



City of Kingston  
Planning Committee  
Agenda

2025-01

Thursday, December 5, 2024

6:00 p.m.

Council Chamber

**Committee Composition**

Councillor Cinanni; Chair

Councillor Chaves

Councillor Glenn

Councillor Oosterhof

Councillor Osanic

Councillor Stephen

Please provide regrets to Christine O'Connor, Committee Clerk at 613-546-4291, extension 1219 or [cloconnor@cityofkingston.ca](mailto:cloconnor@cityofkingston.ca)  
Watch live on the [City of Kingston website](#) or register to receive the Zoom link.

## 1. Introduction by the Chair

The meetings being held tonight are public meetings 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.

The first portion of tonight's meeting is to present planning applications in a public forum as detailed in the community meeting report. This report does not contain a staff recommendation and therefore no decisions will be made this evening. Each application in the community meeting report will be presented individually and following each presentation by the applicant, the meeting will be opened to the public for comments and questions.

The second portion of 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.

**2. Community Meeting items**

The purpose of the Community Meeting is to provide the applicant with an opportunity to present a potential development proposal in the early stages of the development process and to seek feedback from the public and members of Planning Committee before a complete application is submitted to the City. Anyone who attends a Community Meeting may present an oral submission, and/or provide a written submission on the proposals being presented.

The Report of the Commissioner of Growth & Development Services (PC-25-001) is attached.

Details of the development proposals to be presented at the Community Meeting are listed below.

**Exhibit A**

**File Number: D01-011-2024**

**Community Meeting Report - North King's Town Project**

**3. Call to Order**

**4. Approval of the Agenda**

**5. Confirmation of Minutes**

That the minutes of Planning Committee Meeting Number 21-2024, held Thursday, November 21, 2024, be approved.

**6. Disclosure of Pecuniary Interest**

**7. Delegations**

**8. Briefings**

**9. Business**

**1. Recommendation Report - 327, 333, and 339 Select Drive**

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File Number: D35-005-2018

Address: 327, 333, and 339 Select Drive

District: District 8 - Meadowbrook - Strathcona

Application Type: Zoning By-Law Amendment and Draft Plan of Subdivision

Owner: GCL Developments Ltd.

Applicant: Arcadis Professional Services (Canada) Inc.

The Report of the Commissioner of Growth & Development Services (PC-25-003) is attached.

Recommendation:

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

**That** the applications for zoning by-law amendments and draft plan of subdivision (File Number D35-005-2018) submitted by Arcadis Professional Services (Canada) Inc., on behalf of GCL Developments Ltd., for the property municipally known as 327, 333, and 339 Select Drive, 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-25-003; and

**That** the draft plan of subdivision be subject to the conditions as per Exhibit B (Draft Plan of Subdivision Conditions) to Report Number PC-25-003; 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.

**2. Planning Advisory Committee Meeting Notes**

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Recommendation:

**That** the Planning Advisory Committee meeting minutes be received.

**10. Motions**

**11. Notices of Motion**

**12. Other Business**

**13. Correspondence**

**14. Date of Next Meeting**

The next meeting of the Planning Committee is scheduled for Thursday, December 19, 2024 at 6:00 p.m.

**15. Adjournment**

## Planning Committee Updates

### Approved Site Plan Items

- D11-021-2024 – 720 Innovation Drive
- D11-016-2024 – 1397 Sydenham Road
- D11-009-2023 – 595 Bagot Street
- D11-002-2024 – 156 Duff Street
- D11-017-2023 – 1580 Rockwell Drive
- 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

### Applications Appealed to the Ontario Land Tribunal

1. 2 River Street – OLT-22-004597 – OPA/ZBA – 5-week Hearing commenced on February 5, 2024. Hearing concluded. Waiting on written decision.
2. 4085 Bath Road – OPA/ZBA – Verbally approved at November 22, 2024 Settlement Hearing.

### 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-25-001**

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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:** December 5, 2024  
**Subject:** Community Meeting Report - North King's Town Project  
**File Number:** D01-011-2024

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**Council Strategic Plan Alignment:**

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote increased supply and affordability of housing.

Theme: 3. Build an Active and Connected Community

Goal: 3.3 Improve public transit and active transportation options.

Theme: 5. Drive Inclusive Economic Growth

Goal: 5.3 Diversify Kingston's economic base.

**Executive Summary:**

The following is a Community Meeting Report enclosing information about proposed City-initiated amendments to the Official Plan and the zoning by-laws to implement the recommendations of the North King's Town (NKT) project and the findings of the technical studies completed as part of this work. The proposed amendments include Official Plan policies and zoning regulations to guide infill and intensification in strategic locations within NKT in proximity to express transit and active transportation routes, identification of mixed-use areas and a new main street commercial area, and the implementation of the planning-related transportation and cultural heritage recommendations through text and mapping changes in the Official Plan and/or the zoning by-laws, as applicable.

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The purpose of this Community Meeting is to present the findings of the technical studies together with the proposed draft Official Plan and Zoning By-Law amendments, and to receive feedback from the public and members of Planning Committee before the City submits formal *Planning Act* applications to amend the Official Plan and the zoning by-laws.

The NKT study area boundary is generally described as John Counter Boulevard and the Canadian National (CN) rail line to the north, the Great Cataraqui River to the east, Colborne Street and Bay Street to the south and Division Street to the west.

Phase 1 of the NKT project was approved by Council in 2017 and involved the creation of a long-term community vision, planning principles, and design directions to realize opportunities for this area to promote a sustainable, healthy, vibrant and livable community. A consulting team led by DIALOG assisted with the first phase of the project and was subsequently retained to work on the second phase of the project.

The current phase of the project, Phase 2, includes the identification of areas for growth and change, including intensification and infill development within NKT and the completion of supporting technical studies including a Mobility Plan, a Cultural Heritage Study, a Servicing Study and a Financial and Implementation Plan. Phase 2 was active between December 2017 and early 2020, when the project was put on hold due to the COVID-19 pandemic and to enable staff to focus on an update to the Williamsville Main Street Study (WMSS). The project was reinitiated in mid-2022 and updated to reflect public comments, lessons learned from other policy projects, and changes to provincial legislation and local development trends.

Intensification areas, generally representing vacant, underutilized or brownfield properties, have been identified throughout the NKT area and would be subject to a new Specific Policy Area section of the Official Plan. These intensification areas are primarily concentrated around the Montreal Street and John Counter Boulevard and Montreal Street, Rideau Street and Railway Street intersections, with a limited number of infill areas identified within existing residential neighbourhoods. The intensification areas are contemplated for mixed-use development with maximum building heights ranging between four and 15 storeys, with the potential to increase buildings heights up to 20 storeys in one location through a minor variance. A total of approximately 7,380 residential units have been contemplated for the identified intensification areas, current development applications and areas subject to existing site-specific Official Plan policies.

New commercial uses would be supported through a new Mixed-Use designation that would enable a broad range of residential and commercial uses, together with limited light industrial uses where land use compatibility can be achieved. Ground floor commercial uses will be required within identified areas. Commercial uses would be further supported by a new Main Street Commercial designation on Montreal Street, generally between James Street and Raglan Road. This area was identified as previously containing a broader range of commercial uses that functioned to support the surrounding residential neighbourhoods. These properties would retain residential uses, while having the flexibility to establish commercial uses on the ground floors. Conversion of existing buildings to commercial uses would not be required.

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Approximately 18 hectares of land are proposed to be converted from an industrial land use designation to facilitate mixed-use development within NKT. These lands generally represent vacant, underutilized and brownfield properties, or land uses that no longer qualify as “Employment Areas” under the Provincial Planning Statement, 2024. The remaining employment lands within the study area would be protected from incompatible development through new zoning regulations requiring separation distances between industrial and sensitive uses.

There are no amendments proposed to the Environmental Protection Area designation, whereas the Open Space designation would expand to recognize existing uses at Veteran’s Field and along the Waterfront Pathway.

These changes are proposed to be implemented through amendments to the Kingston Zoning By-Law, including the creation of three new Mixed-Use (MU) zones, a new Urban Multi-Residential 11 (URM11), various new exceptions to establish site-specific regulations, and amendments to the Parking Area Schedule, Required Ground Floor Commercial Schedule, Road Classification Schedule, Zone Exception Overlay Schedule, Holding Overlay Schedule, and Express Transit Overlay Schedule.

One of the key objectives of the Mobility Plan, prepared by ARUP Canada Inc. with support from Dillon Consulting, was to determine whether the construction of the Wellington Street Extension (WSE) was required to support future growth within NKT. Detailed transportation modelling completed in 2019 confirmed the southern portion of the WSE (south of Rideau Street/Railway Street) was not required. Council endorsed these findings through Report Number 19-143 and directed staff to remove the southern portion of the WSE from further consideration within NKT. Additional modelling completed in 2023 determined the northern portion of the WSE (between Railway Street and John Counter Boulevard), now referred to as New Road #1 (as it no longer would connect to Wellington Street), provided some relief to Division Street and Montreal Street, but also increased congestion along John Counter Boulevard. New Road #1 would also provide additional access to future employment land redevelopment in North King’s Town which may increase their development potential. The Mobility Plan recommends that New Road #1 be carried forward for further consideration as part of city-wide transportation planning (i.e. the city-wide Integrated Mobility Plan) in the context of new growth projections prior to making a determination on the future road, while the southern portion of the WSE should be protected for a future active transportation corridor, directly connecting an area of future intensification to the downtown area.

To ensure the transportation networks can accommodate the potential growth within NKT, the Mobility Plan recommends a future mode share target of 44% automobile trips, 37% active transportation trips, and 19% transit trips. The Mobility Plan provides a series of recommendations for the pedestrian, cycling, transit and road networks to help achieve these mode shares. The recommendations are intended to be phased over time in conjunction with development as the investment of capital to complete the infrastructure and resourcing to support service levels increases will be significant.



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The Cultural Heritage Study (CHS), prepared by Bray Heritage, provides a cultural heritage analysis and recommendations for the NKT project and includes analysis of NKT's existing and potential tangible and intangible cultural heritage resources. The report discusses the evolution of the study area from indigenous occupation, early European and military settlement, construction of Canada's first railway through to residential and industrial expansions in the 20<sup>th</sup> century. The recommendations from the CHS are proposed to be incorporated into the Official Plan in various ways, including: policies to require heritage impact assessments and urban design studies; a detailed site-specific approach to guide future development of the Outer Station lands; modifications to protected views; and an expansion to the St. Lawrence Ward Heritage Character Area, which will be recognized as a future Heritage Conservation District study area.

The Servicing Study, prepared by J.L. Richards & Associates with support from Aquafor Beech, examines the existing servicing conditions, assesses servicing requirements associated with identified intensification areas, and proposes strategies to satisfy those future servicing demands. The Servicing Study confirms that upgrades to the potable water and wastewater networks will be required to support full build-out of NKT intensification areas. There were no specific upgrades identified for the electrical or natural gas networks at this time, however Utilities Kingston will monitor service levels in relation to future demand. The infrastructure upgrades are anticipated to be phased overtime in conjunction with development pressure.

A Financial and Implementation Plan for the NKT project is being finalized and will be presented as part of the future Public Meeting report related to the formal *Planning Act* applications in early 2025.

The NKT project has been widely informed by comments received through several public engagement sessions and meetings with the Community Working Group.

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

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**Options/Discussion:****Background**

As a result of significant public concern around the Wellington Street Extension (WSE), Council passed a motion on May 5, 2015, directing staff to prepare a secondary plan for the Old Industrial Area and Inner Harbour Area. The general public discourse was characterized by uncertainty with the needs justification for the WSE, and concerns regarding the impacts of the proposed WSE on the surrounding natural, social, cultural and economic environment. Beyond the specific concerns related to the Wellington Street Extension, there was also an expressed desire to develop a long-term vision of the Inner Harbour and Old Industrial Areas that will support redevelopment in these areas in a manner that promotes a sustainable, healthy, vibrant, and liveable community.

Following Council's direction, staff proposed the creation of a new secondary plan area that combined the Old Industrial Area and Inner Harbour Area and included the neighbourhoods that link the two areas, which was later named the proposed North King's Town Secondary Plan.

**Study Area**

As shown in Exhibit A, the North King's Town (NKT) study area is comprised of the Inner Harbour and Old Industrial Areas, generally bordered by John Counter Boulevard and the Canadian National (CN) rail line to the north, the Great Cataraqui River to the east, Colborne Street and Bay Street to the south and Division Street to the west. The study area contains a wide range of land uses, generally transitioning from residential uses in the southern portion to industrial uses in the northern portion, with commercial uses interspersed along Montreal Street and Division Street. NKT is home to approximately 4,300 residential homes and approximately 7,500 residents. The study area contains several valued open spaces, including McBurney (Skeleton) Park, Doug Fluhrer Park, Emma Martin Park and portions of the Kingston & Pembroke (K&P) and Waterfront Trails. The shoreline of the Great Cataraqui River contains woodlands, riparian corridors and provincially significant wetlands, which provide important habitat for a range of flora and fauna. The study area has started to transition away from industrial uses in previous years, leaving behind several large, vacant or underutilized brownfield properties that hold significant redevelopment potential within the community.

Belle Park, Belle Island and the Great Cataraqui River hold significance for the local indigenous community. In recognition of the Belle Island Accord, Belle Island is excluded from the study area and is not contemplated for development. In addition, Belle Park is subject to the Belle Park Master Plan and no changes have been identified for the park through the NKT project.

**Project Phases**

The North King's Town Secondary Plan was proposed to be completed in two phases as discussed below. A consultant team led by DIALOG was retained to undertake both of the phases.

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## Phase 1 – Community Visioning and Preliminary Market Analysis

Phase 1 of the NKT Secondary Plan project was initiated in 2016 and included the preparation of a community vision statement, planning principles and a review of economic factors to help ensure feasible recommendations. A community working group composed of residents, councillors and members from local agencies was established to ensure the project considered a wide range of opinions. Several public engagement opportunities were held throughout Phase 1, including community workshops, walking tours and indigenous consultation.

The consultation led to the following Vision Statement:

“North King’s Town is at the heart of Kingston’s 21st century community, building on a legacy of providing great places for people to live, work, and play, and fostering innovative growth that continues to diversify the city’s economy and enhance its quality of life. It is a place for the arts and industry; a hub for recreation and community services, supporting active and accessible daily life; and home to walkable neighbourhoods, with strong connections to jobs, amenities, open spaces, the waterfront, and neighbouring communities so residents from a variety of backgrounds and income levels can grow, thrive, and age in place. North King’s Town is a resilient and sustainable community that values and protects the urban wilderness adjacent to the Great Cataraqui River, and honours its rich and diverse cultural heritage, including the spiritual connections that Indigenous Peoples have with the area.”

