-2023) submitted by RFA Planning Consultant Inc., on behalf of 1745115 Ontario Inc., for the property municipally known as 2777 Princess Street, be approved; and

**That** Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit A (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-24-025; and

**That** Council determines that in accordance with Section 34(17) of the Planning Act, no further notice is required prior to the passage of the by-law; and

**That** the amending by-law be presented to Council for all three readings

**8. Motions**

**9. Notices of Motion**

**10. Other Business**

**11. Correspondence**

**12. Date of Next Meeting**

The next meeting of the Planning Committee is scheduled for Thursday, March 21, 2024 at 6:00 p.m.

**13. Adjournment**

**1. Approved Site Plan Items:**

- D11-014-2023 – 290 Queen Street
- D11-024-2021 – 705 Development Drive
- D11-046-2020 – 870 Centennial Drive
- D11-029-2021 – 2702 2 Highway
- D11-004-2023 – 1752 Bath Road
- D11-046-2020 – 870 Centennial Road
- D11-016-2022 – 1533 McAdoo's Lane
- D11-005-2023 – 44 Barbara Avenue
- D11-020-2021 – 151 Bath Road

**2. Applications Appealed to the Ontario Land Tribunal:**

1. 2 River Street – OLT-22-004597 – OPA/ZBA – 5-week Hearing commenced on February 5, 2024 and is ongoing.

**3. Links to Land Use Planning Documents:**

**Planning Act:** <https://www.ontario.ca/laws/statute/90p13>

**Provincial Policy Statement:** <https://www.ontario.ca/page/provincial-policy-statement-2020>

**City of Kingston Official Plan:** <http://www.cityofkingston.ca/business/planning-and-development/official-plan>

**City of Kingston Zoning By-Laws:**

<https://www.cityofkingston.ca/business/planning-and-development/zoning>



**City of Kingston  
Report to Planning Committee  
Report Number PC-24-016**

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**To:** Chair and Members of the Planning Committee  
**From:** Paige Agnew, Commissioner, Growth & Development  
**Resource Staff:** Tim Park, Director, Planning Services  
**Date of Meeting:** March 7, 2024  
**Subject:** Recommendation Report  
**File Number:** D35-002-2022  
**Address:** 1248 - 1320 McAdoo's Lane  
**Application Type:** Official Plan & Zoning By-Law Amendment  
**Owner:** 1361376 Ontario Inc.  
**Applicant:** MHBC Planning

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**Council Strategic Plan Alignment:**

Theme: 5. Drive Inclusive Economic Growth

Goal: 5.3 Diversify Kingston's economic base.

**Executive Summary:**

The following is a report recommending approval to the Planning Committee regarding an application for Official Plan and zoning by-law amendment submitted by MHBC Planning, on behalf of 1361376 Ontario Inc, with respect to the subject site located at 1248 - 1320 McAdoo's Lane. The proposed applications intend to permit the establishment of a quarry operation on the 43.4-hectare area of land subject to this application to allow for the extraction of approximately 20-25 million tonnes of bedrock reserves.

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The subject lands are predominantly designated Waste Management Industrial in the City of Kingston Official Plan with a portion at the north end of the subject lands designated Rural Lands. In addition to these land use designations, the entirety of the subject lands is within areas designated as Mineral Resource Area and are located almost entirely within an identified Limestone Plain. The subject lands are zoned a combination of Rural Lands (RU), Rural Industrial Zone (RM1) in the Kingston Zoning By-Law as well as a section of land which continues to be regulated under the former Kingston Township Zoning By-Law which zones that area Restricted Agricultural Zone (A1) and Disposal Industrial Zone Exception 1 (M4-1).

The applicant is requesting an amendment to the City's Official Plan to change the land use designation to Mineral Resource Area and a Zoning By-Law Amendment to both incorporate the entirety of the subject lands into the Kingston Zoning By-Law and place the lands within the Mineral Resource and Extraction Zone (MX1). Additionally, a Site-Specific Policy Area within the Official Plan, and an Exception Overlay within the Kingston Zoning By-Law is proposed to accommodate the continuation of the existing industrial uses of the property until the phasing of the aggregate extraction progresses reaches the areas of the site currently being used for industrial employment type uses.

These amendments are requested to allow for the establishment of a new limestone quarry on the lands. The intent would be for the quarry operation to occur in four phases and rehabilitate the lands through a combination of backfilling and the creation of two artificial lakes once extraction is complete. The operation would include roaming processing operations to process extracted aggregates on site and ready them for transport. No new buildings are proposed. Instead, existing buildings will remain in operation and on site until quarry operations no longer permit their use and they need to be either removed or relocated. Portable office/storage trailers would be brought on site and moved according to operational needs and the phase of extraction. Access to and through the lands will utilize existing access points and hauling routes where possible with adjustments made as needs vary through the extraction and rehabilitation processes.

The proposed aggregate operation would allow for the orderly extraction of a valuable non-renewable resource from an area where aggregate operations have already established and, together with other industrial uses, predominate the surrounding land use. The aggregate resources proposed for extraction are located close to market which reduces the environmental costs associated with longer distance shipping, and the supporting studies have demonstrated that the resources can be extracted without an impact on the surrounding area. The proposed development represents good land use planning, is consistent with the Provincial Policy Statement and the overall intent of the City's Official Plan.

**Recommendation:**

**That** the Planning Committee recommends to Council:



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**That** the applications for Official Plan and zoning by-law amendments (File Number D35-002-2022) submitted by MHBC Planning, on behalf of 1361376 Ontario Inc, for the property municipally known as 1248 - 1320 McAdoo's Lane, be approved; and

**That** the City of Kingston Official Plan, as amended, be further amended, amendment number 92, as per Exhibit A, (Draft By-Law and Schedule A to Amend the Official Plan) to Report Number PC-24-016; and

**That** Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit B (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-24-016; and

**That** Council determines that in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law; and

**That** the amending by-law be presented to Council for all three readings.

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**Authorizing Signatures:**

ORIGINAL SIGNED BY COMMISSIONER

**Paige Agnew, Commissioner,  
Growth & Development Services**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief  
Administrative Officer**

**Consultation with the following Members of the Corporate Management Team:**

Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Peter Huigenbos, Commissioner, Major Projects & Strategic Initiatives	Not required
Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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**Options/Discussion:**

**Statutory Public Meeting**

This recommendation report forms the basis of a statutory public meeting at Planning Committee. Anyone who attends the statutory public meeting may present an oral submission, and/or provide a written submission on the proposed application. Also, any person may make written submissions at any time before City Council makes a decision on the application.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of Kingston to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body is not entitled to appeal the decision. If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Planning Committee will consider the recommendations in this report and make its recommendation to City Council at this meeting.

Anyone wishing to be notified of Council's decision on the subject application must submit a written request to:

Ian Clendening, Senior Planner  
The Corporation of the City of Kingston  
Planning Services  
216 Ontario Street  
Kingston, ON K7L 2Z3  
613-546-4291 extension 3126  
iclendening@cityofkingston.ca

**Background and Decision Date**

In accordance with By-Law Number 2007-43, these applications were subject to a pre-application meeting held on July 29, 2021, with Planning Services and various other departments and agencies. Following this, a complete application submission was made by the applicant on April 22, 2022.

In accordance with the Planning Act, this application is subject to a decision by Council on or before August 20, 2022, which is 120 days after a complete application was received. In the absence of a decision by Council in this timeframe, the applicant may exercise their right to appeal to the Ontario Land Tribunal (OLT). Staff have been working with the applicant to address technical issues related to the hydrological impact study.

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## Site Characteristics

The subject lands, locally known as “Tuttles Hill”, are located on the north side of McAdoo’s Lane and are composed of nine parcels with a total area of 43.4 hectares and frontage of approximately 565 metres along McAdoo’s Lane. The lands are bisected by a Hydro One Network Inc. (HONI) corridor which crosses the upper portion of the property diagonally from the southwest to the northeast. The western portion of the property also fronts onto Landfill Lane. The lands are currently occupied by a variety of industrial and waste management uses including a trucking, soil and concrete recycling and auto salvage yard operation, an auto salvage yard operation, and a waste recycling operation. There is limited vegetation throughout the site and largely concentrated at the north end of the lands (Exhibit D).

The property is located approximately 1 kilometre north of Highway 401, northwest of its Division Street/Perth Road exit. McAdoo’s Lane is a paved two-lane local road, which does not have sidewalks. The area is outside of the City’s urban boundary, and as such the subject site and surrounding properties are on private water and wastewater services.

North of the site are vacant vegetated lands and the Little Cataraqui Creek lands. East of the lands are a number of additional industrial uses including a concrete supplier and metal scrap yard as well as some general contracting offices. South of the lands are undeveloped, vegetated lands, while west of the lands is the Lafarge quarry operation and northwest of the site is the Coco Quarry.

## Proposed Application and Submission

The application aims to permit the establishment of a limestone quarry which will operate over three separate excavation areas, which will be operational over four phases (Exhibit I). Phase 1 will be located at the northern most portion of the subject lands at 1264 McAdoo’s Lane. This site is the portion isolated by the Hydro One corridor. Phase 1, as with each phase, will begin extraction from north to south. Phase 2, the largest proposed excavation area, is located south of Phase 1 and spans the area between Landfill Lane and Morgan’s Diesel Truck Parts. Phase 3 is the portion of the site west of Landfill Lane and this area, due to its small size and challenges created due to the proximity to McAdoo’s Lane, Landfill Lane and the Hydro One corridor, may remain unexcavated. This will be explored and determined at a later date. Phase 4 is the remaining portion of the land located east of Phase 2. All excavation areas are set back a minimum of 15 metres from any lot line, including the Hydro One corridor and 30 metres from any roadway in accordance with Aggregate License requirements. The only exception to these setbacks are within any areas that may in the future be excavated through common boundary agreements with adjacent quarry operators where no setback will be provided.

With the proposed phasing of the excavation operation, the existing buildings are intended to remain in place and in operation until such time that the excavation operation requires the existing buildings to either be removed or relocated. No new permanent structures are proposed along with the new quarry, instead portable offices and storage trailers will be brought on site in accordance with the needs of the quarry operation. On-site processing will also relocate with the needs of the

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quarry operations. In each case, portable crushing and/or screening equipment will be located on quarry floors in order to develop stone appropriate for the intended use.

Once processed, materials will be loaded and shipped off-site using, where possible, the existing hauling routes and to various ingress/egress locations. For Phase 1, the access point will be located along the southeastern extent of the area and through the adjacent Hydro One corridor. If an agreement for a common boundary with the adjacent quarry operation can be reached, access will be provided from the west, through the existing quarry. Phase 2 will have two access points, one along the northwest perimeter and similar to Phase 1, will make use of the Hydro One corridor. A second access point will be located at the south boundary of the area, with direct access to McAdoo's Lane. At such point as Phase 3 proceeds, an entrance is proposed along the eastern perimeter with access to Landfill Lane. A common boundary agreement is intended along the adjacent quarry, access will be provided from that quarry. Phase 4 will make use of the southern access point described for Phase 2.

Berms may also be constructed on the lands using existing stockpiled materials, stripped topsoil, and/or new imported materials. The proposal includes the recognition of the potential need for berms in the event that throughout the operation of the quarry, any noise sensitive uses are developed to the east and/or to the south of the subject lands. Such berms would measure 8 metres in height and would be designed and located based on future study conducted by an acoustical engineer. Smaller berms measuring 4 metres in height are also proposed along the HONI corridor in order to allow for some stockpiling and storage of existing materials for later use in rehabilitation. These berms will be vegetated and maintained for erosion control.

Finally, when operations cease, each Phase will be rehabilitated. When Phase 1 is complete, the quarry will be converted into a lake and if an agreement with the neighbouring quarry, it will be connected to the eventual lake of that quarry as well. For Phase 3, a similar joined lake will be created if an agreement can be reached. For Phases 2 and 4, the southern portions, within 250 metres of McAdoo's Lane, will be backfilled to match the adjacent grades for possible reuse at a later time. The remainder of the areas will be converted into a lake. Along the portions of the quarry that will remain above the water level, revegetation will occur as part of the site rehabilitation.

In conjunction with the planning applications discussed in this report, the applicant has submitted an application for a License under the Aggregate Resource Act (ARA) to the Ministry of Natural Resources and Forestry (MNRF). This License application would include a condition limiting annual production of the proposed quarry to 600,000 tonnes. The ARA License process is undertaken simultaneously with the Planning Act approvals process and similar to the Planning approvals process, requires the applicant to notify members of the public and various public agencies. The ARA application is circulated to a variety of agencies for review and technical comment. This includes the Conservation Authority, Ministry of Environment, Conservation and Parks, Ministry of Transportation, and Utility Owners, among others. Once comments are addressed, the application and process undertaken are reviewed by the MNRF for a decision. Approval of the Planning applications are required prior to issuance of the License.

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Once the License application is approved, the applicant will also be required to submit applications to the MECP for a Permit to Take Water to allow for de-watering during quarry excavations, as well as any applicable Environmental Compliance approval for the management of surface water.

With the Phasing of the extraction taking place over multiple years, the applicant seeks to continue the existing industrial uses of the site which consists of a transportation depot; a waste processing site; a waste transfer station; a salvage yard; a heavy equipment or truck repair shop; an automobile sales establishment; and an automobile body shop.

In support of the application, the applicant has submitted the following:

- Existing Features Plan, Operational Plan and Rehabilitation Plan;
- Archaeological Assessments;
- Environmental Noise and Blasting Impact Assessment Report;
- Level 1 and Level 2 Hydrogeological Assessment;
- Aggregate Resources Act and Planning Report;
- Historical Land Use Review;
- Traffic Impact Statement;
- Level 1 and Level 2 Natural Environment Technical Report; and
- Built Heritage Checklist.

All submission materials are available online through the Development and Services Hub (DASH) at the following link, [DASH](#), using “Look-up a Specific Address”. If there are multiple addresses, search one address at a time, or submission materials may also be found by searching the file number.

### **Provincial Policy Statement**

The Provincial Policy Statement (2020) provides policy direction on matters of provincial interest related to land use planning and development, which are intended to be complemented by local policies addressing local interests.

The subject property is located within a Rural Area as defined by the Provincial Policy Statement. Rural Areas include a system of lands including settlement areas, rural lands, prime agricultural areas, natural heritage features and areas, and other resource areas. The PPS promotes healthy, integrated and viable rural areas and directs municipalities to leverage rural assets and amenities, to protect the environment, and to promote a diversified economic base.

The PPS directs that mineral aggregate resources be protected for long-term use, and that as much of the mineral aggregate resources as is realistically possible be made available as close to markets as possible. Where extraction is feasible, the extraction of the mineral aggregate resources must be undertaken in a manner which minimizes social, economic and environmental impacts.

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Aggregate resources are a non-renewable resource which are afforded special attention in the PPS which requires as much of the mineral aggregate resources as is realistically possible to be made available as close to markets as possible in order to minimize transportation costs and effects including air quality, greenhouse gas emissions and fossil fuel consumption.

The proposed development is consistent with the Provincial Policy Statement (2020). The development will utilize a known mineral aggregate resource which is situated close to market. The surrounding area has developed with industrial uses in the surrounding area as well as aggregate extraction operations which immediately abut the proposed quarry highlighting the compatibility with the surrounding area. Supporting studies have demonstrated proposed quarry development will protect sensitive surface water and sensitive groundwater receptors during the operational period and under rehabilitated conditions ensuring no adverse environmental impacts.

A detailed review of the applicable policies is attached in Exhibit E.

### **Official Plan Considerations**

The entirety of the subject lands are within the City's Rural Areas, with the majority of the subject lands being designated Waste Management Industrial with a portion at the north end of the lands being designated Rural Lands in the Official Plan (Exhibit F – Official Plan, Land Use). In addition to the land use designations, the subject lands are also designated Aggregate – Bedrock Reserve Area; Limestone Plain; and, Sand and Gravel Resource Area (Tertiary), which reflect the significant mineral and mineral aggregate resources understood to exist in this area as well as the Official Plan's intention to protect these resources for their future extraction where possible.

The application proposes to redesignate the entirety of the lands to Mineral Resource Areas – Pits and Quarries to permit the proposed establishment of a Limestone Quarry below the water table. The Official Plan recognizes that the protection of mineral resources and mineral aggregate resources for long term use and extraction is a priority of the City and that the redesignation of land to Mineral Resource Area is permitted in consultation with the Province and subject to certain considerations.

The proposed application is appropriately situated, being located next to existing aggregate operations and industrial uses which would not be encumbered by the proposed use. The size and scale of the operation is not anticipated to have any adverse impacts and the applicant has submitted a Traffic Impact Study which anticipates an average of 10 triaxles trucks per hour which would have only a nominal impact on the surrounding transportation network even when applying a 40% "peaking factor".

McAdoo's Lane connects Battersea Road at the east end with Perth Road at its west end, both of which connect to Highway 401 immediately south without traversing through any residential communities. The proposed quarry is located approximately 550 metres distance to the nearest dwelling, which exceeds the minimum separation distances established in the Official Plan.

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The site is proposed to be buffered by an eight-metre-high vegetated berm along the road frontage and adjacent to other uses in order to create both a visual and an acoustical barrier. Additionally, the applicant has prepared a Level 1 and Level 2 Hydrogeological Assessment and a Level 1 and Level 2 Natural Environment Technical Report. These reports demonstrate that the proposed quarry development would protect sensitive surface water and sensitive groundwater receptors during the operational period and under rehabilitated conditions; and, that there would be no negative impacts to significant natural heritage features.

The applicant submitted an Environmental Noise and Blasting Impact Assessment Report which concluded that, the proposed quarry can operate within acceptable sound level limits and within acceptable blast overpressure and vibration thresholds as defined respectively in MECP publications NPC-300 and NPC-119 subject to recommendations made in the report.

The Stage 1 Archaeological Assessment of the property which was submitted with the application has been approved by the Ministry of Tourism, Culture and Sport has determined that the property has no cultural heritage value or interest and requires no further archaeology.

Given the above, the proposed quarry is not anticipated to have any negative impact on the surrounding land uses or any adjacent communities.

In addition to the redesignation to the Mineral Resource Area the application also seeks to permit uses which currently exist on the site through a Site-Specific Policy which would allow for uses permitted within the Waste Management Industrial designation to also be permitted. These uses are allowed within the site's current designation and zoning of the property and have existed in harmony with the quarry which operates in the area. The proposed uses do not require the construction of any buildings or prevent the quarry use in any way. The existing uses are planned to continue until extraction takes place based on the planned phasing and do not constitute a sensitive use which the Official Plan policies would direct away from Mineral Resource Areas.

A detailed review of the applicable policies is attached in Exhibit G.

### **Zoning By-Law Discussion**

The lands subject to this application are zoned split zoned between various zones across two zoning by-laws being: the Former Kingston Township Zoning By-Law; and the Kingston Zoning By-Law.

Under the Kingston Township Zoning By-Law, the zones include the Restricted Agricultural Zone (A1), General Industrial (M1) zone, which permits a variety on non-residential industrial uses, the Service Industrial (M3) zone which permits a more limited range of industrial uses and emphasizes those uses that offer a service to the general public such as automobile body shop, contractor's or tradesman's shops and warehouses, the Disposal Industrial (M4) zone which permits uses such as wrecking and salvage yards and a sanitary landfill site, as well as a special Disposal Industrial (M4-1) zone, which specifically permits a lumber yard, a cartage or transport yard, a waste processing site and a waste transfer station.



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Under the Kingston Zoning By-Law, the lands are zoned a combination of Rural Industrial Zone (RM1) and Rural Lands (RU), (Exhibit H – Zoning By-Law Number 2022-62, Schedule 1 & E).

The application seeks to incorporate the lands currently regulated by the Former Kingston Township By-Law into the Kingston Zoning By-Law while also re-zoning the subject lands Mineral Resource and Extraction Zone (MX1) with an Exception Overlay to permit the continuation of the existing salvage yard and waste operations permitted within the sites current zoning. The proposed Exception Overlay also proposes relief from certain setbacks to allow for the efficient operation of the quarry through a 0-metre setback where a common boundary agreement exists between abutting quarries.

The following table provides a comparison of the requirements of the zoning by-law for the existing MX1 zone against the proposed Exception Overlay.

**Table 1 – Zoning Comparison Table**

Zone Provision	Required (MX1)	Proposed Exception (E150)
Permitted Uses	agricultural use forestry use gravel pit mineral aggregate operation outdoor storage	Also permitted: (i) a transportation depot; (ii) a waste processing site (iii) a waste transfer station; (iv) a salvage yard; (v) a heavy equipment or truck repair shop (vi) an automobile sales establishment; (vii) an automobile body shop.
Maximum number of principal buildings per lot	where abutting a lot that is located in a Rural Industrial Zone: 15.0 metres	Where a common boundary agreement exists with an abutting lot licensed under the Aggregate Resources Act, the minimum setback along the lot line of the common boundary is 0 metres

Each of the site-specific exceptions to the MX1 zone is discussed below in relation to the intent of the Kingston Zoning By-Law provisions.

**Permitted Uses**

The Kingston Zoning By-Law allows for certain, generally passive, uses of land within the MX1 zone to ensure that development through the placement of buildings does not adversely impact the ability to extract the resources below the ground. Due to the scale of operation, the applicant wishes to continue the existing uses operated within the site’s RM1 Zoning until such time as the Phased extraction is developed. The proposed uses would not have an impact on the ultimate extraction of the aggregate resources, and neither would the existing uses be impacted by the noise or dust generated by the aggregate operation.

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### Minimum Setbacks

The MX1 Zone implements either 30 metre or 15 metre setbacks depending on whether the abutting use is a Rural Industrial Zone (i.e., RM1, RM2, and MX1) or not. These setbacks attempt to mitigate the visual and other off-site impacts of an aggregate operation on the abutting properties. In this situation, the property abuts an existing aggregate operation and through a common boundary agreement, both sites can achieve a greater level of efficiency by extracting to a common boundary line. The proposed reduction makes efficient use of the properties and the resource planned for extraction.

### Other Applications

Subject to approval of the Official Plan and zoning by-law amendments, the proposed development would also require an application to the MNR for the Aggregate License as well as a Permit to Take Water from the Ministry of the Environment, Conservation and Parks (MECP) for de-watering the quarry excavation; and any applicable Environmental Compliance Approval (ECA) for the management of surface water.

### Technical Analysis

This application has been circulated to external agencies and internal departments for review and comment. All comments on the proposal have been addressed and no outstanding issues with this application remain at this time.

### Public Comments

At the time of writing no public correspondence had been received.

### Effect of Public Input on Draft By-Law

At the time of writing no public correspondence had been received.

### Conclusion

The proposed Official Plan and zoning by-law amendment will allow for the orderly development of the site through the extraction of a known non-renewable resource which is located close to market. The amendments would allow for both the extraction of this resource while also allowing existing uses to continue through Site Specific Policies in the Official Plan and an Exception Overlay in the Kingston Zoning By-Law given that the extraction is planned over four phases and may take a significant amount of time before extraction progresses to the area currently used for industrial employment. The ultimate rehabilitation of the lands is proposed through a combination of backfilling and the creation of two artificial lakes. The proposed development represents good land use planning, is consistent with the Provincial Policy Statement (2020) and the overall intent of the City's Official Plan.

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**Existing Policy/By-Law:**

The proposed amendment was reviewed against the policies of the Province of Ontario and City of Kingston to ensure that the changes would be consistent with the Province’s and the City’s vision of development. The following documents were assessed:

**Provincial**

*Planning Act*

*Aggregate Resources Act*

Provincial Policy Statement, 2020

**Municipal**

City of Kingston Official Plan

Zoning By-Law Number 2022-62

**Notice Provisions:**

Pursuant to the requirements of the *Planning Act*, notice of the statutory public meeting was provided 20 days in advance of the public meeting in the form of a sign posted on the subject property and by mail to 22 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property. In addition, a courtesy notice placed in *The Kingston Whig-Standard* on March 4, 2024.

If the application is approved, a Notice of Passing will be circulated in accordance with the provisions of the *Planning Act*.

At the time of writing of this report, no public correspondence has been received and all planning related matters have been addressed within the body of this report. Any public correspondence received after the publishing of this report will be included as an addendum to the Planning Committee agenda.

**Accessibility Considerations:**

None

**Financial Considerations:**

None

**Contacts:**

James Bar, Manager, Development Approvals, 613-546-4291 extension 3213

March 7, 2024

Page 14 of 14

Ian Clendening, Senior Planner, 613-546-4291 extension 3126

**Other City of Kingston Staff Consulted:**

None

**Exhibits Attached:**

- Exhibit A Draft By-Law and Schedule A to Amend the Official Plan
- Exhibit B Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62
- Exhibit C Key Map
- Exhibit D Neighbourhood Context
- Exhibit E Consistency with the Provincial Policy Statement
- Exhibit F Official Plan, Land Use
- Exhibit G Conformity with the Official Plan
- Exhibit H Zoning By-Law Number 2022-62, Schedule 1 & E
- Exhibit I Proposed Site Plan & Rehabilitation Plan
- Exhibit J Site Photographs
- Exhibit K Public Notice Notification Map

**By-Law Number 2024-XXX**

**A By-Law To Amend The City Of Kingston Official Plan (Amendment Number 92, 1248-1320 McAdoo's Lane)**

**Passed:** [Meeting Date]

**Whereas** a Public Meeting was held regarding this amendment on July 14, 2022 and March 7, 2024;

**Now Therefore** the Council of The Corporation of the City of Kingston, in accordance with the provisions of Section 17 of the *Planning Act*, R.S.O. 1990, c.P13, hereby enacts as follows:

1. The City of Kingston Official Plan is hereby amended by the following map change which shall constitute Amendment Number 92 to the Official Plan for the City of Kingston.
  - (a) **Amend** Schedule '3-B', 'Land Use', of the City of Kingston Official Plan, so as to change the designation of the property located at 1248-1320 McAdoo's Lane, as shown on Schedule 'A' to By-Law Number 2024-\_\_\_\_, from 'Waste Management Industrial' and 'Rural' to 'Mineral Resource (Quarry)'.
  - (b) **Amend** Schedule '3-D', 'Site Specific Policies', of the City of Kingston Official Plan, so as to designate the property located at 1248-1320 McAdoo's Lane, as shown on Schedule 'B' to By-law Number 2024-\_\_\_\_, as 'Site Specific Policy Number 75'.
2. That the City of Kingston Official Plan, as amended, be further amended by adding the following new Site-Specific Policy as Section 3.17.75:

**"1248-1320 McAdoos Lane, Schedule 3-D, SSP Number 75**

On the lands shown on Schedule 3-D as Area 75 uses permitted within the Waste Management Industrial designation may also be permitted."

3. This by-law shall come into force and take effect on the day that is the day after the last day for filing an appeal pursuant to the *Planning Act*, provided that no Notice of Appeal is filed to this by-law in accordance with the provisions of Section 17, Subsection 24 of the *Planning Act*, as amended; and where one or more appeals have been filed within the time period specified, at the conclusion of which, the By-Law shall be deemed to have come into force and take effect on the day the appeals are withdrawn or dismissed, as the case may be.

Given all Three Readings and Passed: [Meeting date]

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**Janet Jaynes**  
**City Clerk**

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**Bryan Paterson**  
**Mayor**



Planning Services

Schedule 'A' to By-Law Number \_\_\_\_  
Official Plan Amendment Number 92

Address: 1248-1320 McAdoo's Lane  
File Number: D35-002-2022

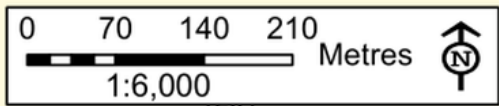
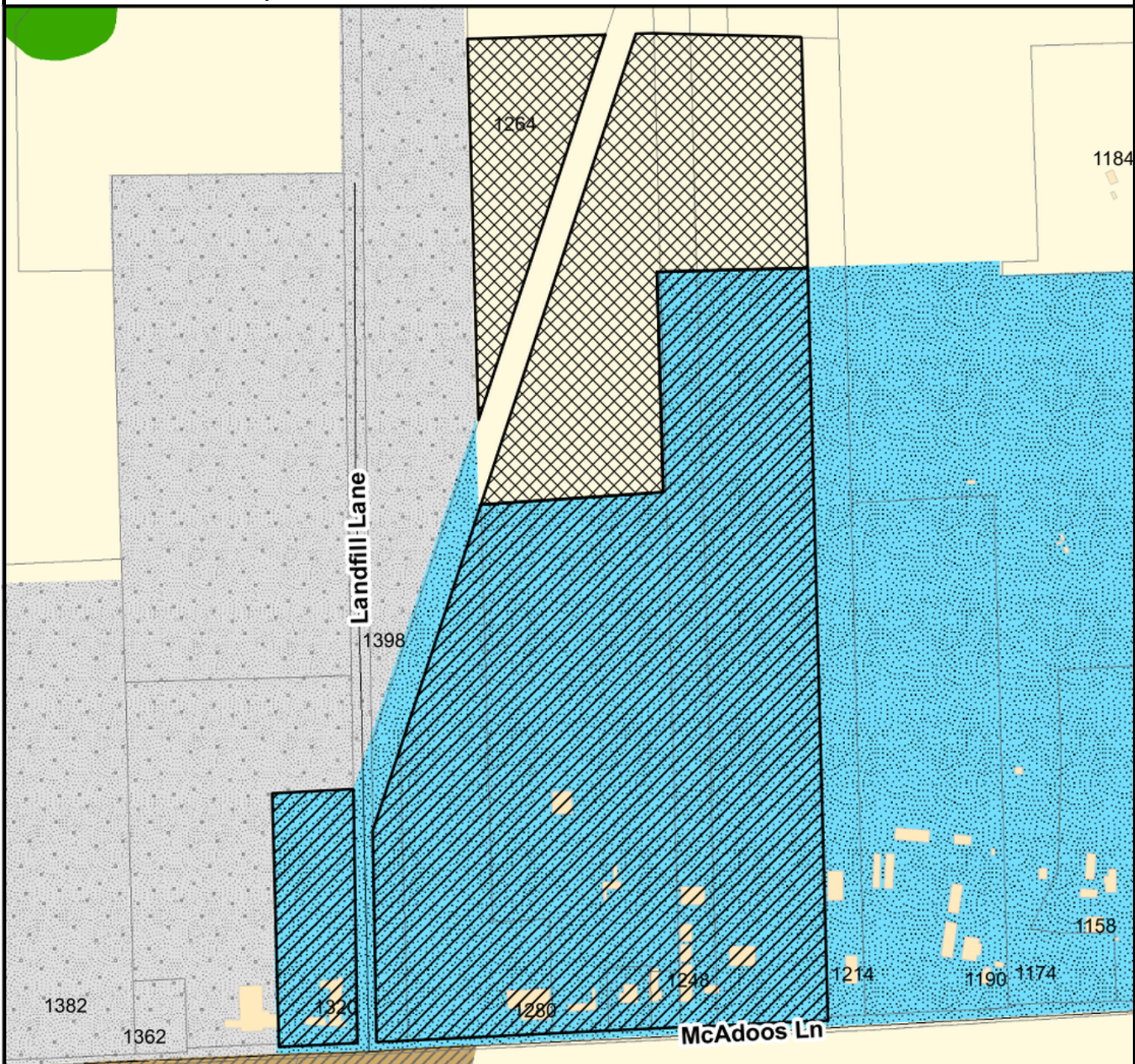
Official Plan - Schedule 3-B Land Use

- Lands to redesignate from Rural to Mineral Resource (Quarry)
- Lands to redesignate from Waste Management Area to Mineral Resource (Quarry)

Certificate of Authentication

This is Schedule 'A' to By-Law Number \_\_\_\_, passed this \_\_\_\_ day of \_\_\_\_\_ 2024.