The following Planning Principles were developed to guide the technical studies and policy development associated with Phase 2 of the project:

- a) To create a welcoming and inclusive setting for people to gather, recreate, work, and live;
- b) To enhance options for movement within North King’s Town, to the waterfront, and to surrounding neighbourhoods, with an emphasis on active transportation and transit;
- c) To cluster new development to create hubs of activity and investment, and a compact, walkable, built form;
- d) To plan for compact mixed-use intensification around nodes and corridors.
- e) To diversify the economic and employment base and enhance customer access to businesses;
- f) To conserve natural and cultural heritage resources and protect public access to open spaces and the waterfront;
- g) To respect Indigenous traditions and use of the land, and honour the Belle Island Accord
- h) To support arts and cultural uses and activities;
- i) To implement sustainable and resilient plans, technologies, and design approaches.
- j) To provide a wide variety of housing options;
- k) To identify opportunities for residential intensification, primarily through the redevelopment of larger, vacant or underutilized parcels of land.

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Phase 1 acknowledged the redevelopment potential within NKT, however recognized that the former industrial nature of many of the redevelopment sites would require increased density and development permissions to offset remediation costs.

On June 6, 2017 Council approved the Visioning Report and Preliminary Market Analysis for Phase 1 of NKT and directed staff to proceed with the terms of reference to initiate Phase 2 of NKT.

## **Phase 2 – Technical Studies and Land Use Policies**

Phase 2 of the NKT project was initiated in December 2017 and was to include the preparation of the following technical studies:

- Land Use (proposed Official Plan policies and zoning regulations to guide development within infill and intensification areas);
- Mobility Plan;
- Servicing Study;
- Cultural Heritage Study; and
- Financial and Implementation Plan.

Phase 2 was active through late 2017 and 2019 with various public engagement events, including open houses, workshops, information booths at city facilities, walking tours and a booth at the Skeleton Park Arts Festival. The community working group was also re-established for Phase 2 to help ensure comments were received from a broad range of interested parties. Draft land use, cultural heritage and transportation plans were presented for public consultation at open houses and workshops in 2018. NKT was put on hold in early 2020 due to the COVID-19 pandemic and to enable staff to focus on an update to the Williamsville Main Street Study (WMSS).

When the project was reinitiated in June 2022, it was clear that revisions to the methodology were required to reflect various changes in the local and provincial planning context including: changes made to the *Planning Act* through various pieces of legislation; lessons learned from the Williamsville Main Street Study update and the Central Kingston Growth Strategy; the new Community Benefits Charges framework; the Kingston Zoning By-Law Number 2022-62; local development trends; and more recently the new Provincial Planning Statement, 2024. As part of the restart, it was determined that greater clarity was required to identify specific intensification areas and their maximum building heights.

The technical studies being undertaken as part of the Phase 2 work are now complete, except for the Financial and Implementation Plan.

As noted in [Report Number 24-072](#), the NKT project was intended to be implemented as a Secondary Plan through the new Official Plan project. However, given that the Official Plan project will take approximately 18 months to complete, staff are proposing immediate policy and

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regulatory changes through a Specific Policy Area approach, which proposed to establish a policy and zoning framework for the intended intensification and infill areas.

Staff have identified the following definitions of success to provide context to the recommendations. They include consideration of the original intent of the project, current Council priorities and direction, and the broader aspirations for strategic and timely infill development in the City. The following “definitions of success” were identified and utilized:

- Respect for the existing neighbourhoods and their built form character while also achieving other City objectives including demonstrating leadership on climate action, directing growth and intensification to strategic areas, brownfield remediation, and support for a range of housing options in mixed-use settings;
- An approach that supports modal shift from the private automobile to transit and active transportation;
- An approach that is clear and understandable and is easy to implement by avoiding unnecessary complexity; and
- An approach that “green lights” development (i.e. through new Official Plan policies and zoning regulations) allowing development to proceed easily to address strategic smart growth goals.

### **Non-Statutory Community Meeting**

The purpose of this Community Meeting is to present the findings of the technical studies completed as part of the NKT project together with the proposed draft Official Plan and Zoning By-Law amendments to implement the planning related aspects, and to receive feedback from the public and members of Planning Committee before the City submits formal *Planning Act* applications. Anyone who attends a Community Meeting may present an oral submission, and/or provide a written submission on the proposal being presented.

The supporting technical studies, except for the Financial and Implementation Plan, are available through the Development and Services Hub (DASH) at the following link, [DASH](#), using “Look-up a Specific Address” and searching 216 Ontario Street or file number D01-011-2024.

### **Statutory Public Meeting**

A statutory Public Meeting will be scheduled at a later date and further Notice regarding the Public Meeting will be provided in accordance with the *Planning Act* and to all individuals on the project mailing list for the NKT project.

### **Land Use**

As noted previously, the recommendations for the intensification areas are proposed to be implemented through the addition of a new Specific Policy Area in the Official Plan (Section 10H – North King’s Town Specific Policy Area). As further discussed below, the majority of the intensification areas are proposed to be redesignated to a new Mixed-Use designation, in addition to areas located in close proximity to the intensification sites, which means that land

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use changes are generally limited to the areas where development is desired to occur. Exhibit B shows the existing Official Plan land use designation for these areas. For the remainder of the properties located within the NKT study area shown in Exhibit A, the existing Official Plan designation and policies remain unchanged and will continue to apply.

### **Proposed Official Plan Amendment**

The culmination of public feedback throughout the course of the NKT project has heavily influenced the land use changes proposed within this report. Exhibit C includes new policies and map schedules proposed to be added to the Official Plan, existing policies proposed to be amended (shown as tracked changes), as well as the proposed mapping changes. These changes are summarized as follows:

- **New Mixed-Use Designation (formerly referred to as the proposed Urban Village Designation)**  
NKT has historically contained a wide range of land uses, often within proximity to each other – such as residential uses in proximity to commercial or light industrial uses. The proposed land use changes build upon this characteristic by proposing a new “Mixed-Use” designation for the majority of the intensification areas as well as some adjacent areas. Some of these areas are currently located within an industrial land use designation as further discussed below. The proposed designation would permit a range of residential uses, supporting commercial uses and the potential for compatible light industrial uses. This designation would provide greater flexibility to property owners and better enable future development applications to respond to market demands and fulfill community needs. A new Section 3.4.H is proposed to be added to the Official Plan with a set of policies applicable to the Mixed-Use designation.
- **Environmental Protection Areas and Open Space**  
The City heard strongly from the community that areas of environmental protection and open space are valued resources and need to be conserved. NKT proposes to retain all existing areas designated Environmental Protection Area and expand the Open Space designation to capture existing components of the Waterfront Trail and Veteran’s Field. It is important to note that the majority of the shoreline along the Great Cataraqui River is held in public ownership and protected from private development.
- **Main Street Commercial Designation**  
The community expressed a desire for additional commercial opportunities within walking distance of residential neighbourhoods. As further discussed within the Cultural Heritage Study section of this report, Montreal Street between James Street and Raglan Road traditionally held a higher concentration of commercial uses and functioned as a supporting main street for the surrounding residential neighbourhoods. NKT proposes to redesignate this portion of Montreal Street to “Main Street Commercial”, which would permit small scale commercial uses, while retaining the existing low-rise residential uses. This change is intended to provide property owners the flexibility to convert the ground

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floor of existing buildings into small scale commercial uses. Ground floor commercial uses would not be required.

- **Industrial**

Approximately 18 hectares of land is proposed to be redesignated from the Business Park Industrial and General Industrial designations to the new “Mixed-Use” designation. These lands generally represent vacant or underutilized lands that were formerly developed for industrial uses that have now ceased to exist. The redesignation of these lands is intended to better utilize these centrally located lands for mixed-use intensification. It is recognized that industrial uses are vital to a diverse economy and that the existing Old Industrial Area contains a breadth of long-standing, successful industrial uses that are intended to remain. Land use compatibility between industrial uses and adjacent sensitive uses will be implemented through separation requirements in the zoning by-law and further examined through technical studies associated with future *Planning Act* applications. Additional discussion on the conversion of employment lands is contained within Exhibit N.

- **Existing Site-Specific Policies**

Modifications are proposed to Schedule 3-D to remove the NKT intensification areas from existing Site-Specific Policy Areas 6 and 8. Modifications are also proposed to Section 3.17.8 to remove the reference to Section 37 of the *Planning Act* related to density bonusing as due to legislative changes to Section 37 of the *Planning Act*, the density bonusing policies are no longer applicable.

## Intensification Areas

Development of intensification areas will be subject to the policies of the applicable land use designation (i.e. Mixed-Use or Residential) and the policies of new Section 10H – North King’s Town Specific Policy Area. The intensification area locations and applicable draft policies are contained within Exhibit C.

The intensification areas were identified based on various criteria, including:

- **Size:** Smaller parcel sizes can hinder redevelopment as additional land may be required to accommodate density, parking and amenity areas. Therefore, intensification areas are generally composed of larger parcels to provide greater flexibility for redevelopment.
- **Utilization:** Properties that are vacant or underutilized have greater development potential than properties that are fully developed with active commercial or residential uses.
- **Location:** The early phases of the project identified the intersections of Montreal Street and John Counter Boulevard and Montreal Street, Rideau Street and Railway Street as appropriate nodes of redevelopment. Properties located near these intersections were generally prioritized for redevelopment regardless of their size or utilization. Limited



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intensification areas have been identified within low-rise residential neighbourhoods where the parcel size represents a substantial opportunity for infill development.

- **Development Interest:** Through the consultation processes, staff spoke with a number of property owners who were interested in the redevelopment of the lands. These properties were considered for intensification areas.

As outlined in Exhibits J, K and L, public comments have generally been supportive of the identified intensification areas.

These intensification areas have the potential to provide a significant amount of growth in the urban area of the City. Table 1 below provides an estimate of the amount of growth that could be accommodated within the broader NKT area, which includes the identified intensification areas and other areas subject to current development applications or existing Official Plan policies that would permit development. The growth potential identified within the below table was included within modelling for the Mobility Plan and Servicing Study.

**Table 1 - Summary of Potential Growth within North King's Town**

Use	Existing (2023)	Future (2036+)	Change
Residential (Units)	4,308	11,688	7,380
Residential (Population) (1.74 people per unit)	7,496	20,336	12,841
Commercial (square metres)	67,325	103,156	35,832
Commercial (Jobs) (1 job per 35 square metres)	1,924	2,947	1,024
Industrial (square metres)	136,564	172,272	35,708
Industrial (Jobs) (1 job per 75 square metres)	1,821	2,297	476

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The residential units associated with the intensification areas were determined based on the assumed built form for each intensification area and then multiplying by an estimated density for that built form. Table 2 identifies the densities that were applied to each built form and were based on a review of recent development applications across the municipality. As shown in Exhibit F, the zoning by-law would establish maximum residential density for each intensification area.

As per the Population, Housing and Employment Growth Analysis Study completed by Watson & Associates Economists Limited (Report Number [PC-24-051](#)), Central Kingston is anticipated to accommodate an additional 10,100 permanent housing units, 20,500 new residents, and 11,850 jobs between 2021 and 2051. In addition to this permanent population and housing growth, the post-secondary student population and housing forecast of 6,400 people and 2,300 housing units is also anticipated to be accommodated within Central Kingston. The potential growth within the NKT area will contribute toward this overall growth. It is, however, recognized that the growth numbers presented in Table 1 above represent full build-out and that not all property owners will take advantage of the increased land use permissions. As such the population, housing and job growth within the NKT area will likely be less than what has been included in Table 1. **Table 2 - Residential Density by Built Form**

Built Form	Density (dwelling units per net hectare)
Townhouse	60
Stacked Townhouses	90
Low-Rise Apartments	120
Mid-Rise Apartments	175
High-Rise Apartments – Large Floorplate	200
High-Rise Apartments - Tower	300

**Building Heights**

Phase 1 of the NKT project identified the need to include additional building height and density to offset remediation costs anticipated for many of the intensification areas. Through Phase 2 of the project, increased building heights have been proposed along the Montreal Street corridor, especially around the nodes at Montreal Street and John Counter Boulevard and Montreal

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Street, Rideau Street and Railway Street. Through consultation with the community, property owners, and the development community, building heights have been refined to those shown on in Exhibits C and D. Most intensification areas are contemplated for mid-rise buildings between four and six storeys in height, with additional height focused within centralized nodes of redevelopment, as shown in the conceptual massing models in Exhibit D.

A maximum of four storeys have been proposed for infill intensification areas within existing low-rise residential areas, which is generally one storey greater in height than currently permitted within the surrounding residential zones. This approach would enable these infill locations to be redeveloped at densities greater than the existing residential neighbourhoods, while maintaining a compatible built form that considers the surrounding neighbourhood and heritage attributes of the area. The implementing zoning by-law would establish setbacks and performance standards similar to found in surrounding residential zones.

The intersection of Montreal Street and John Counter Boulevard contains existing residential apartment buildings ranging between 9 and 11 storeys in height. The NKT project proposes a maximum building height of 12 storeys within this area, which represents a modest but compatible increase in height. The additional building height permitted at this intersection will encourage high-rise development to locate within a mixed-use cluster. Staff have consulted with Parks Canada, and they have indicated that building heights of 12 storeys could be supported, whereas greater building heights would start to negatively impact the cultural heritage landscape of the Rideau Canal.

The majority of intensification areas around the intersection of Montreal Street, Rideau Street and Railway Street have been identified for mid-rise development, with maximum building heights up to six storeys. Conflicting public comments were received through the various engagement events regarding the appropriateness of increased building heights within this node, with some respondents preferring building heights greater than 20 storeys while others sought a maximum of six storeys to facilitate human-scale development. Staff are recommending focused areas of up to 15 storeys, with the potential to increase building heights to 20 storeys through a minor variance application in one location. The locations identified for high-rise buildings are appropriate given the transition to existing low-rise residential, the anticipated need for additional density to offset remediation costs, proximity to express transit and active transportation infrastructure, and proximity to recreation and open space for future residents.

Concerns relating to building height in this area are summarized below, together with a brief response:

- **Overlook of Residential Properties:** High-rise buildings have been situated to avoid overlooking the rear yard of existing low-rise residential buildings beyond intensification areas. The zoning by-law would further require minimum setbacks to be achieved.

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- **Overlook of Belle Park:** Concerns were raised that high-rise buildings in proximity to Belle Park would impact park users' ability to enjoy the park setting. Staff respectfully disagree that this is a substantial planning concern.
- **Visibility of High-Rise Buildings:** Concerns were raised that high-rise buildings in this location would be visible along the length of Montreal Street and surrounding area. Staff agree that high-rise buildings will be visible from surrounding lands but disagree that this is not an appropriate location for high-rise buildings. The built form policies and zoning requirements would seek to ensure these buildings are appropriately designed.
- **Bird Flight Patterns:** Concerns were raised that high-rise buildings in proximity to the natural habitats along the Great Cataraqui River and associated migratory bird flight paths would increase bird strikes. The recommended locations for high-rise buildings are not situated directly along the shoreline or natural areas. Mitigation measures can be factored into the design of buildings to reduce collisions.
- **Wind Impacts:** Concerns were raised that high-rise buildings contribute to wind tunnels for pedestrians. Development applications involving high-rise buildings are typically required to submit a wind study to demonstrate resulting conditions do not generate adverse effects. The setbacks and tower separation distances regulated through the zoning by-law assist in mitigating wind impacts.
- **Shadowing Impacts:** Concerns were raised that high-rise buildings contribute to increase shadowing for pedestrians and surrounding property owners. Development applications involving high-rise buildings are typically required to submit a shadow study to demonstrate the extent of impacts on surrounding properties, including the public realm. Buildings can be designed and shifted within the property to mitigate impacts.

## Built Form

The built form between the intensification areas is intended to vary to reflect the existing and planned characteristics of the surrounding lands, as explained below:

- **Montreal Street and John Counter Boulevard Intensification Area**

The built form within this node is intended to be high-rise buildings with larger format floorplates, similar to the existing high-rise buildings within the area. Development is intended to enhance the pedestrian realm by locating buildings close to the front lot line, requiring commercial uses along the ground floor and requiring the building to setback above the fourth storey to reduce the visual mass. Buildings would be encouraged to provide vertical and horizontal articulation to promote visual interest and provide substantial amount of glazing along the ground floor commercial areas to integrate the public and private realms and contribute to functional commercial spaces. To minimize the effects of parking on the pedestrian realm, parking would be permitted within the rear and interior yards only. Exhibit D displays conceptual massing models of these buildings.

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- **Montreal Street, Rideau Street and Railway Street Intensification Area**  
The high-rise buildings within these intensification areas are intended to be in a tower/podium format to assist in reducing the visual mass of the buildings. Streetwall heights will be a maximum of four storeys, with the majority of built form constructed to a maximum of six storeys. Where additional height is permitted, upper storeys will be required to stepback above the fourth storey to ensure the pedestrian realm maintains a human-scale. Towers will be required to provide further stepbacks above the podium bases. Buildings will be situated close to the front lot line to assist in framing the street, while maintaining a sufficient setback to accommodate outdoor seating areas, patios, commercial signage, bike racks and other components associated with the ground floor commercial uses. Sidewalks through this section are intended to be wider to accommodate street furniture, landscaping and street trees, while maintaining sufficient space for pedestrian movements. To accommodate the needs of the mixed-use area on Montreal Street that serves areas of future intensification, the existing road widening in Table 1 of the Official Plan is proposed to be increased from 26.2 metres to 30.5 metres from Railway Street to Russell Street.

Large areas of redevelopment will be encouraged to provide mid-block connections to break up the visual mass and enhance pedestrian connectivity through the redevelopment. Exhibit D shows conceptual massing models of these buildings.

- **Infill Areas**  
The intensification areas that are located within existing residential neighbourhoods are intended to be developed as infill developments, drawing design inspiration from the surrounding buildings. While building heights and form may vary from the surrounding, the developments are intended to maintain similar setbacks and will be encouraged to incorporate similar design elements, such as materials and colours, into their designs. The City may require an urban design study to be submitted with these applications to demonstrate the site has been appropriately designed.

### **Transition to Adjacent Lands**

The zoning by-law will establish setbacks that are appropriate for the use and massing of buildings. Planting strips will be required between proposed development and various zones to provide additional screening. Development applications will be encouraged to locate amenity area and landscape open space in yards abutting low-rise residential uses to help buffer the transition between existing and proposed uses.

### **Compatibility**

Section 2.7 of the Official Plan identifies various land use compatibility principles, ranging from shadowing and loss of privacy to increased wind speed and noise. The Official Plan defines 'Compatible' as:

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“The ability of various land uses, buildings, sites, or urban design treatments to co-exist with one another in a manner that will not have an undue physical or functional adverse effect on, existing or proposed development in the area, or pose an unacceptable risk to environmental or human health.”

The preceding sections of this report have discussed the mitigation measures that can be used to achieve compatibility between built forms. With respect to compatibility of land uses, the Province directs residential and industrial uses to be separated to mitigate noise, dust, odour, vibration, and other similar conflicts. The minimum separation distances required by the Province are determined by the intensity and type of industrial use, which are referenced in Section 2.7.5 of the Official Plan. Several intensification areas within NKT are in proximity to existing industrial uses or lands designated for industrial uses. Where minimum separation distances cannot be achieved, development applications may be required to implement specialized mitigation measures into building and site design to reduce separation distances, where appropriate. Development of residential uses may be constrained for certain intensification areas if land use conflicts cannot be mitigated through site and building design. The zoning by-law will implement separation distances between industrial uses and sensitive uses as per the Province’s D-Series Land Use Compatibility Guidelines.

In addition to the land use policy amendments discussed above, there are a few proposed amendments related to the cultural heritage and transportation policies and schedules as noted under the Mobility Plan and Cultural Heritage Study sections of this report.

Exhibit M describes how the proposed Official Plan amendment is consistent with the Vision Statement and Objectives established through Phase 1 of the NKT project.

### **Proposed Zoning By-Law Amendment**

The existing zoning for the proposed intensification areas and areas proposed to be redesignated to either a Mixed-Use, Main Street Commercial or an Open Space designation is shown in Exhibit E. An amendment to the zoning by-law is proposed to implement the proposed Official Plan amendment related to the intensification areas and the Main Street Commercial areas. Proposals for new mixed-use development on sites located within the Mixed-Use designation not identified for intensification would need to proceed via site-specific zoning by-law amendments. The proposed zoning by-law amendment is outlined in Exhibit F and summarized below:

- **New Mixed-Use Zones**

Three new Mixed-Use (MU) zones are proposed to implement the permitted uses and built form contemplated for the Mixed-Use designation. These zones would all permit the same range of residential, commercial and appropriate light industrial uses, however the performance standards and maximum building heights would vary between the zones.

- **Mixed Zone 1 (MU1)**

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This zone would permit mixed-use development up to six storeys in height and would be applied to nodes where redevelopment is contemplated within a broader area. This zone would permit a maximum residential density of 175 dwelling units per net hectare and setbacks that would encourage a compact urban built form. Stepbacks would be required above the fourth storey along the front and exterior setbacks to promote human-scale development. Planting strips would be required along rear property lines that abut an Urban Residential, Commercial or Employment zone.

- **Mixed Zone 2 (MU2)**

This zone would permit mixed-use development up to 15 storeys in height in a tower/podium-built form. This zone would be applied to the limited areas contemplated for high-rise buildings within the Montreal Street, Rideau Street and Railway Street node and would permit a maximum residential density of 300 dwelling units per net hectare. The podium would be required to provide a stepback above the fourth storey along front and exterior setbacks, with an additional stepback required between the tower and podium at the seventh storey. Planting strips would be required along rear property lines that abut an Urban Residential, Commercial or Employment zone.

- **Mixed Zone 3 (MU3)**

This zone would permit mixed-use development up to four storeys in height and would be applied in areas where redevelopment is expected to transition more gradually to existing properties. Maximum residential density would be 90 dwelling units per net hectare. This zone would require greater landscaped open space and permit less lot coverage than the other proposed Mixed Zones. Setbacks and other performance standards would be similar to surrounding development. Planting strips would be required along rear property lines that abut an Urban Residential, Commercial or Employment zone.

- **New Urban Multi-Residential Zone**

A new Urban Multi-Residential 11 (URM11) zone is proposed to apply to most of the infill redevelopment areas within existing residential neighbourhoods. This zone would permit apartments, dwelling units in a mixed-use building, stacked townhouse and townhouses. Neighbourhood commercial uses would be permitted on the ground floor. This zone is similar to the MU3 zone but permits fewer commercial uses and does not permit any light industrial uses. Maximum residential density would be 90 dwelling units per net hectare.

- **Existing Zones**

The zoning by-law amendment proposes to utilize the following existing zones already found within the Kingston Zoning By-Law:

- **Urban Multi-Residential Zone 8 (URM8)**

The permitted uses and performance standards associated with this existing zone were deemed appropriate for an intensification site on Bagot Street. This zone

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permits six storeys, requires an increased rear setback, stepback above the fourth storey along the front and exterior setback and a planting strip along the rear lot line.

- **Main Street Commercial Zone (CN)**

The CN zone is proposed along Montreal Street between James Street and Raglan Road to correspond with the proposed Main Street Commercial designation in the Official Plan amendment. An exception is proposed to ensure the continuation of the existing Urban Residential 5 (UR5) zone, which permits low-rise residential uses and a maximum of four residential units subject to a Holding Overlay.

- **Development Reserve Zone (DR)**

The Development Reserve zone is proposed for the portion of the Outer Station property that are contemplated for intensification. As detailed within Exhibit C, additional studies will be required to determine the appropriate amount, height and location of development on the subject lands. The DR zone supports this approach as only existing uses would be permitted without a zoning by-law amendment.

- **New Exceptions**

A series of new exceptions are proposed to vary zone requirements, such as increased density, increased height, larger floorplate, or increased setbacks. This approach helps ensure the proposed zoning implements the intended vision of the NKT project.

- **Legacy Exceptions**

A limited number of properties have existing Legacy Exceptions within the Kingston Zoning By-Law, which means that the properties were previously subject to a zoning by-law amendment. These Legacy Exceptions would either be removed as the proposed new zoning includes the same permissions. Alternatively, the Legacy Exception may be transitioned into an Exception to carry forward the relevant provisions.

- **Separation Distance**

A new section is proposed within the Kingston Zoning By-Law that would specify minimum separation distances between sensitive uses and Class 1, Class 2 or Class 3 industrial uses, in accordance with Provincial guidelines. This proposed section would apply throughout the municipality and will help ensure land use compatibility between sensitive uses and industrial uses. These separation distances may constrain redevelopment of certain intensification areas until the land use compatibility conflict can be resolved or appropriately mitigated. The Province defines Class 1, Class 2 and Class 3 industrial uses as follows:

- Class 1 industrial uses are generally small-scale, self-contained plants or buildings which produce or store a product which is contained within a package and has low proximity of fugitive emissions. Examples include beverage bottling, laundry and linen supply, or electronics manufacturing or repair.



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- Class 2 industrial uses are generally medium-scale processing and manufacturing with outdoor storage of wastes or materials and there are periodic outputs of minor annoyance. Examples include manufacturing of dairy products, dry cleaning services, or paint spray booths.
- Class 3 industrial uses generally large-scale manufacturing or processing, characterized by large size, outdoor storage of raw or finished products and frequent outputs of major annoyance with high probability of fugitive emissions. Examples include manufacturing of paint or varnish, major breweries, large-scale metal manufacturing.
- **Parking Area Schedule**

An amendment is proposed to the Parking Area Overlay which would reduce the residential parking requirements for the intensification areas by placing them within Parking Area 2 (PA2). Currently, the intensification areas are located within PA3 and PA4. PA2 permits a minimum of 0.4 parking spaces per dwelling unit, whereas PA3 permits a minimum of 0.6 and PA4 permits a minimum of 0.8. Further, PA2 requires 0.03 visitor spaces per dwelling unit, whereas PA3 and PA4 require 0.06 visitor spaces per dwelling unit.
- **Ground Floor Commercial Schedule**

Amendments are proposed to the Ground Floor Commercial Schedule to identify the intensification areas where ground floor commercial uses would be required.
- **Holding Overlay**

Amendments are proposed to add the intensification sites to the holding overlay in Schedule F and Section 22 of the zoning by-law to ensure future development of the intensification areas does not proceed without confirmation of adequate servicing and the submission of a transportation impact assessment.
- **Express Transit Overlay**

The Express Transit Overlay is proposed to be amended to remove the intensification areas with frontage along Montreal Street and Division Street. This modification is proposed to provide greater clarity on the setbacks, stepbacks and other zoning regulations, rather than using the Express Transit Overlay framework included in the zoning by-law.
- **Removal of Employment Zones**

Amendments are proposed to remove lands from the Business Park (M1) and General Industrial (GI) zones from some of the proposed intensification areas to correspond to the lands removed from the Business Park Industrial and General Industrial designations in the Official Plan.

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**Provincial Planning Statement, 2024**

The Provincial Planning Statement, 2024 (PPS, 2024) 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 below list presents broad themes from the PPS, 2024 and a brief description relating to the NKT project:

- Support intensification and redevelopment within settlement areas: The identified intensification areas seek to promote redevelopment of vacant or underutilized properties within the urban area in proximity to the downtown core.
- Provide an appropriate range and mix of housing options and densities: The policies associated with the intensification areas would permit a range of housing options, from townhouses to high-rise apartment buildings, with densities ranging from 90 dwelling units per net hectare to 300 dwelling units per net hectare. Municipalities cannot dictate housing tenure.
- Contribute to complete communities by permitting an appropriate range and mix of uses: The policies associated with the intensification area would enable a wide range of commercial uses and compatible light industrial uses to provide support and service for existing and future residential uses within close proximity of each other.
- Create multi-modal transportation networks: Intensification areas are either located directly on, or within walking distance of express transit routes along Division Street and Montreal Street. These routes provide frequent service to key areas and intersect with additional routes that facilitate transit service throughout the urban area. The intensification areas are part of existing and planned active transportation networks.
- Protect employment areas from incompatible development: The zoning by-law would establish minimum separation distances between sensitive uses and industrial facilities. Mitigation measures would be implemented through future Site Plan Control applications.
- Promote healthy, active and inclusive communities: The NKT Mobility Plan recommends several modifications to the pedestrian and cycling networks to promote healthy, active and inclusive communities. Public access to the shoreline of the Great Cataraqui River would be enhanced through the redevelopment of NKT.
- Conserve natural heritage features: The NKT project maintains existing natural heritage features along the shoreline of the Great Cataraqui River. Development is not contemplated within the Environmental Protection Area or Open Space designations.
- Protect water resources: The Great Cataraqui River will be protected through infrastructure upgrades to the wastewater system and enhanced stormwater management practices associated with redevelopment of intensification areas.

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- Conserve cultural heritage and archaeological resources: The NKT project proposes to modify the St Lawrence Heritage Character Area and associated policies to request urban design studies for qualifying redevelopment. The expanded area would be identified as a future heritage conservation district study area. Consideration will be given to the specific property recommendations contained within the Cultural Heritage Study as part of Heritage Services' workplans for progressing Part IV designations under the *Ontario Heritage Act*.

## Mobility Plan

The Mobility Plan was developed to reflect the vision of walkable, pedestrian-oriented, and multi-modal network, with minimal emphasis on motor vehicles, adopted as part of Phase 1 of the NKT project. The nine themes of the plan include:

1. Prioritizing pedestrian connections to planned frequent transit service, community destinations, and the waterfront.
2. Aligning planned commercial areas with the prioritization of future pedestrian realm improvements and amenities.
3. Prioritizing the creation of off-road connections in the Old Industrial Area and neighbourhood bikeways in the grid network to the south to support north-south and east-west cycling connections.
4. Aligning frequent transit service with planned intensification and city-wide connections.
5. Supporting and connecting future residential intensification areas, commercial areas, and employment lands.
6. Improving connectivity and continuity of the overall transportation network, including consideration for improving access to the Old Industrial Area.
7. Improving road safety and increasing comfort for pedestrians and cyclists.
8. Prioritizing available future road allowance width along congested corridors for the prioritization of frequent, reliable and competitive transit.
9. Recognizing that trade-offs will be required to achieve the recommendations and priorities, particularly along corridors with constrained right-of-way.