\_\_\_\_\_  
Mayor Clerk





Planning  
Services

**Schedule 'B' to By-Law Number \_\_\_\_**  
**Official Plan Amendment Number 92**

Address: 1248-1320 McAdoo's Lane  
File Number: D35-002-2022

**Official Plan Schedule 3-D**  
**Site Specific Policy**

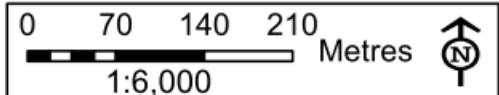
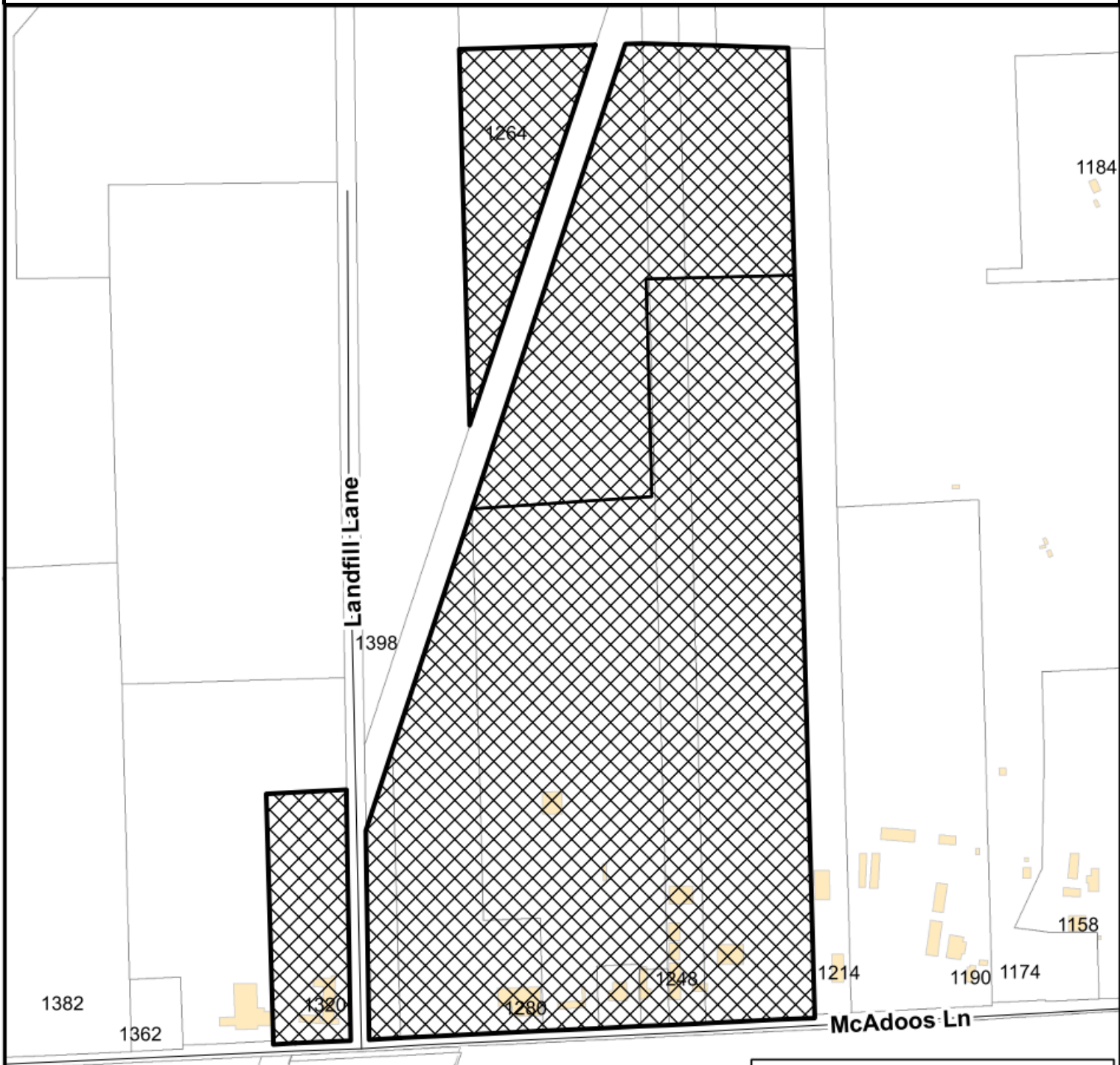


Lands Subject to Site-Specific Policy  
Number 75

**Certificate of Authentication**

This is Schedule 'B' to By-Law Number \_\_\_\_, passed this \_\_\_\_ day of \_\_\_\_\_ 2024.

\_\_\_\_\_  
Mayor Clerk



Prepared By: incameron  
Date: Feb-06-2024

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**By-Law Number 2024-XX**

**A By-Law to Amend By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (Transfer of Lands into the Kingston Zoning By-Law, Zone Change from ‘RU’ and ‘RM1’ to ‘MX1’ Zone, and Introduction of Exception Number E150 (1248-1320 McAdoo’s Lane))**

**Passed:**

**Whereas** the Council of The Corporation of the City of Kingston enacted By-Law Number 2022-62, entitled “Kingston Zoning By-Law Number 2022-62” (the “Kingston Zoning By-Law”);

**Whereas** the Council of The Corporation of the City of Kingston deems it advisable to amend the Kingston Zoning By-Law;

**Therefore be it resolved that** the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law Number 2022-62 of The Corporation of the City of Kingston, entitled “Kingston Zoning By-Law Number 2022-62”, is amended as follows:
  - 1.1. Schedule 1 – Zoning Map is amended by removing reference to “Not Subject to this By-law”, and by adding the zone symbol ‘MX1’, and by changing the zone symbol from ‘RU’ and ‘RM1’ to ‘MX1’, as shown on Schedule “A” attached to and forming part of this By-Law;
  - 1.2. Schedule E – Exception Overlay is amended by adding Exception Number ‘E150’, as shown on Schedule “B” attached to and forming part of this By-Law;
  - 1.3. By adding the following Exception Number E150 in Section 21 – Exceptions, as follows:

“**E150.** Despite anything to the contrary in this By-law, the following provisions apply to the lands subject to this Exception:

    - (a) In addition to the uses permitted by the applicable Zone, the following uses are permitted:
      - (i) a **transportation depot**;
      - (ii) a **waste processing site**

- (iii) a **waste transfer station**;
  - (iv) a **salvage yard**;
  - (v) a **heavy equipment or truck repair shop**;
  - (vi) an **automobile sales establishment**; and
  - (vii) an **automobile body shop**.
- (b) Where a common boundary agreement exists with an abutting **lot** licensed under the *Aggregate Resources Act*, the minimum **setback** along the **lot line** of the common boundary is 0 metres.”
2. The lands shown on Schedule “A” attached to and forming part of this By-Law are incorporated into the Kingston Zoning By-Law and the provisions of City of Kingston By-Law Number 76-26, entitled "Township of Kingston Restricted Area By-Law", as amended, no longer apply to the lands.
3. This By-Law shall come into force in accordance with the provisions of the *Planning Act*.

Given all Three Readings and Passed: [Meeting Date]

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**Janet Jaynes**  
**City Clerk**

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**Bryan Paterson**  
**Mayor**



### Schedule 'A' to By-Law Number




Address: 1248-1320 McAdoo's Lane  
File Number: D35-002-2022

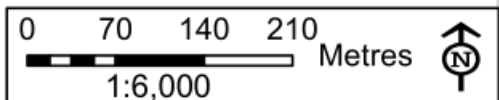
### Certificate of Authentication

This is Schedule 'A' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

\_\_\_\_\_  
Mayor Clerk

### Reference Kingston Zoning By-Law Schedule 1 - Zoning Map

-  Rezoned from N/A to MX1
-  Rezoned from RU to MX1
-  Rezoned from RM1 to MX1





Planning Services

**Schedule 'B' to By-Law Number**

Address: 1248-1320 McAdoo's Lane  
File Number: D35-002-2022

**Reference Kingston Zoning By-Law Schedule E - Exception Overlay**

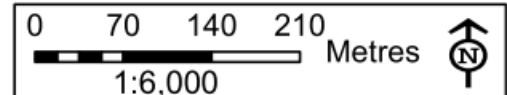
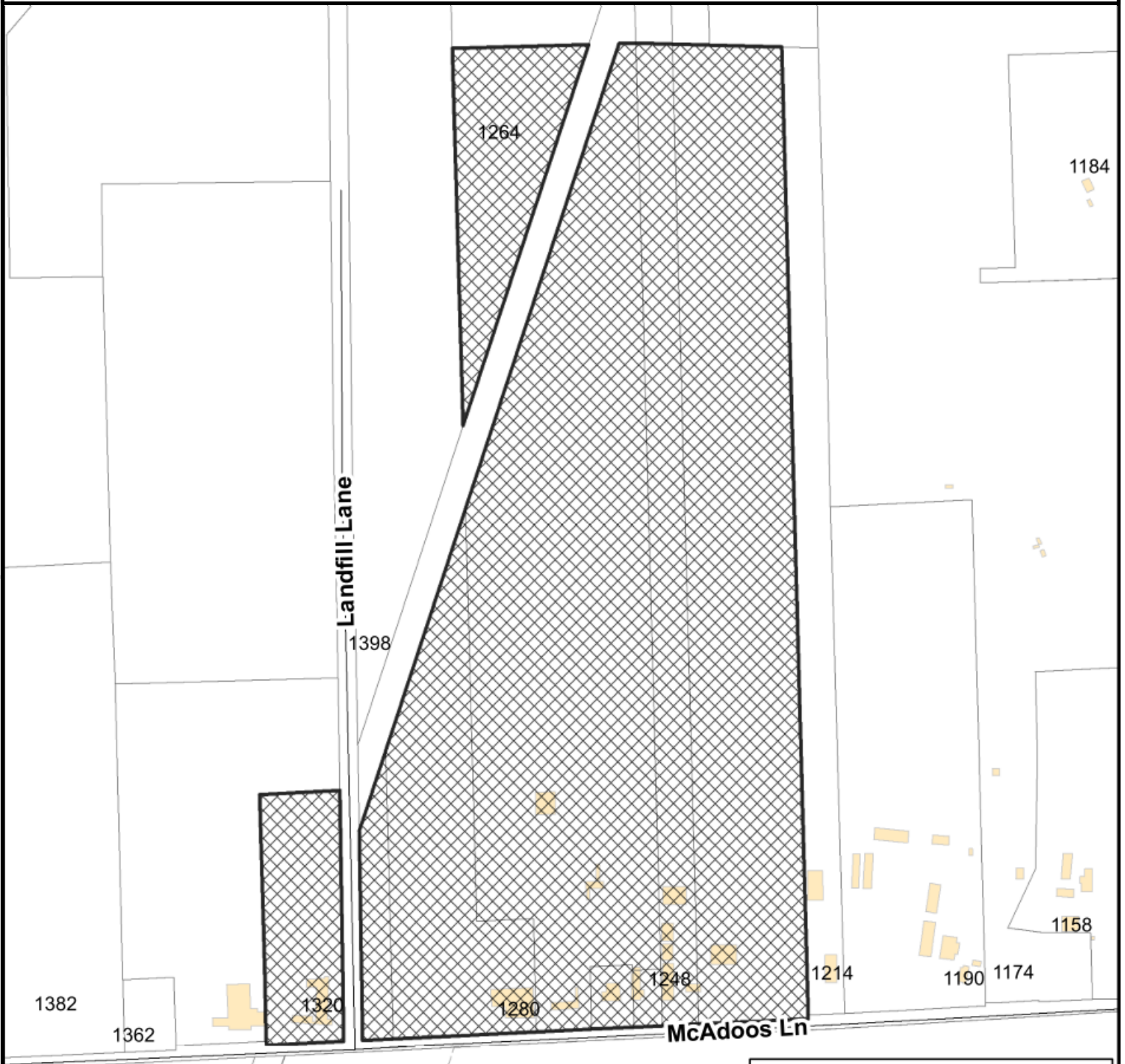
 Lands to be added as Exception E150

**Certificate of Authentication**

This is Schedule 'B' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

\_\_\_\_\_ Mayor

\_\_\_\_\_ Clerk

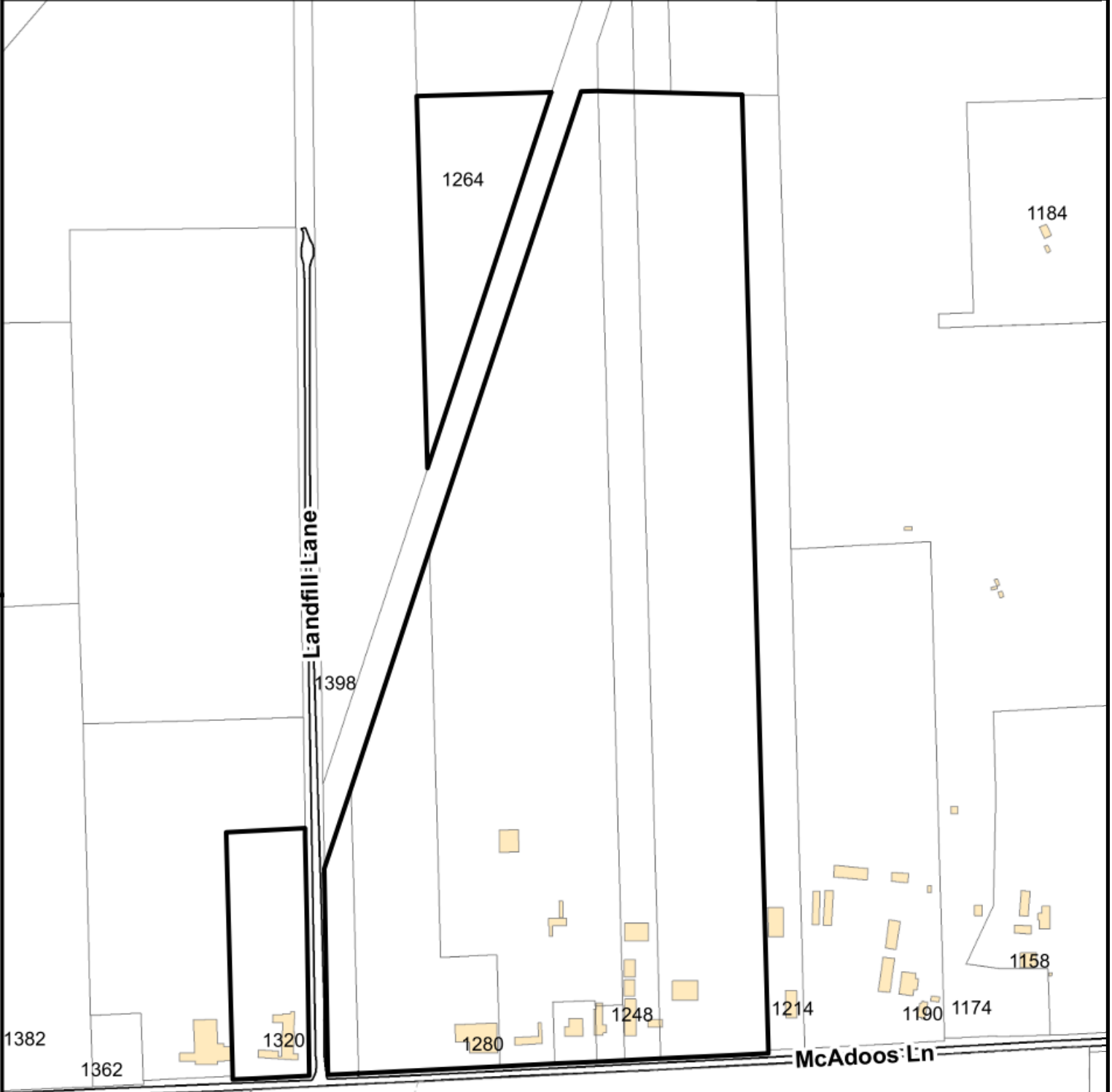
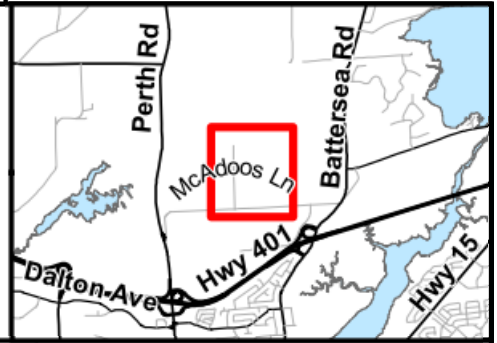


Prepared By: gronan  
Date: Jun-08-2022

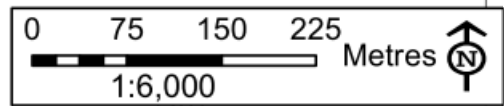


CITY OF KINGSTON  
**Key Map**  
Address: 1248-1320 McAdoos Lane  
File Number: D35-002-2022

 Subject Lands



Prepared By: gronan  
Date: Apr-27-2022



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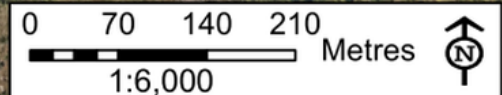


CITY OF KINGSTON  
**Neighbourhood Context (2021)**  
Address: 1248-1320 McAdoos Lane  
File Number: D35-002-2022

Property Boundaries  
Proposed Parcels



Prepared By: gronan  
Date: Apr-27-2022



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**Demonstration of How the Proposal is Consistent with the Provincial Policy Statement**

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
1.1.1	<p>Healthy, livable and safe communities are sustained by:</p> <ul style="list-style-type: none"> <li>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</li> <li>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</li> <li>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</li> </ul>	<p>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</p>	<ul style="list-style-type: none"> <li>a) The subject properties are located within 'Rural Areas' and is within an area of naturally occurring aggregate deposits close to market. The surrounding area includes an existing quarry and other industrial uses.  The proposed quarry is consistent with the existing rural development in the area and makes use of the aggregate resources located on the property which are a critical component of development.</li> <li>b) Aggregate resources are a non-renewable resource which is a significant driver in construction costs with transportation costs generally forming the major portion of the price of aggregates which has resulting impacts on development costs and affordability.</li> <li>c) As a part of the application, the applicant has submitted various studies which have</li> </ul>

Policy Number	Policy	Category	Consistency with the Policy
	<ul style="list-style-type: none"> <li>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</li> <li>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</li> <li>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</li> <li>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</li> <li>h) promoting development and land use patterns that conserve biodiversity; and</li> <li>i) preparing for the regional and local</li> </ul>		<p>been reviewed internally, by partner agencies including the CRCA, MECP, MNRF, and the City's peer review agencies. These studies have demonstrated that the proposed development can proceed without adverse impact to the surrounding area.</p> <ul style="list-style-type: none"> <li>d) The existing quarry is located outside of the settlement area and is not anticipated to prevent the efficient expansion of such.</li> <li>e) The proposed development would allow for the extraction of aggregate resources located on the subject property to take place. At such time as the resources are extracted progressive rehabilitation would take place. The availability of aggregate resource close to market areas is a large determinant of the price of the commodity which is used in many construction activities.</li> <li>f) There is no conflict with the accessibility policies of the PPS.</li> </ul>



Policy Number	Policy	Category	Consistency with the Policy
	impacts of a changing climate		<p>g) The existing hydro corridor will not be impacted by the proposed development. The relevant authority has been circulated on the proposal and has no issue with the development.</p> <p>h) A 'Natural Environment Technical Report: Level I and II' was submitted by the applicant and reviewed by the CRCA to their satisfaction. The study confirmed that here will be no negative impacts to significant natural heritage features.</p> <p>i) The expansion of the quarry places additional materials close to market, reducing emissions related to long distance transportation needs.</p>
1.1.4.1	<p>Healthy, integrated and viable rural areas should be supported by:</p> <ul style="list-style-type: none"> <li>a) building upon rural character, and leveraging rural amenities and assets;</li> <li>b) promoting regeneration, including</li> </ul>	Rural Areas in Municipalities	<ul style="list-style-type: none"> <li>a) The quarry use of the subject properties which are located upon known mineral aggregate deposits and within the Rural Areas leverages these assets.</li> <li>b) A progressive rehabilitation plan has</li> </ul>

Policy Number	Policy	Category	Consistency with the Policy
	<p>the redevelopment of brownfield sites;</p> <p>c) accommodating an appropriate range and mix of housing in rural settlement areas;</p> <p>d) encouraging the conservation and redevelopment of existing rural housing stock on rural lands;</p> <p>e) using rural infrastructure and public service facilities efficiently;</p> <p>f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;</p> <p>g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;</p> <p>h) conserving biodiversity and considering the ecological benefits provided by nature; and</p> <p>i) providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3.</p>		<p>been proposed to remediate the site which includes, revegetation, the creation of two lakes and repurposing the site for other beneficial land uses.</p> <p>c) Not applicable</p> <p>d) Not applicable</p> <p>e) The Traffic Impact Study was prepared by the applicant and anticipates an average of 10 triaxles trucks per hour which would have only a nominal impact on the surrounding transportation network even when applying a 40% “peaking factor”.</p> <p>f) The proposed quarry expansion would add help to maintain to the economic base of Kingston allowing an existing quarry to expand and continue to operate within the City for a more diversified economic base. Aggregate resources are a non-renewable resource which can be rendered inaccessible as a result of incompatible adjacent development which could occur as a result of progressive</p>

Policy Number	Policy	Category	Consistency with the Policy
			<p>development of incompatible uses.</p> <p>g) Not applicable</p> <p>h) See Section 1.1.1.</p> <p>i) The quarry is located outside of any Prime Agricultural Areas and as such, there is no conflict with this policy.</p>
1.1.4.4	Growth and development may be directed to rural lands in accordance with policy 1.1.5, including where a municipality does not have a settlement area.	Rural Areas in Municipalities	See response to policy 1.1.5.2; 1.1.5.3; 1.1.5.4; and 1.1.5.5.
1.1.5.1	When directing development on rural lands, a planning authority shall apply the relevant policies of Section 1: Building Strong Healthy Communities, as well as the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.	Rural Lands in Municipalities	See response to policy as set out throughout.
1.1.5.2	<p>On rural lands located in municipalities, permitted uses are:</p> <ul style="list-style-type: none"> <li>a) the management or use of resources;</li> <li>b) resource-based recreational uses (including recreational dwellings);</li> <li>c) residential development, including lot creation, that is locally appropriate;</li> </ul>	Rural Lands in Municipalities	<p>The proposed quarry would make use of the existing deposits of aggregates found on the site. Subsequent to the end of the useful life of the quarry, progressive rehabilitation would return the site to a natural state and consistent with the surrounding uses in the area.</p>

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	<ul style="list-style-type: none"> <li>d) agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices, in accordance with provincial standards;</li> <li>e) home occupations and home industries;</li> <li>f) cemeteries; and</li> <li>g) other rural land uses.</li> </ul>		
1.1.5.3	Recreational, tourism and other economic opportunities should be promoted.	Rural Lands in Municipalities	The quarry operation represents an economic opportunity which takes advantage of the sites geological attributes.
1.1.5.4	Development that is compatible with the rural landscape and can be sustained by rural service levels should be promoted.	Rural Lands in Municipalities	The quarry expansion does not require the extension of any services. Industrial and aggregate activities surround the subject lands and would not be impacted by the proposed development. The proposed development would be buffered by way of a berm which surrounds the property.
1.1.5.5	Development shall be appropriate to the infrastructure which is planned or available, and avoid the need for the unjustified and/or uneconomical expansion of this infrastructure.	Rural Lands in Municipalities	The quarry expansion does not require the extension of any services.
1.1.5.7	Opportunities to support a diversified rural economy should be promoted by protecting agricultural and other resource-related uses and directing non-related	Rural Lands in Municipalities	The proposed development represents a resource-related use encouraged by this policy.

Policy Number	Policy	Category	Consistency with the Policy
	development to areas where it will minimize constraints on these uses.		
1.2.6.1	Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.	Land Use Compatibility	The site plans for the proposed quarry have been designed to ensure that appropriate mitigation measures are in place to minimize the effects of noise from the operation. The Hydrogeological Impact Assessment Report has indicated the development would protect sensitive surface water and sensitive groundwater receptors during the operational period and under rehabilitated conditions.
1.3.1	<p>Planning authorities shall promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> <li>a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;</li> <li>b) providing 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</li> </ul>	Employment	The proposed quarry would provide employment opportunities, and a more diversified economic base and would help ensure that component materials are available to meet the projected infrastructure needs of the City.

Policy Number	Policy	Category	Consistency with the Policy
	<p>existing and future businesses;</p> <p>e) ensuring the necessary infrastructure is provided to support current and projected needs.</p>		
1.7.1	<p>Long-term economic prosperity should be supported by:</p> <p>a) promoting opportunities for economic development and community investment-readiness;</p> <p>c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;</p> <p>k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;</p>	Long Term Economic Prosperity	<p>The proposed quarry provides a close-to-market supply of high-quality aggregate resource and would provide additional jobs and economic development opportunities for the area.</p> <p>The quarry makes use of a naturally occurring stock of aggregate resources, a non-renewable resource. Progressive rehabilitation of the site at the end of the useful life would return the site to a use that is compatible with the surrounding landscape.</p> <p>Aggregates made available close-to-market reduces the transportation cost and associated environmental and climate change impacts.</p>
2.1.1	Natural features and areas shall be protected for the long term.	Natural Heritage	See Section 1.1.1.
2.1.2	The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among	Natural Heritage	As a part of the progressive rehabilitation, two lakes are proposed together with revegetation.

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	natural heritage features and areas, surface water features and ground water features.		
2.1.7	Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.	Natural Heritage	The Natural Environment Technical Report Level 1 and 2 reviewed the development which included consultation with the MNRF. Habitat for endangered or threatened species did exist on the site, and the report recommended that none of the abandoned truck trailers on the property be moved during the breeding season unless field work demonstrates that they are not being used for Barn Swallow nesting.
2.1.8	Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.	Natural Heritage	The Natural Environment Technical Report Level 1 and 2 confirmed that there should be no negative impacts to the adjacent significant woodland from the proposed quarry.
2.2.1	Planning authorities shall protect, improve or restore the quality and quantity of water by:  e) maintaining linkages and related functions among ground water features, hydrologic functions, natural	Water	See Section 1.1.1.

Policy Number	Policy	Category	Consistency with the Policy
	<p>heritage features and areas, and surface water features including shoreline areas;</p> <p>f) implementing necessary restrictions on development and site alteration to:</p> <ol style="list-style-type: none"> <li>1. protect all municipal drinking water supplies and designated vulnerable areas; and</li> <li>2. protect, improve or restore vulnerable surface and ground water, sensitive surface water features and sensitive ground water features, and their hydrologic functions;</li> </ol>		
2.5.1	Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.	Mineral Aggregate Resources	The site has been identified as Aggregate – Bedrock Reserve Area, Limestone Plain; and, Sand and Gravel Resource Area (Tertiary) based on known mineral deposits. As such, to the extent it is possible to extract the resource, the site should be protected for such long term use.
2.5.2.1	As much of the mineral aggregate resources as is realistically possible shall be made available as close to markets as possible.	Mineral Aggregate Resources	The proposed quarry operation intends to make the existing resources on the site available to market. The sites proximity to the Kingston and area regional



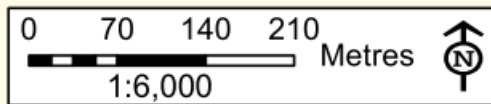
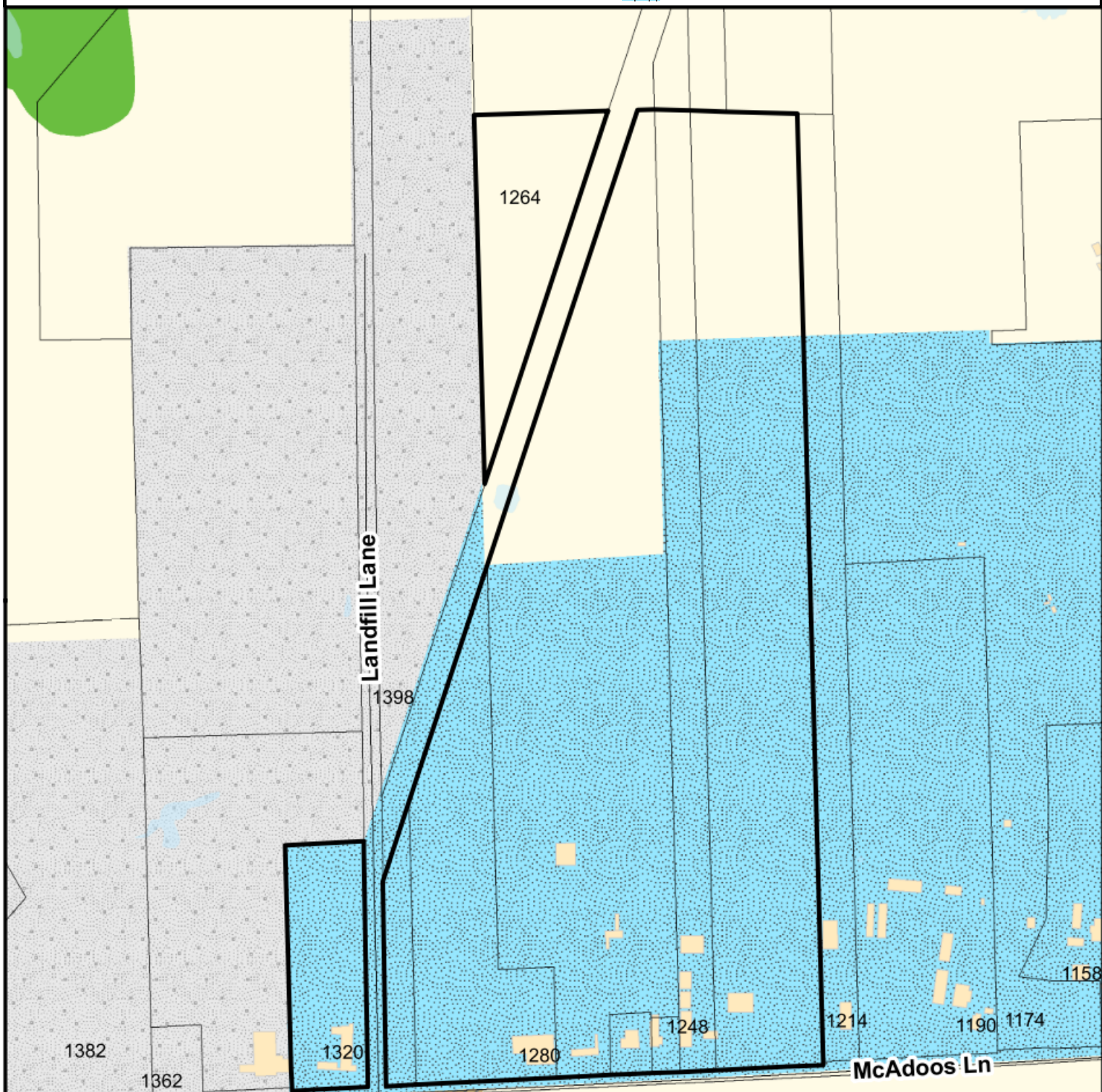
<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	Demonstration of need for mineral aggregate resources, including any type of supply/demand analysis, shall not be required, notwithstanding the availability, designation or licensing for extraction of mineral aggregate resources locally or elsewhere.		market would constitute as close to market.
2.5.2.2	Extraction shall be undertaken in a manner which minimizes social, economic and environmental impacts.	Mineral Aggregate Resources	The technical studies prepared in support of the proposed quarry demonstrate that no natural or cultural heritage features will be impacted by the development. The hydrogeological study has confirmed no negative impact to the surface or ground water. Adherence to the applicable provincial standards for noise and dust will minimize any potential social impacts and nuisances.
2.5.2.4	Mineral aggregate operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact. Existing mineral aggregate operations shall be permitted to continue without the need for official plan amendment, rezoning or development permit under the Planning Act. Where the Aggregate	Mineral Aggregate Resources	The proposed application intends to extract the mineral aggregates before returning the site to a natural state and a use that is compatible with the surrounding land uses.

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	Resources Act applies, only processes under the Aggregate Resources Act shall address the depth of extraction of new or existing mineral aggregate operations. When a license for extraction or operation ceases to exist, policy 2.5.2.5 continues to apply.		
2.5.3.1	Progressive and final rehabilitation shall be required to accommodate subsequent land uses, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible. Final rehabilitation shall take surrounding land use and approved land use designations into consideration.	Mineral Aggregate Resources	The site will be progressively rehabilitated with a final rehabilitation plan consisting of two lakes together with portions along the front of the property intended to be returned to a use that is compatible with the surrounding land uses.
2.6.2	Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.	Cultural Heritage and Archaeology	The site has been cleared of archaeological potential.
3.2.3	Planning authorities should support, where feasible, on-site and local re-use of excess soil through planning and development approvals while protecting human health and the environment.	Human-Made Hazards	Berms to be constructed at the parameter will use on-site soil material and will be used as a part of the progressive rehabilitation of the site at the end of its useful life.