The Mobility Plan, undertaken by ARUP Canada Inc. with modelling input from Dillon Consulting Limited, considered the existing transportation policy context and assessed the existing pedestrian, cycling, transit and road networks to understand how the baseline networks would function in a full build-out scenario.

Consultation through Phase 1 and Phase 2 of the NKT project provided valuable comments from residents and users of these transportation networks. This feedback was critical in helping to shape the overall recommendations presented in this plan.

One of the key objectives of the Mobility Plan was to determine whether the construction of the Wellington Street Extension (WSE) was required to support future growth.

Detailed transportation modelling completed in 2019 confirmed the southern portion of the WSE (south of Rideau Street / Railway Street) was not required, as there was adequate capacity

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within the existing road network to handle the planned growth. Council endorsed these findings through Report Number 19-143 and directed staff to remove the southern portion of the WSE from further consideration within NKT. Based on the analysis that was completed, the northern portion of the WSE (Rideau Street to John Counter Boulevard) was shown to provide benefit to the road network and was retained for further study. The southern portion of the WSE is now recommended to be protected for an active transportation corridor, directly connecting an area of future intensification to the downtown area.

The northern section, now referred to as “New Road #1” reflecting that it is no longer envisioned as an extension of Wellington Street, was evaluated in the Mobility Plan for its potential future benefit as a more direct connection between Rideau Street / Montreal Street (south of Railway Street) and Division Street at John Counter Boulevard, and its potential to provide additional road capacity to address congestion issues along Division Street and Montreal Street north of Railway Street. As part of the analysis and modelling completed for New Road #1, a number of key inputs changed since the analysis was completed in 2019, including:

- NKT Land Use Estimates: the population and employment forecasts have changed since May 2019 and have been updated accordingly.
- Mode Shares: Higher active transportation and transit mode shares have been applied for the NKT area. The 2019 Household Travel Survey data was used as a basis to update the active transportation and transit mode shares in the City’s Transportation Demand Model (for the entire City).
- Horizon Year for Analysis: Moved the analysis horizon to the year 2036 to coincide with the Official Plan horizon year and the horizon year of the City’s transportation demand model.
- Short-Term Road Network Improvements: the Montreal Road / John Counter Boulevard intersection improvements were better understood as a result of the design work being advanced.
- Long-Term Road Network Assumptions: the widening of John Counter Boulevard (from two lanes to four) between Division Street and Elliott Avenue was no longer assumed to occur within the 2036 analysis period.
- Microsimulation Analysis: Detailed operational modelling was identified as a ‘next step’ in the May 2019 analysis; microsimulation has been used to assess intersection-level performance, providing a more detailed assessment than is possible with strategic analysis alone.

Overall, the updates to the mode shares from the 2019 Household Travel Survey in the City’s Transportation Demand Model have resulted in less auto traffic demand to, from, and through the NKT project compared to the previous analysis in 2019. This results in less pressure on the transportation network during the peak PM travel period in a full build-out scenario. However, demand still exceeds capacity on Division Street and Montreal Street, south of John Counter Boulevard during PM peak. This further emphasizes the importance of continued investment in transit and active transportation in the future, which is estimated to lead to a 3% to 5% reduction in traffic demands in NKT.

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New Road #1 was primarily tested as a collector road, as this configuration provided sufficient capacity without overbuilding the road. The strategic and microsimulation modelling results observed that New Road #1 provided the following benefits for motor vehicles:

- a more direct connection from Hickson Avenue to the north (John Counter Boulevard) and the south (Montreal Street);
- a more direct connection between downtown Kingston and Division Street north of John Counter Boulevard (Southeast [SE] to Northwest [NW] within NKT);
- access improvements to future development; and
- slightly longer but quicker routes (i.e., less delay) during the weekday afternoon peak hour, reducing the average delay along a trip by 11% and the average trip time by 5%.

Most notably, New Road #1 would reduce traffic pressure on Division Street and Montreal Street, although those roads, along with John Counter Boulevard, are still anticipated to exceed capacity for vehicle traffic during the PM peak.

New Road #1 also presents some trade-offs, including the following:

- New Road #1 terminates at John Counter Boulevard, which results in increased traffic volumes on John Counter Boulevard between Division Street and New Road #1. This offsets some of the benefits of the reduced travel time for Division Street and reduces the net benefit to the transportation network.
- New Road #1 is ultimately reliant on turning movements through the John Counter Boulevard /Division Street intersection, which is already approaching or at capacity today.
- The introduction of New Road #1 into the network does not demonstrate considerable time savings for trips through the area.
- New Road #1 allows traffic to redistribute to other routes in NKT but does not appear to provide discernable relief to other specific corridors in the city.

These trade-offs offset some of the benefits of the reduced travel time for Division Street and reduce the net benefit to the transportation network.

Overall, while New Road #1 could provide some benefit to the NKT area, there are also several trade-offs to consider. Road widening or intersection improvements may improve traffic operations on John Counter Boulevard westbound; however, there would likely be significant costs to these improvements. Similarly, the benefits provided by New Road #1 would have to be evaluated against the potential cost and disruption that would be brought to the area.

As an additional alternative consideration, the memo proposes that New Road #1 could be constructed for access purposes as a terminating Local Road (i.e., an extension of Hagerman Avenue), via a future Plan of Subdivision or other planning process. Since New Road #1 would not be continuous, this would prevent through traffic from using New Road #1 (i.e., traffic from downtown Kingston to Division Street north of John Counter Boulevard). This would mitigate the increase for John Counter Boulevard westbound traffic volumes, while still allowing new development traffic to more directly access the road network which would reduce trip length and

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reduce impacts on the surrounding road network. However, in the configuration the road would not provide relief to Division Street and Montreal Street in the form of additional vehicle capacity during peak hours.

Given the complexity of the results, reliance on broader, large-scale mitigations outside of the direct study area (ex. John Counter Boulevard and Division Street Intersection) and the citywide role that New Road #1 would play related to potential downtown growth beyond the scope of the study area, it is recommended that New Road #1 be carried forward for consideration as part of the forthcoming city-wide Integrated Mobility Plan.

Leveraging the central location of the study area, comparatively high active transportation shares and strong transit ridership, this Mobility Plan advances a progressive mode share target of 44% automobile, 37% active transportation and 19% transit. This target is in line with the vision set as part of the broader NKT project and is required to accommodate the planned growth in a sustainable, efficient way. As the area develops and intensifies, investments in the transportation networks will be required to achieve these targets and accommodate the potential growth within NKT.

Given the importance of active transportation within NKT, the Mobility Plan undertook Cycling Comfort and Walk-Time analyses to better understand the existing cycling and pedestrian networks within the study area. These analyses informed the recommendations for these networks to offer greater cycling comfort and reduced walk times to commercial areas and transit stops.

The Mobility Plan also reviewed the future form and function of Montreal Street with consideration to existing constrained right-of-way widths and areas of planned road widenings identified within the Official Plan. A consistent right of way width along Montreal Street will not be feasible given various constraining factors, including topography and cultural heritage resources. The Mobility Plan provides conceptual cross-section options corresponding to the existing or planned right-of-way widths along Montreal Street.

The overall network recommendations are captured in the following high-level summaries:

- **Pedestrian Network**

- Enhance the pedestrian network by constructing new pedestrian pathways, multi-use pathways, and sidewalks to fill gaps within existing routes and establish new connections to transit, planned development and intensification areas, and community destinations.
- Improve pedestrian safety by undertaking intersection improvements, identifying candidate pedestrian crossings at strategic locations and lowering vehicle speeds within residential areas.
- Identifying pedestrian priority corridors with wider sidewalks in areas with planned commercial uses and connecting to transit nodes to create space for pedestrians, transit shelters, benches and other street furniture.

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- **Cycling Network**
  - Enhance the cycling network by constructing new multi-use pathways, on-street bike lanes, advisory bike lanes and neighbourhood bikeways to fill gaps within existing routes and establish new comfortable routes.
  - Improve cycling comfort throughout the study area by focusing on cycling facilities that are separated from vehicle lanes and improving road safety in shared spaces along low-volume roads through measures that prioritize bicycle travel, including reduced speed limits, improved signage, sharrows, traffic reduction measures, speed management measures, and intersection treatments.
  - Reviewing on-street parking policies to create space for on-street cycling facilities and improve cycling safety.
  - Transition the southern portion of the former Wellington Street Extension (south of Rideau Street and Railway Street) into an active transportation corridor.
  
- **Transit**
  - Build upon the success of the Express Transit routes by expanding frequent transit service levels to achieve consistent 15-minute-or-less headways along Division Street and Montreal Street.
  - Build upon the new east/west routes along John Counter Boulevard and Stephen Street to intersect and complement the existing north/south Express Routes along Division Street and Montreal Street.
  - Review opportunities to prioritize transit vehicles along routes, including consideration for the re-prioritization of the existing road platform for queue jumps at intersections, signal priority, and vehicle movement restrictions.
  
- **Road**
  - Utilize future development applications to establish additional east/west connections by extending Russell Street and River Street to intersect with Rideau Street.
  - Increase road safety by reducing speed limits to 40 km/h within residential areas in the southern portion of the study area.
  - Utilize applicable *Planning Act* applications to secure road widenings of sufficient width to accommodate all modes of transportation, with an emphasis on active transportation and transit.
  - Reclassify Rideau Street from an Arterial Road (from Montreal Street to River Street) and a Local Road (from River Street to Barrack Street) to a Collector Road.
  - Increase the planned road widening width for Montreal Street in Table 1 of the Official Plan from 26.2 metres to 30.5 metres from Railway Street to Russell Street.

It is important to note that these recommendations are intended to mitigate the transportation impacts resulting from full build-out of the intensification areas within NKT, which is unlikely to occur before the 2036 horizon year. These recommendations are intended to be implemented over time to fill gaps within existing networks, improve safety and efficiency, and to mitigate impacts of future development as it occurs incrementally over time. The City will need to monitor

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development trends and advance corresponding capital budget requests to implement the recommendations for transportation networks improvement on an as-needed basis and in tandem with other planned capital works.

The pedestrian, cycling, transit and road networks recommended by the Mobility Plan are contained within Exhibit G. Various transportation-related recommendations are included within the draft Official Plan amendment contained within Exhibit C.

The transportation infrastructure additions and upgrades outlined in this study will require significant capital investment and resourcing to complete, as shown in Table 3 below. At present no capital funding is approved for these projects however the recommendations outlined in this report will inform future capital budgets.

**Table 3: Costing of Transportation Recommendations**

Cost summary / Roll up	Estimate
Sidewalks and Pedestrian Priority Corridors	\$5,000,000.00
Cycling Infrastructure, Pathways and Active Transportation Corridors	\$18,310,000.00
Pedestrian Crossings	\$3,250,000.00
Intersection Improvements	\$4,430,000.00
New Roads (including New Road #1)	\$15,890,000.00
New Intersections (including New Road #1 intersections)	\$18,310,000.00
<b>Total</b>	<b>\$65,190,000.00</b>

**Cultural Heritage Study**

A Cultural Heritage Study (CHS) was prepared by Bray Heritage to provide a cultural heritage analysis and recommendations for the NKT project and an analysis of NKT’s existing and potential tangible and intangible cultural heritage resources. The report discusses the evolution of the study area from indigenous occupation, early European and military settlement, construction of Canada’s first railway through to residential and industrial expansions in the 20<sup>th</sup>



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century. The CHS is scheduled to be presented to the Kingston Heritage Properties Committee through a separate report later in December for review and feedback.

As shown in Exhibit H, the study area was divided into eight sub-areas that conceptually followed neighbourhood boundaries and areas of similar characteristics. Each sub-area was further reviewed to identify the characteristics, document known heritage resources, highlight potential heritage resources and identify areas that may be impacted by future development activities. The CHS found that each sub-area contains unprotected heritage resources and provides a series of recommendations for the City to undertake additional analysis to determine if formal protection under the *Ontario Heritage Act* is warranted.

The draft Official Plan policies contained within Exhibit C have incorporated several recommendations from the CHS, including:

- **Heritage Impact Assessments and Urban Design Studies**

In recognition of the concentration of heritage resources in proximity to the NKT intensification areas, applicable development applications will be required to undertake heritage impact assessments to demonstrate no negative impacts on adjacent resources and may be required to submit urban design studies to demonstrate how development proposals have incorporated characteristics from the surrounding neighbourhood, including appropriate massing and setbacks.

- **Redevelopment of the Outer Station**

NKT contains the surviving elements of the former Grand Trunk Railway rail depot (810 Montreal Street), commonly referred to as the “Outer Station”, which was the original railway station for the City. The Outer Station greatly contributed to the expansion of the local economy and shaped the physical expansion of the City, with spur lines constructed south along the Inner Harbour and Lake Ontario. The property was designated under the federal *Heritage Railway Stations Protection Act* and is currently designated under Part IV of the *Ontario Heritage Act*, and as such demolition of the existing structures is not permitted without approval from the relevant approval bodies. The CHS and heritage staff appreciate the significant historic, contextual, and community value of the Outer Station, and also appreciate the severely dilapidated state of the site. It is understood that the site has a high potential for future development. As such, the CHS considered how appropriate future use might occur, including the potential for adaptive reuse or moving structures within the site.

- **Heritage Conservation District Study**

The CHS found that portions of the Division Street Corridor, Montreal Street Corridor, Bagot Street Neighbourhood, McBurney Park Neighbourhood and Patrick Street Neighbourhood sub-areas likely contains concentrations of heritage resources and recommends that the City undertake additional study to determine if the area should be designated as a Heritage Conservation District under Section 41 Part V of the *Ontario Heritage Act*. As shown in Exhibit C, an amendment to Schedule 9 of the Official Plan to expand to the existing St. Lawrence Ward Heritage Character Area is proposed to

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correspond to the proposed future study area boundary. Updated policies are also proposed for the St Lawrence Ward Heritage Character Area.

- **Protected Views**

Schedule 9 of the Official Plan identifies protected views of the Great Cataraqui River along several streets. The CHS recommended that the protected view currently shown along Raglan Road be shifted one block north to be along Corrigan Street, given the view along Raglan Road has already been impacted by development.

Additional recommendations within the CHS, such as those relating to further evaluation of potential heritage resources and amendments to existing Part IV designation by-laws, will be further considered by Heritage Services as part of on-going workplans and through consultation with the Heritage Properties Committee.

### **Servicing Study**

A Servicing Study was prepared by J.L. Richards & Associates and Aquafor Beech to examine the existing utility servicing conditions, assess servicing requirements associated with identified intensification areas, and propose strategies to satisfy those future servicing demands. The Servicing Study considered potable water, wastewater, electrical, natural gas and stormwater utilities. The future growth modelled within the Servicing Study includes the growth associated with the identified intensification areas and other areas subject to current development applications or existing official Plan policies that would permit development. The Servicing Study was reviewed by Utilities Kingston (UK) staff. The findings of the study are summarized below, with key figures contained within Exhibit I:

- **Potable Water**

Several upgrades to the potable water system would be required to accommodate full build-out of the modelled growth within NKT. It is important to note that these upgrades could be phased overtime to reflect demand.

- **Wastewater**

Wastewater from NKT and much of the downtown core of the city is directed to the River Street Pumping Station for treatment at the Ravensview Wastewater Treatment Facility. There are several areas within this catchment where wastewater and stormwater sewers are combined, which can challenge the pumping station during storm events. As shown in Exhibit I, several sections of combined wastewater and stormwater sewers would need to be separated to create sufficient wastewater capacity to accommodate full build-out of the modelled growth within NKT. Similar to the potable water upgrades, these separation activities could be phased overtime to reflect growth demands. It is important to note that these separation projects were previously identified within the 2017 Water and Wastewater Master Plan updates and already form part of the City's 20-year combined sewer separation plan.

- **Electrical**

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It is anticipated that significant upgrades to the electrical infrastructure within NKT and surrounding network will be required to accommodate the full build-out of NKT. Detailed modelling has not been undertaken to identify specific upgrades that may be required given the broader distribution characteristics of the electrical network and the unknowns associated with timing or phasing of development within NKT. In the interim, various mitigation strategies that can be implemented to accommodate growth within NKT, such as shifting development between the 44 kilovolt and 5 kilovolt distribution works, conservation and demand management strategies and the inclusion of sub-stations within development applications. The City and UK will need to monitor electrical capacity within the broader network and phase upgrades accordingly.

- **Natural Gas**

UK does not anticipate any significant constraints associated with the natural gas distribution system due to development of the identified intensification areas within NKT. Detailed modelling was not undertaken as more detailed information relating to phasing and timing of development is required for accurate results. Further, the growing trend in electrification is anticipated to reduce demand for natural gas in the future which would generate capacity for future development.

- **Stormwater**

Stormwater sewer upgrades are not required to accommodate new development, as development applications are required to match post-development run-off rates to pre-development run-off rates. The Servicing Report provides a series of recommendations to improve the quality of stormwater runoff and promote greater infiltration within the intensification areas. These recommendations will be implemented by the City when reviewing future development applications.

The zoning by-law will establish a holding overlay for all intensification areas. Development applications will be required to submit servicing studies to demonstrate adequate servicing capacity prior to removing the holding overlay and permitting construction.

Further, the findings and recommendations of the Servicing Study will be taken into consideration when UK undertakes forthcoming updates to the Water & Wastewater Master Plans. The City and UK will need to monitor development trends and advance corresponding capital budget requests to implement the necessary utility upgrades on an as-needed basis and in tandem with other planned capital works. Table 4 below includes the cost summary of the recommended servicing infrastructure improvements.

**Table 4: Costing of Servicing Study Recommendations**

Cost Summary / Roll Up	Estimate
Combined sewer separation projects	\$11,175,750.00

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Cost Summary / Roll Up	Estimate
Sanitary sewer pipe upsizing	\$892,000.00
Potable water network upgrades	\$3,406,200.00
<b>Total</b>	<b>\$15,473,960.00</b>

**Financial and Implementation Plan**

A Financial and Implementation Plan is being prepared by Hemson Consulting to identify incentives, public investments and other strategies to leverage development of the intensification areas. Further, the plan will assess the long-term financial implications of these investments and identify potential funding sources. The Financial and Implementation Plan will be finalized and released for public review and comment as part of the formal *Planning Act* application process in early 2025.

**Public Engagement**

Community input into planning processes is important as residents and property owners have detailed knowledge of the area and contribute knowledge from diverse backgrounds. Comments received on the project thus far have been summarized by event (Exhibit J) and by theme (Exhibit K). Engagement sessions refined the direction of the land use, cultural heritage and transportation components of the project. Engagement opportunities included:

- **Open Houses**  
 A total of six Open Houses were held between 2018 and 2024, including in-person and virtual events. The Open Houses presented the available draft materials and collected initial feedback for refinement.
- **Workshops**  
 A total of four Workshops were held between 2018 and 2023, including in-person and virtual events where participants engaged in small groups facilitated by staff or consultants to discuss specific questions.
- **Interviews**  
 Between June and July 2023, staff interviewed property owners of intensification areas and members of the development community who own land or have development interests within the study area.
- **Surveys**

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In May and June, 2023 an online survey was conducted on Get Involved Kingston to understand what had changed within NKT, what residents were excited about and the areas of improvement.

- **Indigenous Engagement**

A Talking Circle was held with the local Indigenous community on October 3, 2018 and an additional engagement session was held on April 30, 2024 to collect Indigenous feedback on the project.

- **Skeleton Park Arts Festival**

A booth was setup at the Skeleton Park Art Festival on June 23, 2018 to discuss the project with community members and collect feedback on the approach and draft materials.

- **Drop In Sessions**

Drop in sessions were held at City Hall and Artillery Park in March, 2018 to collect initial community comments on land use, transportation and cultural heritage within NKT.

- **Draft Material Review**

Various draft materials were posted on Get Involved Kingston between March 2018 and April 2024 for public review and comment, including the Cultural Heritage Study, transportation modelling results and recommended networks, mapping and draft policy direction for land use, built form and building heights.

- **Email Correspondence**

A project email ([nktplan@cityofkingston.ca](mailto:nktplan@cityofkingston.ca)) was established to collect community feedback on the project.

- **Direct Mailings**

Staff sent notices to property owners within identified intensification areas advising of open houses and workshops held in 2023 and 2024. The notices offered opportunities for individual meetings with staff to discuss the project.

In addition, 10 Community Working Group meetings have been held since December 2017. During these meetings, the project team presented draft materials and sought community input on various directions. Notes from these meetings are available in Exhibit L.

**Existing Policy/By-Law:**

*Planning Act*

Provincial Planning Statement, 2024

City of Kingston Official Plan

Kingston Zoning By-Law Number 2022-62

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City of Kingston Zoning By-Law Number 8499

**Notice Provisions:**

A notice of the Community Meeting was provided by advertisement in The Kingston Whig-Standard 20 days in advance of the Community Meeting. Notices were also sent by mail to all property owners (according to the latest Assessment Rolls) subject to the proposed Official Plan or Zoning By-Law amendments and to all property owners within 120 metres of these properties. Additionally, a notice was sent to all individuals on the project mailing list for the NKT project and posted on the NKT Get Involved Page.

**Accessibility Considerations:**

None

**Financial Considerations:**

As noted in the Mobility Plan and Servicing Study sections of this report, there are major financial implications for future improvements that will be required to support the proposed land use changes. The City will need to monitor development trends and advance corresponding capital budget requests to implement the recommendations for transportation networks and servicing infrastructure improvements on an as-needed basis and in tandem with other planned capital works.

**Contacts:**

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Niall Oddie, Senior Planner, 613-546-4291 extension 3259

Niki Van Vugt, Intermediate Planner, 613-546-4291 extension 3253

**Other City of Kingston Staff Consulted:**

Ian Semple, Director, Transportation & Transit

Joel Konrad, Manager, Heritage Planning

Julie Runions, Director, Utilities Engineering, Utilities Kingston

Luke Follwell, Director, Engineering Services

Matt Kussin, Manager, Transportation Policy and Programs

**Exhibits Attached:**

Exhibit A            Study Area

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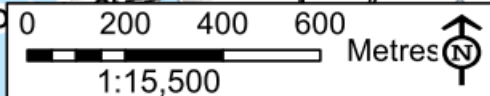
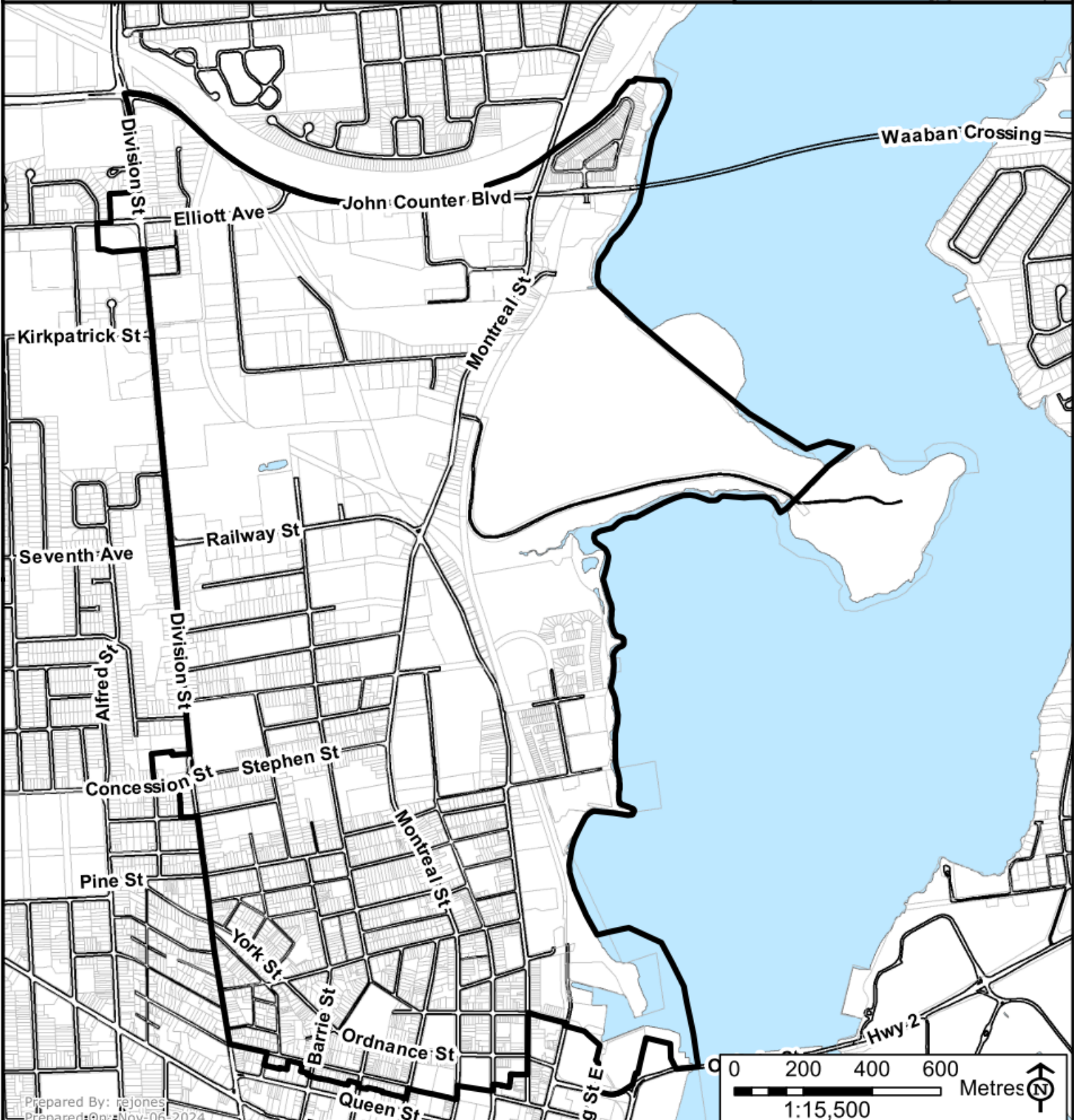
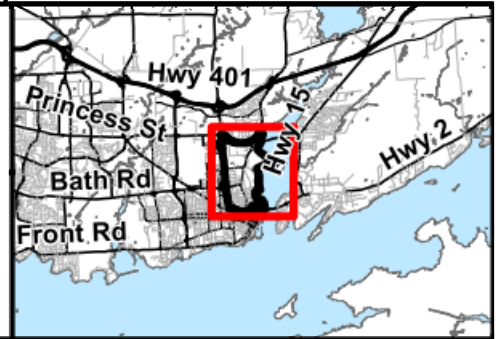
Exhibit B	Existing Official Plan – Land Use
Exhibit C	Proposed Official Plan Modifications
Exhibit D	Conceptual Massing Models
Exhibit E	Existing Zoning
Exhibit F	Proposed Zoning By-Law Modifications
Exhibit G	Mobility Plan – Key Figures
Exhibit H	Cultural Heritage Study – Key Figures
Exhibit I	Servicing Study – Key Figures
Exhibit J	What We Heard Summaries
Exhibit K	Public Comments by Theme
Exhibit L	Community Working Group Meeting Notes
Exhibit M	Consistency with Vision Statement and Planning Principles
Exhibit N	Employment Land Conversion Rationale