CITY OF KINGSTON  
**Official Plan, Existing Land Use**  
Address: 1248-1320 McAdoos Lane  
File Number: D35-002-2022

- Subject Lands
- ENVIRONMENTAL PROTECTION AREA
- MINERAL RESOURCE
- RURAL
- RURAL INDUSTRIAL
- WASTE MANAGEMENT AREA



**Demonstration of How the Proposal Conforms to the Official Plan**

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
<p><b>2.1.2.</b> Within Rural Areas, as shown on Schedule 2, growth will be limited and the natural assets, functions, and occupations that contribute to the general sustainability of the City as a whole will be supported through:</p> <ul style="list-style-type: none"> <li>a. the protection of groundwater sources;</li> <li>b. an ecosystem approach to protecting the natural heritage system;</li> <li>c. the protection of surface water features, including inland lakes and rivers, Lake Ontario and the St. Lawrence River;</li> <li>d. the extraction of mineral resources and the rehabilitation of depleted mineral mining operation sites, which must occur in a manner that is sensitive to the existing uses in the general area and in accordance with appropriate provincial legislation;</li> <li>e. limiting the types of permitted development to those that support and are compatible with a resource based local economy and sustainable practices; and</li> <li>f. promotion of agricultural opportunities, practices, and alliances that</li> </ul>	<p>Sustainable Development - Rural Areas</p>	<p>The proposal represents appropriate growth within the rural area.</p> <ul style="list-style-type: none"> <li>a. The applicant has submitted a Hydrogeological Impact Assessment which confirmed that the development would protect sensitive surface water and sensitive groundwater receptors during the operational period and under rehabilitated conditions.</li> <li>b. The 'Natural Environment Technical Report: Level I and II' was submitted by the applicant and reviewed by the CRCA to their satisfaction. The study confirmed that there will be no negative impacts to significant natural heritage features. Habitat for endangered or threatened species did exist on the site, and the report recommended that none of the abandoned truck trailers on the property be moved during the breeding season unless field work demonstrates that they are not being used for Barn Swallow nesting. Rehabilitation is an accepted form of compensation/mitigation for features lost from quarry operations. The</li> </ul>

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<p>enhance agricultural employment as well as local food production, distribution, and consumption as an integral part of the local economy and the City's sustainability goals.</p>		<p>MNRF and CRCA have reviewed the technical documents submitted in support of the application and have no issue with the development proceeding.</p> <p>c. See (a) above.</p> <p>d. The applicant has provided a number of studies intended to address the potential for impact on the surrounding area including a Hydrogeological Impact Assessment; Noise Impact Study; Traffic Impact Study; and Archaeological Assessment. These studies have been peer reviewed and have confirmed the extraction could occur without adverse impacts.</p> <p>e. The proposed quarry would be compatible and consistent with the land uses which currently occupy the area which include a quarry and industrial uses.</p> <p>f. The proposed quarry expansion would not conflict with the agricultural policies of the Official Plan.</p>
<p><b>2.1.4.</b> In reviewing development applications, the City will promote sustainability through:</p>	<p>City Structure – Rural Areas</p>	<p>a. Subject to the resource extraction, the site would be subject to progressive rehabilitation which includes the creation of</p>

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<p><b>a.</b> encouragement of green building design to reduce greenhouse gases by adopting:</p> <ul style="list-style-type: none"> <li>• energy efficient construction;</li> <li>• renewable sources of energy for lighting and heating;</li> <li>• natural lighting;</li> <li>• design that reduces water consumption;</li> <li>• design which minimizes discharge into the sanitary sewers; and</li> <li>• design which reduces or eliminates discharge into the storm sewers through incorporating stormwater management practices including low impact design and stormwater re-use.</li> </ul> <p><b>b.</b> design, landscaping, and streetscaping practices that promote protection from undesirable sun, wind, or other conditions and reduces the negative effects of urban summer heat;</p> <p><b>c.</b> design, landscaping, and streetscaping practices that reduce the quantity of impermeable surfaces;</p> <p><b>d.</b> construction and operational practices that minimize waste and maximize re-use of resources;</p> <p><b>e.</b> practices that conserve or recycle materials, energy, or other resources;</p> <p><b>f.</b> design which promotes a reduction of automobile trips, active transportation and</p>		<p>two lakes and revegetation together with areas near the front of the property which are to be backfilled and repurposed to another beneficial use.</p> <p>b. Vegetated berms of 8 metres height are intended to provide noise and visual buffering between the proposed quarry and the surrounding land uses.</p> <p>c. See (b) above.</p> <p>d. Aggregate materials would be recycled on site.</p> <p>e. See (d) above.</p> <p>f. The aggregate proposed for extraction are located close to market, reducing the amount of travel required and associated reduction in green house gas emissions.</p> <p>g. Not applicable</p> <p>h. The resources extracted would be recovered locally.</p> <p>i. The proposed development is located on an existing road and no expansion of existing services are required.</p> <p>j. The site will generate tax revenue as well as generate aggregate fees transferred to the City.</p>

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<p>transit, including secured public access to bicycle storage and parking;</p> <p><b>g.</b> the creation of a mix of uses that support increased access to healthy foods;</p> <p><b>h.</b> the use of materials that have been extracted or recovered locally;</p> <p><b>i.</b> design that reduces municipal costs associated with the provision of infrastructure and municipal service delivery over the long term;</p> <p><b>j.</b> development that generates sufficient tax revenue to pay for the increased services (e.g., solid waste collection, fire and police services, snow clearing, etc.) that the City has to provide; and,</p> <p><b>k.</b> development that suits the demographic and/or socio-economic needs of the community.</p>		
<p><b>2.3.12.</b> The planning for the lands shown as Rural Areas on Schedule 2 of this Plan must balance the resource protection objectives for agriculture, aggregates and minerals with the environmental objectives of the natural heritage features and areas and watershed management and the social objectives of protecting rural communities and the rural way of life.</p>	<p>Principles of Growth – Rural Areas</p>	<p>The development of the resource allows for the intended extraction of this non-renewable resource.</p>
<p><b>2.3.13.</b> Rural Areas may accommodate land uses that</p>	<p>Principles of Growth –</p>	<p>The site is located with a known Aggregate – Bedrock</p>

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<p>require extensive land areas such as water management structures, solid waste disposal sites, recreational areas and industrial uses not suited to compact industrial parks. Planning for these types of uses requires the identification of the natural, agricultural and mineral resources that may be present in the area, the existing residential areas and Hamlets, and the policies of this Plan regarding land use change and the limits on creating lots in Rural Areas.</p>	<p>Extensive Land Area Uses in Rural Areas</p>	<p>Reserve Area, Limestone Plain; and, Sand and Gravel Resource Area (Tertiary) based on known mineral deposits.</p>
<p><b>2.3.14.</b> Areas of known minerals and mineral aggregate resources and areas of mineral and aggregate potential will be protected for future extraction under the Aggregate Resources Act and the Mining Act. It is the City’s intent that the land area will be rehabilitated once the resource is depleted.</p>	<p>Principles of Growth – Mineral Resources</p>	<p>See Section 2.3.12. and 2.3.13</p>
<p><b>2.7.3.</b> The land use compatibility matters to be considered under Section 2.7.2 include, but are not limited to:</p> <ul style="list-style-type: none"> <li>a. shadowing;</li> <li>b. loss of privacy due to intrusive overlook;</li> <li>c. increased levels of light pollution, noise, odour, dust or vibration;</li> <li>d. increased and uncomfortable wind speed;</li> </ul>	<p>Land Use Compatibility Principles – Land Use Compatibility Matters</p>	<ul style="list-style-type: none"> <li>a. Shadowing is not anticipated to be a feature of this development.</li> <li>b. There are no sensitive uses within the area and privacy and overlook is not anticipated to be a feature of this development.</li> <li>c. The site plans for the proposed quarry have been designed to ensure that appropriate mitigation measures are in place to minimize the effects of</li> </ul>



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<ul style="list-style-type: none"> <li>e. increased level of traffic that can disrupt the intended function or amenity of a use or area or cause a decrease in the functionality of active transportation or transit;</li> <li>f. environmental damage or degradation;</li> <li>g. diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded;</li> <li>h. reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas, heritage or setting;</li> <li>i. visual intrusion that disrupts the streetscape or buildings;</li> <li>j. degradation of cultural heritage resources;</li> <li>k. architectural incompatibility in terms of scale, style, massing and colour; or,</li> <li>l. the loss or impairment of significant views of cultural heritage resources and natural features and areas to residents.</li> </ul>		<ul style="list-style-type: none"> <li>noise and dust from the operation.</li> <li>d. Not applicable</li> <li>e. The Traffic Impact Study was prepared by the applicant and anticipates an average of 10 triaxles trucks per hour which would have only a nominal impact on the surrounding transportation network even when applying a 40% “peaking factor”.</li> <li>f. See Section 2.3.13.</li> <li>g. The site has existing road frontage and not additional services would be required.</li> <li>h. The site is located in an industrial area that also accommodates an existing quarry and there is no reduction in the existing amenity of the area anticipated as a result of the development.</li> <li>i. The site plan proposes 8 metre berms to buffer from the surrounding area. No visual intrusion is expected.</li> <li>j. No heritage features require protection.</li> <li>k. Cultural and natural heritage features have been protected.</li> </ul>
<p><b>2.7.5.</b> In some cases, distance separation will likely be the recommended form of mitigation, particularly:</p>	<p>Land Use Compatibility Principles –</p>	<p>See response to policy 2.1.4</p>

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<p>a. between heavy industrial uses (Class I, Class II and Class III Industrial Facilities), sewage treatment facilities, electricity generation facilities and electricity transmission and distribution systems, transportation and infrastructure corridors, airports, rail facilities, marine facilities, mineral aggregate resources and operations, and residential or other sensitive uses;</p>	<p>Distance Separation</p>	
<p><b>2.8.1.</b> The City recognizes that the ecological functions of the natural heritage system and the biodiversity of its components are inter-related and function together to contribute to sustaining human health and economic welfare, as well as providing habitat for plant and animal communities. The City, in consultation with the Cataraqui Region Conservation Authority, the Ministry of Natural Resources and Forestry, and Fisheries and Oceans Canada, as appropriate, intends to protect significant elements of the natural heritage system, as more specifically discussed in Sections 3.10 and 6 of this Plan, and illustrated on Schedules 3, 7 and 8 and the secondary plans included in Section 10 of this Plan. It is the intent of the City to support and</p>	<p>Protection of Resources – Natural Heritage System</p>	<p>A 'Natural Environment Technical Report: Level I and II' was submitted by the applicant and reviewed by the CRCA to their satisfaction. The study confirmed that there will be no negative impacts to significant natural heritage features. CRCA and MNRF have reviewed the submission and have no issue with the site's development.</p>

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participate in stewardship programs in partnership with conservation organizations.		
<b>2.8.4.</b> Water is a resource that must be protected. In order to maintain the quality and quantity of water, the City will restrict development and site alteration near sensitive surface water or groundwater features and in areas of medium to very high groundwater sensitivity and will implement the policies of the Cataraqui Source Protection Plan as required.	Protection of Resources – Water Quality & Quantity	See Section 2.8.1.
<b>2.8.5.</b> Stormwater runoff will be managed on site where feasible, and runoff may be required to be stored, treated and directed away from the natural heritage system. Its quantity will be required to be controlled to prevent impact on downstream areas. Stormwater connections are not permitted in areas where combined sewer infrastructure exists in the City.	Protection of Resources – Stormwater Management	See Section 2.8.1 and 2.7.3
<b>2.8.7.</b> Areas containing identified mineral deposits and mineral aggregate resources will be protected for their present or future use, and efforts will be taken to avoid any land use conflicts arising from mining or quarry operation.	Protection of Resources – Mineral Resource Areas	See Section 2.3.12
<b>3.12.1.</b> The City recognizes the role of Rural Lands in contributing to agricultural production, forestry and mineral resources, natural	Rural Lands - Function	The development of the proposed quarry would provide appropriate rural economic development.

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<p>areas and wildlife habitat, providing opportunities for rural economic development, outdoor recreation, and supporting the appreciation of natural areas that provide a contrast and respite from urban life.</p>		
<p><b>3.12.2.</b> Permitted uses in Rural Lands include all agricultural uses, agriculture related uses, and on-farm diversified uses as permitted in the Prime Agricultural Area designation, sports and outdoor recreation activities in accordance with Section 3.12.4, and detached dwellings in accordance with Section 3.12.10 and that are compatible with adjacent land uses. Limited non-farm growth is permitted in Rural Lands if it does not limit or interfere with agricultural use, agriculture-related uses, on-farm diversified uses or a broader range of rural uses, and if it meets the environmental objectives of this Plan.</p>	<p>Rural Lands – Permitted Uses</p>	<p>The proposed quarry is compatible with the surrounding rural uses and, as described throughout meets the environmental objectives of the Plan</p>
<p><b>3.16.1.</b> The general policies in this section are intended to apply to all lands designated as Mineral Resource Areas on Schedule 3. The extraction and primary processing of a mineral deposit or mineral aggregate resource is permitted on sites designated as a Mineral Resource Area on Schedule 3 of this Plan.</p>	<p>Mineral Resource Area – General Directions</p>	<p>The proposed redesignation would allow for the extraction and primary processing as planned for lands within this designation.</p>
<p><b>3.16.2.</b> Prior to the initiation of mineral or aggregate extraction, a Mineral Resource</p>	<p>Mineral Resource Area – Temporary</p>	<p>Limited, existing, uses are proposed to continue until the planned phasing of the quarry</p>

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<p>Area may be used for agriculture, forestry, conservation, and passive recreation purposes, provided that these uses will not inhibit the removal of the resource in the future. New sensitive uses that are proposed as accessory uses to the permitted uses will be discouraged and no new residential lot will be created by way of consent in an area designated as Mineral Resource Area on Schedule 3.</p>	<p>Sensitive and Residential Uses</p>	<p>extraction requires the use stop. The proposed uses intended to continue do not require the construction of any buildings or prevent the quarry use in any way. The existing uses are planned to continue until extraction takes place based on the planned phasing do not constitute a sensitive use.</p>
<p><b>3.16.3.</b> Any new mineral or mineral aggregate operation, or the expansion of a current activity in an area designated as a Mineral Resource Area, will require an amendment to the zoning by-law. When determining whether such an amendment is appropriate, the following must be considered:</p> <ul style="list-style-type: none"> <li>a. the location of the proposed site and its impact on adjoining communities;</li> <li>b. the compatibility of the proposed extraction or primary processing activity with existing and planned land uses within 500 metres of a quarry or 300 metres of a pit;</li> <li>c. the advice of the appropriate provincial ministry with respect to resource potential;</li> <li>d. the size, scale, and nature of the proposed use, and any land uses</li> </ul>	<p>Mineral Resource Area – Zoning By-law Amendment</p>	<ul style="list-style-type: none"> <li>a. The subject lands are located adjacent to an existing quarry operation, there is no negative impact anticipated on the surrounding communities.</li> <li>b. The site is compatible with the existing quarry and industrial land uses which predominate the area.</li> <li>c. The application has been circulated to the MNRF and the MTO neither of which had any issue with the proposed application.</li> <li>d. The size and scale of the operation is appropriate and is to occur in phases. Existing road infrastructure is sufficient to accommodate the anticipated trips generated.</li> <li>e. The site has existing road frontage and would not have a negative impact on the surrounding traffic.</li> </ul>

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<p>and activities that are accessory uses to the extractive or processing operation;</p> <p>e. the ease of access of the proposed site with respect to the location of entrances and exits, road patterns and traffic volumes;</p> <p>f. the location of proposed haulage routes and their impact on communities or residents along those routes, and the impact on the transportation system relying on those routes; and,</p> <p>g. submission of materials listed below for the purpose of information for the municipality, including:</p> <ul style="list-style-type: none"> <li>• a detailed site development survey indicating dimensions of the site, all existing or proposed structures and their dimensions, topography and soils, and also land uses and buildings or structures within 500 metres of a quarry or 300 metres of a pit. Site plans prepared consistent with the Aggregate</li> </ul>		<p>f. The haul routes would not impact communities or residences.</p> <p>g. See Section 2.1.2</p>

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<p>Resources Act are acceptable for the purposes of this policy;</p> <ul style="list-style-type: none"> <li>• the surface and groundwater characteristics of the site, its drainage, as well as the hydrogeological impact of the proposed mining or extraction use on the groundwater quality and quantity within a minimum 500 metres of the site;</li> <li>• confirmation that the surface water, watercourses and environmental features of the site and the surrounding area will not be adversely affected by the proposal, through the submission of an environmental impact assessment, or other studies as may be deemed necessary;</li> <li>• the operational plan for the proposed site including roads, driveways, the</li> </ul>		

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<p>location of materials storage, stockpiles of the resource, and any water diversion or storage location;</p> <ul style="list-style-type: none"> <li>• the general conditions under which the proposed operation will function, including hours of operation, seasonality of operation, and the timing and scale of any blasting or crushing operations; and,</li> <li>• the proposed landscaping, screening and buffering related to the planned use of the site after rezoning.</li> </ul>		
<p><b>3.16.6.</b> All mineral and aggregate extraction operations must conform to the provisions of the appropriate provincial legislation and must satisfy the requirements of the appropriate approval authority with respect to water supply, water pumping or diversion, disposal of liquid wastes, noise abatement measures, control of air pollution, and fencing and signage.</p>	<p>Mineral Resource Area – Other Legislation and Regulations</p>	<p>The quarry would be licensed and operated under approval from the Ministry of Natural Resources and in accordance with the Aggregate Resources Act and all other applicable legislation.</p>



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<p><b>3.16.7.</b> Progressive rehabilitation is required, consistent with the provisions of the Aggregate Resource Act, or other provincial legislation. Rehabilitation of mineral and mineral aggregate resource lands is required after mining or extraction operations have ceased.</p>	<p>Mineral Resource Area – Rehabilitation</p>	<p>The site proposes progressive rehabilitation including the creation of two lakes and re-vegetation together with areas near the front of the property which are to be backfilled and repurposed to another beneficial use.</p> <p>The progressive rehabilitation has been set out in the Site Plans and is to proceed through the sloping of terminal quarry faces and backfilling at the southern portion of Phases 2 and 4 excavations to original grade, to provide for re-purposing of the quarry excavation for other beneficial land use. No physical rehabilitation will occur on the quarry floor as it will be under water.</p>
<p><b>3.16.9.</b> Protection of mineral resources and mineral aggregate resources for long term use and extraction is a priority of the City and a new designation that places land in a Mineral Resource Area designation on Schedule 3 is permitted in consultation with the Province. Aggregate operations vary depending whether the operation is a pit, quarry, or a quarry below the water table, and the related scale of operation and provincial requirements will vary accordingly. Depending on the type of operation proposed, and the proximity of sensitive uses or environmental features</p>	<p>Mineral Resource Area – Official Plan Amendments</p>	<p>a. The quarry is a Category '2' <i>Aggregate Resources Act</i> (ARA) application for a Class 'A' quarry below water table. The quarry is not anticipated to have any impact on adjoining communities as the site is surrounded by existing uses which include a quarry and other industrial uses.</p> <p>b. The size and scale is appropriate for the proposed quarry as it allows for the extraction of the non-renewable resources which are known to be located in this location. The Traffic</p>

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<p>involved, the City will consider the following:</p> <ul style="list-style-type: none"> <li>a. the location of the proposed site and its impact on adjoining communities;</li> <li>b. the size, scale and nature of the proposed use;</li> <li>c. the compatibility of the proposed use with adjacent existing and planned land uses and designations;</li> <li>d. the ease of access of the proposed site with respect to road patterns and traffic volumes, and the impact that increased truck traffic may have on communities or residents along those routes, and on the transportation system itself;</li> <li>e. the proposed landscaping and buffering to minimize the potential for adverse effects;</li> <li>f. the determination and assessment of potential negative impacts to natural heritage features and areas as demonstrated through the completion of an environmental impact assessment, prepared in accordance with the</li> </ul>		<p>Impact Study has confirmed the road network can accommodate the increased traffic.</p> <ul style="list-style-type: none"> <li>c. The site is compatible with the surrounding uses which already includes an existing quarry as well as other industrial uses.</li> <li>d. The property has direct frontage on McAdoos Lane and there is not anticipated impact on the surrounding communities as a result of the traffic.</li> <li>e. An eight metre high berm is proposed to be landscaped to buffer the site from the surrounding area. There are no sensitive land uses, and the potential for adverse impacts would be minimal.</li> <li>f. Natural heritage features have been assessed and the development has been directed away from the significant woodland which occupies the far north end of the subject lands and outside of the area subject to the current application.</li> <li>g. The site has been cleared of archaeological potential.</li> <li>h. See Section 2.1.2</li> </ul>

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<p>policies of Section 6 of this Plan;</p> <p>g. an archaeological assessment, in accordance with the Ministry of Tourism and Culture’s screening criteria; and,</p> <p>h. information and studies that demonstrate that the quantity and quality of the groundwater and surface water, as well as the natural drainage in the area, are not adversely affected.</p>		
<p><b>3.16.B.1.</b> Lands designated as Mineral Resource Area are intended primarily for pits and quarries and the extraction of sand, gravel, bedrock and other aggregates. Associated operations such as crushing, blending, screening, washing, aggregate storage (stock-piling), aggregate recycling operations, weigh scales, asphalt manufacture, and concrete batching may be permitted as accessory uses to an active aggregate extraction operation.</p>	<p>Mineral Resource Areas – Pits and Quarries – Permitted Uses</p>	<p>The application proposes to redesignate the lands to the Mineral Resource Area to allow for the orderly extraction of the resource while the Zoning By-law Amendment would allow for both the mineral aggregate operation use of the lands as well as certain other uses which currently exist on the site and are permitted within the current industrial zoning of the property and have existed in harmony with the quarry which operates in the area.</p>
<p><b>3.16.B.2.</b> Other uses on lands designated as Mineral Resource Area are permitted in accordance with Section 3.16.2 of this Plan.</p>	<p>Mineral Resource Areas – Pits and Quarries – Other Uses</p>	<p>See Section 3.16.2.</p>
<p><b>3.16.B.4.</b> Other land use activities, particularly sensitive uses such as residential uses, proposed to be developed</p>	<p>Mineral Resource Areas – Pits and Quarries –</p>	<p>a. The proposed uses of the subject lands are not considered sensitive, and there are no dwellings</p>

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<p>within land use designations abutting a Mineral Resource Area designation on Schedule 3, must be separated from lands designated Mineral Resource Area by the following distances:</p> <ul style="list-style-type: none"> <li>a. 300 metres from a known unconsolidated deposit (e.g., sand, gravel, clay) or a mineral aggregate pit operation; and</li> <li>b. 500 metres from a known bedrock deposit or a bedrock quarry operation. The protection of the Mineral Resource Area designation for long term use is a priority of this Plan. However, in approving new pits or quarries, the number and proximity of existing sensitive uses in the immediate area of the proposed new use must be considered.</li> </ul>	<p>Minimum Distance Separation</p>	<p>within 550 metres of the proposed quarry.</p> <ul style="list-style-type: none"> <li>b. See (a) above.</li> </ul>
<p><b>3.16.B.5.</b> The above separation distances may be altered to reflect site-specific conditions related to such matters as land use compatibility, groundwater, noise, dust, vibration, and other appropriate matters without amendment to this Plan. In contemplating the reduction of the minimum distance separation, the appropriate assessment is required to establish an appropriate</p>	<p>Mineral Resource Areas – Pits and Quarries – Minimum Distance Separation</p>	<p>The separation distances identified in Section 3.16.B.4. are exceeded.</p>

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<p>distance, and investigate all of the potential impacts on the pit or quarry operation. Separation distances will be reflected in the zoning by-law.</p>		
<p><b>4.3.3.</b> The City requires that stormwater management be adequately studied and appropriately addressed in any development proposal in order to:</p> <ul style="list-style-type: none"> <li>a. ensure flood elevation or velocities upstream or downstream to the receiving waterbody are not increased, or are properly mitigated;</li> <li>b. maintain base flow in receiving watercourses;</li> <li>c. ensure erosion is not increased and sediment is not increased in the water column or the bed of the receiving waterbody during and after construction;</li> <li>d. meet water quantity flow targets and water quality sediment, nutrient, bacterial, chemical and temperature targets, where identified;</li> <li>e. ensure fish habitat, wetlands or other environmental features are not degraded; and,</li> <li>f. increase, where possible, groundwater recharge in a manner that will not contaminate the resource.</li> </ul>	<p>Stormwater Management</p>	<ul style="list-style-type: none"> <li>a. No further development of the property is proposed and the Currently, surface runoff from the site crosses onto the Lafarge McAdoo Quarry to the west. Based on local topography, there is a very limited upstream catchment for runoff at the site.</li> <li>b. There is no defined watercourse associated with this overland flow. See also Section 2.1.2.</li> <li>c. See (b) above.</li> <li>d. See Section 2.1.2.</li> <li>e. See (b) above.</li> <li>f. See Section 2.1.2.</li> </ul>

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<p><b>4.4.1.</b> A Groundwater Supply Assessment in accordance with Ministry of the Environment and Climate Change guidelines and the City's standards for Hydrogeological Assessments will be required for any development that is proposed for an area without municipal services.</p>	<p>Individual On-Site Services – Groundwater Supply Assessment</p>	<p>See Section 2.1.2.</p>
<p><b>4.4.3.</b> The City may request that a hydrogeological study be undertaken in any location and will provide guidance on the scope of the study. The hydrogeological study must be submitted to the City for approval and must satisfy provincial regulations, guidelines and municipal policies, as amended. Where a property has been identified with more than one level of constraint due to groundwater sensitivity, the more stringent level must apply.</p>	<p>Individual On-Site Services – Hydrogeological Study Required</p>	<p>See Section 2.1.2.</p>
<p><b>4.6.11.</b> The City may require the proponent of any development to prepare a traffic impact analysis or a transportation study to the satisfaction of the City to address the requirements of Sections 4.6.1 through 4.6.10, and to assess the influence of development on active transportation movement, vehicular flows and traffic volumes, and transportation demand management. Any such analyses will assess the impact of the proposal on the roadways and, if needed, will</p>	<p>Transportation – Transportation Impact Study Requirements</p>	<p>See Section 2.1.2.</p>

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<p>recommend improvements necessary to accommodate the proposal, to discourage excessive through traffic, provide traffic calming measures, and maintain satisfactory service levels for all modes of transportation on public streets. The City may determine that such analyses may be subject to a peer review at the cost of the proponent. In addition, the Ministry of Transportation may require a property owner and/or the City to undertake, at their cost, a traffic impact analysis and subsequently the design and construction of warranted highway improvements related to a proposed development, as a requirement for the issuance of Ministry permits.</p>		
<p><b>5.17.</b> Any development proposal (including severance applications) proposed within 500 metres of the fill area of an existing or former landfill site that was or has been licensed for operation and/or closure as a waste disposal site by the Ministry of the Environment and Climate Change, must be supported by a study to determine adverse effects or risks to health. The study must address the following for operating landfill sites: landfill generated gases, ground and surface water contamination by leachate, odour, litter, contaminant discharges from associated vehicular traffic,</p>	<p>Protection of Health &amp; Safety – Existing or Former Landfill Sites</p>	<p>The Hydrogeological Assessment noted the proximity to the former Kingston West Waste Disposal Site. The Assessment notes the groundwater monitoring which continues at this site, and observes that groundwater flow directions within the upper limestone aquifer are interpreted to be northwesterly towards the adjacent valley. The groundwater flow direction within the deep bedrock aquifer has been interpreted to be southwesterly. Groundwater flowing through the upper portion of the</p>

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
<p>visual impact, dust, noise, other air emissions, fires, surface runoff and vectors and vermin. Studies of sites that are not operating must consider: ground and surface water contamination by leachate, surface runoff, ground settlement, visual impact, soil contamination and hazardous waste, and landfill generated gases. If previous studies have confirmed that the influence area of the former landfill site is less than 500 metres, the lesser distance authorized by the City may be used in the study. The requirement for a study, or the scope of the study may be reduced by the City if the development site is supported by a Record of Site Condition supporting the proposed development or use.</p>		<p>limestone in the vicinity of the landfill discharges as surface water into ephemeral streams at the base of Tuttle's Hill. The Analysis concludes that offsite impacts are not predicted.</p>
<p><b>5.26.</b> Any use, including industrial, commercial, institutional or high density residential, proposed to generate a stationary source of noise or vibration may be required to undertake a detailed noise and/or vibration study, to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines, address all sources of noise and vibration, include recommendations for mitigation to meet the applicable criteria, and ensure that there is no</p>	<p>Protection of Health &amp; Safety – Noise from Stationary Sources</p>	<p>The applicant submitted an Environmental Noise and Blasting Impact Assessment Report which concluded that, the proposed quarry can operate within acceptable sound level limits and within acceptable blast overpressure and vibration thresholds as defined respectively in MECP publications NPC-300 and NPC-119 subject to recommendations made in the report.</p>



<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
adverse effect on an existing or planned sensitive use.		
<b>7.4.2.</b> The City will permit development and site alteration on lands containing archaeological resources or areas of archaeological potential if the significant archaeological resources have been conserved.	Archaeological Resource Conservation – Conservation of Archaeological Resources	The site has been cleared of archaeological potential
<p><b>9.3.2.</b> Every application for amendment to this Plan will be evaluated on the basis of the following general considerations and any others that are pertinent to the particular application:</p> <ul style="list-style-type: none"> <li>a. the conformity of the proposed amendment to the general intent and philosophy of this Plan, particularly the vision and planning principles, including sustainability, stability and compatibility outlined in Section 2, and consistency with provincial policy;</li> <li>b. the availability and suitability of land already designated for the proposed use, and the need for (or market feasibility of) the proposed use;</li> <li>c. the compatibility of the proposal, or the adequacy of proposed mechanisms for achieving compatibility, with adjacent and</li> </ul>	Official Plan Amendments – Criteria	<ul style="list-style-type: none"> <li>a. As set out throughout the body of the Report and the associated Provincial Policy Statement (2020) and Official Plan Conformity Tables, the proposed development maintains the general intent of these documents by extracting a non-renewable aggregate resource in a manner which will not impact the surrounding activities. The continuation of existing employment uses will allow for compatible uses to occupy portions of the site until extraction ultimately takes place based on the planned phasing and schedule for progressive rehabilitation.</li> <li>b. The aggregate resources located on the site are non-renewable and limited in their availability based on geological processes. The resource is located close to market and are a necessary component of almost all construction activities.</li> </ul>

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
<p>planned uses, including cultural heritage resources and natural heritage features and areas;</p> <p>d. the potential of the proposal to cause instability within an area intended to remain stable;</p> <p>e. the ability of the City's infrastructure to accommodate the proposal without costly expansion, upgrading, or required deferral of other planned infrastructure improvements in other areas of the City;</p> <p>f. the financial implications (both costs and revenues) to the City;</p> <p>g. the degree to which approval of the amendment would establish an undesirable precedent; and,</p> <p>h. consistency with the Provincial Policy Statement and provincial legislation and guidelines.</p>		<p>c. The site avoids natural heritage features and is compatible with the surrounding area which already includes aggregate resource extraction as well as industrial uses.</p> <p>d. The development of the site and extraction of the natural resource is not anticipated to cause any instability given the existence of both of these uses within the immediate area surrounding the subject lands.</p> <p>e. The Traffic Impact Study was prepared by the applicant and anticipates an average of 10 triaxles trucks per hour which would have only a nominal impact on the surrounding transportation network even when applying a 40% "peaking factor".</p> <p>f. There is no expected financial impacts associated with the proposed development as no municipal services are required and the road network is sufficient to accommodate the anticipated traffic volumes.</p> <p>g. The approval of the amendment would not create an undesirable precedent.</p>

Policy	Category	Conformity with the Policy
		<p>h. The proposal is consistent with the Provincial Policy Statement (2020) as outlined in the Conformity Table (Exhibit E). Subject to approval, the proposal would require approvals under other applicable legislation (e.g., <i>Aggregate Resources Act</i>).</p>
<p><b>9.5.9</b> When considering an application to amend the zoning by-law, the Planning Committee and Council will have regard to such matters as:</p> <ul style="list-style-type: none"> <li>a. conformity of the proposal with the intent of the Official Plan policies and schedules;</li> <li>b. compatibility of the proposal with existing uses and zones, sensitive uses, the natural heritage system, cultural heritage resources, and compatibility with future planned uses in accordance with this Plan;</li> <li>c. compatibility of proposed buildings or structures with existing buildings and structures, with zoning standards of adjacent sites, with any future planned standards as provided in this Plan, and with any urban design guidelines</li> </ul>	<p>By-Laws – Planning Committee/Council Considerations</p>	<ul style="list-style-type: none"> <li>a. As set out throughout the body of the Report and the Official Plan Conformity Table, the proposed development maintains the general intent by allowing for the extraction of a non-renewable aggregate resource in a manner which will not impact the surrounding activities. The continuation of existing employment uses will allow for compatible uses to occupy portions of the site until extraction ultimately takes place based on the planned phasing and schedule for progressive rehabilitation.</li> <li>b. The proposed development is compatible with the existing uses and which has existed in this area as a mix of uses which form a part of the uses sought in the current application. There are no sensitive uses within the area and the proposed development avoids the</li> </ul>

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
<p>adopted by the City for the area;</p> <p>d. the extent to which the proposal is warranted in this location and the extent to which areas zoned for the proposed use are available for development;</p> <p>e. the suitability of the site for the proposal, including its ability to meet all required standards of loading, parking, open space or amenity areas;</p> <p>f. the suitability of the density relative to the neighbourhood and/or district, in terms of units per hectare, bedrooms per hectare, floor space index, and/or employees per hectare, as applicable;</p> <p>g. the impact on municipal infrastructure, services and traffic;</p> <p>h. comments and submissions of staff, agencies and the public; and,</p> <p>i. the degree to which the proposal creates a precedent.</p>		<p>natural heritage system within the area.</p> <p>c. The proposed development is compatible with the surrounding uses and the zoning setbacks ensure that the noise and dust do not have adverse impacts on the surrounding area.</p> <p>d. The proposal is warranted in this location as it takes advantage of the geological processes which laid these non-renewable resources at this location and extraction is possible without undue impact on the surrounding uses which have evolved since that time.</p> <p>e. The site avoids natural heritage features and is compatible with the surrounding area and all requirements for parking and loading spaces can be met on site.</p> <p>f. The density of the proposed development is appropriate and would not exceed that which currently exists on the site.</p> <p>g. There is no anticipated impact on municipal services, and the Traffic Study has confirmed that the existing road network can accommodate the forecast demand.</p>

Policy	Category	Conformity with the Policy
		h. No comments have been received at the time of writing.  i. The proposed development does not create an undue precedent.