# CITY OF KINGSTON Key Map

File Number: D01-011-2024

 North King's Town Study Area



Prepared By: rejonas  
Prepared On: Nov-06-2024

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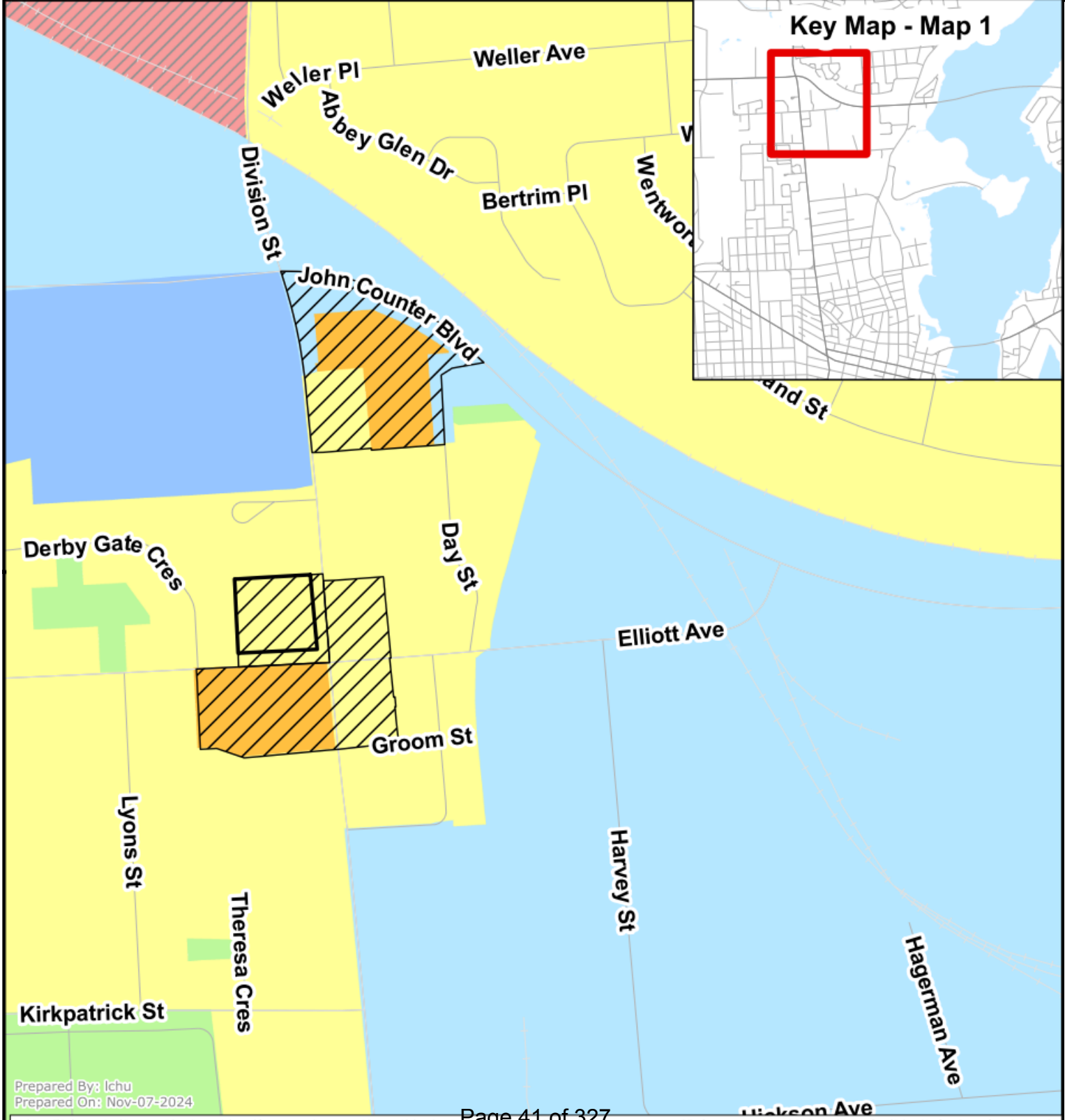
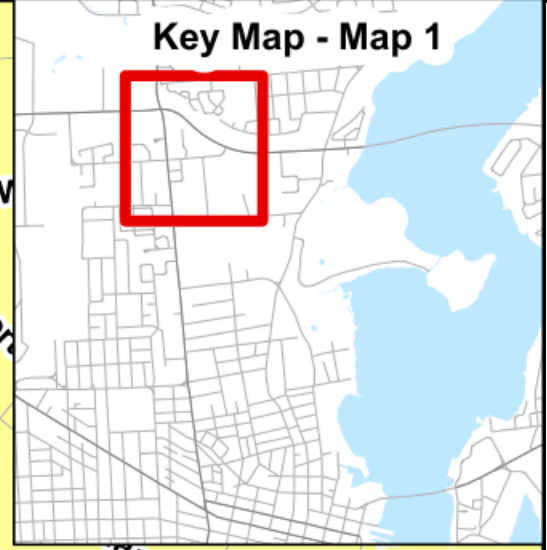
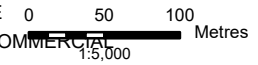


Planning Services

# Official Plan, Existing Land Use Map 1

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated
- Major Road
- Local Road
- ARTERIAL COMMERCIAL
- BUSINESS PARK INDUSTRIAL
- GENERAL INDUSTRIAL
- INSTITUTIONAL
- OPEN SPACE
- REGIONAL COMMERCIAL
- RESIDENTIAL



Prepared By: Ichu  
Prepared On: Nov-07-2024

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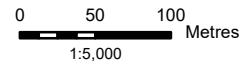


Planning Services

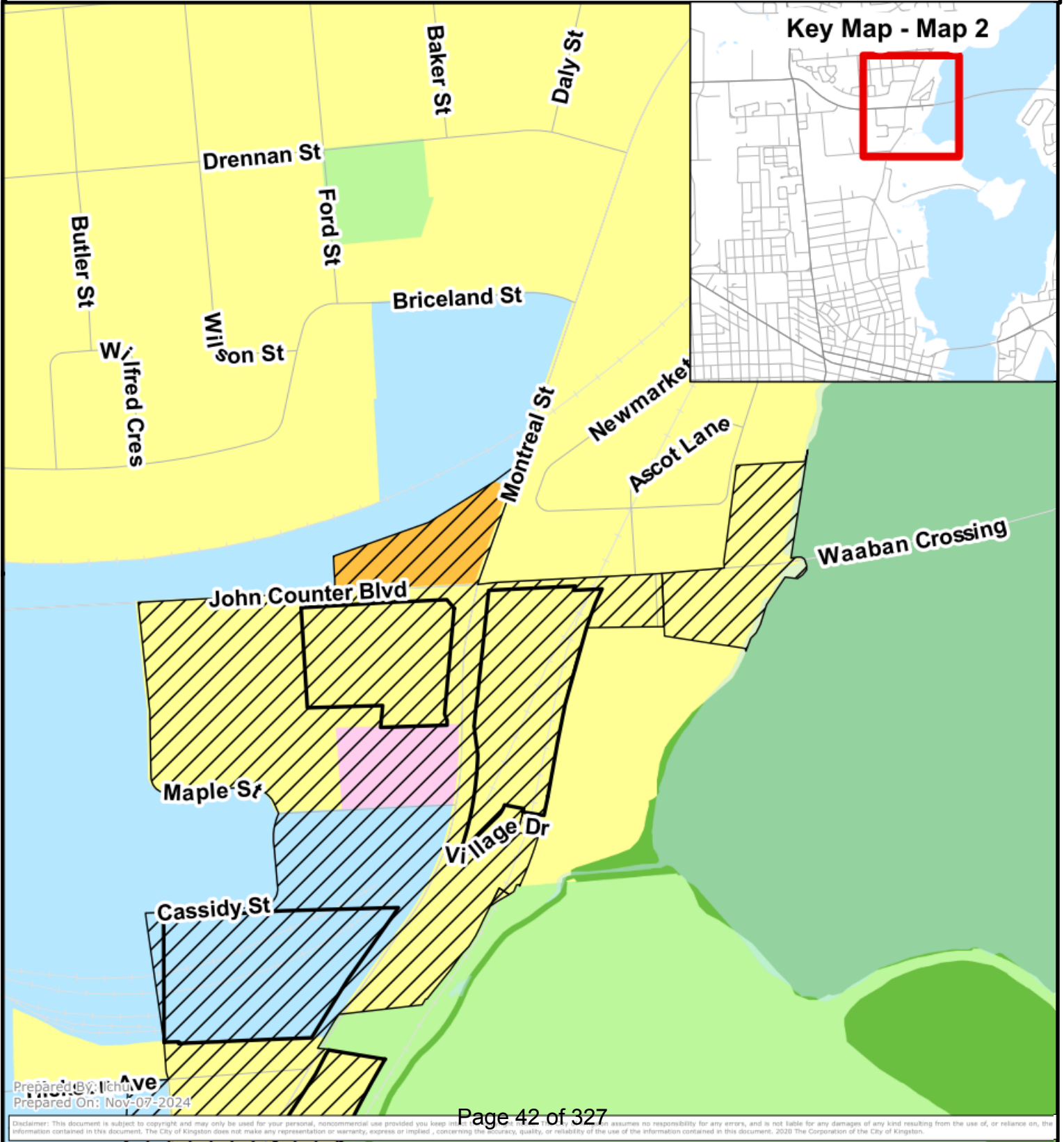
# Official Plan, Existing Land Use Map 2

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated
- Major Road
- Local Road
- ARTERIAL COMMERCIAL
- ENVIRONMENTAL PROTECTION AREA
- GENERAL INDUSTRIAL
- INSTITUTIONAL
- OPEN SPACE
- RESIDENTIAL



### Key Map - Map 2



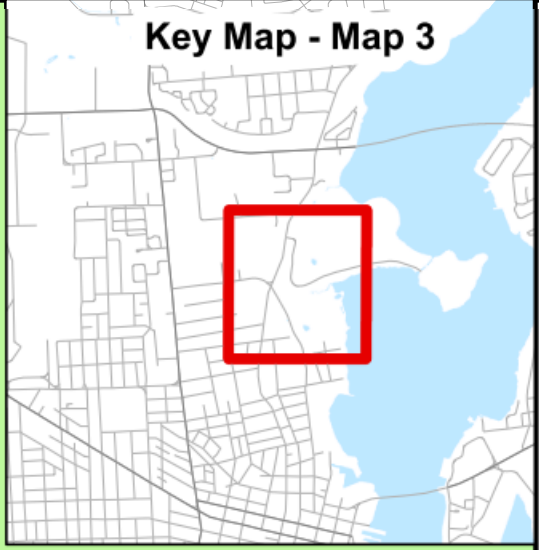
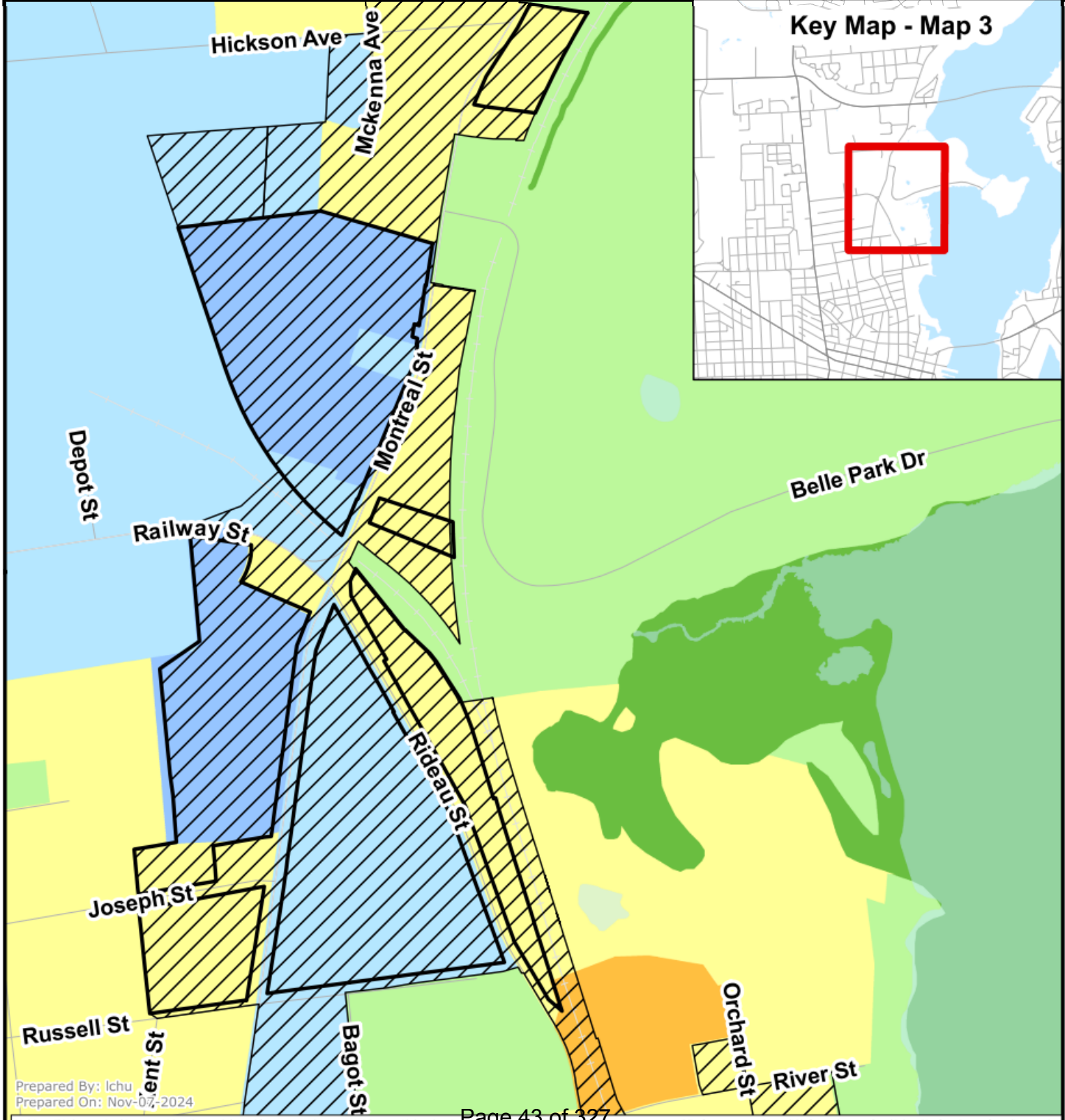
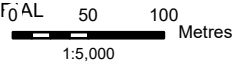


Planning Services

# Official Plan, Existing Land Use Map 3

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated
- Major Road
- Local Road
- ARTERIAL COMMERCIAL
- BUSINESS PARK INDUSTRIAL
- ENVIRONMENTAL PROTECTION AREA
- GENERAL INDUSTRIAL
- OPEN SPACE
- RESIDENTIAL



Prepared By: Ichu  
Prepared On: Nov-07-2024

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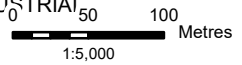


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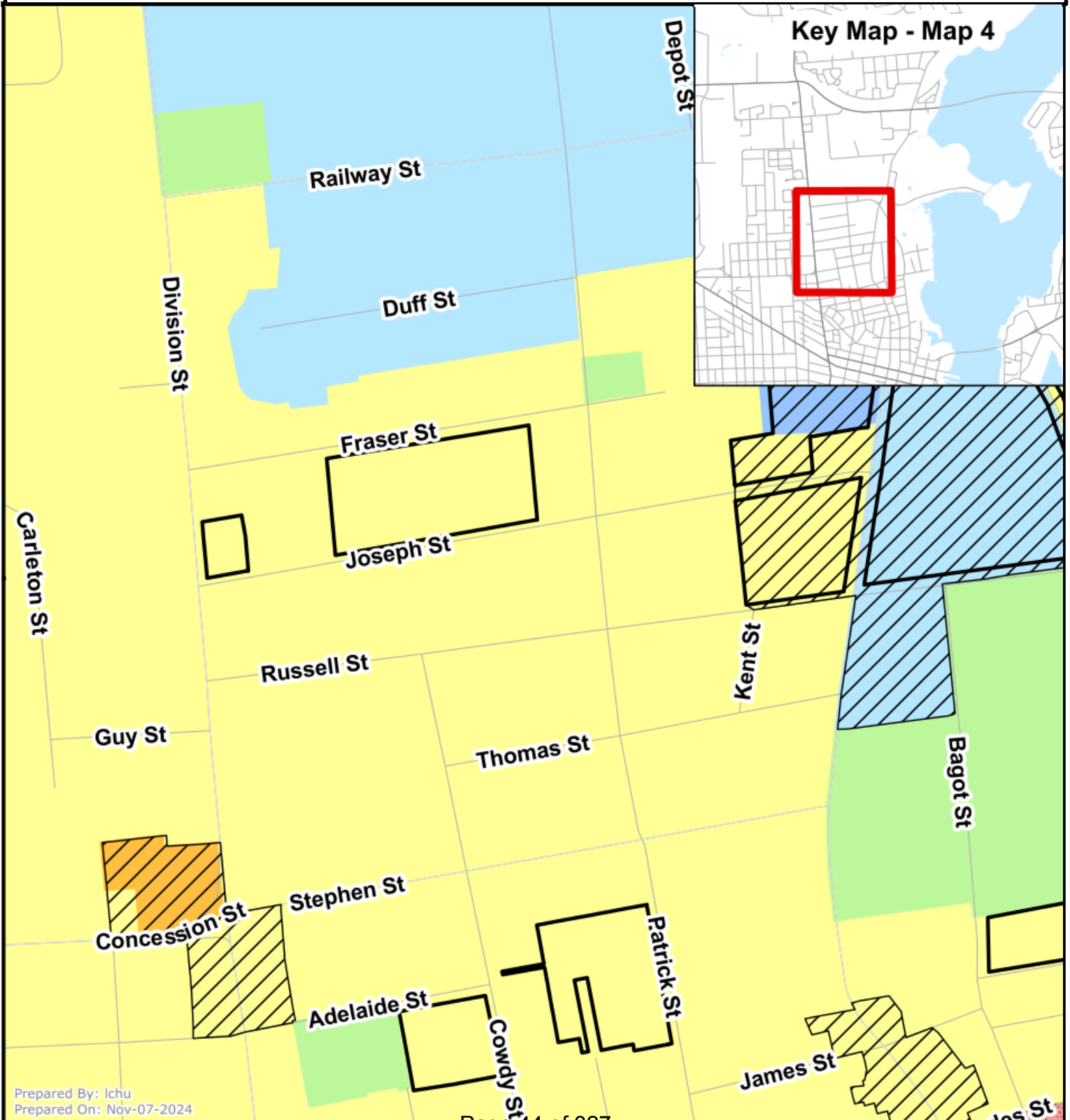
# Official Plan, Existing Land Use Map 4