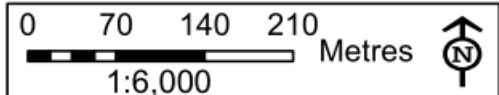
# CITY OF KINGSTON Reference Kingston Zoning Bylaw

Address: 1248-1320 McAdoos Lane  
File Number: D35-002-2022

- Subject Lands
- Zone
- Holding Overlay (HXXX)
- Not Subject to the Kingston Zoning By-law
- Legacy Exceptions (LXXX)
- Exceptions (EXXX)

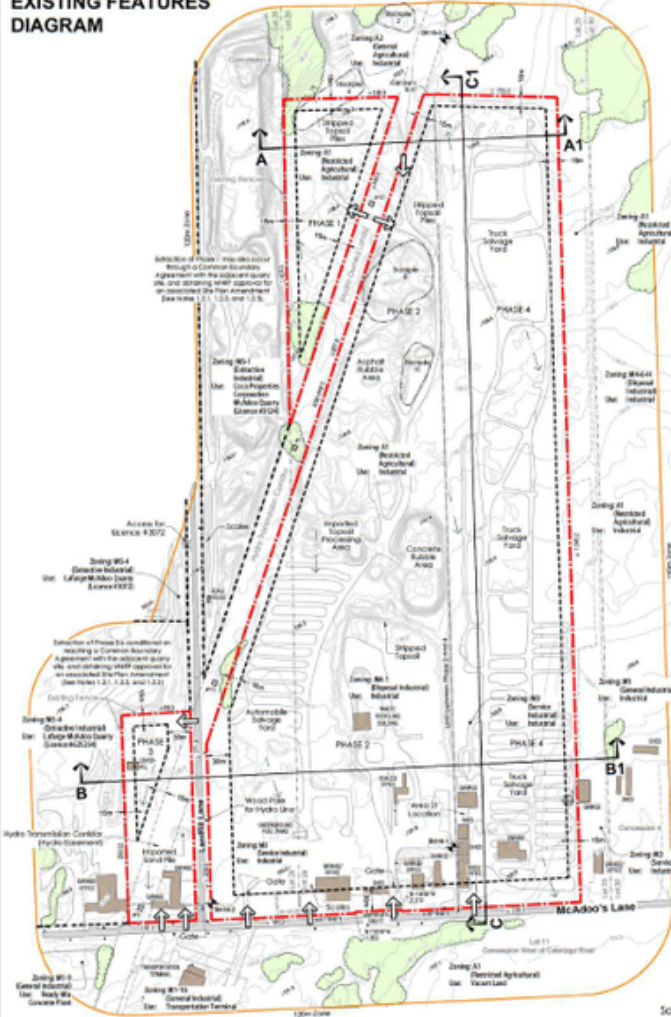


Prepared By: gronan  
Date: Apr-27-2022



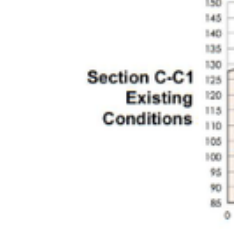
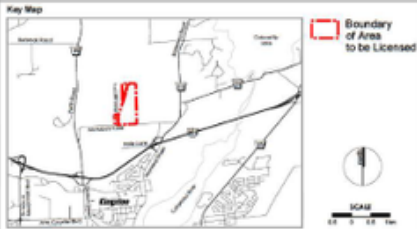
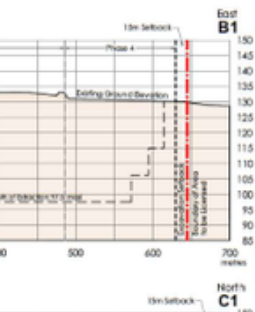
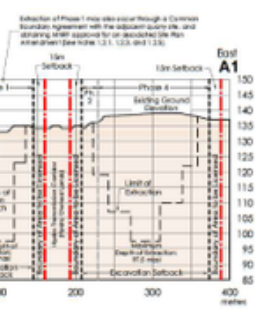
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**EXISTING FEATURES  
DIAGRAM**



- MEASURED SCHEME FOR EXISTING FEATURES ABOVE REFER TO A GRABBER RECORD OF CHANGES (PROVIDED SEPARATE) FOR A CATEGORY 2 AGGREGATE RESOURCE ACT (ARA) APPLICATION - CLASS A QUARRY WORK**
- 1.1.1 - Overview**  
This plan is comprised of 10 pages, as follows:  
Page 1 - Existing Features (this sheet)  
Page 2 - Hydrological Plan  
Page 3 - Hydrological Plan  
Page 4 - Hydrological Plan  
Page 5 - Hydrological Plan  
Page 6 - Hydrological Plan  
Page 7 - Hydrological Plan  
Page 8 - Hydrological Plan  
Page 9 - Hydrological Plan  
Page 10 - Hydrological Plan
  - 1.1.2 - Key Map**  
See the Key Map.
  - 1.1.3 - Municipal Description**  
Refer to the Back Cover for descriptions of pages.
  - 1.1.4 - Site Plan Scale**  
The drawing scale is 1:500. Refer to the Back of pages.
  - 1.1.5 - Applicant Name / Address**  
Refer to the Back of pages.
  - 1.1.6 - Regulatory Reference**  
Refer to the Back of pages for the Aggregate Resource Act for a Class A Resource Category 2.
  - 1.1.7 - Regulatory Certificate**  
Refer to the Back of pages for a copy of a qualified person or approved user who has signed the Resource Act and other relevant documents that were prepared in connection with this application.
  - 1.1.8 - North Arrow**  
Refer to the Back of pages.
  - 1.1.9 - Site Plan Amendment Table**  
Refer to the Back of pages.
  - 1.1.10 - List of References**  
Official Record of Restricted Area Zoning By-law No. 74-24 (Updated Nov. 17, 2024) (ARZ)  
Level 2 (and/or) Level 3 Hydrogeological Assessment (Water Services, Dec. 2020)  
Level 2 (and/or) Level 3 Hydrogeological Assessment Report (Phase 1) (Phase 1) (Phase 2) (Phase 3) (Phase 4) (Phase 5) (Phase 6) (Phase 7) (Phase 8) (Phase 9) (Phase 10) (Phase 11) (Phase 12) (Phase 13) (Phase 14) (Phase 15) (Phase 16) (Phase 17) (Phase 18) (Phase 19) (Phase 20) (Phase 21) (Phase 22) (Phase 23) (Phase 24) (Phase 25) (Phase 26) (Phase 27) (Phase 28) (Phase 29) (Phase 30) (Phase 31) (Phase 32) (Phase 33) (Phase 34) (Phase 35) (Phase 36) (Phase 37) (Phase 38) (Phase 39) (Phase 40) (Phase 41) (Phase 42) (Phase 43) (Phase 44) (Phase 45) (Phase 46) (Phase 47) (Phase 48) (Phase 49) (Phase 50) (Phase 51) (Phase 52) (Phase 53) (Phase 54) (Phase 55) (Phase 56) (Phase 57) (Phase 58) (Phase 59) (Phase 60) (Phase 61) (Phase 62) (Phase 63) (Phase 64) (Phase 65) (Phase 66) (Phase 67) (Phase 68) (Phase 69) (Phase 70) (Phase 71) (Phase 72) (Phase 73) (Phase 74) (Phase 75) (Phase 76) (Phase 77) (Phase 78) (Phase 79) (Phase 80) (Phase 81) (Phase 82) (Phase 83) (Phase 84) (Phase 85) (Phase 86) (Phase 87) (Phase 88) (Phase 89) (Phase 90) (Phase 91) (Phase 92) (Phase 93) (Phase 94) (Phase 95) (Phase 96) (Phase 97) (Phase 98) (Phase 99) (Phase 100)
  - 1.1.11 - Table**  
Refer to the Back of pages.
  - 1.1.12 - Site Boundary, Dimensions and Area**  
Refer to the Back of pages.
  - 1.1.13 - Zoning**  
Refer to the Back of pages.
  - 1.1.14 - Existing Land Use / Zoning**  
Refer to the Back of pages.
  - 1.1.15 - Site Topography**  
Refer to the Back of pages.
  - 1.1.16 - Existing Buildings / Structures**  
Refer to the Back of pages.
  - 1.1.17 - Direction of the Stabilized Groundwater Table**  
Refer to the Back of pages.
  - 1.1.18 - Existing Surface Water Drainage and Storage Facilities**  
Refer to the Back of pages.
  - 1.1.19 - Existing Tree Cover**  
Refer to the Back of pages.
  - 1.1.20 - Existing Tree Cover**  
Refer to the Back of pages.

- 1.1.21 - Existing Trench / Overhead Structures**  
Refer to the Back of pages.
- 1.1.22 - Existing Trench / Overhead Structures**  
Refer to the Back of pages.
- 1.1.23 - Existing Trench / Overhead Structures**  
Refer to the Back of pages.
- 1.1.24 - Existing Aggregate / Recyclable Materials Stockpiles**  
Refer to the Back of pages.
- 1.1.25 - Existing Location**  
Refer to the Back of pages.
- 1.1.26 - Existing Fuel Storage**  
Refer to the Back of pages.
- 1.1.27 - Significant Natural Features**  
Refer to the Back of pages.
- 1.1.28 - Existing Excavation Pits and Stabilized Areas**  
Refer to the Back of pages.
- 1.1.29 - Existing Perimeter and Weather Stations and/or Portable Potable Processing Units (containing) covering have been operated within the Phase 1 and 2 and 3 and 4 and 5 and 6 and 7 and 8 and 9 and 10 and 11 and 12 and 13 and 14 and 15 and 16 and 17 and 18 and 19 and 20 and 21 and 22 and 23 and 24 and 25 and 26 and 27 and 28 and 29 and 30 and 31 and 32 and 33 and 34 and 35 and 36 and 37 and 38 and 39 and 40 and 41 and 42 and 43 and 44 and 45 and 46 and 47 and 48 and 49 and 50 and 51 and 52 and 53 and 54 and 55 and 56 and 57 and 58 and 59 and 60 and 61 and 62 and 63 and 64 and 65 and 66 and 67 and 68 and 69 and 70 and 71 and 72 and 73 and 74 and 75 and 76 and 77 and 78 and 79 and 80 and 81 and 82 and 83 and 84 and 85 and 86 and 87 and 88 and 89 and 90 and 91 and 92 and 93 and 94 and 95 and 96 and 97 and 98 and 99 and 100**
- 1.1.30 - Existing Seams and Height**  
Refer to the Back of pages.
- 1.1.31 - Cross Sections**  
Refer to the Back of pages.



**Legal Description**  
Part of Lots 28 and 29, Concession 4  
(Geographic Township of Kingston)  
City of Kingston

**Legend**

- Boundary of Area to be Licensed
- Existing Licensed Boundaries
- Contour with Elevation
- Existing Spot Elevation
- Existing Fence
- Private Lanes/Roadway
- Lot and Concession
- Existing Industrial Access
- Existing Monitoring Well
- Cross Sections
- Excavation Setback
- Limit of Extraction
- Public Road (Paved)
- Public Road (Gravel)
- Building/Structure
- Direction of Surface Drainage
- Existing Vegetation
- Hydro Poles (Wood)
- Hydro Tower (steel)
- Management Stockpiles
- 120m Zone

**Site Plan Amendments**

No.	Date	Description	By

**MHBC**  
PLANNING  
URBAN DESIGN  
& LANDSCAPE  
ARCHITECTURE  
1640 EAST GERRARD STREET EAST, SUITE 101, KINGSTON, ONTARIO K7L 1V9  
TEL: (613) 548-4427  
WWW.MHBCONTO.COM

**MWRP Approval Stamp**

**Applicant**  
**K. Mulrooney Trucking Limited**  
1280 McAdoo Lane  
Kingston, Ontario  
K7H 1Z0  
Tel: (613) 548-4427

**Applicant's Signature**  
D. Mulrooney  
President

**Project**  
**Mulrooney  
McAdoo Quarry**  
Part of Lots 28 and 29, Concession 4  
(Geographic Township of Kingston)  
City of Kingston

**MWRP Licence Reference No.**  
Re-approved review

**updated - Jun. 21, 2022**  
MWRP General Compliance March 19, 2021

**Plan Scale 1:500 (A1-B1)**  
**SCALE**  
Horizontal Scale: 1:3 (1mm = 3 units) MODEL  
Drawn By: D.G.S. File No: 10100A  
Checked By: A.S.

**File Name**  
**EXISTING FEATURES PLAN**

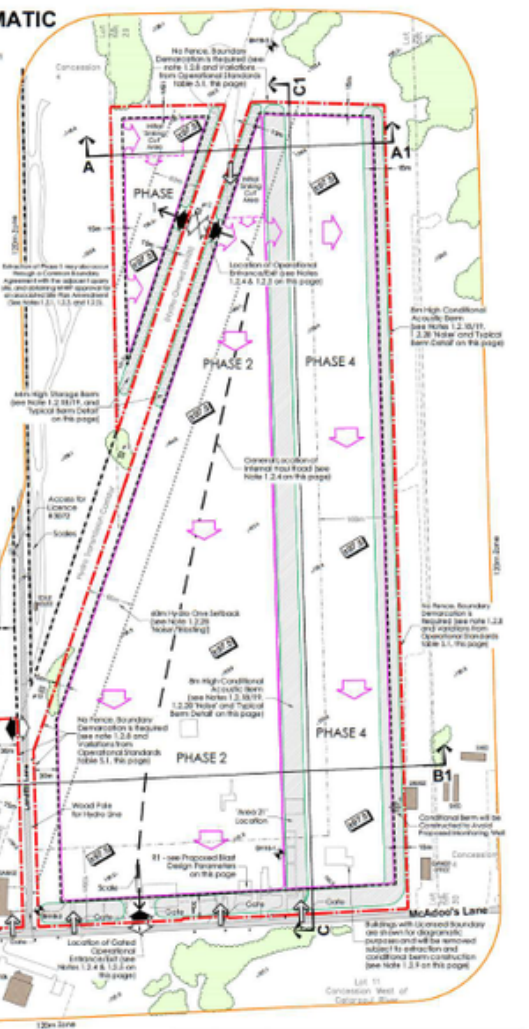
**Drawing No.**  
**1 OF 3**

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OPERATIONAL SCHEMATIC

Table with 2 columns: Material, Maximum Allowable Layer Quary - Regional Best Design Recommendation. Lists materials like Topsoil, Subsoil, etc., and their respective recommendations.

Table with 2 columns: Description, Recommendation. Lists various operational details and their corresponding recommendations.



1.2.1. Quarrying and other operations shall adhere to appropriate measures of impact reduction standards (MIRPS) for...
1.2.2. Erosion and Sedimentation Control...
1.2.3. Noise and Vibration...
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Legend section with symbols for Boundary of Area to be Licensed, Existing Licensed Boundaries, Existing Spot Elevation, Existing Fence, Building/Structure, Existing Vegetation, Hydro Poles (Wood), Hydro Tower (Steel), Existing Industrial Access, Existing Monitoring Well, Cross Sections, etc.

Site Plan Amendments table with columns: No., Date, Description, By.

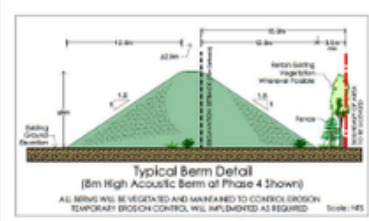
MHBC PLANNING URBAN DESIGN & LANDSCAPE ARCHITECTURE logo and contact information.

MIRPS Approval Stamp and Applicant Signature section for K. Mulrooney Trucking Limited.

Mulrooney logo and project information: Mulrooney Quarry, Part of Lots 26 and 29, Concession 4.

MIRPS License Reference No. and Project Information section including dates and scales.

OPERATIONAL PLAN 2 OF 3 title block with drawing number and scale.







**Site Photos**



**Looking Northwest toward 1248 McAdoo's Lane (eastern end of subject lands)**



**Looking Northeast toward 1280 McAdoo's Lane (central portion of subject lands)**

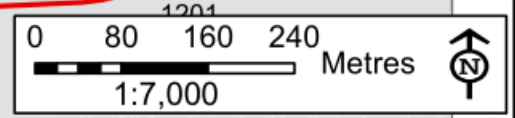
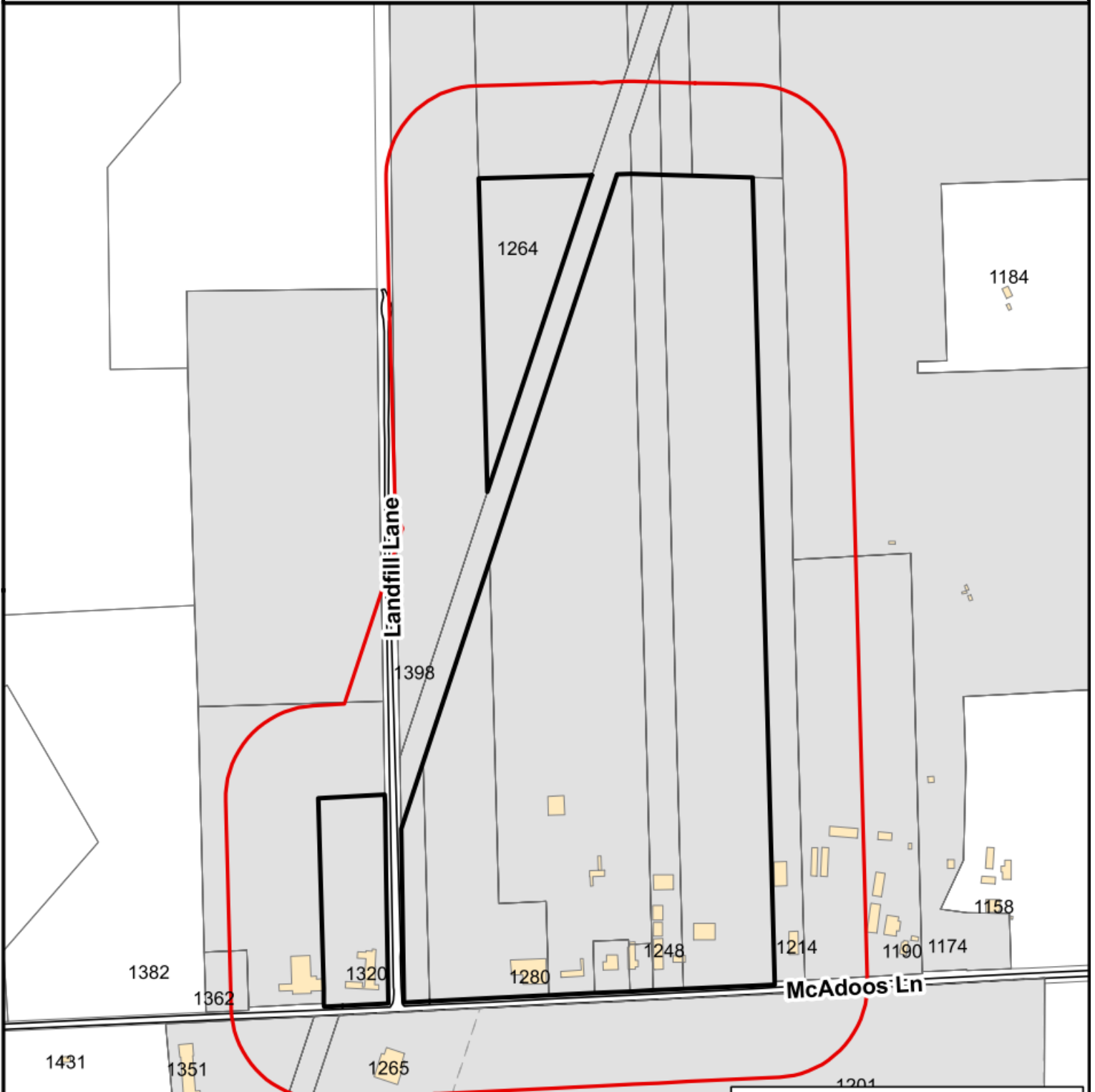


Looking Northwest toward 1320 McAdoo's Lane (western end of subject lands)



CITY OF KINGSTON  
**Public Notice Notification Map**  
Address: 1248-1320 McAdoos Lane  
File Number: D35-002-2022

- 120m Public Notification Boundary
- Subject Lands
- Property Boundaries
- Proposed Parcels
- 22 Properties in Receipt of Notice (MPAC)



Prepared By: gronan  
Date: Apr-27-2022

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**City of Kingston  
Report to Planning Committee  
Report Number PC-24-025**

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**To:** Chair and Members of the Planning Committee  
**From:** Paige Agnew, Commissioner, Growth & Development Services  
**Resource Staff:** Tim Park, Director, Planning Services  
**Date of Meeting:** March 7, 2024  
**Subject:** Recommendation Report  
**File Number:** D14-003-2023  
**Address:** 2777 Princess Street  
**Application Type:** Zoning By-Law Amendment  
**Owner:** 1745115 Ontario Inc.  
**Applicant:** RFA Planning Consultant Inc.

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**Council Strategic Plan Alignment:**

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote and increased supply and affordability of housing.

**Executive Summary:**

The following is a report recommending approval to the Planning Committee regarding an application for a zoning by-law amendment submitted by RFA Planning Consultant Inc., on behalf of 1745115 Ontario Inc., with respect to the subject site located at 2777 Princess Street.

The subject site is located at 2777 Princess Street, east of the intersection with Bayridge Drive, on a triangular parcel with frontage along both Princess Street and Woodbine Road. The primary access for residential and commercial traffic will be provided via Princess Street. The site is approximately 1,430 square metres in size (or about one third of an acre) and is currently developed with a commercial building containing a martial arts school.

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The site is designated Arterial Commercial within the City of Kingston Official Plan and is zoned Special General Commercial (C2-17) in Zoning By-Law Number 76-26. The site is bounded by an eight-storey residential apartment building to the east, single-detached residential homes to the south on the opposite side of Woodbine Road, a single-storey commercial plaza to the west, and additional single-storey commercial plazas to the north on the opposite side of Princess Street.

The applicant is proposing to intensify the site through the development of a new six-storey apartment building with ground floor retail. This new building will contain 30 homes, comprised of 5 one-bedroom, 16 two-bedroom, and 9 three-bedroom units, and the retail space is proposed to occupy 250.7 square metres. To facilitate the development, the existing one-storey commercial building is proposed to be demolished. A total of 31 parking spaces are proposed, including 3 accessible spaces, two of which are dedicated to residential tenants, and one dedicated to the commercial space. As a minimum commercial parking requirement is no longer provided in the Zoning By-Law, resident visitor and car-share parking spaces are proposed to also serve as commercial parking. In addition to vehicle parking, the site is also serviced by 37 bike parking spaces, comprised of 3 short-term and 29 long-term residential spaces, and 4 short-term and 1 long-term commercial spaces. A total of 628.47 square metres of amenity space is proposed on-site, encompassing 255 square metres of private balcony space and a 373.17 square metre rooftop terrace for shared tenant use.

The proposal is consistent with the intent of both the Provincial Policy Statement and Kingston Official Plan as it benefits from the amenities of its Urban Area location and contemplates a higher density development that makes effective use of municipal infrastructure. It will contribute towards the creation of healthy, liveable communities that offer a range of housing options that are also supported by both public transit and active transportation. It therefore represents good land use planning by providing additional housing in a compatible manner within an area of the City with full municipal service.

**Recommendation:**

**That** the Planning Committee recommends to Council:

**That** the application for a zoning by-law amendment (File Number D14-003-2023) submitted by RFA Planning Consultant Inc., on behalf of 1745115 Ontario Inc., for the property municipally known as 2777 Princess Street, be approved; and

**That** Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit A (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-24-025; and

**That** Council determines that in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law; and

**That** the amending by-law be presented to Council for all three readings.

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**Authorizing Signatures:**

ORIGINAL SIGNED BY COMMISSIONER

**Paige Agnew, Commissioner,  
Growth & Development Services**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief  
Administrative Officer**

**Consultation with the following Members of the Corporate Management Team:**

Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Peter Huigenbos, Commissioner, Major Projects & Strategic Initiatives	Not required
Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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**Options/Discussion:**

**Statutory Public Meeting**

This recommendation report forms the basis of a statutory public meeting at Planning Committee. Anyone who attends the statutory public meeting may present an oral submission, and/or provide a written submission on the proposed application. Also, any person may make written submissions at any time before City Council makes a decision on the application.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of Kingston to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body is not entitled to appeal the decision. If a person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Planning Committee will consider the recommendations in this report and make its recommendation to City Council at this meeting.

Anyone wishing to be notified of Council's decision on the subject application must submit a written request to:

Chris Booth, Senior Planner  
The Corporation of the City of Kingston  
Planning Services  
216 Ontario Street  
Kingston, ON K7L 2Z3  
613-546-4291 extension 3215  
[cbooth@cityofkingston.ca](mailto:cbooth@cityofkingston.ca)

**Background and Decision Date**

In accordance with By-Law Number 2007-43, this application was subject to a pre-application meeting, which was held on October 12, 2022, with Planning Services and various other departments and agencies. Following this, an application was submitted and deemed to be complete as of March 22, 2023.

In accordance with the *Planning Act*, this application is subject to a decision by Council on or before June 20, 2023, which is 90 days after a complete application was received. In the absence of a decision by Council in this timeframe, the applicant may exercise their right to appeal to the Ontario Land Tribunal (OLT).



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## Site Characteristics

2777 Princess Street is located east of the intersection of Princess Street and Bayridge Drive, with 89.4 metres of frontage along Princess and 92.6 metres of frontage along Woodbine Road. Access is currently afforded via both Princess and Woodbine. The site is already developed with a two-storey commercial building containing a martial arts school and associated parking lot, with landscaped areas and 10 trees in varying conditions. The property is flat and triangular in shape, totalling 1,430.4 square metres in size (0.14 hectares, or approximately one third of an acre). It is designated Arterial Commercial within the City of Kingston Official Plan, and zoned Special General Commercial (C2-17) in Zoning By-Law Number 76-26.

The property is bounded on the north by Princess Street, across which exist commercial properties with various retail, service, and restaurant establishments. To the east is the Frederick Denyes Memorial and an eight-storey apartment building, and to the south lie several single-detached homes along the south side of Woodbine Road. The lands immediately west are occupied by another commercial plaza containing various service, retail, and restaurant establishments.

## Proposed Application and Submission

The applicant is requesting a zoning by-law amendment to rezone the lands from Special General Commercial (C2-17) to a site-specific URM8 zone (Urban Multi-Residential Zone 8), which permits mixed use buildings and would contain specific development standards unique to this site.

The applicant is proposing to remove the existing two-storey commercial building and redevelop the site with a new six-storey apartment building with commercial on the ground floor. The building will contain 5 one-bedroom, 16 two-bedroom, and 9 three-bedroom homes, along with 250.7 square metres of commercial space.

Vehicular access to the site is proposed via two driveways, both from Princess Street. The westernmost driveway would access covered surface parking for visitors to the apartment building and commercial space, while the eastern-most driveway would descend to the secured underground parkade containing dedicated parking for residents. Access from Woodbine Road is limited to a small loading space only, which will be wholly contained within the building. A total of 31 parking spaces are proposed, 23 of which are underground and dedicated to residents (including 2 barrier free spaces) which equates to a ratio of 0.76 spaces per unit. The remaining nine parking spaces are intended for visitors to the apartment building and commercial space, of which 8 are regular parking spaces and one is an additional barrier free parking space. These shared visitor spaces are within the western half of the ground floor, covered by the building above and screened from view from both Princess Street and Woodbine Road. As the Zoning By-Law no longer includes minimum commercial parking requirements, this unique approach seeks to more efficiently utilize visitor parking that, for extended periods of time, may otherwise lie empty. It also responds to the more car-oriented nature of Kingston's west end, while still balancing the City's desire to reduce the impact and amount of surface parking. In addition to vehicle parking, the site is also serviced by 37 bike parking spaces, comprised of 29 long-term and 3 short-term resident

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spaces, and 1 long-term and 4 short-term commercial spaces. A bike maintenance area is also proposed within the underground parking garage.

A total of 628.47 square metres of amenity space is proposed throughout the building, encompassing 255.3 square metres of private balcony space and a 373.17 square metre rooftop terrace for tenant use. The use of the rooftop is both a thoughtful and necessary response, given the constrained area and shape of the subject property. The constrained property size also necessitates the removal of all ten existing trees on-site, but at least seven new trees are proposed to be planted along Princess Street where they will enhance the appearance of this important streetscape. The planting plan for all landscaped areas will be in accordance with the City of Kingston Tree By-Law and will be further reviewed in detail at the time of Site Plan Control.

Further technical details concerning the site layout and design will be finalized through a Site Plan Control application.

In support of the application, the applicant has submitted the following:

- Conceptual Site Plan
- Floor Plans
- Architectural Elevations
- Planning Justification Report
- Stormwater and Servicing Report
- Conceptual Grading & Servicing Plans
- Traffic Impact Study
- Noise Impact Study
- Heritage Impact Study
- Phase One Environmental Site Assessment
- Record of Site Condition
- Tree Inventory
- Urban Design Report
- Parking Justification Memo

All submission materials are available online through the Development and Services Hub (DASH) at the following link, [DASH](#), using “Look-up a Specific Address”. If there are multiple addresses, search one address at a time, or submission materials may also be found by searching the file number.

### **Provincial Policy Statement**

The Provincial Policy Statement (2020) provides policy direction on matters of provincial interest related to land use planning and development, which are intended to be complemented by local policies addressing local interests.

The subject property is located within what the PPS defines as an urban settlement area, where growth is to take the form of higher density development patterns that optimize municipal

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investments in infrastructure and facilities. This, in turn, creates healthy, liveable communities that offer a range of housing options supported by both public transit and active transportation.

The proposal would contribute to making more effective use of a serviced parcel of land through the introduction of 30 new homes in a range of sizes. The addition of new rental housing will help provide a much-needed mix of housing supply, and its location along a major arterial road in an area well-served by public transit will allow residents to easily access commercial amenities and other services.

A detailed review of the applicable policies is attached in Exhibit D.

### **Official Plan Considerations**

The subject property is designated Arterial Commercial in the Official Plan (Exhibit E – Official Plan Map). No secondary plan is in place, but the property is also within a Housing Area per Schedule 2 and is therefore subject to policies guiding development in stable areas. The Arterial Commercial designation is intended to support the traveling public by enabling commercial sites on large tracts of land that support a limited range of goods and services, automotive uses, hospitality uses, and restaurants. Residential intensification is permitted in Arterial Commercial areas through the re-zoning process, which allows for an assessment of building massing, height, density, access, and linkages with surrounding areas. The re-zoning process also enables public consultation to occur prior to projects going through the more detailed Site Plan Control process. Intensification of stable areas is permitted to occur in a variety of ways, one of which is through zoning by-law amendments. Such proposals must demonstrate compatibility with the surrounding area, achieve an effective transition, and support public transit and active transportation networks.

The subject property is located at the periphery of a stable residential neighbourhood. The proposal meets the locational and compatibility criteria for the introduction of new residential development into an Arterial Commercial area that is also within a stable neighbourhood. The policy guidance set out in the Plan is meant to ensure that additional density occurs in areas where it can be supported by adequate infrastructure and amenities that contribute a high quality of life such as employment, parkland, and shopping. The added assessment of a project's compatibility and urban design merits further ensures that new development can be sensitively added into the existing fabric of the City's neighbourhoods.

The subject site is located on Princess Street, east of the intersection with Bayridge Drive, and about 500 metres west of the Cataraqi Centre shopping mall. This affords it a position along a major arterial road that provides connections throughout the city. Not only is Princess Street capable of carrying traffic from the proposed development (with no necessary enhancements identified in the submitted Traffic Impact Study), but it also carries local transit routes 6, 10, and 15, and express routes 501 and 502 which provide connections to nearby employment and commercial lands as well as the Cataraqi Centre, where a major transfer station exists.

The property is surrounded by a variety of commercial plazas to the north, east and west, all easily accessed by a signalized intersection with existing crosswalk at Bayridge Drive. This

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makes daily services within easy reach, but the site further benefits from a cycle lane along Bayridge Drive, which provides fast and easy connections to Bayridge Centre Plaza to the south which contains more shopping, groceries, drug store, and other services. Permitting medium and high density residential uses within arterial commercial areas makes better use of highly connected and well-serviced parcels, but also helps ensure vehicular traffic is directed onto arterial streets rather than through stable residential areas.

This mixed-use proposal complements the surrounding residential and commercial land uses and its six-storey massing transitions effectively from the eight and 14-storey apartment buildings immediately east. No shadowing concerns are anticipated due to the building location being north of residential homes to the south. The travel path of the sun causes shadows to typically cast to the north, east and west, leaving the homes to the south unimpacted. Further, the building has been designed to minimize visual intrusion on homes along Woodbine Road by positioning the majority of balconies on the north and west sides of the building, with only about 17% the south façade comprised of balconies.

Through the submission of several studies supporting development of high density residential at this location, the proposal demonstrates that it is possible to achieve rates of up to 210 units per net hectare with minimal impact on the surroundings. Key examples include the findings of a Traffic Impact Study, which identified no improvements being necessary on Princess Street, and a Parking Justification Memo demonstrating the adequacy of the proposed parking configuration. With residential parking being provided at a rate of 0.76 spaces for every home, and 8 combined residential and commercial visitor parking spaces, the site provides a balanced approach that sees parking being responsibly provided while also encouraging alternative modes of travel such as bicycles, with 37 bike parking spaces being provided. A noise study found that 30 new homes could be easily accommodated in this location, requiring simple construction techniques such as thicker glazing and use of central air-conditioning to ensure minimal noise impacts; surrounding uses were not deemed to be a major obstacle. City staff performed a detailed technical review of all submitted documentation and found the proposal to be supportable.

Development on this underutilized parcel would make better use of existing municipal infrastructure, public transit lines, cycling infrastructure, and provide its residents with access to extensive nearby commercial services and employment opportunities, fostering a high quality of life and healthy economy.

A detailed review of the applicable policies is attached in Exhibit F.

### **Zoning By-Law Discussion**

The property is currently zoned Special General Commercial (C2-17) in the Kingston Zoning By-Law (Exhibit G – Zoning Map). The C2-17 zone only permits one dwelling unit to exist above ground floor commercial, but its designation of Arterial Commercial in the Official Plan enables residential development provided it is adjacent to a Residential designated area, offers adequate amenity space, protection from noise and other impacts, and active transportation

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linkages exist. The Official Plan requires that introduction of residential uses into Arterial Commercial areas be subject to a rezoning and Site Plan Control process. This allows the proposal to be assessed against the Official Plan’s compatibility and location criteria, as well as density and urban design policies.

The applicant is seeking to rezone the subject property to URM8 – Urban Multi-Residential Zone 8, which permits the construction of mixed-use buildings. However, a site-specific amendment is proposed that tailors certain provisions to achieve optimal site design. The proposed zoning amendment provides an acceptable and desirable mix of uses for this location, and the new provisions, though refined, are not expected to contribute to an increased nuisance or impact on neighbouring properties.

A detailed summary of the proposed refinements to the zoning provisions, along with a rationale for each change, can be found below.

**Table 1 – Requested relief from URM8 Zone**

Provision	URM8 Zone	Proposed E153	Relief Requested from the URM8 Zone
Minimum lot area	1,480 square metres for a mixed-use building	1430 square metres	Yes
Minimum exterior setback	3.0	1.0 metre	Yes
Minimum interior setback	3.0	1.0 metre	Yes
Maximum lot coverage	55%	65%	Yes
Minimum parking requirement	24 resident spaces (ratio of 0.8 spaces per unit)	23 resident spaces (ratio of 0.76 spaces per unit)	Yes
Minimum parking requirement	5 spaces	0.26 mixed-use visitor, car-share, and commercial spaces per dwelling unit	Yes

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– visitor spaces			
Minimum parking requirement – car share spaces	2 spaces	0.26 mixed-use visitor, car-share, and commercial spaces per dwelling unit	Yes
Minimum communal amenity area	Amenity areas, if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 square metres	A minimum of 24 square metres of enclosed amenity area must be provided within Part B on Figure E153.	Yes
Minimum setback, size and projection of rooftop building components	Mechanical and service equipment penthouse, elevator, or stairway penthouses, enclosed building components providing tenants with access to rooftop amenity areas, and skylights or other similar rooftop components are permitted to project a maximum of 3.5 metres above the maximum permitted height, with a maximum area of 10% of the roof area on which they are located, and must have a minimum setback from the edge of the roof equal to the vertical height of such building component.	Despite Clause 4.18.2, the identified building components may include an enclosed amenity area and the minimum setback from the edge of the roof of 0 metres as shown as Part B on Figure E153, with a maximum 5% variance on noted dimensions permitted.	Yes

Minimum Lot Area

The proposal is situated on a pre-existing lot that is atypically in shape due to the surrounding street grid. However, it is nonetheless only 50 square metres shy of the minimum required lot area, and the submitted studies have shown it to be of sufficient size to accommodate a mixed-use building in alignment with the intent of the URM8 zone.

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### Minimum Exterior Setback

The subject site's frontage on two streets qualifies it as a through-lot. The 89.39 metre frontage on Princess Street qualifies as the front yard and the 92.55 frontage on Woodbine Road qualifies not as a rear yard, but as an exterior yard due to its street frontage. The presence of not one but two parkade access ramps along the Princess Street frontage necessitate the building being setback 3 metres from the front lot line on Princess Street, leaving room for a one metre setback along Woodbine. The unique shape of the lot creates challenges for optimal floor layouts, particularly in the narrowest end of the site, making the one-metre setback an important contributor to project viability. While no trees are possible within this setback, there is opportunity for shrubs and flower beds, which will be further discussed with the applicant during the Site Plan Control stage. To mitigate the proximity of the building to the lot line, the applicant has reduced the length of the façade along Woodbine by 18 metres, and of the only five balconies proposed along Woodbine, all are inset within the building face to minimize projections and overlook.

### Minimum Interior Setback

The project's western interior setback, abutting the neighbouring commercial plaza, is the widest and most usable portion of the site. As described above, the atypical site configuration presents challenges for optimal floor layouts, making it necessary to make the most of the widest areas of the property. The flexibility afforded through the requested setback reductions helps make the wide range of proposed unit types possible (one-, two-, and three-bedroom homes), which not only helps address Kingston's housing crisis, but provides living accommodation for varying family sizes. The building was also positioned further to the west to give preference to the Frederick Denyes Memorial, which abuts the site to the east, and is situated along a pathway running between Princess Street and Nottinghill Avenue.

While Building Services requires a 1.2 metre setback where there are unprotected openings in the side yard, they do not have any objections to this zoning relief as the Ontario Building Code provides options for the western façade that can be examined and pursued through a Building Permit application.

### Maximum Lot Coverage

A slight increase in lot coverage from 55% to 65% is a necessary response to the site's constrained size and enables the intensification encouraged in the Official Plan. The increase in lot coverage is not anticipated to impact stormwater management, and it should be noted that the proposal provides more than double the amount of landscaped open space required in the URM8 zone, at 25.55% compared to the minimum 10% required.

### Minimum Parking Requirement

Despite the property's size limitations, the proposal is seeking only minor relief from the required parking, at 23 parking spaces compared to the 24 required in the Kingston Zoning By-Law. This yields a ratio of 0.76, where 0.8 is typically required. Such a reduction is reasonable given the

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site's location on an arterial road with ready access to a wide array of commercial services, including the nearby Cataraqui Centre Shopping Mall. Further, it benefits from six transit routes including express service with connections throughout the entire city. Active transportation is also a viable option due to nearby cycle lanes on Bayridge Drive, which link to the City's growing cycle network. This option is made even more attractive as the applicant has proposed 37 bike parking spaces and seeks no relief from any of the associated bicycle requirements.

#### Visitor and Car-Share Parking Requirements

The applicant is proposing a creative approach that would see these spaces perform a dual purpose as both visitor spaces for the apartments and commercial space. Such a proposal is a reasonable response to the site's size constraints and its location in an area of the city where automobile use is still high. Visitor and car-sharing spaces are therefore not being eliminated but are rather being re-classified as a new type of shared parking space, of which 8 are provided. It should be noted that this figure exceeds the 7 visitor spaces (which are allowed to double as car-share spaces) that would have typically been required had the usual Visitor and Car-Share classifications been retained. As the Kingston Zoning By-Law does not require parking for commercial uses, this proposal, in effect, results in not only a higher amount of available parking, but a more flexible and efficient implementation.

#### Minimum Communal Amenity Area

The proposal contains two communal amenity areas – a rooftop patio and an enclosed rooftop party room or gym (the exact function and/or programming of amenity areas is determined by the applicant at later stages in the development process and is not regulated by the Zoning By-Law). The Zoning By-Law regulates the minimum size of communal amenity areas to ensure that they are useful and functional spaces and requires that they be a minimum of 54 square metres in size. While the rooftop patio in the proposed development exceeds the minimum size requirement, the adjacent interior gym or party room does not. Relief is therefore requested for the enclosed rooftop amenity room, which is reasonable given that the proposed 24 square metre size of the room still affords a functional and usable space, and it is adjacent (and has opportunity to open out onto) the rooftop patio space, allowing both areas to potentially function as one. The reduction also demonstrates the applicant's desire to limit the building size and reduce massing impacts on the surrounding community.

#### Minimum Setback, Size and Projection of Rooftop Building Components

The proposal is seeking minor relief from the Kingston Zoning By-Law requirement that rooftop building components be set back a distance equal to the height of such building component. The proposed floor plans on this irregularly shaped parcel place the elevator and stairwells at the rear (south) of the site, and the width of the property constrains the space available for rooftop building components such as the mechanical and service penthouses, and vestibules providing access to the rooftop amenity area. Relief is sought to enable these rooftop components to project above the permitted building height, and – with the exception of an amenity room proposed in the centre of the rooftop – be located flush with the southern façade



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of the building. While the Zoning By-Law currently allows rooftop components to project up to 3.5 metres beyond the permitted building height, the applicant is proposing to limit their height to just under three metres. To provide further control and assurance over the expected massing, the size and location of these components are being specified in the amending by-law.

**Other Applications**

The subject property is not yet the subject of any other applications, but the applicant intends to submit for Site Plan Control approval pending approval of the Zoning By-Law amendments.

**Technical Analysis**

This application has been circulated to external agencies and internal departments for review and comment. All comments on the proposal have been addressed and no outstanding issues with this application remain at this time.

**Public Comments**

At the time of writing this report, Planning staff have not received written comments directly from members of the public with regards to this proposal, however, constructive feedback was shared by several community members and Planning Committee members during the Community Meeting on May 10, 2023, with regards to traffic congestion, traffic safety, parking, landscaping, scale of development, construction impacts, loading areas, and carbon-neutral development. Those comments are summarized below.

**Traffic congestion and attention to safety:**

Comment: I am concerned about the potential for parking cars on Woodbine as it is a narrow road. The property to the west is a strip mall with lots of restaurants and is very busy. There are lots of accidents at the corner because it is a sharp turn. Did the Traffic Impact Study look at the area where Woodbine turns into Nottinghill? Deliveries to commercial plaza are made on the Woodbine side, at the back of the buildings, so delivery trucks proceed down Nottinghill when exiting since they are too large and can't turn around and head back to Bayridge. This also happens with small delivery vans, as well as the recycling and garbage collection trucks. If you put 12 parallel parking spots along Woodbine, it will create a dangerous situation. The area is also becoming busier with school kids, so the risk is increased.

Comment: Traffic is expected to be an issue. When you try to bike, it's very hazardous. People in the existing mall park along the back, so people will do that with new building too. We need to look at our community balance – we need to look at how we balance new development with the existing environment. This proposal brings new congestion and more pavement. New development should not bring new congestion and new traffic.

Comment: I am concerned about the Woodbine & Bayridge intersection. We don't need anymore traffic adding to that intersection.

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Comment: How will Uber and Amazon deliveries be accommodated? These short-term deliveries are becoming increasingly prevalent today. Can they only access from Princess, or will they be able to exit onto Woodbine too?

Comment: Can people turn left back onto Princess Street? Is there a barrier, or can you make a turn in both directions?

Response:

The applicant has re-configured the site by removing the underground parkade access ramp from Woodbine and relocating it on Princess Street. All resident and visitor traffic is now proposed to flow via Princess Street, with only a small loading area accessed from Woodbine. The loading area accommodates small delivery vehicles only and is located wholly within the building out of respect for concerns related to aesthetics along Woodbine Drive. Its orientation perpendicular to Woodbine also ensures that delivery vehicles can make a three-point turn and exit back towards Bayridge Drive, reducing the need to drive south down Nottinghill Avenue through the rest of the neighbourhood. A short-term loading area intended for pick-up and drop-off, while not required by the Kingston Zoning By-Law, is contemplated within the ground-floor parking area.

A two-way centre lane in the middle of Princess Street allows people to make two-way turns into and out of properties on both sides of the road. Likewise, the proposed development will be able to make use of the centre lane in the same fashion, particularly as the submitted Traffic Impact Study found the proposed development is expected to generate a similar number of trips to that of the current property.

The Traffic Impact Study contains a dedicated section (Section 9) related to collision history and relies on data provided by the City of Kingston. Four intersections were analyzed, including Princess Street and Bayridge Drive, Princess Street and Midland Avenue, Bayridge Drive and Woodbine Road and Bayridge Drive and Cedarwood Drive. Between March 2018 and March 2022, 5 collisions occurred at Bayridge and Woodbine, with 26 occurring at the busier intersection of Princess and Bayridge (most of which were due to inclement weather rather than traffic conditions. The report therefore found the Bayridge and Woodbine intersection not to be collision-prone despite the traffic conditions present there. The re-configuration of the site to move all traffic to Princess Street will ensure that conditions at Woodbine do not worsen as a result of this development. To address conditions at Princess Street and Bayridge Drive, the City has recently installed red light cameras.

### **Attention to parking**

Comment: Parkade doors can take a while to open, so vehicles idling and waiting for the door can add to congestion. The existing building has only three spaces on Woodbine, so overflow goes out onto street.

Comment: Parking is a serious issue along Woodbine and this project will make it even worse. 33 parking stalls is not a reasonable amount. The absence of a loading space is problematic.

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Comment: How did they determine only three commercial spaces would be required? How do they determine that it's sufficient? If you're taking away all that surface parking for the existing business, how do you justify only the three new ones? Is there a measure or a means of identifying what would typically be required for parking? We need to address concerns regarding overflow parking.

Comment: I'm not sure how commercial and residential visitor parking will be divvied up.... It's likely people will decide on their own to park on the road, or on the adjacent strip mall parking lot. The Dojo has a pretty big parking lot, so since that is pretty much full, how will you still provide parking for that dojo if it's going to be the tenant of the new building?

Response:

The applicant has altered the proposal to create a more flexible approach to parking spaces for visitors to the commercial and residential units. Where only 3 spaces were formerly proposed for commercial visitors, it is now proposed that all spaces on the ground floor (with the exception of the two barrier-free parking spaces) be available for either residential or commercial visitors. This allows the use of these 7 spaces to ebb and flow with demand, rather than seeing some lie empty simply because they are reserved for either a residential or commercial use. This is a reasonable, creative, and balanced response for a site that is located in a car-oriented area where space is at a premium.

The applicant also undertook and submitted a dedicated parking assessment that found the overall supply to be sufficient, taking into account factors such as the shared residential/commercial visitor spaces, ample bike parking, and abundant nearby transit routes. The increasing importance of these additional modes of transportation (and the applicant's creative approach to providing visitor parking) are reflected in the City's June 2021 discussion paper entitled "The Power of Parking" which explores the impacts of parking (which include significantly higher building costs that subsequently contribute to more expensive housing) and recommends new paths forward that emphasize greater use of alternative modes of transportation, such as public transit and cycling.

**Provision of trees and landscaping:**

Comment: A few new trees is not good enough – there are already a few huge buildings in the vicinity, so another one is not necessary. This new building will add to already hazardous conditions. There is other land that can be used that doesn't encroach on existing areas. How do you balance when you keep adding more and more development? Also, well-being must be considered – space is essential. People need gardens and areas of respite. People have a right to space, and there is very little space around here.

Comment: This proposes that existing trees will be removed and relocated to Princess. We will end up with a massive concrete wall on Woodbine.

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Comment: It looks like the trees are going to be relocated to Princess, not Woodbine. Can they also be planted along Woodbine? Can space be made for trees along Woodbine? It needs extra bushes or hedges on that side. Ten saplings on Princess Street isn't going to cut it.

Comment: Can we encourage other greenery to be added? And what about the terrace space? Will there be greenery up there? It would be nice to add greenery wherever possible.

Response:

Locating both driveway ramps on Princess Street requires that the building be set back from Princess Street to allow for an acceptable slope on the ramps. This necessitates a reduced setback along Woodbine Road, which is not wide enough to facilitate healthy tree growth. While trees are not proposed along Woodbine, there remains opportunity to work with the applicant through the Site Plan Control process to encourage the planting of shrubs and flower beds along this façade within the 1 metre setback. It is important to note that Planning Services no longer has the ability to review and control landscaping due to recent provincial changes to the *Planning Act*. Any potential application for Site Plan Control will ensure that the provision of trees on-site is as per the City's Tree-By-Law.

### **Ensuring appropriate and balanced scale of development**

Comment: We need to consider what is appropriate for this specific-site. A maximum lot coverage in the 70-75% range is not appropriate. This is not downtown, there is a significant difference on a lot of this size. A one metre setback along Woodbine will have significant impact on visibility.

Response:

The applicant has proposed a building which is consistent with the heights of nearby apartment buildings, but gradually decreases in height from the larger eight and 14-storey buildings to the east. This is a reasonable response that balances the site's location and constrained size with the housing needs currently being experienced in Kingston. The applicant has taken feedback into consideration and reduced the footprint of the building by pulling it back a further 18 metres from the property line abutting the Frederick Denyes Memorial. This change not only reduces the lot coverage to under 65% (which is only 10% greater than what is allowed in the URM8 zone), but also reduces the building massing when viewed from Nottinghill Avenue.

Rooftop projections are also being controlled through the use of a prescriptive height map that specifies the allowable width and height of all features that project above the maximum height, such as mechanical penthouses, vestibules that access rooftop amenity spaces, and indoor rooftop amenity areas themselves. The Kingston Zoning By-Law already allows projections up to 3.5 metres above the maximum allowable height (which in the URM8 zone is 20 metres), but the applicant has voluntarily limited those projections to only than 2.8 metres. These positive changes help ensure that the need for more housing is balanced by reducing impacts from traffic and massing.

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**Mitigation of construction impacts:**

Comment: I am concerned with the construction process. With such a small sized property, construction is likely to encroach on the surrounding area. Where will workers park, where will the laydown areas be?

Comment: Construction will also be a concern. Construction could have a 2-to-3-year duration, so during that time, where will the laydown space be? Where will workers park? Will it necessitate closure of any roads?

Comment: Will there be a construction staging area?

Response:

Recognizing the size constraints of the subject property, Planning Services would require the applicant to prepare and submit a Construction Management Plan (CMP). The CMP is intended to mitigate off-site impacts that might result from construction on constrained or difficult sites, and typically considers noise, dust, size and location of staging areas, dates of significant concrete pouring, lighting details, access, vehicular parking and queuing locations, street closures, refuse storage, and site security. They also include site supervisor contact information and a communication strategy with the surrounding community, and any other matters and details requested by the City. CMPs are an important mechanism for ensuring that impacts arising from construction are anticipated in advance, and carefully controlled and minimised.

**Pursuit of carbon-neutral development:**

Comment: The city has declared a climate crisis. What initiatives are being taken to make the building carbon neutral? How energy efficient will it be? Have there been considerations for heat pumps as a heating source?

Response:

While it is too early in the development process for the applicant to confirm all environmentally-friendly development details such as construction materials and mechanical systems, the applicant has confirmed the developer's intent to install electrical vehicle charging infrastructure. Additionally, the applicant is providing bike parking spaces per the Kingston Zoning By-Law, which increases the modal split for this development, thus reducing the number of cars on the road and their associated emissions.

**Effect of Public Input on Draft By-Law**

Feedback received from members of the public as well as through the internal technical review process informed the current iteration of this proposal. Addressing traffic concerns were made a priority, and the site and building layout was significantly redesigned to ensure that impacts on Woodbine Road were minimized to the greatest extent possible. Prioritizing the traffic concerns meant a balance had to be struck with respect to the building's position, necessitating a reduced

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setback on Woodbine to accommodate the parkade access ramps along the Princess Street frontage.

This consideration for traffic impact also meant greater attention to parking concerns. The applicant took a creative approach which balanced concern over a lack of commercial parking with current zoning rules that allow no parking for commercial uses in favour of alternative modes of transportation. The result was a tailor-made parking provision that blends residential and commercial visitor parking into a single parking space typology. By using parking spaces more efficiently, the proposal now provides more than twice the number of visitor parking spaces originally proposed, while not resulting a site that is over-supplied and under-utilized.

While Planning Services no longer has the ability to review and require landscaping due to recent changes to the *Planning Act*, there remains opportunity to work with and encourage the developer to plant vegetation other than trees along the southern property line. Reductions to the building length by more than 18 metres to accommodate the new underground parkade ramp reduce the impacts of the building massing along Woodbine Road, and particularly when viewed on approach from Nottingham Avenue. The applicant also re-configured the rooftop to move the amenity room away from the building edge and towards the centre of the roof where the massing would be less visible from Woodbine. Furthermore, building projections along the rooftop will be carefully controlled through site-specific zoning provisions in the amending by-law. These regulations, and others contained within the by-law, implement the intended scale of the property and help ensure compatibility with adjacent land uses.

## Conclusion

The proposed development at 2777 Princess Street of a six-storey mixed-use building containing 30 homes and 250.7 square metres of commercial space makes good use of an under-utilized, fully serviced property within the City's Urban Boundary. Infill development containing a mix of uses at higher densities is supported by both the Provincial Policy Statement and the Kingston Official Plan, especially where those uses are in close proximity to public transit, local amenities, parkland, and commercial services. The subject site benefits from its location on an arterial road surrounded by several commercial shopping centres, and presence of local and express transit as well as dedicated cycle lanes along nearby Bayridge Drive. Such connections make active transportation a desirable choice for residents, which the site facilitates through the presence of 37 bike parking spaces.

The proposed zoning by-law amendment necessary to enable this development was supported by several studies submitted by qualified professionals. These studies were review and accepted by City staff, recognizing that the detailed elements of site design will be carefully considered through a future Site Plan Control application. This proposal meets the intent of the Provincial Policy Statement, the Kingston Official Plan, and represents responsible planning for new growth. It is therefore recommended that the application be approved.

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**Existing Policy/By-Law:**

The proposed amendment was reviewed against the policies of the Province of Ontario and City of Kingston to ensure that the changes would be consistent with the Province’s and the City’s vision of development. The following documents were assessed:

**Provincial**

*Planning Act*

Provincial Policy Statement, 2020

**Municipal**

City of Kingston Official Plan

Zoning By-Law Number 2022-62

**Notice Provisions:**

Pursuant to the requirements of the *Planning Act*, notice of the statutory public meeting was provided 20 days in advance of the public meeting in the form of a sign posted on the subject property and by mail to 50 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property (Exhibit J - Public Notice Map). In addition, a courtesy notice was placed in The Kingston Whig-Standard on February 27, 2024

If the application is approved, a Notice of Passing will be circulated in accordance with the provisions of the *Planning Act*.

At the time of writing of this report, no pieces of written public correspondence have been received and all planning related matters have been addressed within the body of this report. Any public correspondence received after the publishing of this report will be included as an addendum to the Planning Committee agenda.

**Accessibility Considerations:**

None

**Financial Considerations:**

None

**Contacts:**

James Bar, Manager, Development Approvals, 613-546-4291 extension 3213

Chris Booth, Senior Planner, 613-546-4291 extension 3215

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**Other City of Kingston Staff Consulted:**

None

**Exhibits Attached:**

- Exhibit A Draft By-Law and Schedule A & B to Amend Zoning By-Law Number 2022-62
- Exhibit B Key Map
- Exhibit C Neighbourhood Context
- Exhibit D Consistency with the Provincial Policy Statement
- Exhibit E Official Plan, Land Use
- Exhibit F Conformity with the Official Plan
- Exhibit G Zoning By-Law Number 76-22 and Zoning By-Law Number 2022-62
- Exhibit H Proposed Site Plan, Floor Plans, and Elevations
- Exhibit I Site Photographs
- Exhibit J Public Notice Notification Map



**By-Law Number 2024-XX**

**A By-Law to Amend By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (Transfer of Lands into Kingston Zoning By-Law and Introduction of Exception Number E153, (2777 Princess Street))**

**Passed:** [Meeting Date]

**Whereas** the Council of The Corporation of the City of Kingston enacted By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (the “Kingston Zoning By-Law”);

**Whereas** the subject lands are identified as “Not Subject to this By-Law” on Schedule 1 of the Kingston Zoning By-Law; and

**Whereas** the Council of The Corporation of the City of Kingston deems it advisable to amend the Kingston Zoning By-Law to incorporate the subject lands into the Kingston Zoning By-Law and to introduce a new exception number;

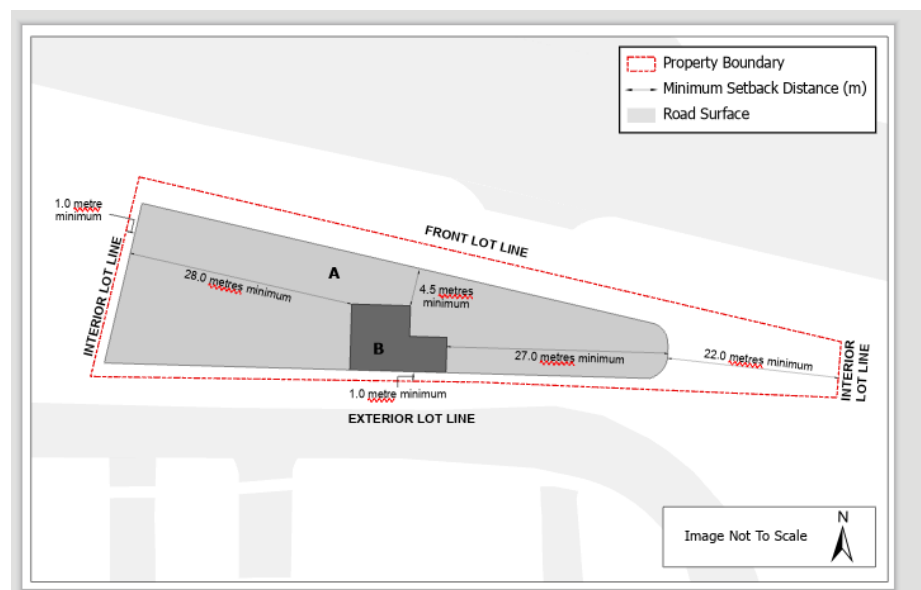
**Therefore be it resolved that** the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law Number 2022-62 of The Corporation of the City of Kingston, entitled “Kingston Zoning By-Law Number 2022-62”, is amended as follows:
  - 1.1. Schedule 1 – Zoning Map is amended by removing reference to “Not Subject to this By-law”, and by adding the zone symbol ‘URM8’, as shown on Schedule “A” attached to and forming part of this By-Law.
  - 1.2. Schedule E – Exception Overlay is amended by adding Exception Number E153, as shown on Schedule “B” attached to and forming part of this By-Law.
  - 1.3. By adding Exception Number E153 in Section 21 – Exceptions, as follows:

“**E153.** Despite anything to the contrary in this By-law, the following provisions apply to the lands subject to this Exception:

    - (a) The minimum **lot area** is 1430.0 square metres.
    - (b) For the purposes of interpreting zoning provisions, the **lot lines** are as specified on Figure E153.

- (c) The minimum **exterior setback** is specified on Figure E153, with a maximum 5% variance on noted dimensions permitted.
- (d) The minimum **interior setback** is specified on Figure E153, with a maximum 5% variance on noted dimensions permitted.
- (e) The maximum **lot coverage** is 65%.
- (f) The minimum number of required **parking spaces per dwelling unit** is 0.76.
- (g) For the purposes of this By-law, “mixed use space” means a **parking space** within a **mixed use building** reserved solely for **use** by customers of a business or as a **car share space** or **visitor space**.
- (h) The minimum number of required **mixed use spaces per dwelling unit** is 0.26.
- (i) A minimum of 24 square metres of enclosed **amenity area** must be provided within Part B on Figure E153.
- (j) Despite Clause 4.18.2, the identified **building** components may include an enclosed **amenity area** and the minimum **setback** from the edge of the roof of 0 metres as shown as Part B on Figure E153, with a maximum 5% variance on noted dimensions permitted.
- (k) Figure E153



2. The lands shown on Schedule "A" attached to and forming part of this By-Law are incorporated into the Kingston Zoning By-Law and the provisions of City of Kingston By-Law Number 76-26, entitled "Township of Kingston Restricted Area By-Law", as amended, no longer apply to the lands.
3. This By-Law shall come into force in accordance with the provisions of the *Planning Act*.

Given all Three Readings and Passed: [Meeting Date]

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**Janet Jaynes**  
City Clerk

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**Bryan Paterson**  
Mayor



### Schedule 'A' to By-Law Number

Address: 2777 Princess Street  
File Number: D14-003-2023

### Kingston Zoning By-Law 2022-62 Schedule 1 - Zoning Map

Lands to be Zoned URM8

### Certificate of Authentication

This is Schedule 'A' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk






Kingston  
Planning  
Services

### Schedule 'B' to By-Law Number

Address: 2777 Princess Street  
File Number: D14-003-2023

### Kingston Zoning By-Law 2022-62 Schedule E - Exception Overlay

 Lands to be added as E153

### Certificate of Authentication

This is Schedule 'B' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

\_\_\_\_\_  
Mayor

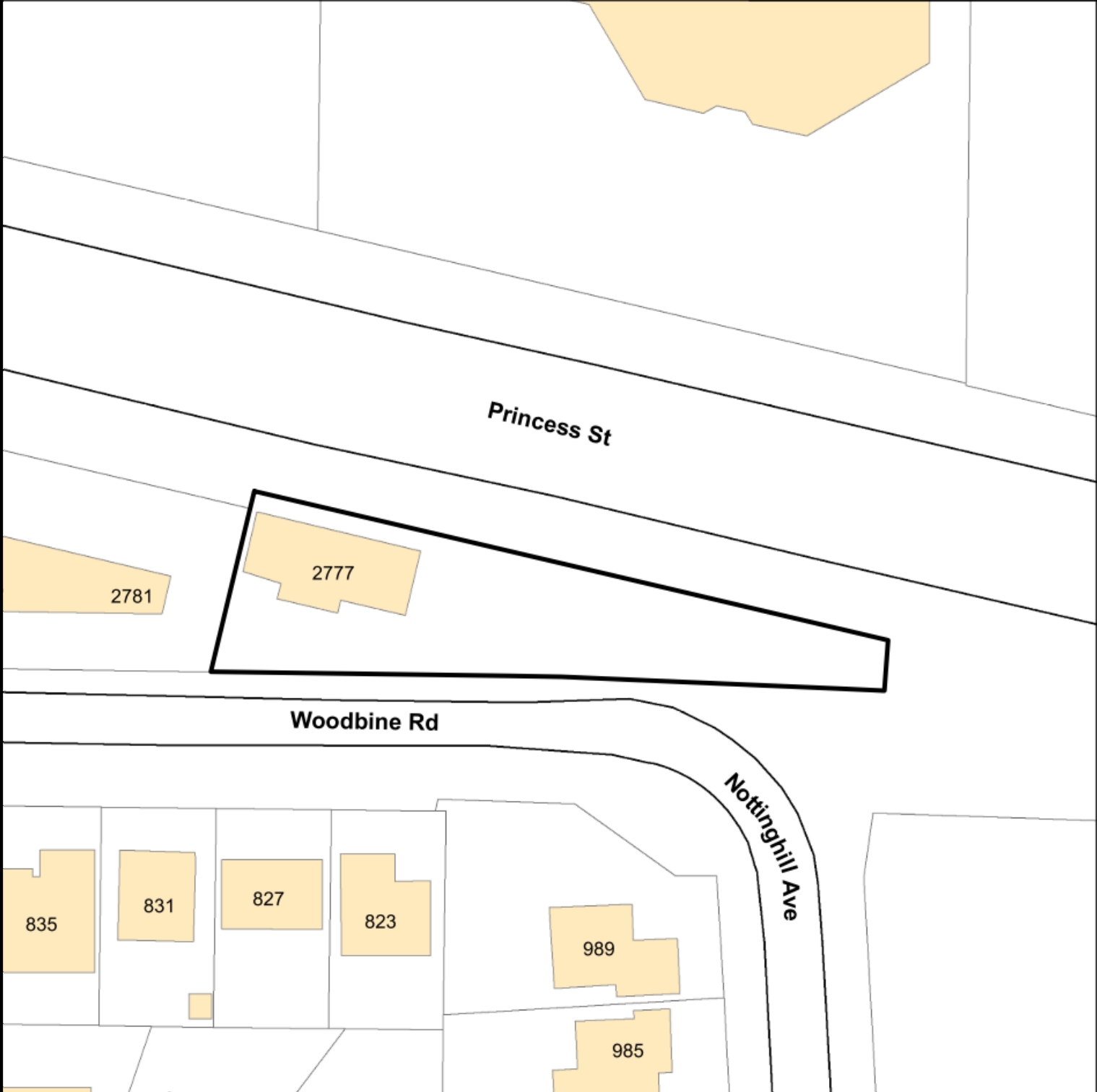
\_\_\_\_\_  
Clerk



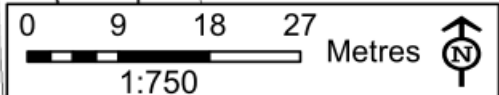


Planning Committee  
**Key Map**  
Address: 2777 Princess Street  
File Number: D14-003-2023

 Subject Lands



Prepared By: Ichu  
Date: Mar-23-2023



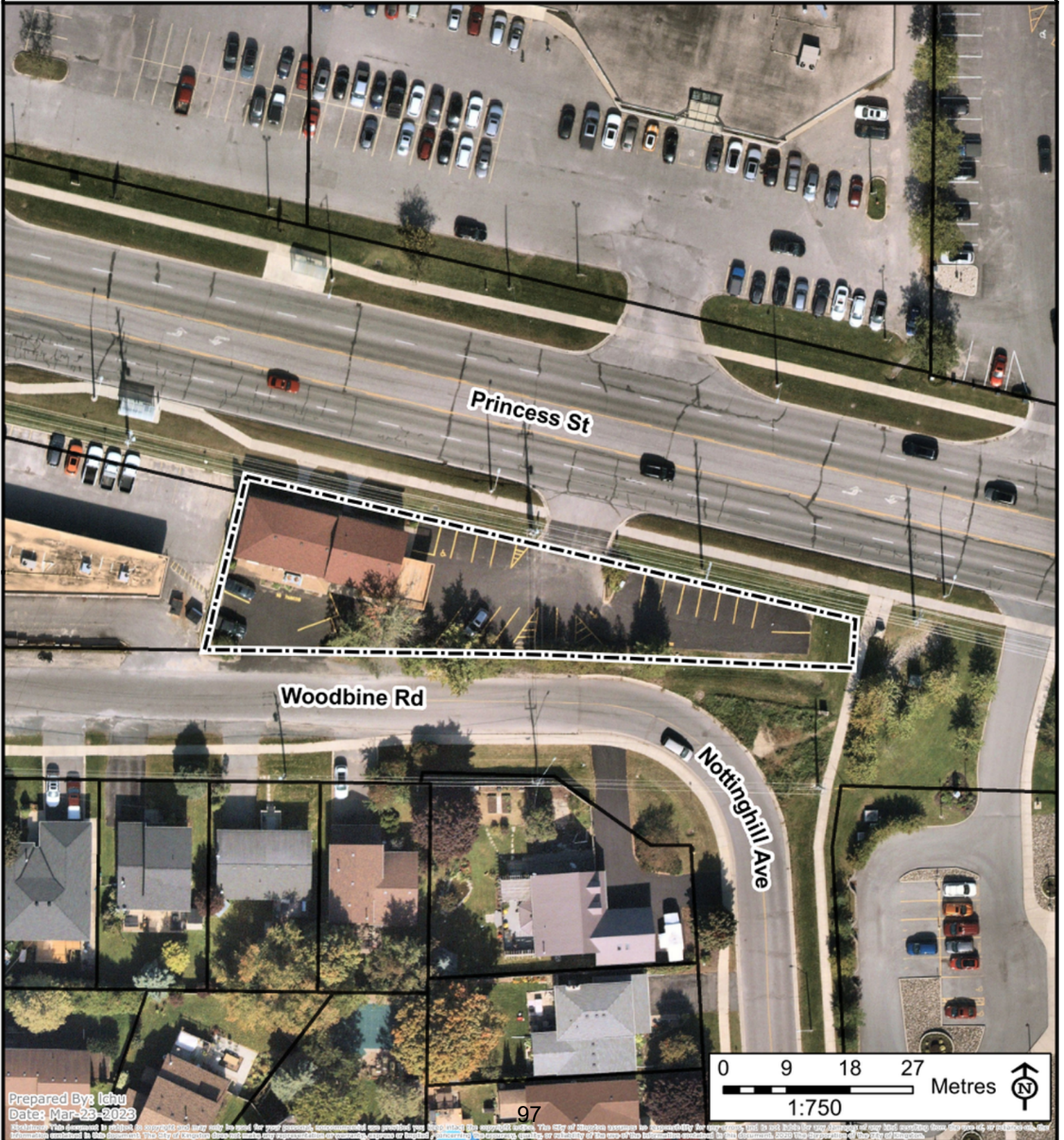
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# Planning Committee Neighbourhood Context (2022)

Address: 2777 Princess Street  
File Number: D14-003-2023

- Subject Lands
- Property Boundaries
- Proposed Parcels



Prepared By: Ichnu  
Date: Mar-23-2023

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**Demonstration of How the Proposal is Consistent with the Provincial Policy Statement**

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
1.1.1	<p>Healthy, livable and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p>	<p>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</p>	<p>a) The proposed redevelopment of this existing lot represents an efficient use of land as the development will be connected to municipal services and will not require the expansion of the Urban Boundary. The proposed mixed use development is anticipated to increase the tax base for the financial benefit of the municipality and the Province.</p> <p>b) The proposed development will provide 30 dwelling units accessed by an elevator, 24 of which will be barrier free. The development will contribute to an increase available supply of housing in Kingston.</p> <p>c) There are no natural heritage features on the subject lands or on nearby lands, and therefore no environmental impacts are anticipated. The applicant was required to submit a Phase 1 Environmental Site Assessment. The results of this Assessment do not indicate that there will be any public health concerns.</p> <p>d) The proposed development is within an</p>



<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	<p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate.</p>		<p>existing established settlement area.</p> <p>e) The proposed development will efficiently utilize existing servicing infrastructure, and is located on lands which are serviced by numerous bus transit routes. The development represents a cost effective use of existing servicing and transit infrastructure.</p> <p>f) The proposed mixed-use building will be subject to a Site Plan Control application, at which point an Accessibility Checklist will be completed in accordance with Accessibility for Ontarians with Disabilities Act (AODA). The building will feature an elevator, which will improve accessibility.</p> <p>g) The proposed redevelopment will be serviced by existing water and sewage systems. A Serviceability Report has been submitted by the applicant which indicates that current and projected needs can be met.</p> <p>h) No natural heritage features will be impacted by this development.</p> <p>i) The proposed mixed-use building will be constructed to current Ontario Building Code water and energy</p>

Policy Number	Policy	Category	Consistency with the Policy
			efficient standards and utilize modern heating and cooling technology, facilitating efficient water and energy use. The building will feature bicycle parking and bicycle maintenance infrastructure and is located in close proximity to bus transit routes. As such, this development will facilitate efficient energy use and promote sustainable transit options.
1.1.3.1	Settlement areas shall be the focus of growth and development.	Settlement Areas	The subject property is located within the City of Kingston's Urban Boundary.
1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> <li>a) efficiently use land and resources;</li> <li>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</li> <li>c) minimize negative impacts to air quality and climate change, and promote energy efficiency;</li> <li>d) prepare for the impacts of a changing climate;</li> <li>e) support active transportation;</li> <li>f) are transit-supportive, where transit is planned, exists or may be developed; and</li> </ul> <p>Land use patterns within <i>settlement areas</i> shall also be based on a range of uses and</p>	Settlement Areas	<ul style="list-style-type: none"> <li>a) The proposed 6-storey, 30-dwelling unit mixed-use building is to be constructed on the site of a commercial building represents an efficient use of land and resources.</li> <li>b) The proposed mixed use building will make efficient use of existing servicing infrastructure, as shown by the applicant's Serviceability Report.</li> <li>c) The proposed mixed-use building is to utilize current technology and be built to current Ontario Building Code energy-efficiency standards.</li> <li>d) The proposed mixed use building allows for a higher level of residential density which will reduce</li> </ul>

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	opportunities for <i>intensification</i> and <i>redevelopment</i> in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.		<p>residents needs for vehicle trips.</p> <p>e) The building will feature bicycle parking and bicycle maintenance infrastructure.</p> <p>f) The building will be located in close proximity to numerous transit routes.</p>
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.	Settlement Areas	The site has frontage and access on a Princess Street, a designated arterial road which consists of multiple transit routes, and its intensification and redevelopment will provide transit supportive housing options.
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	Settlement Areas	Relief for street wall, setbacks, lot coverage and floor space index are requested through the proposed Zoning By-Law Amendment to facilitate redevelopment and intensification on the subject property. The appropriateness of the requested zoning relief is outlined in the Planning Justification Report submitted by the applicant. None of the proposed zoning amendments are anticipated to pose risks to public health and safety.