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated
- Major Road
- Local Road
- ARTERIAL COMMERCIAL
- BUSINESS PARK INDUSTRIAL
- DISTRICT COMMERCIAL
- GENERAL INDUSTRIAL
- OPEN SPACE
- RESIDENTIAL



### Key Map - Map 4



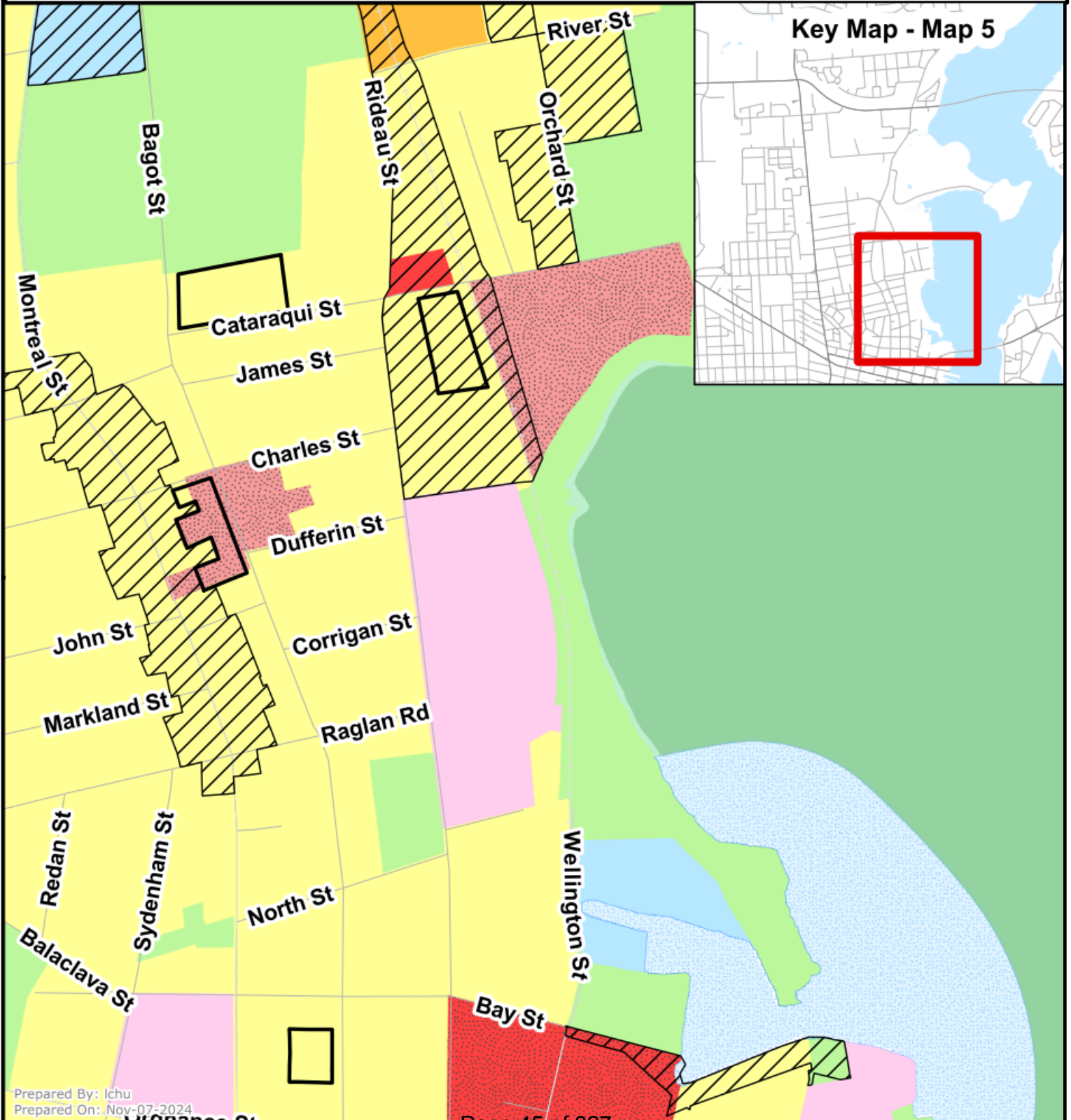
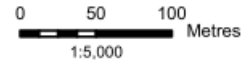


Planning Services

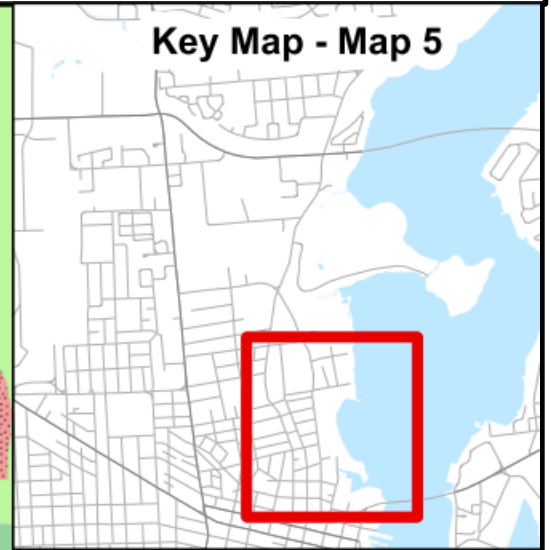
# Official Plan, Existing Land Use Map 5

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated
- Major Road
- Local Road
- ARTERIAL COMMERCIAL
- CENTRAL BUSINESS DISTRICT
- DISTRICT COMMERCIAL
- ENVIRONMENTAL PROTECTION AREA
- GENERAL INDUSTRIAL
- HARBOUR AREA
- INSTITUTIONAL
- MAIN STREET COMMERCIAL
- OPEN SPACE
- RESIDENTIAL



Key Map - Map 5



Prepared By: Ichu  
Prepared On: Nov-07-2024

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## North King's Town Specific Policy Area Proposed Official Plan Amendment

This document includes proposed amendments to the Official Plan to implement the North King's Town Specific Policy Area.

### 3.4.C Main Street Commercial

Section 3.4.C is proposed to be amended by adding the following new policies:

#### Montreal Street Main Street

- 3.4.C.14.** The Montreal Street Main Street, generally extending from James Street to Ragland Road, has traditionally contained a mixture of residential and local small-scale commercial uses, functioning as a main street to support the surrounding neighbourhoods.
- 3.4.C.15.** This area is not intended for significant infill or intensification that would substantially alter the existing low-rise buildings that line the street and create a sense of enclosure. New *development* is intended to integrate into the existing built form with minimal impacts.
- 3.4.C.16.** The ground floor of buildings within the Montreal Street Main Street may be used for commercial or residential uses.
- 3.4.C.17.** New automotive sales and uses, gas stations, gas bars and drive-through facilities are prohibited.
- 3.4.C.18.** Parking will be permitted in rear or interior yards only. New *development* will not be permitted to establish front yard parking.
- 3.4.C.19.** Infill and redevelopment of existing properties will:
- a.** respect the massing, configuration and setbacks of existing surrounding properties to establish a visually continuous pedestrian scale street wall of up to 3 storeys with facades located close to the sidewalk.
  - b.** maintain the appearance of narrow frontages and fine grain parcel fabric and contribute to a consistent façade rhythm along the streetscape.

### 3.4.H Mixed Use Designation

A new section 3.4.H is proposed to be added with the following policies:

The Mixed Use designation offers *development* opportunities that combine residential, commercial or compatible light industrial uses on the same property. *Development* in these areas is intended to enhance the pedestrian streetscape, promote active

transportation and contribute to complete communities by clustering a mix of uses in proximity to each other.

### **Goal:**

To provide opportunities for a broad range of compatible uses in the same building or separate buildings on a site in a compact built form.

### **Policies:**

#### **Permitted Uses**

- 3.4.H.1.** The Mixed Use designation will permit a broad range of residential, commercial and light industrial uses while maintaining land use compatibility. Some uses within the Mixed Use designation may not be appropriate for all locations and as such, the zoning by-law may limit uses in certain areas to maintain land use compatibility.
- 3.4.H.2.** A full range of residential housing options will be permitted, however more intensive forms of housing are encouraged, preferably in the form of mid-rise or high-rise buildings, subject to the policies of Sections 2.6 and 2.7 of this Plan.
- 3.4.H.3.** Home occupations are permitted in accordance with Section 3.1.7 of this Plan.
- 3.4.H.4.** A variety of commercial uses are contemplated, such as retail stores, restaurants, personal services, professional offices, creativity centres, recreational, entertainment, and other similar uses intended to provide support and services to the community. Automobile related uses, such as automobile sales, service or repair shops will be directed to alternate land use designations to foster the evolution of the pedestrian realm within the Mixed Use designation.
- 3.4.H.5.** Small-scale, light industrial uses with low risk of noise impacts, heavy truck traffic and fugitive emissions, such as workshops, warehousing, and other similar uses that can operate entirely within an enclosed building, may be permitted by the zoning by-law, subject to the policies of Section 2.7. Outdoor storage of goods and materials is not permitted.
- 3.4.H.6.** The zoning by-law may require commercial uses on the ground floor.
- 3.4.H.7.** Where ground floor commercial uses are required, the zoning by-law may establish a minimum floor-to-ceiling height on the ground floor.

### **3.17 Site Specific Policies**

Section 3.17 is proposed to be amended as shown in the tracked changes below:

~~102 Fraser Street and 342 Patrick Street, Schedule 3-D, SSP Number 6~~

- 3.17.6. ~~The manufacturing plant municipally known as 102 Fraser Street and shown on Schedule 3-D as Area 6 is recognized as an established industrial operation and may be recognized as an existing industrial use in the implementing zoning by-law.~~ The facility located at the corner of Fraser Street and Patrick Street, known municipally as 342 Patrick Street, is recognized as a community facility use. ~~However, the properties are designated as Residential on Schedule 3-A.~~ It is the intent of this Plan that should ~~one or both of these uses~~ this use be discontinued or relocated, the respective property should be converted to a residential use such that it can be integrated into the surrounding residential area. The Plan also intends that further analysis be undertaken to determine an appropriate density level for such conversion to ensure *compatibility* with the adjacent structure of densities in the area.

**Inner Harbour, Schedule 3-D, SSP Number 8**

- 3.17.8. ~~The Official Plan recognizes the particular status of the Inner Harbour Area as a special residential policy area which was assessed in the context of the Inner Harbour Area Study. It is the policy of this Plan to~~ This Plan permits the use and *development* of lands within the Inner Harbour Specific Policy Area shown on Schedule 3-D as Area 8 in accordance with the Residential policies of this Plan and the following specific policies:

The maximum permitted density is fifty (50) *residential units* per net hectare. ~~However, an increase in density may be permitted pursuant to Section 37 of the *Planning Act* for the provision of the following:~~

- ~~a. the establishment of assisted housing for special needs groups (i.e. rent geared to income, persons with disabilities) which is set aside for management by an organization or authority approved by the City of Kingston, in which case a maximum density increase of 15% or 7.5 *residential units* per hectare may be granted;~~
- ~~b. dedication of parkland in excess of the required dedication, in which case a maximum density increase of 15% or 7.5 *residential units* per hectare may be granted; and,~~
- ~~c. dedication of lands required for the provision of a new road allowance in which case a maximum density increase of 15% or 7.5 *residential units* per hectare may be granted.~~

~~In no instance will the total increase in density for provision of the above-noted matters exceed 25% or 12.5 *residential units* per hectare. Any application for the *development* for residential purposes must be supported by a study designed in accordance with the Provincial regulations and standards to assess on-site soil contamination, and~~



identify remedial works and clean-up procedures required to eliminate health risks to the occupants of any residential *development*.

Mandatory filing of a Record of Site Condition is required if the change in use of land is from industrial or commercial to a residential land use.

## **2-6 & 8 Cataraqui Street, Schedule 3-D, SSP Number 17**

### **3.17.17. a. 2 – 6 Cataraqui Street**

Within the District Commercial designation shown on Schedule 3-A and located at 2-6 Cataraqui Street, and shown on Schedule 3-D as part of Area 17, it is the intent of this Plan to recognize the historic character of the Woolen Mill building, its waterfront site and its unique mix of land uses. The building houses a mix of land uses ranging from artisan workshops to businesses and professional offices and a restaurant. It is the intent of this Plan to encourage the use of this old industrial building for a range of specialty type and incubator commercial, professional and business uses.

The building is historically designated, and is to be maintained as a prominent feature on the Inner Harbour waterfront. Parking for the building is to be provided on site. Where practical, residential uses clearly separated from the commercial and business uses may be permitted within the existing building.

Should the commercial, professional and business uses within the building cease to be viable, it is the intent of this Plan to support the *development* of the lands for residential purposes which are to be located within the existing building as suitably altered within its heritage designation. The public trail along the waterfront areas of the site must be protected and developed for public purposes as part of any further *development* plans.

Mandatory filing of a Record of Site Condition is required if there is a change in use of land from industrial or commercial to a residential use.

### **b. 8 Cataraqui Street**

Within the District Commercial designation shown on Schedule 3-A and located at 8 Cataraqui Street, and shown on Schedule 3-D as part of Area 17 it is the intent of this Plan to recognize the importance of the *development* of this site in conjunction with its waterfront location, the historic Woolen Mill building, Molly Brant Point to the east, and the linear park system created along the Great Cataraqui River/Rideau Canal to the south and east of the property.