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
1.1.3.5	<p>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</p>	Settlement Areas	<p>The City of Kingston's Official Plan has established minimum targets for intensification within the Urban Boundary. The Official Plan establishes a 40% target for intensification for residential development and a 10% target for intensification for non-residential development. As a mixed use building within the Urban Boundary this proposal contributes towards the meeting both targets.</p>
1.4.1	<p>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <ul style="list-style-type: none"> <li>a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and</li> <li>b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification</li> </ul>	Housing	<ul style="list-style-type: none"> <li>a) The City's ability to accommodate residential growth will be supported by the proposed rezoning of the subject property to allow for residential intensification through redevelopment.</li> <li>b) The subject property is already serviced with municipal water and sewage, where its rezoning will facilitate residential intensification through redevelopment and assist the City in providing a 3-year supply of land with servicing capacity</li> </ul>

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	<p style="text-align: center;">and redevelopment, and land in draft approved and registered plans.</p> <p>Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</p>		
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic</li> </ol>	Housing	<p>a) The proposed redevelopment offers 30 residential units in total, representing a mix of 5 one-bedroom units, 15 two-bedroom units, and 9 three-bedroom units, providing a range of options to households of differing sizes and income levels.</p> <p>b) The proposed redevelopment represents efficient residential intensification which will increase the range of housing options available to current and future residents of the City.</p> <p>c) Existing infrastructure and public service facilities are sufficient to adequately support the proposed redevelopment, as illustrated in the technical reports and studies.</p> <p>d) At 210 units per net hectare, the density of the proposed mixed-use redevelopment will efficiently use previously</p>

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	<p>changes and employment opportunities; and</p> <p>2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</p> <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p> <p>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</p> <p>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>		<p>developed land, infrastructure and public service facilities and will support the use of existing and planned active transportation facilities.</p> <p>e) The proposed mixed use development is considered transit supportive given its proximity to multiple bus routes.</p> <p>f) See Section 1.1.3.4</p>
1.6.6.2	<p>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.</p>	Sewage, Water and Stormwater	<p>The site is located within a settlement area, where its redevelopment and intensification will help optimize the use of available municipal water and sewage services.</p>

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	<p>Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</p>		
1.6.6.7	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> <li>a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</li> <li>b) minimize, or, where possible, prevent increases in contaminant loads;</li> <li>c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;</li> <li>d) mitigate risks to human health, safety, property and the environment;</li> <li>e) maximize the extent and function of vegetative and pervious surfaces; and</li> <li>f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.</li> </ul>	Sewage. Water and Stormwater	<p>a) A Serviceability and Stormwater Management Report has been prepared in support of the proposed redevelopment and confirms that the existing municipal storm system will be utilized due to the size of the subject property, which has been reviewed together with water and sewage servicing.</p> <p>b) The landscaped open space of the site will be increased and site's impervious area is to be reduced, which will assist in minimizing potential contaminant loads.</p> <p>c) There are no apparent erosion concerns. An increase in landscaped open space (over 2.5 times the URM8 Zone requirement) is anticipated to reduce loads on existing storm water infrastructure and assist in preparing for the impacts of climate change.</p> <p>d) Stormwater management on the property presents no apparent risk of flood hazard, concerns for</p>

Policy Number	Policy	Category	Consistency with the Policy
			<p>human health, safety and the environment.</p> <p>e) The vegetative / impervious surfaces have been maximized and will increase from the existing conditions by 50 square metres.</p> <p>f) The proposed apartment building will be constructed to current Ontario Building Code water efficient standards. See analysis for PPS 1.6.6.7 a), b) and e) above.</p>
1.6.7.4	<p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</p>	Transportation Systems	<p>The proximity of the proposed redevelopment to existing bus stops will help to support current and future use of transit. The density of the proposed mixed-use building can help to support transit, ride-sharing and carpooling. Princess Street offers sidewalks on both sides, along with on-street and off-street cycle lanes along Bayridge Drive (approximately 200 metres to the west), that can facilitate active transportation.</p>
1.7.1	<p>Long-term economic prosperity should be supported by:</p> <p>a) promoting opportunities for economic development and community investment-readiness;</p> <p>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of</p>	Long-Term Economic Prosperity	<p>a) The proposed new mixed use building promotes economic development by facilitating residential and commercial growth.</p> <p>b) The proposed mixed-use building will contribute to the market housing supply with a</p>



Policy Number	Policy	Category	Consistency with the Policy
	<p><i>housing options</i> for a diverse workforce;</p> <p>c) optimizing the long-term availability and use of land, resources, <i>infrastructure</i> and <i>public service facilities</i>;</p> <p>d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;</p> <p>e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including <i>built heritage resources</i> and <i>cultural heritage landscapes</i>;</p> <p>g) providing for an efficient, cost-effective, reliable <i>multimodal transportation system</i> that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;</p> <p>j) promoting energy conservation and providing opportunities for increased energy supply;</p> <p>k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature.</p>		<p>variety of unit sizes and configurations.</p> <p>c) The proposed mixed use building represents a more optimal use of the subject lands and available infrastructure compared to the existing commercial use.</p> <p>d) The introduction of a mixed use building is anticipated to enhance the vitality of this section of Princess Street, an arterial road.</p> <p>e) The proposed building represents a unique and visually dynamic design resulting from the triangularly shaped lot. The "Denyes Monument", a designated heritage property adjacent to the proposed building, will not be impacted by the redevelopment.</p> <p>g) See Sections 1.1.1(i), 1.1.3.3, and 1.6.7.4</p> <p>j) The proposed mixed-use building will be constructed to current Ontario Building Code energy-efficiency standards.</p> <p>k) The proposed mixed-use redevelopment considers the ecological benefits provided by nature through increasing the landscaped area relative to existing conditions and a using 1:1 tree replacement ratio, which will increase storm runoff infiltration.</p>

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
1.8.1	<p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</p> <p>a) promote compact form and a structure of nodes and corridors;</p> <p>b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</p> <p>e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</p> <p>f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and</p> <p>g) maximize vegetation within settlement areas, where feasible.</p>	Energy Conservation, Air Quality and Climate Change	<p>a) The proposed building represents an efficient and compact built form and would front onto Princess Street, a major arterial road.</p> <p>b) See Sections 1.1.1(i), 1.1.3.3, and 1.6.7.4</p> <p>e) As a mixed use and transit supportive development, the proposed building is anticipated to contribute towards a reduction of commute journeys.</p> <p>f) See Sections 1.7.1(j) and 1.7.1(k) above.</p> <p>g) The proposed redevelopment would increase the amount of landscaped open space to more than double what is required by the URM8 Zone. New trees are proposed along the Princess Street frontage.</p>
2.6.1	<p>Significant built heritage resources and significant cultural heritage landscapes shall be conserved.</p>	Cultural Heritage and Archaeology	<p>The "Denyes Monument", a protected heritage structure adjacent to the proposed building, will not be impacted by the redevelopment. Following consultation with Heritage Planning staff, a Heritage Impact Statement was not required for this application.</p>

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2.6.2	Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.	Cultural Heritage and Archaeology	The subject lands have been cleared of archeological concern.






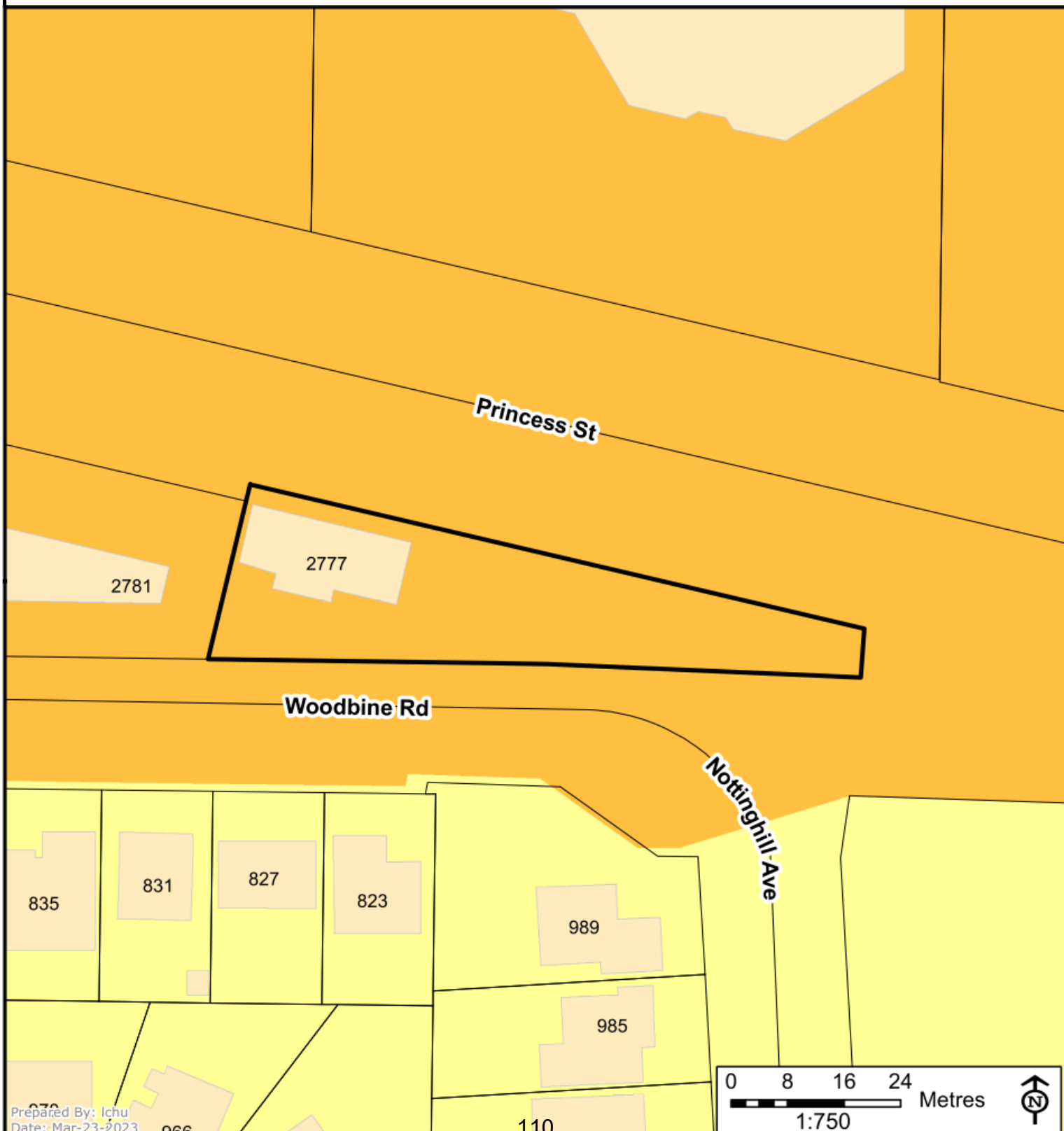
Planning Services

# Planning Committee Official Plan, Existing Land Use

Address: 2777 Princess Street

File Number: D14-003-2023

-  Subject Lands
-  ARTERIAL COMMERCIAL
-  RESIDENTIAL



Prepared By: Ichu  
Date: Mar-23-2023

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**Demonstration of How the Proposal Conforms to the Official Plan**

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
<p><b>2.1.1.</b> Most growth will occur within the Urban Boundary, shown on Schedule 2, where development will be directed to achieve greater sustainability through:</p> <p>a. appropriate (minimum) densities;</p> <p>b. land use patterns that foster transit and active transportation;</p> <p>e. direction of new development and key land uses to areas where they can best result in sustainable practices;</p> <p>g. maximized use of investments in infrastructure and public amenities;</p> <p>h. strategies that will revitalize both neighbourhoods and employment areas, and rehabilitate brownfield sites for re-use;</p> <p>k. climate positive development;</p>	<p>Urban Areas – Focus of Growth</p>	<p>The proposed development is located within the Urban Boundary. The proposed mixed-use building represents an appropriate housing development, increasing density in a location that is supported by transit and full municipal services. The proposal will take advantage of the transit service which includes a covered bus stop between the subject property and Princess Street. The subject property is walking distance from many commercial uses and employment opportunities. The proposed residential development will benefit from the existing schools nearby, which are less than two kilometres from the subject site. The increase in density will support the existing commercial uses nearby, revitalizing the area.</p>
<p><b>2.1.4.</b> In reviewing development applications, the City will promote sustainability through:</p> <p>a. encouragement of green building design to reduce greenhouse gases by adopting:</p> <ul style="list-style-type: none"> <li>• energy efficient construction;</li> <li>• renewable sources of energy for lighting and heating;</li> <li>• natural lighting;</li> <li>• design that reduces water consumption;</li> <li>• design which minimizes discharge into the sanitary sewers; and</li> <li>• design which reduces or eliminates discharge into the storm sewers through incorporating stormwater management practices</li> </ul>	<p>Development Review</p>	<p>The proposed building will be constructed according to the current energy efficient standards of the Ontario Building Code and will utilize modern heating and cooling technology. Car charging infrastructure for electric vehicles will be provided. The redevelopment will increase the amount of landscaped open space provided on site beyond current levels and beyond what is required to meet zoning requirements. This reduction in impervious surfaces on the site will reduce discharge into storm sewers.</p> <p>Through the provision of bicycle parking for both residential and commercial uses on the site, the provision of a bicycle maintenance area underground, and the location of the site along multiple bus transit routes, the proposed redevelopment is supportive of public transit and active transit infrastructure. Provision</p>

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<p>including low impact design and stormwater re-use.</p> <p>b. design, landscaping, and streetscaping practices that promote protection from undesirable sun, wind, or other conditions and reduces the negative effects of urban summer heat;</p> <p>d. construction and operational practices that minimize waste and maximize re-use of resources;</p> <p>e. practices that conserve or recycle materials, energy, or other resources;</p> <p>f. design which promotes a reduction of automobile trips, active transportation and transit, including secured public access to bicycle storage and parking;</p> <p>i. design that reduces municipal costs associated with the provision of infrastructure and municipal service delivery over the long term;</p> <p>k. development that suits the demographic and/or socio-economic needs of the community.</p>		<p>of these transit alternatives to vehicular travel is anticipated to reduce necessary automobile trips.</p> <p>The proposed redevelopment will make efficient use of existing municipal infrastructure. The new mixed use building would contribute to available housing supply by adding 30 new residential units ranging between one and three bedroom units to meet different household needs.</p>
<p><b>2.2.4.</b> The <i>Urban Boundary</i> shown by the dashed line on Schedule 2 has been established to recognize the substantially built up areas of the City where major sewer, water and transportation <i>infrastructure</i> has been planned. The land within the <i>Urban Boundary</i> will be the focus of growth and <i>development</i> in the City and contains sufficient land to accommodate the projected growth for a planning horizon of 2036. The Area Specific Phasing area within the <i>Urban Boundary</i> is subject to site-specific urban growth management policies. The Special Planning Area sites are also within the <i>Urban Boundary</i> and are now committed to a</p>	<p>Urban Boundary</p>	<p>The proposed redevelopment is located within the Urban Boundary on land that is already serviced by municipal water and sewage, which is intended to be the focus of growth and development in the City.</p>

Policy	Category	Conformity with the Policy
substantial land use but could accommodate future growth.		
<p><b>2.2.5</b> Housing Districts are planned to remain stable in accordance with Section 2.6 of this Plan, but will continue to mature and adapt as the City evolves. Re-investment and upgrading will be encouraged through minor infilling and minor development (i.e., that which can integrate compatibility within the prevailing built form standards of height, density and amenity that are generally found in the neighbourhood). Housing Districts will be designated for residential uses of different types, but will also contain areas of open space, community facilities and commercial uses.</p>	Housing Districts	<p>The site is located within a Housing District, but is designated Arterial Commercial by the Plan, which permits residential development of outmoded / traditional arterial commercial strips with medium- or high-density residential uses without amendment to the Plan. These areas are intended to adapt and evolve over time. Due to the site's location along an arterial road (Princess Street) and at the fringe of a stable residential area, the proposed redevelopment may take the prevailing built form standards of height and density of the existing high and midrise apartments abutting to the east. The intent is to transform the subject property from underutilized commercial lands to a more activated pedestrian environment that frames the street.</p>
<p><b>2.3.1.</b> The focus of the City's growth will be within the Urban Boundary, shown on Schedule 2, where adequate urban services exist, or can be more efficiently extended in an orderly and phased manner, as established by this Plan. Kingston's Water Master Plan and Sewer Master Plan will guide the implementation of the infrastructure planning.</p>	Growth Focus	<p>The proposed redevelopment will be located within the Urban Boundary and will utilize existing urban services.</p>
<p><b>2.3.2.</b> In 2013, residential density within the City's Urban Boundary was 25.7 units per net hectare. The City intends to increase the overall net residential and non-residential density within the Urban Boundary through compatible and complementary intensification, the development of underutilized properties and brownfield sites, and through the implementation of area specific policy directives tied to Secondary Planning Areas and</p>	Intensification	<p>The proposed mixed use building will facilitate residential intensification within the Urban Boundary through the redevelopment of an underutilized commercial property. The residential density of this development would be 210 units per net hectare and would increase the City's overall residential and non-residential density.</p>

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
Specific Policy Areas, as illustrated in Schedule 13.		
<b>2.3.11.</b> In order to implement the Strategic Direction of the Kingston Transportation Master Plan, active transportation will be aggressively promoted with greater emphasis on pedestrians, cyclists and transit, and accessibility for all residents and visitors.	Transportation	See Section 2.1.4
<b>2.3.18.</b> Through the prevention and removal of barriers for persons with disabilities, and the application of universal design principles, the City supports and promotes opportunities for all people to access the City and make contributions as citizens. The application of universal design principles in development and renovation is promoted. The City also encourages owners of private properties with public access to do the same.	Accessibility	The proposed building will be provided with two barrier-free parking spaces for residents, one at the surface level and one underground. An additional barrier free parking space is provided for the ground floor commercial use. 24 of the proposed 30 units will be barrier-free. The building is also proposed to be developed with an elevator.
<b>2.4.1.</b> The City supports sustainable development of a compact, efficient, urban area with a mix of land uses and residential unit densities that optimize the efficient use of land in order to:  a. reduce infrastructure and public facility costs;  b. reduce energy consumption and greenhouse gas emissions;  c. support active transportation and viable public transit;  d. conserve agriculture and natural resources within the City; and  e. reduce reliance on private vehicles.	Phasing of Growth - Vision	The proposed building will maximize efficient use of existing infrastructure services, will be constructed according to current Ontario Building Code energy-efficiency standards, and is considered transit supportive. See Section 2.1.4 for further details.  No natural heritage resources or agricultural resources will be impacted.
<b>2.4.2</b> It is the intent of this Plan to be consistent with the policies of the Provincial Policy Statement (PPS). The PPS supports residential intensification, infill	Provincial Policy Statement	The proposal is consistent with PPS direction by accommodating residential growth within existing



Policy	Category	Conformity with the Policy
<p>development, and an appropriate range of housing types and densities needed to meet the projected requirements of current and future residents. It is the intent of the City to maintain, at all times, the ability to accommodate residential growth for a minimum of 10 years with lands that are designated and available for residential development. It is also the intent of this Plan to maintain lands with servicing capacity to provide at least a three year supply of residential units available through lands suitably zoned and lands that are draft-approved or registered plans of subdivision. This Plan will ensure sufficient land is made available to accommodate an appropriate range and mix of land uses to meet projected need for a time horizon of up to 20 years.</p>		<p>urban areas and utilizing lands with sufficient servicing capacity.</p>
<p><b>2.4.3.</b> It is the intent of this Plan to achieve an increase in the City's net urban residential densities through promoting intensification and requiring minimum densities for residential development.</p>	<p>Residential Density</p>	<p>The proposed redevelopment is a form of intensification and will contribute toward an increase in the City's net urban residential densities. See Section 2.3.2.</p>
<p><b>2.4.4.</b> New residential development and new secondary plans are subject to the following policies and minimum densities:</p> <p>a. for the existing built-up residential areas, a net <i>urban residential density</i> of 22 dwelling units per net hectare is established as the overall minimum density, except where specifically increased in subsections (b), (c), and (d) below;</p> <p>c. for mixed use building developments in existing and proposed Centres and Corridors, a minimum density of 75 residential units per net hectare is established as the target for new residential development in order to support</p>	<p>Minimum Residential Density</p>	<p>The proposed redevelopment offers a density of 210 residential units per net hectare approximately 300 metres from the nearest designated Centre / Corridor and is positioned to support existing active transportation facilities and public transit.</p> <p>The proposed mixed-use building accommodates a transition in density from 6 storeys to the 8-storey and 14-storey high density residential buildings abutting to the east. The proposed development will therefore be of a similar context and character as the built form within the designated Centre / Corridor nearby to the east.</p>

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<p>active transportation and transit; and,</p> <p>d. a moderate increase in density will be permitted adjacent to Centres and Corridors so as to accommodate a transition in density from areas intended to support high density residential to those supporting low and medium densities, provided the proposal demonstrates conformity to the policies of Section 2.6 and 2.7 of this Plan.</p>		<p>Conformity with Section 2.6 and 2.7 is addressed below.</p>
<p><b>2.4.5.</b> The City has established the following minimum targets for intensification to occur within the Urban Boundary.</p> <p>a. It is the intent of the City that 40 percent (%) of new residential development occur through intensification.</p> <p>b. It is the intent of the City that ten percent (10%) of new nonresidential development occur through intensification.</p>	<p>Intensification Targets</p>	<p>By providing 30 new residential units and one new commercial unit through intensification, this proposed redevelopment will contribute to both residential and non-residential intensification targets.</p>
<p><b>2.5.8.</b> Where intensification is encouraged, increased densities will only be approved when it has been determined by the City that servicing capacity exists or that capacity expansions are imminent to accommodate additional development.</p>	<p>Servicing Capacity</p>	<p>Through the submission of a Servicing Report, the applicant has demonstrated that there is sufficient servicing capacity to support the proposed increase in density. This report was reviewed and accepted by Utilities Kingston.</p>
<p><b>2.5.10.</b> In order to foster sustainability within the City and reduce reliance on the automobile, the City will make efficient use of the existing infrastructure and provide the facilities and services to encourage active transportation and transit as priority modes before providing new road infrastructure in order to satisfy travel demand. While the automobile will continue to be the primary mode of transportation in the City, other,</p>	<p>Strategic Direction to Promote Active Transportation</p>	<p>Active transportation options are facilitated through the provision of bicycle parking spaces for the residential and commercial uses on site, and the provision of a bicycle maintenance area for residents.</p> <p>Additionally, the site is located close to two bus stops on Princess Street which are serviced by multiple bus routes.</p>

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<p>more active forms of transportation will be aggressively promoted to maximize existing road capacity and improve environmental conditions.</p>		
<p><b>2.5.11.</b> The use of transit will be supported and encouraged through the development of mixed-use areas and mixed-use buildings, the development of Corridors and more intense mixed-use Centres, and through the increase of densities within newer areas, compatible uses and infill with complementary uses, and appropriate development of underutilized and brownfield sites.</p>	Transit Priority	<p>The proposed redevelopment will provide a mixed use building on the subject property and increase residential density.</p>
<p><b>2.6.1.</b> It is the intent of this Plan to promote development in areas where change is desired while protecting stable areas from incompatible development or types of development and rates of change that may be destabilizing.</p>	Stable Areas	<p>The proposed redevelopment is located at the fringe of a stable area, where change is desired (see analysis of Section 3.4.E.4, below). Section 2.7 Land Use Compatibility Principles are analyzed below.</p>
<p><b>2.6.3.</b> Stable areas will be protected from <i>development</i> that is not intended by this Plan and is not <i>compatible with built heritage resources</i> or with the prevailing pattern of <i>development</i> in terms of density, activity level, built form or type of use. The following types of <i>intensification</i> are generally considered appropriate within stable areas:</p> <p><b>a.</b> <i>infill development</i> that is limited and designed to complement the area’s existing built form, architectural and streetscape character, and level of activity;</p> <p><b>d.</b> <i>intensification</i> that requires a zoning by-law amendment or minor variance in support of factors that may affect the intensity of use (e.g., density, building height, reduction in parking and/or amenity areas, etc.) provided it can be</p>	Stable Areas	<p>Intensification of the subject property is considered to be appropriate as the Official Plan permits medium and high-density residential uses within the Arterial Commercial designation (see Section 3.4.E.4).</p> <p>The intent is to transform the subject property from a typical commercial strip into an appealing pedestrian environment and urban corridor that frames the street by extending the prevailing mid and high-rise pattern of development that is predominant further east along Princess Street to the subject site. The proposed rezoning will allow for intensification that demonstrates the following:</p> <ul style="list-style-type: none"> <li>• As a mixed use development, the proposal will complement both nearby commercial uses as well as the high-density residential developments</li> </ul>

Policy	Category	Conformity with the Policy
<p>demonstrated that the proposal will:</p> <ul style="list-style-type: none"> <li>• complement existing uses in the area;</li> <li>• support a transition in density and built form;</li> <li>• support <i>active transportation</i> and public transit; and</li> <li>• be <i>compatible</i> with existing <i>development</i> taking into account the policies of Section 2.7 of this Plan.</li> </ul>		<p>further east on Princess Street</p> <ul style="list-style-type: none"> <li>• The proposed 6-storey building, located on the fringe of a stable residential area, facilitates a transition in density and built form from higher-density residential buildings in the nearby designated Centre / Corridor and the low-density residential and commercial uses adjacent to the property.</li> <li>• The development is active transit supportive (see Section 2.5.10 above).</li> <li>• Compatibility with Section 2.7 is addressed below.</li> </ul>
<p><b>2.7.1.</b> Development and/or land use change must demonstrate that the resultant form, function and use of land are compatible with surrounding land uses.</p>	<p>Compatible Development and Land Use Change</p>	<p>Intensification of the subject property is considered to be appropriate as the Official Plan permits medium and high density residential uses within the Arterial Commercial designation.</p> <p>The proposed 6-storey mixed-use building is comparable in form offering a transition in building height to other mid and high-rise apartment buildings abutting to the east along Princess Street, such as the Notting Hill Apartments (8 storeys), L’Hermitage East and West (14 storeys each) and Cataraqui Heights Residence (6 storeys). The proposed redevelopment seeks to extend this existing pattern of development further west along Princess Street. See Section 2.6.3. Specific compatibility concerns are addressed in Section 2.7.3 below.</p>
<p><b>2.7.2.</b> The demonstration of compatible development and land use change must consider the potential for adverse effects and matters that have the potential to negatively impact the character, planned function and/or ecological</p>	<p>Compatible Development and Land Use Change</p>	<p>Land use compatibility matters are examined below (Section 2.7.3).</p> <p>A Planning Justification Report has been prepared and submitted by the applicant in support of the proposed redevelopment.</p>

Policy	Category	Conformity with the Policy
<p>integrity of an area, and the health and safety of humans. Where there exists a potential for negative impacts, a land use compatibility study, focused specifically on the identified land use compatibility matters, will be required.</p>		
<p><b>2.7.3.</b> The land use compatibility matters to be considered under Section 2.7.2 include, but are not limited to:</p> <ul style="list-style-type: none"> <li>a. shadowing;</li> <li>b. loss of privacy due to intrusive overlook;</li> <li>c. increased levels of light pollution, noise, odour, dust or vibration;</li> <li>d. increased and uncomfortable wind speed;</li> <li>e. increased level of traffic that can disrupt the intended function or amenity of a use or area or cause a decrease in the functionality of active transportation or transit;</li> <li>f. environmental damage or degradation;</li> <li>g. diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded;</li> <li>h. reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas, heritage or setting;</li> <li>i. visual intrusion that disrupts the streetscape or buildings;</li> <li>j. degradation of cultural heritage resources;</li> <li>k. architectural incompatibility in terms of scale, style, massing and colour;</li> <li>l. the loss or impairment of significant views of cultural heritage</li> </ul>	<p>Land Use Compatibility Matters</p>	<ul style="list-style-type: none"> <li>a) Based on the proposed location of the building, there are no anticipated concerns for shadowing onto residential areas to the south. There are no sensitive land uses to the north, east and west that would be impacted.</li> <li>b) The rear yards which comprise the primary outdoor amenity areas for the homes along Woodbine Road are located south of the dwellings, allowing the structures themselves to function as additional visual screening to overlook from the proposed 6-storey building to the north. While the property at the corner of Woodbine Road and Nottingham Avenue is not oriented towards the north like the other properties along Woodbine Road, the rear yard of this lot is developed with multiple trees and fencing for additional screening. The number of balconies on the south façade of the proposed apartment adjacent to the sensitive uses has been minimized (17% total) to mitigate potential visual intrusion onto homes to the south. The majority of the proposed building’s balconies and windows are oriented to face Princess Street, focusing overlook to the north.</li> <li>c) Light pollution is understood to be assessed from exterior illumination. Zero cut-off and/or dark-sky compliant exterior light fixtures will be used to mitigate potential light pollution impacts. A Noise Impact Study has been prepared in support of the proposed redevelopment. J.E.</li> </ul>

Policy	Category	Conformity with the Policy
resources and natural features and areas to residents.		<p>Coulter and Associates Ltd. confirms that rooftop and grade-level ventilation systems will have to meet MECP's NPC-300 noise criteria, with recommended noise control measures as required. There are no apparent concerns for odour, dust or vibration levels.</p> <p>d) No increase in wind speed is anticipated as a result of this application.</p> <p>e) Following concerns expressed by nearby residents, the applicant redesigned the proposal so that vehicular access for the residential and commercial uses will be provided from Princess Street and not Woodbine Road. The only access from Woodbine Road will be for a single loading space. The Traffic Impact Study prepared in support of the proposed redevelopment concludes the forecasted level of traffic will not significantly disrupt the intended function or amenity of uses in the area, or cause a decrease in the functionality of active transportation or transit.</p> <p>f) There are no significant environmental or natural heritage features on site. Through the submission of a tree preservation report, it was determined that of the ten trees on-site, four are either in poor or only fair health.</p> <p>g) There are no reported social or physical infrastructure service level issues in the area.</p> <p>h) As addressed throughout this Section, the proposal has been designed to ensure minimal adverse impacts to the enjoyment and use of surrounding properties.</p> <p>i) The intent is to transform the subject property from a typical</p>

Policy	Category	Conformity with the Policy
		<p>commercial strip into an appealing pedestrian environment and urban corridor that frames the street by extending the prevailing mid and high-rise pattern of development to the site. The proposed setback and tree plantings are intended to enhance the Princess streetscape, which already consists of 8- and 13-storey apartments to the east.</p> <p>j) The impact of the proposed building façade on the adjacent Denyes Monument has been minimized by being pulled back as far as possible outside of the prescribed area of influence of By-law No. 2010-87. The property has been cleared of archeological resources. As such, there is no anticipated degradation of cultural heritage resources.</p> <p>k) The proposed building is comparable in size and scale to other nearby buildings fronting onto Princess Street. The recessed balconies and architectural detailing and variation in colour / material is intended to diminish the massing of the building so as to further lessen its visual impact.</p> <p>l) No significant views of natural features or cultural resources will be lost resulting from this proposal.</p>
<p><b>2.7.4.</b> Mitigation measures may be used to achieve development and land use <i>compatibility</i>. Such measures may include one or more of the following:</p> <p>a. ensuring adequate setbacks and minimum yard requirements;</p> <p>b. establishing appropriate transition in building heights, coverage, and massing;</p> <p>d. designing the building in a way that minimizes <i>adverse effects</i>;</p>	<p>Mitigation Measures</p>	<p>a) Requested relief for setbacks are considered appropriate as the front setbacks will allow for street tree plantings and landscaping and to minimize the ramp gradient to the parking garage. The proposed interior and exterior side yard setbacks are sufficient for access and to establish separation from the Denyes Monument.</p> <p>b) See Section 2.7.3 (b), (i), and (k) above.</p>

Policy	Category	Conformity with the Policy
<p>e. maintaining mature vegetation and/or additional new landscaping requirements;</p> <p>f. controlling access locations, driveways, service areas and activity areas; and,</p> <p>g. regulating location, treatment and size of <i>accessory uses</i> and structures, lighting, parking areas, garbage storage facilities and signage.</p>		<p>d) The proposed building has been designed to minimize adverse effects to the surrounding area, with particular regard to overlook, traffic and architectural compatibility concerns. See Section 2.7.3 (b), (e), (i), and (k).</p> <p>e) New landscaped open space in excess of zoning requirements will be provided. Trees are proposed to be planted along the Princess Street frontage to enhance the street front and character of this major arterial.</p> <p>f) In response to concerns of local residents, access from Woodbine Road will be limited to a single loading space, all other access will come from Princess Street. See Section 2.7.3(e).</p> <p>g) Parking areas and garbage storage facilities will be enclosed in the proposed building. Exterior lighting will be dark-sky compliant and/or zero cut-off.</p>
<p><b>2.7.6.</b> Only development proposals that meet the long-term needs of the intended users or occupants will be supported. Proponents, whether developing individual buildings on a single site, or multiple buildings being built at one time or phased over time, will be required to demonstrate to the satisfaction of the City that the functional needs of the occupants or users will be met by providing:</p> <p>a. suitable scale, massing and density in relation to existing built fabric;</p> <p>b. appropriate landscaping that meets or improves the characteristic green space amenity of the site and surroundings and enhances the City’s tree planting program;</p>	<p>Functional Needs</p>	<p>a) See Section 2.7.1</p> <p>b) See Section 2.7.4(e)</p> <p>d) See Section 2.5.10</p> <p>e) The proposal will facilitate the redevelopment of an underutilized commercial property.</p> <p>f) Site access to the mixed use building will be clearly defined, with secure parking facilities provided at grade and below ground.</p>



Policy	Category	Conformity with the Policy
<p>d. efficient use of municipal services, including transit;</p> <p>e. appropriate infill of vacant or under-utilized land; and,</p> <p>f. clearly defined and safe: site access; pedestrian access to the building and parking spaces; amenity areas; building entry; and parking and secure and appropriate bicycle facilities.</p>		
<p><b>2.8.5.</b> Stormwater runoff will be managed on site where feasible, and runoff may be required to be stored, treated and directed away from the natural heritage system. Its quantity will be required to be controlled to prevent impact on downstream areas. Stormwater connections are not permitted in areas where combined sewer infrastructure exists in the City.</p>	Stormwater Management	<p>A Storm Water Report has been prepared and accepted by the City's Engineering Department in support of the proposed redevelopment. Run-off will be directed to the municipal storm water system due to the size of the subject property. It is understood that the storm water mains are separate from the sanitary mains. The amount of landscaped area will be increased, reducing stormwater runoff.</p>
<p><b>2.10.1.</b> In order to improve the resiliency and ensure the long-term prosperity of the community the City intends to:</p> <p>b. consider the potential impacts of climate change and extreme weather events when planning for infrastructure, including green infrastructure, and assessing new development;</p> <p>c. support climate-resilient architectural design of buildings incorporating durable, reusable, sustainable materials and low impact technology for energy and stormwater management; and,</p> <p>d. explore opportunities to achieve climate positive development.</p>	Resiliency	<p>The proposed development is active and public transit supportive, increases landscaped space to reduce stormwater runoff, will be constructed according to energy-efficient Ontario Building Code standards, and will provide electric car charging infrastructure.</p>
<p><b>3.3.7.</b> Within existing stable residential areas, applications for <i>infill</i> must be located and organized to fit with neighbouring properties, including <i>cultural heritage</i></p>	Infill	<p>See response provided for 2.5.8, 2.6.3 and 2.7.3.</p>

Policy	Category	Conformity with the Policy
<p><i>resources</i>, and must satisfactorily address the following criteria:</p> <p>a. confirmation that adequate municipal services can be provided;</p> <p>b. demonstrated suitability of dwelling type, lot size, building height and massing, building materials, and exterior design; and</p> <p>c. demonstrated ability to achieve <i>compatible</i> use and <i>development</i> of the property taking into account the policies of Section 2.7.</p>		
<p><b>3.3.1.</b> The predominant use of land in a Residential designation will be for various forms of housing. Community facilities are permitted in accordance with Section 3.2.</p>	Permitted Uses	The majority of the gross floor area (94%) is slated to be residential, excluding basement, balconies, and parking.
<p><b>3.3.2</b> Where appropriate and compatible, small-scale convenience commercial uses are allowed by zoning within apartment buildings or on a site specific basis on a low or medium density residential site. Section 3.4.F provides detailed policies for neighbourhood commercial uses.</p>	Neighbourhood Commercial	The URM8 Zone permits commercial uses allowed in the Neighbourhood Commercial (CN) Zone on the ground floor. The ground floor commercial use will function similarly to and be compatible with other ground floor commercial uses to the north and west of the site.
<p><b>3.3.8.</b> Within the <i>Urban Boundary</i>, <i>intensification</i> through moderate increases in building height or density may be considered at the edge of neighbourhoods, provided that the development is adjacent to one or more of the following: transit routes, community facilities, areas of open space, or mixed use Centres or Corridors, as identified on Schedule 2.</p>	Intensification	The proposed redevelopment is a form of intensification at the edge of a stable residential neighbourhood. The site is located along multiple transit routes on Princess Street, a short trip from public open space (approximately 700 metres from Old Colony Park) and is within walking distance to a designated Centre / Corridor (approximately 300 metres) to the east.
<p><b>3.3.16.</b> Some forms of residential <i>development</i> will be subject to the site plan control policies of Section 9.5 of this Plan.</p>	Site Plan Control	This development will be subject to Site Plan Control.
<p><b>3.3.C.1.</b> High density residential land uses primarily include apartments and mixed use</p>	High Density Residential - Density	The proposed mixed-use apartment building is considered High Density Residential as it will have a density

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
buildings with commercial on the ground floor and a residential density of 75 units per net hectare or more, unless an approved secondary plan establishes other provisions.		of 210 units per net hectare and 270 square metres of ground-floor commercial area.
<b>3.3.C.2.</b> The density of a residential use is a function of the number of units per net hectare and is not always indicative of built form. Proposals for new high density residential that are not in keeping with the established built form of adjacent development must demonstrate compatibility with regard to both land use and built form considerations in accordance with the policies of Section 2.7 and Section 8.	Built Form	Built form compatibility is assessed in Section 2.7.3, see above.  More detailed built form considerations are addressed in the applicant’s Urban Design Study, which is intended to be read in conjunction with this report. Compatibility of this proposal with Section 8 – Urban Design of the Official Plan is addressed below.
<b>3.3.C.3.</b> Proposals for new high density residential use which require a zoning bylaw amendment or minor variance in support of factors that affect built form and the intensity of use shall generally satisfy the following locational criteria:  a. The subject property is located: within a Centre or Corridor; within an area subject to a Secondary Plan or a Specific Policy Area Plan provided such Plan permits high density residential use; or on the periphery of a low or medium density residential neighbourhood provided the proposal demonstrates conformity to the policies of Sections 2.6 and 2.7 of this Plan, where applicable;  b. the property is within walking distance of areas designated for commercial use (i.e., any of the uses within the Commercial Hierarchy except for Neighbourhood Commercial);	Location Criteria	a) The proposed mixed use building is on the periphery of a low density residential neighbourhood. The subject property is approximately 300 metres from the designated Centre / Corridor located around the Catarauqui Centre to the east. See Sections 2.6 and 2.7 above for details on compatibility.  b) There are numerous restaurants, shops and services within walking distance of the subject property, allowing residents the opportunity to access multiple services and shopping without relying exclusively on a personal vehicle.  c) While not technically within walking distance (defined as 600 metres by the Official Plan), Old Colony Park is located only about 700 metres from the subject property. This large neighbourhood park offers trails, sports fields, a playground, and abundant open space.  d) The property is located along Princess Street, an existing arterial road.

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
<p>c. the property is within walking distance of parkland, open space or community facilities; and</p> <p>d. the property is located on an existing arterial or collector road.</p>		
<p><b>3.3.C.4.</b> Proposals for new high density residential use must be justified by a site specific urban design study that demonstrates compatibility in accordance with the policies of Section 2.7, and conformity to the urban design policies of Section 8. The Study must consider, amongst other matters, architectural compatibility in terms of scale, style, massing and colour.</p>	<p>Urban Design Study</p>	<p>An Urban Design Study has been prepared in support of this application, showing compatibility with Section 8 of the Official Plan. See Section 2.7.3 and 2.7.4 for details on compatibility.</p>
<p><b>3.3.C.6.</b> New high density residential development must be designed to ensure a transition in density and built form, particularly along the periphery of Centres and Corridors, and areas for which a Secondary Plan or Specific Policy Area Plan has been established.</p>	<p>Transition in Density &amp; Built Form</p>	<p>The proposed 6-storey mixed-use building will provide a transition in density and built form from taller, high-rise apartments (14 storeys) closer to the Cataragui Centre. The context, character and function of this nearby Centre / Corridor extends west along Princess Street, beyond Midland Avenue, and includes the site through to Bayridge Drive, supported by the Arterial Commercial areas in the vicinity.</p>
<p><b>3.4.2.</b> Within Commercial designations shown on Land Use Schedule 3, a wide range of retail goods and services, offices, entertainment, and major recreation uses, and in some cases residential uses, are permitted, subject to the policies of this Plan. Uses will also be further specified in each type of designation, and further regulated in the implementing zoning by-law.</p>	<p>Permitted Uses</p>	<p>The intended ground-floor commercial area in the building will conform to the permitted uses of the Official Plan and the Neighbourhood Commercial Zone of the Kingston Zoning By-law.</p>
<p><b>3.4.4.</b> Residential uses permitted will vary according to the policies of the individual designations.</p>	<p>Residential Uses</p>	<p>A residential use is permitted on this Commercial designated land, in compliance with Section 3.4.E.4.</p>

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
<p><b>3.4.E.4.</b> Residential development of outmoded or under-utilized arterial commercial sites for medium or high density residential use may be permitted without amendment to this Plan, provided that the City is satisfied that the site is adjacent to a Residential designated area, has adequate residential amenity in terms of open space, access, protection from noise or other impacts, and that the site can be provided with active transportation linkages to the adjacent Residential designated area.</p> <p>New development will be subject to a rezoning and site plan control review in order to assess appropriate heights, setbacks, density, access and linkages, and to ensure that a public consultation process is undertaken. Such proposals must comply with the density policies of Section 2.4, compatibility criteria of Section 2.7 and urban design policies of Section 8 of this Plan. New medium and high density residential developments must address the locational criteria of Sections 3.3.B.4 and 3.3.C.3 of this Plan, respectively.</p>	<p>Residential Development in Arterial Commercial Designation</p>	<p>The site of the proposed redevelopment is considered part of a traditional, outmoded, underutilized arterial commercial strip, is designated Housing District on Schedule 2 of the Official Plan and is located adjacent to a Residential area as designated on Schedule 3. The City is satisfied that the site has adequate residential amenity in terms of open space, protection from adverse impacts, and is provided with active transit infrastructure.</p> <p>A Rezoning and Site Plan Agreement is required to permit the proposed redevelopment.</p> <p>The proposal complies with all applicable policies for density, compatibility, urban design and locational criteria.</p> <p>See Sections 2.4, 2.7, 3.3.C.3, and 8 for further details.</p>
<p><b>3.8.13.</b> In accordance with the Planning Act and the policies of this Plan, the City requires as a condition of development, a land dedication to be conveyed to the municipality for park or other public recreational purposes. This can amount to up to 2 percent of the total land area in the case of land proposed for industrial or commercial development, and an amount of up to 5 percent in the case of land proposed for residential development. These provisions apply unless an</p>	<p>Parkland Dedication</p>	<p>A cash-in-lieu of parkland dedication is to be submitted by the applicant at the Site Plan Control stage.</p>

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<p>alternative cash-in-lieu contribution is approved by the City, or a higher dedication is required for more intensive residential development, as required under Section 3.8.15.</p>		
<p><b>3.8.16.</b> The City may request cash-in-lieu for all or part of any required land dedication under the Planning Act under the following circumstances:</p> <ul style="list-style-type: none"> <li>a. where the parcel of land is either too small or poorly located to meet parkland needs;</li> <li>b. in an area that has excess parklands;</li> <li>c. where the condition of the land is unsuitable for park purposes;</li> <li>d. where no opportunity exists to enlarge existing neighbourhood parks;</li> <li>e. where there is no opportunity to obtain useful waterfront land;</li> <li>f. where a large development project is within reasonable walking distance to an existing park, provided that the trip does not involve crossing an arterial road; and,</li> <li>g. where the provision of cash-in-lieu from a large project would not result in an overload to the existing park(s)</li> </ul>	<p>Cash-in-lieu</p>	<p>The City will require the applicant to submit a cash-in-lieu of parkland dedication for the proposed development. The exact financial amount to be dedicated shall be determined at the Site Plan Control stage of this proposal based on the submission of a market appraisal.</p>
<p><b>4.1.1.</b> New development will proceed only if the City is satisfied that adequate services, roads, and utilities are available, or can be made available, to serve the proposal adequately. In determining the adequacy of servicing, utility systems, or the transportation system, the City will consider not only the proposal, but also the potential for development that exists in the same service area.</p>	<p>Infrastructure &amp; Transportation – New Development</p>	<p>The Serviceability and Stormwater Management Report and a Traffic Impact Study that have been prepared in support of the proposed redevelopment, in accordance with the terms of reference provided by Kingston, confirm that adequate servicing and transportation systems can be provided.</p>

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<p><b>4.3.4.</b> For urban <i>infill development</i> projects, the City will require the preparation of a stormwater management report to address the impacts of additional lot coverage or new uses of the site on the <i>quality and quantity of water</i>. Proponents must endeavour to improve the management of stormwater from the existing <i>development areas</i>.</p>	<p>Stormwater Management – Quality and Quantity of Water</p>	<p>The applicant has provided a Stormwater Management Report, which confirms that post-development flows will not exceed pre-development flows.</p> <p>The proposal will see the landscaped open space on the property expanded compared to existing conditions, which will have the effect of reducing stormwater runoff.</p>
<p><b>4.6.1.</b> As described in Section 2.5.11 of this Plan, the City intends to foster sustainability within the community and to reduce reliance on the automobile by satisfying travel demand through the efficient use of the existing infrastructure, and by providing the facilities and services to encourage walking, cycling and transit as priority universally accessed modes of travel, before expanding the City’s road infrastructure.</p>	<p>Transportation – Strategic Direction</p>	<p>The proposed development is adjacent to two bus stops on Princess Street which are serviced by multiple bus routes, including express transit. Additionally, the development will provide bicycle parking infrastructure to support active transit. See Section 2.5.10 and 2.5.11 for more details.</p>
<p><b>4.6.10.</b> Improving connections between <i>active transportation</i> and transit will be required through such means as improved pedestrian amenities, connected on and off street cycling routes, bicycle storage, improved transit routing and amenities, and such site plan control matters as locating building entrances near sidewalks and transit stops, and providing weather protection for people using all modes of travel including transit users.</p>	<p>Active Transportation and Transit – Intermodal Improvements</p>	<p>Both short-term and long term bike parking is provided on site in accordance with the requirements of the Urban Residential ‘UR8’ Zone. Dedicated bike lanes on Bayridge Drive and the sidewalks along Princess Street ensure adequate connections between transit and active transportation modes.</p>
<p><b>4.6.28.</b> The City will augment its program of landscaping and street tree planting and replacement in many parts of the City to enhance the streetscape, particularly within the <i>Urban Boundary</i>.</p>	<p>Street Landscaping</p>	<p>Seven street trees are currently proposed along Princess Street which will enhance the streetscape and improve the pedestrian experience. The provision of trees will be as per the City’s Tree By-Law, and will be assessed at the time of Site Plan Control.</p>

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<p><b>4.6.38.</b> Specific means of encouraging transit use include, but are not limited to: a. the careful location, design and site planning of high intensity uses;</p>	Transit Service	<p>The main entrance to the building is located towards the west of the site on Princess Street for more convenient access to the bus stop to promote transit use.</p>
<p><b>4.6.47.</b> It is the intention of this Plan to encourage a balance between providing sufficient parking to address existing or future requirements, and not oversupplying parking to the detriment of public transit usage or active transportation.</p>	Parking	<p>The proposed redevelopment is considered a high-intensity use located on an arterial road (Princess Street) with direct access to transit. At the same time, the provision of residential, commercial, and car-share parking ensures a balanced approach to reducing auto-oriented development.</p>
<p><b>4.6.48.</b> Parking areas will be provided for any land use in the City as specified by the zoning by-law. Special provisions to accommodate those with disabilities will be provided in all zones.</p>	Parking	<p>At-grade and underground parking is proposed, with a total of 31 vehicular parking spots, including three barrier-free parking spots. While commercial uses are no longer required to provide parking per the Zoning By-Law, the applicant has proposed a creative approach that would see visitor parking spaces service both the apartment and the commercial unit to ensure the most efficient use of parking on a site where space is at a premium.</p>
<p><b>4.6.56.</b> On-street parking will be regulated and monitored by the City to allow for safe, convenient and efficient movement of traffic, and to protect the carrying capacity of the road network.</p>	On-street Parking	<p>The City will enforce the parking by-law to ensure that on-street parking will not interfere with safe, efficient and convenient movement of traffic.</p>
<p><b>4.6.61.</b> The zoning by-law will be used to regulate the supply of accessible parking as required by provincial legislation. The location of accessible parking spaces shall provide enhanced accessibility through a consideration of factors including, but not limited to, the distance between parking spaces and accessible building entrances, security of the parking area, lighting of the area, protection from the weather, and ease of maintenance.</p>	Accessible Parking	<p>Two barrier free parking spaces are proposed on the ground floor, while the third barrier free parking space is located underground, closest to the elevator. As a result, the location of accessible parking spaces provides enhanced accessibility. The accessible parking provided meets the requirements of the Zoning By-law and provincial legislation.</p>



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<p><b>5.21.</b> The City of Kingston recognizes the importance of noise management. Any proposed development that has a sensitive use within the potential influence area as described in the Province’s D-6 Guideline or between the 25 to 30 NEF contours requires a detailed noise study to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines or any such further guidance or requirement implemented by the City, as applicable, address all sources of noise affecting the site, and include recommendations for mitigation to meet the applicable noise criteria.</p>	<p>Noise Study</p>	<p>A Noise Impact Study was prepared by J.E Coulter Associates Limited in support of the proposed redevelopment. Staff in Engineering reviewed the Noise Impact Study as part of the technical review of this application and had no concerns with the feasibility of required noise mitigation measures for the introduction of residential units.</p> <p>Recommendations to mitigate the noise levels from the adjacent arterial road will include elements such as central air conditioning in all residential units, warning clauses in purchase and sale and tenancy agreements, 6 millimetre double-glazing, among other mitigation measures.</p>
<p><b>5.26.</b> Any use, including industrial, commercial, institutional or high density residential, proposed to generate a stationary source of noise or vibration may be required to undertake a detailed noise and/or vibration study, to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines, address all sources of noise and vibration, include recommendations for mitigation to meet the applicable criteria, and ensure that there is no adverse effect on an existing or planned sensitive use.</p>	<p>Noise from Stationary Sources</p>	<p>See Section 5.21. The Noise Impact Study prepared in support of the subject application was prepared by a qualified person. The report was reviewed and accepted by City staff.</p>
<p><b>5.27.</b> Where a sensitive use is proposed within 300 metres of a stationary source of noise, the City requires that a noise study be prepared to address the Ministry of the Environment and Climate Change noise guidelines. All related means of mitigation are required to be secured prior to approval of development.</p>	<p>Noise from Stationary Sources</p>	<p>See Section 5.21 for details. A series of recommendations are proposed to meet the current noise guidelines of MECP, which will be further reviewed at the time of Site Plan Control.</p>

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<p><b>6.2.2.</b> The City promotes landscaping and tree planting programs that help to moderate summer and winter micro-climatic conditions.</p>	<p>Energy Conservation and Production - General</p>	<p>Street trees will be provided along Princess Street in order to moderate the summer and winter micro-climatic conditions.</p>
<p><b>6.2.13.</b> The City promotes intensification based on principles of minimizing energy consumption through attention to building design and the design and installation of infrastructure, and densities that support active transportation and transit.</p>	<p>General</p>	<p>The 6-storey mixed use building will increase the density of the area, supporting the existing transit system and cycling infrastructure nearby.</p>
<p><b>8.3.</b> The Design Guidelines for Residential Lots establish the following guiding principles that should be used to ensure new residential development is integrated into the existing built fabric, and is conducive to <i>active transportation</i>:</p> <ul style="list-style-type: none"> <li>a. protect and preserve stable residential communities (in accordance with Section 2.6 of this Plan);</li> <li>b. foster <i>developments</i> that are context appropriate;</li> <li>c. foster attractive developments which add to the existing sense of place;</li> <li>d. provide a variety of housing types;</li> </ul>	<p>Urban Design – Guiding Principles for Development of Residential Lots</p>	<p>The proposed development is located approximately 300 metres from designated Centre and Corridor, along Princess Street which is designated as an arterial road. Although the subject property is within a stable residential community, there are a wide variety of uses and development forms surrounding the site.</p> <ul style="list-style-type: none"> <li>a. Development proposals resulting in intensification can be accommodated in stable residential areas in accordance with Section 2.6.3. d) of the Official Plan. See Section 2.6.3 above.</li> <li>b. The proposed mixed use building responds to the planning context of the area. Please refer to 2.7.3, 2.7.4, 2.7.5, and 2.7.6 for further details.</li> <li>c. An Urban Design Study was completed to support this application, which speaks to compatibility and appropriate transition to surrounding uses. Please refer to 2.7.3, 2.7.4, 2.7.5, and 2.7.6 for further details.</li> <li>d. The residential unit types proposed include one-bedroom, two-bedroom, and 3-bedroom units, providing a variety of housing. The proposal will also increase the</li> </ul>

Policy	Category	Conformity with the Policy
		supply of apartment housing, which will complement the low-rise forms south on Woodbine Road.
<p><b>8.4.</b> Through the review of <i>development</i> proposals, construction of public works, or the preparation and approval of area plans, the City will promote the provision of barrier-free access and safety by:</p> <p>c. clearly defining building entrances and avoiding designs that would create areas that are hidden from public view and thus potentially available for criminal activity;</p> <p>f. promoting safe environments by applying Crime Prevention Through Environmental Design (CPTED) concepts and principles in the design of buildings, site layout and landscaping of <i>development</i> sites.</p>	Accessibility and Safety	<p>Construction will be in accordance with the Ontario Building Code, including any applicable accessibility requirements.</p> <p>The proposed development has clearly defined building entrances accessed directly from Princess Street. Commercial uses on the ground floor will animate the site and reduce the likelihood of hidden areas.</p> <p>CPTED principles have been considered in the design of the buildings, the site layout and landscaping and will be further reviewed at the Site Plan Control stage.</p>
<p><b>8.6.</b> The City requires the design of new <i>development</i> to be visually <i>compatible</i> with surrounding neighbourhoods and areas of cultural heritage value or interest through its site plan control review, preparation of zoning standards, and urban design guidelines, as appropriate, that address the following:</p> <p>a. siting, scale and design of new <i>development</i> in relation to the characteristics of the surrounding neighbourhood or the <i>significant cultural heritage resources</i> including, scale, massing, setbacks, access, landscaped treatment, building materials, exterior design elements or features;</p> <p>d. achieving <i>compatibility</i> in land use and with a predominant architectural style, street pattern or site arrangement where that style</p>	New Development	The proposal meets the land use compatibility policy as above in Section 2.7.3, 2.7.4, 2.7.5, and 2.7.6.

Policy	Category	Conformity with the Policy
<p>or arrangement forms a valuable component of the existing neighbourhood or the cultural heritage value or interest of the identified area. Section 2.7 provides additional policy in this regard;</p>		
<p><b>9.5.9.</b> When considering an application to amend the zoning by-law, the Planning Committee and Council will have regard to such matters as:</p> <p>a. conformity of the proposal with the intent of the Official Plan policies and schedules;</p> <p>b. compatibility of the proposal with existing uses and zones, sensitive uses, the natural heritage system, cultural heritage resources, and compatibility with future planned uses in accordance with this Plan;</p> <p>c. compatibility of proposed buildings or structures with existing buildings and structures, with zoning standards of adjacent sites, with any future planned standards as provided in this Plan, and with any urban design guidelines adopted by the City for the area;</p> <p>d. the extent to which the proposal is warranted in this location and the extent to which areas zoned for the proposed use are available for development;</p> <p>e. the suitability of the site for the proposal, including its ability to meet all required standards of loading, parking, open space or amenity areas;</p> <p>f. the suitability of the density relative to the neighbourhood and/or district, in terms of units per hectare, bedrooms per hectare, floor space index, and/or</p>	<p>Planning Committee / Council Considerations</p>	<p>a. The proposal conforms with the intent of the Official Plan policies and schedules as detailed in this table.</p> <p>b. The proposed mixed-use residential development is compatible with existing residential uses in the adjacent neighbourhood which is zoned for a mix of dwelling types, including the apartment building adjacent to the subject property. There are no natural heritage features on the subject property.</p> <p>c. The residential redevelopment, enabled through the recommended Zoning By-Law amendment, will allow for the development of a six-storey mixed use building that is consistent with the zoning standards of adjacent sites, and the Urban Design Guidelines for Residential Lots as described above.</p> <p>d. The site is on full municipal services, which is the first priority for urban development according to Subsection 2.4.6 of the Official Plan.</p> <p>e. The site is suitable for additional density given the proximity to transit, parks, and commercial amenities.</p> <p>f. The mid-rise development proposed is suitable relative to the neighbourhood, as</p>

<b>Policy</b>	<b>Category</b>	<b>Conformity with the Policy</b>
<p>employees per hectare, as applicable;</p> <p>g. the impact on municipal infrastructure, services and traffic;</p> <p>h. comments and submissions of staff, agencies and the public; and,</p> <p>i. the degree to which the proposal creates a precedent.</p>		<p>described under Section 3.3.A.1.</p> <p>g. The subject site is on full municipal services, and will benefit from existing transit stops, and active transportation infrastructure in the surrounding area. Adverse impacts on the capacity of these services are not anticipated.</p> <p>h. The application has been circulated for technical review and there are no outstanding technical comments pertaining to the zoning by-law amendment. Comments received from members of the public and Planning Committee are reviewed in staff's comprehensive report.</p> <p>i. The proposal has been evaluated based on the unique characteristics of the site and will not set an undesirable precedent.</p>

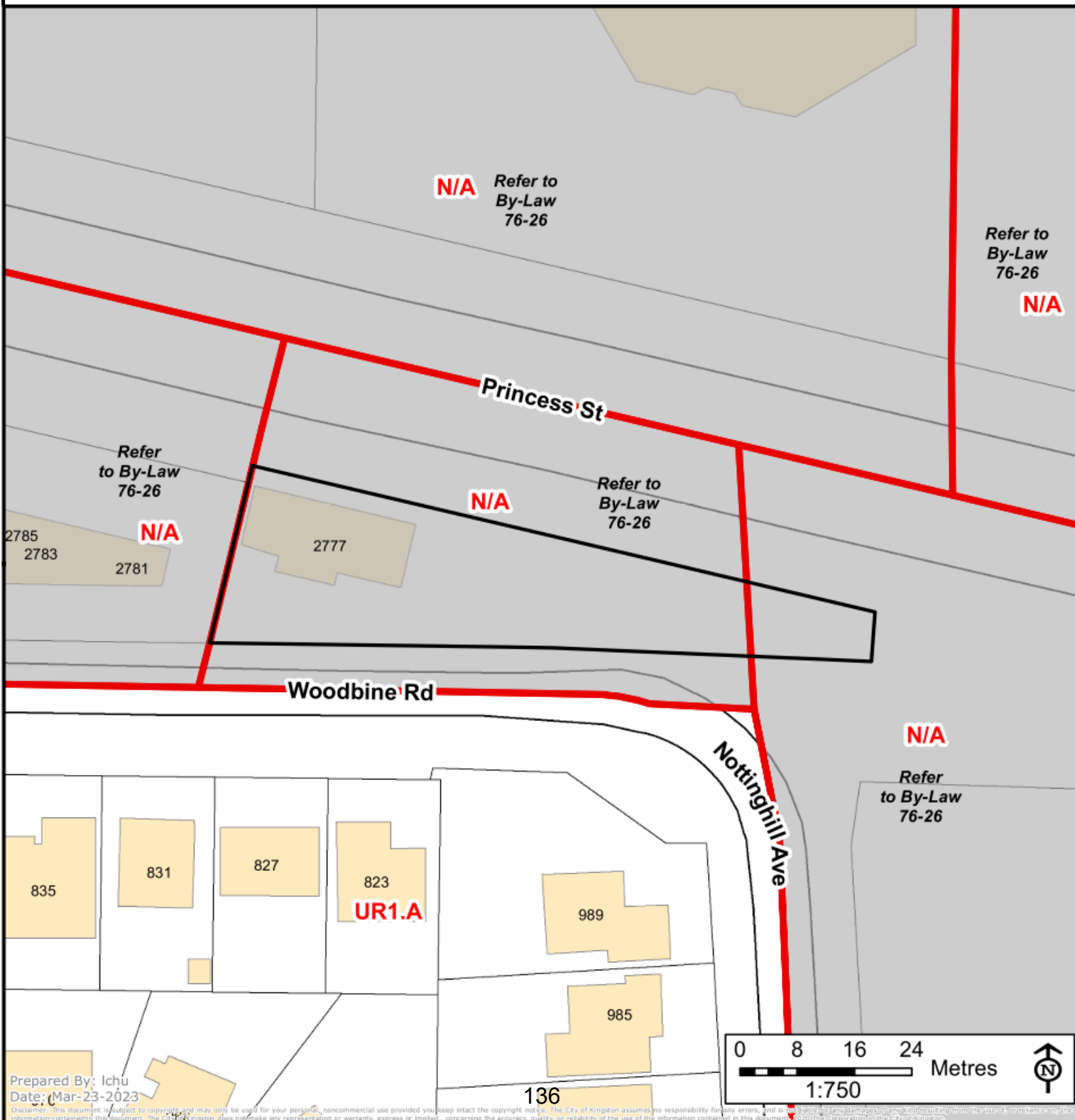


# Planning Committee Existing Zoning Kingston Zoning By-Law 2022-62

Planning Services

Address: 2777 Princess Street  
File Number: D14-003-2023

- Subject Lands
- Schedule 1 Zoning Map
- Zone
- Not Subject to the Kingston Zoning By-law
- Schedule E - Exception Overlay
- Legacy Exceptions (LXXX)
- Exceptions (EXXX)
- Schedule F - Holding Overlay
- Holding Overlay (HXXX)



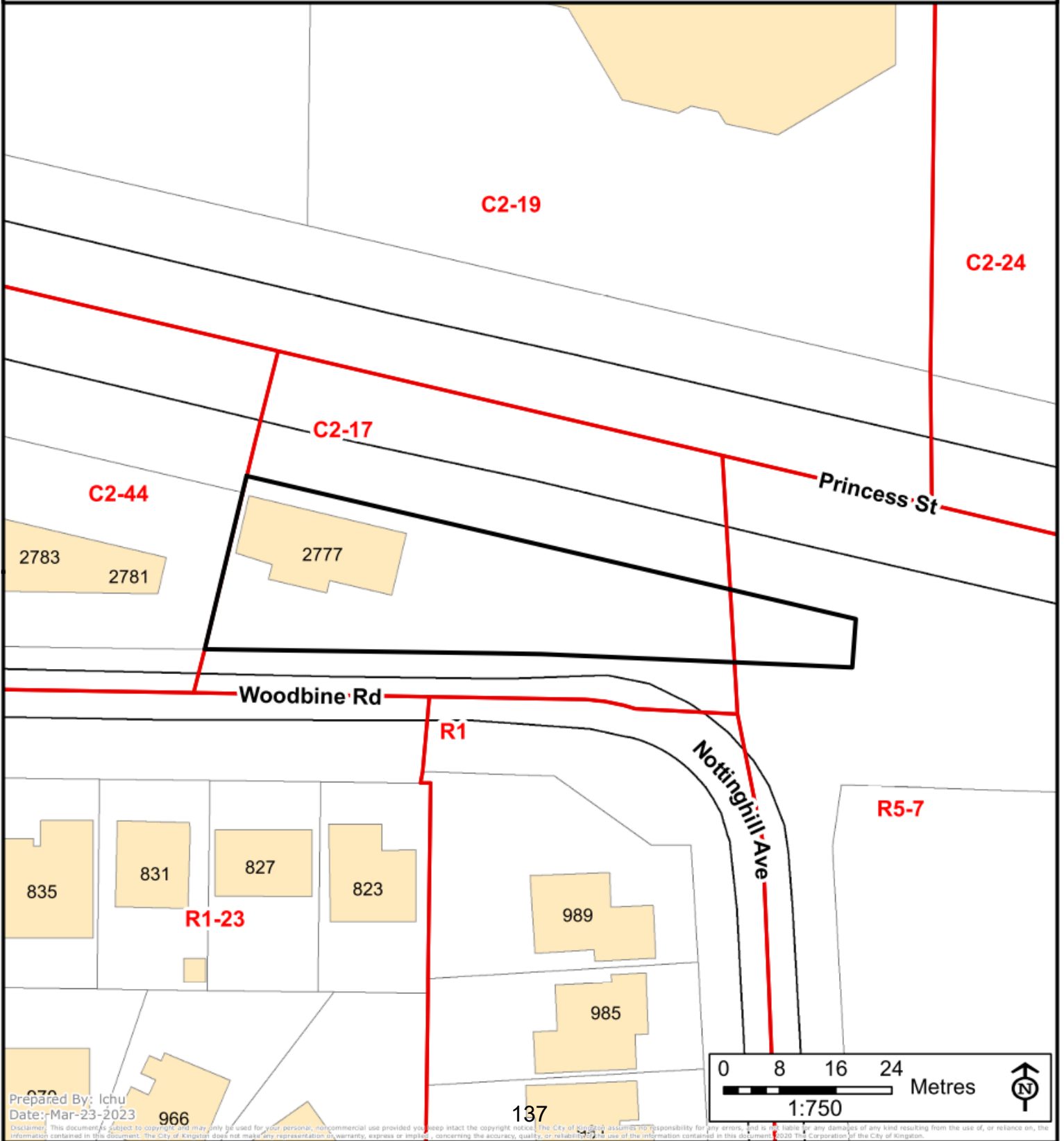
Prepared By: Ichu  
Date: Mar-23-2023

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Planning Committee  
**Existing Zoning - By-law 76-26, Map 3**  
Address: 2777 Princess Street  
File Number: D14-003-2023

- Subject Lands
- Consolidated Zoning



Prepared By: Ichu  
Date: Mar-23-2023

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BUILDING UNIT SCHEDULE	
1 BEDROOM	5
2 BEDROOM	16
3 BEDROOM	9
<b>TOTAL</b>	<b>30</b>

2777-Princess ST PROPOSED INFORMATION	
<b>COVERAGE</b>	<b>Area (m2) / Percentage (%)</b>
TOTAL LOT AREA (GIS APPROX)	1430.4 SQ M / 100%
TOTAL BUILDING AREA	923.3 SQ M
BUILDING COVERAGE	64.6 %
LANDSCAPED OPEN SPACE - AREA	365.4 SQ M / 25.0%
DRIVEWAY SPACE	141.7 SQ M / 9.9%
BUILDING HEIGHT	30.00 M
NUMBER OF STOREYS	6
NUMBER OF DWELLING UNITS	33
TOTAL COMMERCIAL AREA	256.7 SQ M
NUMBER OF CAR PARKING SPOTS	31 (22 Underground for Residential, 9 Ground floor Skate-Type Lots)
NUMBER OF BIKE PARKING SPOTS	37 (11 SHORT TERM, 36 LONG TERM AND LONG TERM BIKE LOCKERS)
PUBLIC ROOFTOP GARDEN(S) - AREA	373.2 SQ M
NUMBER OF BALCONIES (NETW/O SECOND FLOOR ROOF GARDENS)	30 (10/10 EACH)
TOTAL BALCONY AREA (NETW/O SECOND FLOOR ROOF GARDENS)	256.3 SQ M
GROSS FLOOR AREA	4246.0 SQ M
	FLOOR AREA INCLUDING BASEMENT, BALCONIES COVERED PARKING, ST. BRMPT., STAIRWELL ETC.

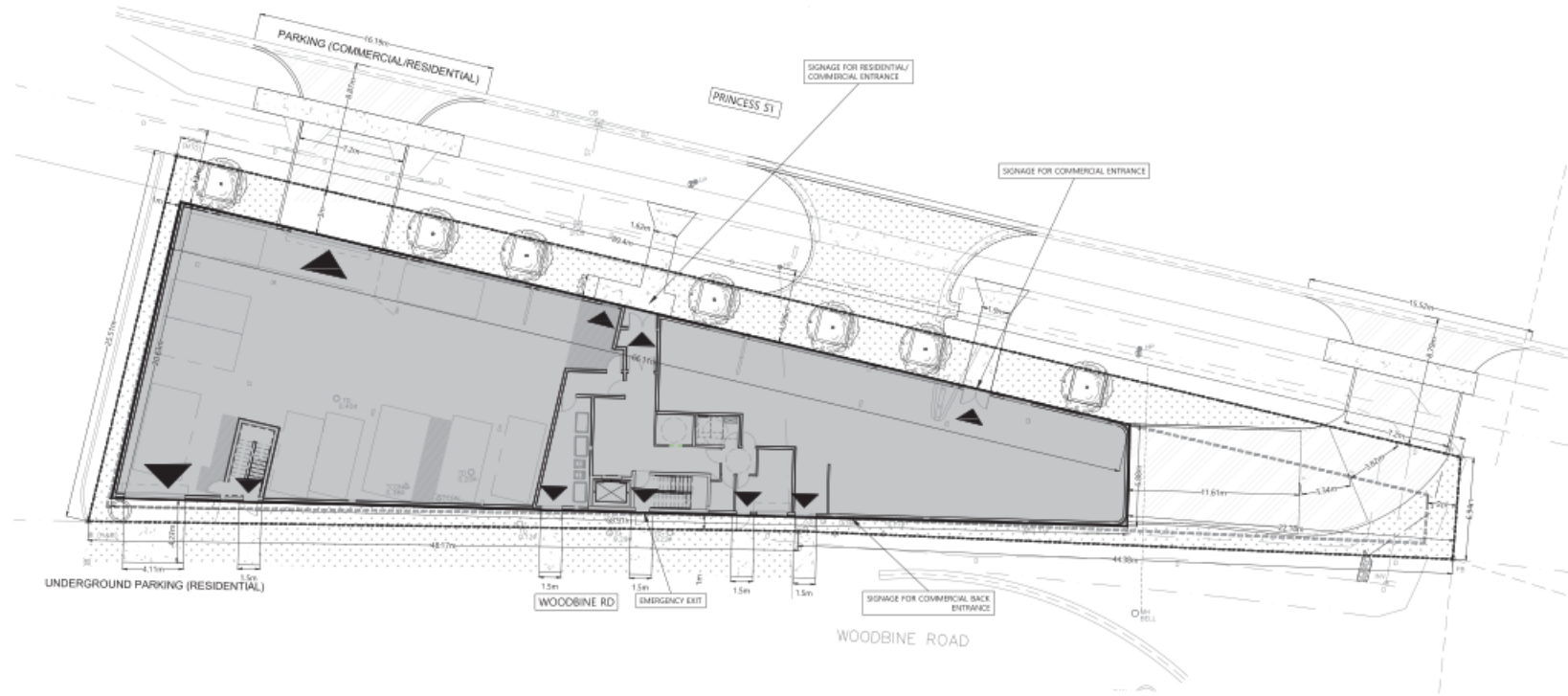
**6-STOREY BUILDING**  
2777 Princess St, Kingston ON

CLIENT:  
Angelo Lianos

**ASTERISK**  
ENGINEERING CORPORATION  
1480 BATH RD - UNIT 201  
Kingston, ON, K7M 3J1  
(613) 542-2040 fax 1 613 298-1335  
www.asteriskengineering.com

REVISION	REV.	DATE
ZSLA	1	July 24, 2023
ZSLA	2	Nov 10, 2023

Do not scale drawings. Refer to Architectural drawings for dimensions. All elevations/heights shall be verified with Architectural drawings and any discrepancy shall be reported immediately to consultant.  
Read this drawing in conjunction with ALL applicable Architectural, Mechanical, electrical and other disciplines involved.  
The drawings are "design drawings" only and are not intended to be used as shop drawings.



**LEGEND:**

- SILT FENCE
- PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED SIDEWALK
- PROPOSED BUILDING
- PROPOSED LANDSCAPE
- PROPOSED SIDEWALK
- PROPOSED STREET TREE
- PROPOSED MISA MANHOLE
- PROPOSED STRAW BALE

SCALE: 1:150 UNITS: m

DESIGNED: TC	CHECKED: TC	DRAWN: MT
--------------	-------------	-----------

DRAWING TITLE:  
**SITE PLAN AND FIRST FLOOR LAYOUT**

DRAWING NO.:  
**C-01**

PROJECT NO.: 22-080  
DATE: Jan 2022



CAR AND BIKE PARKING SPOTS TABLE	
TOTAL NUMBER OF CAR PARKING SPOTS	31
NUMBER OF BARRIER-FREE CAR PARKING SPOTS	3
UNDERGROUND RESIDENTIAL CAR PARKING SPOTS	32
NUMBER OF SHARED-TYPE CAR PARKING SPOTS	9
TOTAL NUMBER OF BIKE PARKING SPOTS	37
SHORT TERM COMMERCIAL BIKE SPOT	4
SHORT TERM RESIDENTIAL BIKE SPOT	3
LONG TERM COMMERCIAL BIKE SPOT	1
LONG TERM RESIDENTIAL BIKE SPOT	36
LONG TERM BIKE LOCKER	3
TOTAL SHORT TERM BIKE SPOT	7
TOTAL LONG TERM BIKE SPOTS	30

BUILDING UNIT SCHEDULE	
1 BEDROOM	5
2 BEDROOM	16
3 BEDROOM	9
TOTAL	30

2777-Princess ST PROPOSED INFORMATION	
COVERAGE	Area (m <sup>2</sup> ) / Percentage (%)
TOTAL LOT AREA (GIS APPROX)	1400.4 SQ.M / 100%
TOTAL BUILDING AREA	923.33 SQ.M
BUILDING COVERAGE	64.55 %
LANDSCAPED OPEN SPACE - AREA	366.28 SQ.M 25.59%
DRIVEWAY AREA	141.69 SQ.M / 9.9 %
BUILDING HEIGHT	25.00 M
NUMBER OF STOREYS	0
NUMBER OF DWELLING UNITS	30
TOTAL COMMERCIAL AREA	250.06 SQ.M
NUMBER OF CAR PARKING SPOTS	31 (32 UNDERGROUND FOR RESIDENTIAL'S GROUND FLOOR SHARE-TYPE SPOTS)
NUMBER OF BIKE PARKING SPOTS	37 (7 SHORT TERM (3 COMMERCIAL LONG TERM BIKE LOCKER)
PUBLIC TERRACE ROOF AREA	273.17 SQ.M
NUMBER OF BALCONIES	30
TOTAL BALCONY AREA	355.3 SQ.M
GROSS FLOOR AREA	4,946 SQ.M <small>(31 CAR AND 37 BIKE SPOTS, 30 DWELLING UNITS, 30 BALCONIES, 30 BARRIERS, 30 STAIRS, 30 ELEVATORS, 30 TOILETS, 30 SHOWER, 30 KITCHEN, 30 BATH, 30 BEDROOM, 30 LIVING, 30 DINING, 30 BREAKFAST, 30 TERRACE, 30 PORCH, 30 PATIO, 30 BALCONY, 30 TERRACE, 30 PORCH, 30 PATIO)</small>

RESIDENTIAL BUILDING  
2777 PRINCESS ST

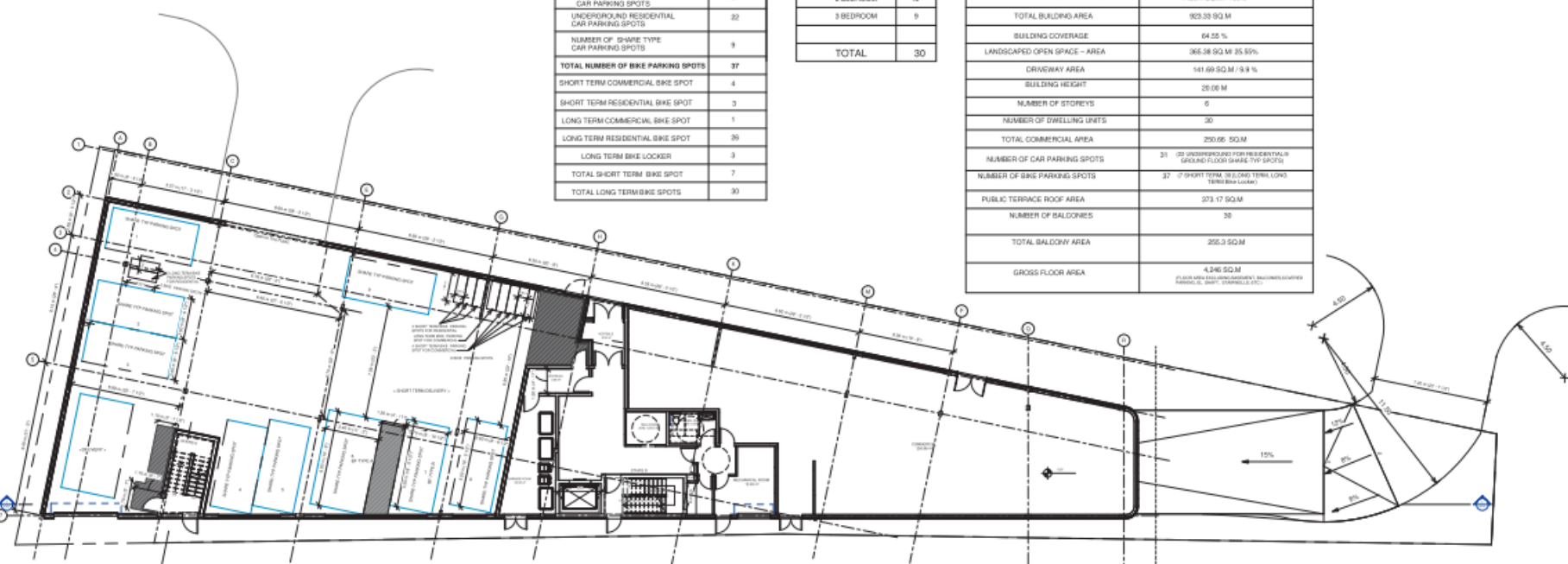
Client:  
Angelo Lianos



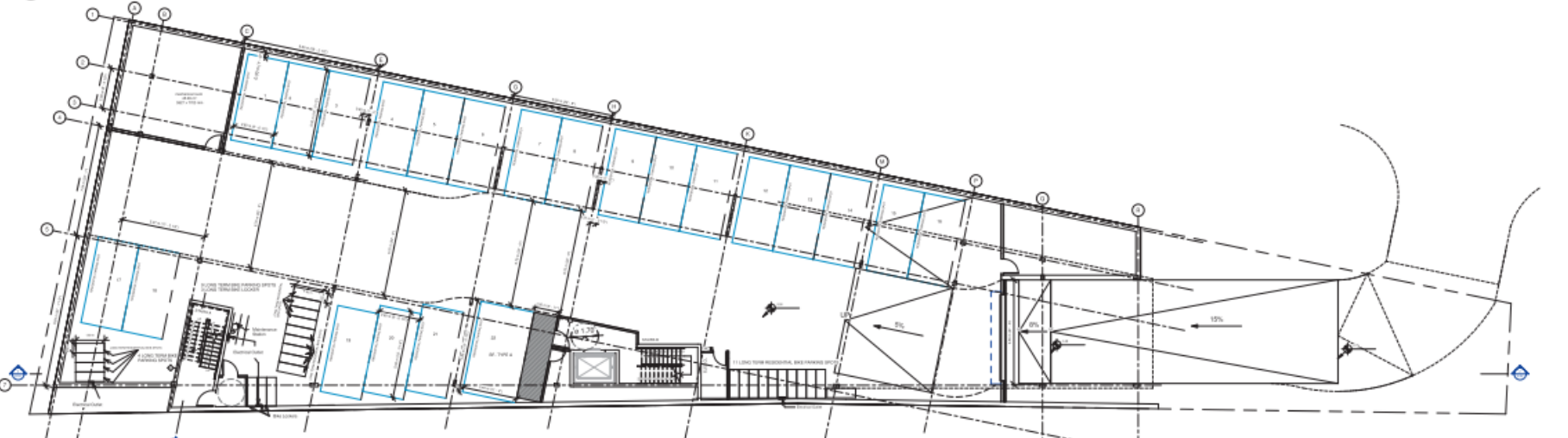
1480 Bath Road Unit 201  
Kingston, ON  
K7M 4S5  
(613) 542-2040  
www.asteriskengineering.com

ISSUED FOR	REV	DATE
PRELIMINARY		APR 27th, 2023
		MAY 26th, 2023
		JUNE 8th, 2023
		JULY 21, 2023
		AUG 11th, 2023
		SEP 28th, 2023
		NOV 16th, 2023
		JAN 11th, 2024

Do not scale drawings. Refer to Architectural drawings for dimensions. All elevations/dimensions shall be verified with Architectural drawings and any discrepancy shall be reported immediately to consultants.  
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1 Ground Floor  
1 : 125



2 UNDERGROUND  
1 : 125

SCALE	As indicated		
DESIGNED	CHECKED	DRAWS	
AHP/JPW	TC	PM/JCPJ	
DRAWING TITLE			
PROPOSED CONCEPT FLOOR PLANS			
DRAWING NO.			
A-01			
PROJECT NO.			
22-080			
DATE:			
JAN 11th, 2023			

RESIDENTIAL BUILDING  
2777 PRINCESS ST

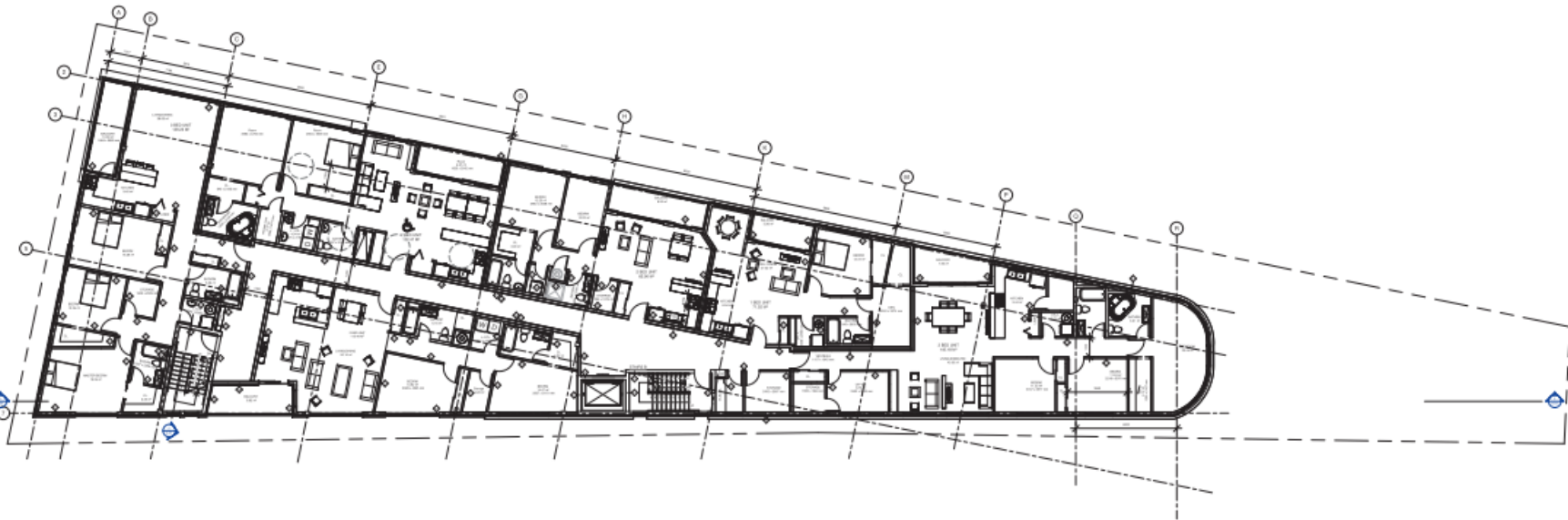
Client:  
Angelo Lianos



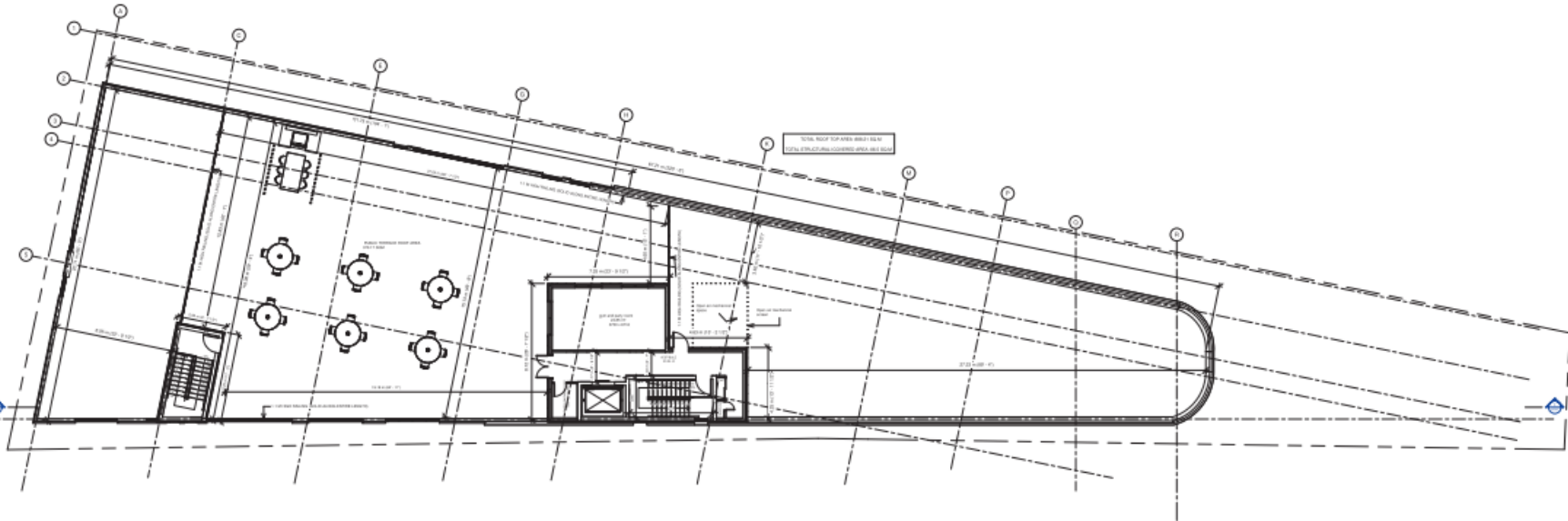
1480 Bath Road Unit 201  
Kingston, OH  
KTM 4305  
(613) 542-2040  
www.asteriskengineering.com

ISSUED FOR	REV	DATE
		APR 27th, 2023
		MAY 26th, 2023
		JUNE 6th, 2023
		AUG 11th, 2023
		SEP 28th, 2023
		OCT 30, 2023
		FEB 09, 2024

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② TYPICAL FLOOR PLAN  
1 : 125



① TOP/P  
1 : 125

SCALE 1 : 125		
DESIGNED AHP/JPM	CHECKED TC	DRAWN PM/JCPJ

DRAWING TITLE

DRAWING NO:  
**A-02**

PROJECT NO: 22-080  
DATE: NOV16th, 2023

RESIDENTIAL BUILDING  
2777 PRINCESS ST

Client:  
Angelo Lianos



1480 Bath Road Unit 201  
Kingston, OH  
KTM 4305  
(613) 542-2040  
www.asteriskengineering.com

ISSUED FOR	REV	DATE
		MAY 28th, 2023
		JUNE 8th, 2023
		JULY 21, 2023
		AUG 11th, 2023
		SEP 28th, 2023
		NOV 16th, 2023
		JAN 11th, 2024

Do not scale drawings. Refer to Architectural drawings for dimensions. All elevations/dimensions shall be verified with Architectural drawings and any discrepancy shall be reported immediately to consultants.  
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① North  
1 : 125



② South  
1 : 125

To be updated at time of Site Plan Control to reflect revised rooftop layout

SCALE 1 : 125		
DESIGNED AHP/JPM	CHECKED TC	DRAWN PM/JCPJ
DRAWING TITLE		
DRAWING NO. <b>A-05</b>		
PROJECT NO. 22-080		
DATE: JAN 11th, 2023		

RESIDENTIAL BUILDING  
2777 PRINCESS ST

Client:  
Angelo Lianos



1480 Bath Road Unit 201  
Kingston, ON  
K7M 4J6  
(613) 542-2040  
www.asteriskengineering.com

ISSUED FOR	REV	DATE
		MAY 29th, 2023
		JUNE 8th, 2023
		JULY 21, 2023
		Aug 11th, 2023
		SEP 28th, 2023
		JAN 11th, 2024

Do not scale drawings. Refer to Architectural drawings for dimensions. All elevations/dimensions shall be verified with Architectural drawings and any discrepancy shall be reported immediately to consultant.  
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① East  
1 : 125



② West  
1 : 125

To be updated at time of Site Plan Control to reflect revised rooftop layout

SCALE 1 : 125		
DESIGNED AHP/JPM	CHECKED TC	DRAWN PM/JCPJ
DRAWING TITLE		
DRAWING NO. <b>A-06</b>		
PROJECT NO. 22-080		
DATE: JAN 11th, 2023		

Site Photos

The subject site is depicted through the following photographs, taken April 4, 2023.



**Figure 1:** The subject site, viewed from Princess Street, looking westward. The entirety of the property is visible, with Princess Street to the right (north) and Woodbine Road to the left (south).



**Figure 2:** The eastern (narrower) half of the subject site, viewed from Princess Street looking eastward. The neighbouring eight-storey apartment building is visible, beyond which exists a 14-storey apartment building.



**Figure 3:** Situated between the subject site and the eight-storey apartment building is a memorial to Frederick Denyes, who died heroically on June 19, 1929 while endeavouring to save four-year-old Kenneth Macrow from the path of a rapidly approaching automobile. Tragically, both were killed. The memorial is viewed here looking south, towards Woodbine Road where it turns into Nottinghill Avenue. The subject site is to the right (west).



**Figure 4:** Homes along Nottinghill Avenue, viewed from the subject site looking South. Nottinghill turns into Woodbine Road, which continues to the right (west).





**Figure 5:** Pictured here is a portion of the eastern façade of the martial arts school currently situated on the subject site, looking south. Trees situated along the rear (south) property line are also shown, along with an informal access to the parking lot. Homes along Woodbine Road are visible in the background.



**Figure 6:** Businesses along Princess Street, opposite the subject site. A covered transit stop is visible near the centre of the image, giving travellers convenient access to local routes 6, 10 and 15, and express routes 501 and 502.



**Figure 7:** Pictured here is the northern façade of the martial arts school on the subject site, looking east down Princess Street. The neighbouring eight-storey apartment building is visible, beyond which exists a 14-storey apartment building. The recently constructed six-storey Cataraqui Heights Retirement Home is also visible in the background, on the opposite side of Princess Street.



**Figure 8:** Pictured here is the transit stop just a few steps west of the subject property, situated in front of the neighbouring commercial plaza. Like the stop located across Princess, this one is also covered and serves local routes 6, 10 and 15, and express routes 501 and 502.



**Figure 9:** Woodbine Road, viewed looking west. The subject site is to right (north), behind the trees standing along its southern property line.



**Figure 10:** The eight-storey apartment building situated to the east of the subject property (located beyond the row of trees to the left of the image). The apartment building is accessed from both Princess Street and Nottinghill Avenue, which transitions into Woodbine Road (pictured in the foreground).



**Figure 11:** Woodbine Road, looking west towards the intersection with Bayridge Drive. The commercial plaza neighbouring the subject is visible to the right (north), while single-detached homes are visible to the left (south). A small portion of the subject site's parking lot is also visible to the right of the image.



**Figure 12:** The western façade of the martial arts school on the subject property, viewed from the parking lot of the neighbouring commercial plaza. Princess Street is to the left, while Woodbine Road is to the right, behind the commercial plaza.





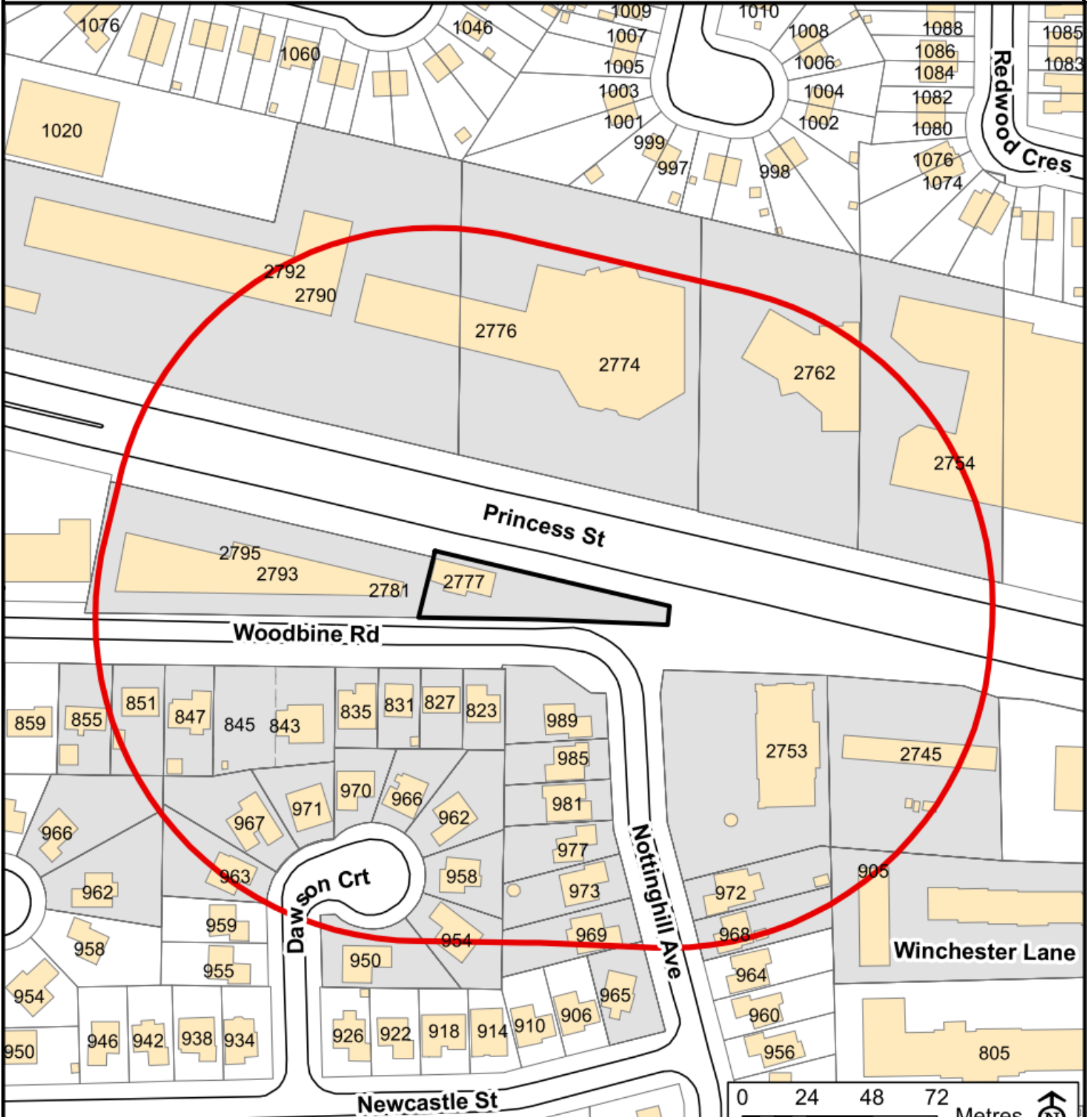
**Figure 13:** The front façade of the neighbouring commercial plaza, looking west towards the intersection of Princess Street and Bayridge Drive. Princess Street is to the right (north), while Woodbine Road is behind the plaza to the left (south).



**CITY OF KINGSTON  
Public Notice Notification Map**

Address: 2777 Princess Street  
File Number: D14-003-2023

- Subject Lands
- 120m Public Notification Boundary
- Property Boundaries
- Proposed Parcels
- 38 Properties in Receipt of Notice (MPAC)



Prepared By: rejonas  
Date: Apr-04-2023

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