The Official Plan recognizes a proposal for a mixed residential/commercial building of up to six storeys on the site. The architectural and site plans for the *development* of this property must ensure:

- that the historic Woolen Mill building retains its prominence on the Inner Harbour waterfront, especially as viewed from the water side and the LaSalle Causeway;
- that architecturally any proposed building(s) are *compatible* with the existing Woolen Mill building;
- that the placement of any new buildings on the site considers ways to protect sight lines of the Great Cataraqui River/Rideau Canal; and,
- that the site design incorporates universal design and appropriate streetscaping treatment, including hard and soft landscaping elements, to enhance pedestrian and vehicular access to the City's downtown.

It is the intent of this Plan to encourage the commercial use of the site for a range of specialty type and incubator commercial, professional and business uses. Internal blocks of the building may be developed as artisan/residential lofts subject to the permitted uses and regulations of the implementing zoning by-law. Parking for the building is to be provided on site, in accordance with the regulations of the zoning by-law, and appropriately buffered and screened from the abutting streets.

The public trail along the waterfront on the east side of this site is an important feature of the *development*. Pedestrian links from the pathway must connect through the site to any [pedestrian systems built along Wellington Street](#) [future active transportation corridor built to the west of this site](#). The public trail is subject to the Waterfront Pathway policies of Section 3.9.15 of this Plan.

Mandatory filing of a Record of Site Condition is required if there is a change in use of land from industrial or commercial to a residential use.

### **722, 730 & 766 John Counter Boulevard, Schedule 3-D, SSP Number 44**

- 3.17.44.** The property located at 722, 730 and 766 John Counter Boulevard, shown on Schedule 3-D as Area 44, is within the Residential [and Mixed Use](#) designations, as shown on Schedule 3-A. It is the intent of this Plan to permit the existing limestone building, known as 730 John Counter

Boulevard, to be used for a commercial school, in addition to the uses permitted within the Residential [and Mixed Use](#) designations. Use of the existing building as a commercial school is subject to the following site specific policies:

- a. operations associated with the commercial school shall not emit any noise, vibration, glare, fumes, odours, etc. which cause a nuisance or inconvenience within or outside of the premises and must be *compatible* with the surrounding residential buildings;
- b. the commercial school will generate minimal traffic; and,
- c. prior to re-use of the building from a commercial school to a residential dwelling, day care or other *sensitive* land use, the owner must file a Record of Site Condition to demonstrate that the change in use is appropriate and in accordance with provincial legislation.

## 4.6 Transportation

Section 4.6 is proposed to be amended as shown in the tracked changes below:

### Cycling Routes and Pathways

4.6.9.1 As shown on Schedule 5, the lands formerly contemplated as an extension of Wellington Street from Bay Street to Montreal Street have been re-envisioned to serve as a critical active transportation corridor to support sustainable and efficient modes of travel.

4.6.9.2 In limited cases, for future development proposed on existing lots of record that directly abut the planned active transportation corridor between Bay Street and Montreal Street, the use of municipal lands for resolving access constraints may be considered at the sole discretion of the City. Development applications will be required to demonstrate that all reasonable steps to resolve access constraints have been taken on the site. The extent of this consideration by the City will generally be limited to an allowance of the minimum drive aisle width required to accommodate vehicular access and/or viable pedestrian access to the property.

### Major Road Projects

4.6.35. The City plans the following major road projects, as referenced in the Kingston Transportation Master Plan (2015) and the 2014 Development Charges By-law, subject to any necessary *Environmental Assessment* Studies, (not listed in priority):

- a. John Counter Boulevard widening from two to four lanes from Princess Street to Sir John A. Macdonald Boulevard;
- b. John Counter Boulevard Grade Separation;

- c. Centennial Drive new construction of a four lane road from Gardiners Road (southerly) to Resource Road;
- d. Third Crossing new construction of a two lane bridge extending from John Counter Boulevard to Gore Road;
- e. ~~Wellington Street new construction as a two lane road from Bay Street to Montreal Street Deleted;~~
- f. Division Street widening from four to six lanes from John Counter Boulevard to Highway 401;
- g. Mid-Block Arterial new construction of a two lane road from Montreal Street to John Counter Boulevard;
- h. Highway 15 intersection/capacity improvements from Highway 2 to Highway 401;
- i. Gardiners Road widening from four to six lanes from Centennial Drive to North Ramp of Highway 401;
- j. City-wide intersection/corridor improvements;
- k. Cataraqui Woods Drive new construction of a two lane road from Sydenham Road to Centennial Drive ;
- l. Leroy Grant Drive new construction of a two lane road from Elliott Avenue to Concession Street;
- m. John Counter Boulevard new construction from Division Street to Third Crossing (taper from four to two lanes); and
- n. Princess Street Traffic Operations.

**4.6.35.1** ~~The feasibility of the Wellington Street Extension, listed in Section 4.6.35 (e) and (g), will be examined through a future secondary planning process. The approximate boundaries for the Secondary Planning Area are identified on Schedule 13. The mid-block two lane road from Montreal Street to John Counter Boulevard listed in Section 4.6.35.g. will be examined in the context of city-wide transportation impacts through a future update to the Kingston Transportation Master Plan. In the interim, for enhanced access to lands located in the Old Industrial Area, a partial local road extending Hagerman Avenue to the north may be considered by the City as part of a future plan of subdivision or other development application.~~

### **7.3.D Heritage Character Areas**

Section 7.3.D is proposed to be amended as shown in the tracked changes below:

## St. Lawrence Ward Heritage Character Area

**7.3.D.5.** The St. Lawrence Ward Heritage Character Area, as shown on Schedule 9, is one of the oldest areas of the City with an urban style that has survived since the 1800's. ~~It is the intent of this Plan:~~ It is recognized that the heritage character of the area was created through the combination of buildings, street pattern, varying street widths and public spaces. It is the intent of this Plan to maintain the heritage integrity of the area with the application of the following policies:

~~a. to recognize the heritage character of the area as created through the combination of buildings, street pattern, varying street widths and public spaces; and,~~

~~b. to undertake further investigations that will define appropriate boundaries and conservation policies.~~

a. The City will undertake further investigations that will define appropriate boundaries of a future heritage conservation district study area;

b. *Development* involving the demolition of existing buildings will be discouraged. The City may require a heritage impact assessment prior to permitting demolition, where applicable.

c. *Development* will be encouraged to adaptively re-use buildings in a manner that conserves the attributes that contribute to the heritage character of the area; and

d. Applications requiring *Planning Act* approval may be required to submit studies, such as urban design or heritage impact assessment, to demonstrate how the proposed *development* is compatible with the characteristics of the St. Lawrence Ward Heritage Character Area and any adjacent cultural heritage resources. The North King's Town Cultural Heritage Study should be consulted for characteristics and context.

## 10A. Downtown & Harbour Specific Policy Area

Section 10A is proposed to be amended as shown in the tracked changes below:

### Road Improvements

**10A.3.2.** Planned road improvements that are within or related to the Downtown and Harbour Area include:

a. an additional lane added to Place D'Armes to create two way traffic flow;

- b. providing for the potential to close Ontario Street in front of City Hall for special events; and,
- ~~c. the extension of Wellington Street, the future of which will be considered through secondary planning and a comprehensive process of public engagement.~~

## Section 10. Specific Policy Areas and Secondary Plans

Section 10 is proposed to be amended by adding the following new section.

### 10H. North King's Town Specific Policy Area

The following policies apply to the North King's Town Specific Policy Area, shown on Schedule NKT-1. The North King's Town lands are generally bounded by John Counter Boulevard to the north, Division Street to the west, the Great Cataraqui River to the east, and an irregular boundary along Colborne and Bay Streets to the south. The overall intent of the North King's Town Specific Policy Area is to facilitate intensification in appropriate locations in a manner that fulfills the following vision statement:

North King's Town is at the heart of Kingston's 21st century community, building on a legacy of providing great places for people to live, work, and play, and fostering innovative growth that continues to diversify the city's economy and enhance its quality of life. It is a place for the arts and industry; a hub for recreation and community services, supporting active and accessible daily life; and home to walkable neighbourhoods, with strong connections to jobs, amenities, open spaces, the waterfront, and neighbouring communities so residents from a variety of backgrounds and income levels can grow, thrive, and age in place. North King's Town is a resilient and sustainable community that values and protects the urban wilderness adjacent to the Great Cataraqui River, and honours its rich and diverse cultural heritage, including the spiritual connections that Indigenous Peoples have with the area.

The policies in this Specific Policy Area are to be implemented in accordance with the following supporting studies, which should be referred to when assessing policy intent:

- Phase 1 – Visioning Report and Preliminary Market Analysis;
- Cultural Heritage Study;
- Mobility Plan;
- Servicing Master Plan; and
- Financial and Implementation Plan.

#### 10H.1 Principles

The following principles are intended to help implement the vision statement for North King's Town:

- a. To create a welcoming and inclusive setting for people to gather, recreate, work, and live;
- b. To enhance options for movement within North King's Town, to the waterfront, and to surrounding neighbourhoods, with an emphasis on active transportation and transit;
- c. To cluster new *development* to create hubs of activity and investment, and a compact, walkable, built form;
- d. To diversify the economic and employment base and enhance customer access to businesses;
- e. To conserve natural and cultural heritage resources and enhance public access to open spaces and the waterfront;
- f. To respect Indigenous traditions and use of the land, and honour the Belle Island Accord;
- g. To support arts and cultural uses and activities;
- h. To implement sustainable and resilient plans, technologies, and design approaches;
- i. To provide a wide variety of housing options; and
- j. To identify opportunities for residential intensification, primarily through the redevelopment of larger, vacant or underutilized parcels of land.

## 10H.2 General Policies

### Intensification Areas

- 10H.2.1.** The intensification areas shown on Schedule NKT-1 generally represent larger parcels of land that are primarily vacant or underutilized and contribute to establishing a node or a corridor or otherwise represent an appropriate infill opportunity.

### Permitted Uses

- 10H.2.2.** The permitted uses are established by the applicable land use designation as shown on Schedule 3 of this Plan. Ground floor commercial uses are required for intensification areas on Montreal Street as shown on Schedule NKT-1.

## Maximum Building Heights and Transition to Adjacent Uses

- 10H.2.3** Schedule NKT-2 identifies the maximum permitted building heights for the identified intensification areas.
- 10H.2.4.** The location of mid-rise and high-rise buildings are shown on Schedule NKT-2 and will be implemented through a height map in the zoning by-law. Minor adjustments to the boundaries of mid-rise and high-rise buildings on the height map in the zoning by-law may be considered through a minor variance application to resolve conflicts arising from detailed design of the site. The applicant must demonstrate that the proposed boundary adjustment conforms with the land use compatibility policies of Section 2.7 and other built form and urban design principles of this Plan.
- 10H.2.5.** The zoning by-law will include performance standards to create appropriate separation of residential uses from industrial uses and to facilitate a suitable transition between new mid-rise and high-rise buildings and existing low-rise residential uses.
- 10H.2.6.** *Development* applications will be encouraged to locate amenity area and landscape open space in yards adjacent to low-rise residential uses to provide for appropriate transition between the existing and proposed uses.

## Land Use Compatibility

- 10H.2.7.** The intensification areas shown on Schedule NKT-1 contain or are adjacent to a variety of land uses, including residential uses and existing or planned industrial uses. Future *development* of the intensification areas is subject to the land use compatibility policies of Section 2.7 of this Plan and the following:
- a. Where minimum separation distances between sensitive uses and Class I, II, or III industrial uses recommended by the Province's D-6 Guidelines, or similar provincial guidance, cannot be achieved, reduced separation distances may be considered in the zoning by-law subject to appropriate and effective mitigation.
  - b. *Development* of certain uses may be constrained due to land use conflicts that cannot be mitigated through site and building design.

## Urban and Sustainable Design

- 10H.2.8.** *Intensification* and *infill development* must be appropriately designed and be sensitive to the physical character of adjacent neighbourhoods, including existing cultural heritage features, where applicable. This may be achieved through the use of stepbacks, setbacks from property lines, architectural styles, building materials, patterns of fenestration,



preservation of mature vegetation, and maintaining the appearance of consistent lot frontages and streetscape rhythm.

- 10H.2.9.** The primary façade of new buildings should the street. Where buildings are situated on a corner of two streets, the building should be designed to address both frontages. Where a *development* involves both public and private streets, priority should be given to orienting the building toward the public street.
- 10H.2.10.** *Development* situated on a corner of two streets will be encouraged to provide outdoor amenity area adjacent to the intersection to facilitate space for tree planting and gathering spaces.
- 10H.2.11.** To improve pedestrian circulation and to increase pedestrian permeability and connectivity, mid-block connections will be utilized to limit maximum building width and length. These mid-block connections should be arranged to align with other pathways and connections to facilitate pedestrian movement and are encouraged to incorporate landscaping, amenity areas and parkettes. Generally, mid-block connections should be wide enough to provide landscaping, seating areas, street furniture, lighting, bicycle parking and other placemaking opportunities and further support active transportation. Buildings flanking mid-block connections should be designed to address the connection, including windows and entrances to promote use and surveillance of the connection.
- 10H.2.12.** *Developments* are encouraged to incorporate architectural elements, such as canopies, awnings, recessed entrances, covered walkways, trees and other similar elements to provide weather protection and optimize pedestrian comfort.
- 10H.2.13.** New *development* is encouraged to preserve existing trees by incorporating them into amenity and landscaped open space areas, wherever possible. However, it is recognized that tree removal may be required to facilitate *development*, especially where remediation is required by provincial legislation to establish sensitive land uses.
- 10H.2.14.** New *development* is encouraged to incorporate fruit trees, nut trees and other edible plantings to promote food security and facilitate opportunities for foraging. The trees should be situated appropriately to avoid creating hazards associated with fallen fruit or nuts.
- 10H.2.15.** New *development* is encouraged to establish 'Little Forests' within their planting plans, where a variety of trees and shrubs are planted in higher densities to mimic natural conditions and provide greater biodiversity.
- 10H.2.16.** Where *development* is proposed adjacent to a public park or open space, including the K&P and Waterfront Trails, the public spaces should be integrated into the design, including pedestrian connections, façade

designs and landscape connections. Loading, parking and servicing areas should be screened from view with fencing and landscaping.

- 10H.2.17.** *Developments* are encouraged to incorporate sustainable features, such as solar panels or green roof components into the roof design of buildings. Hard and soft landscaping components may also be included to create high quality amenity areas that reduce the urban heat island effect and mitigate stormwater runoff.
- 10H.2.18.** Buildings and windows should be oriented and designed such that natural means of heating, cooling, ventilating, lighting interior spaces and avoiding intrusive overlook are maximized.
- 10H.2.19.** Where *development* is intended to occur in phases, the first phase should include buildings fronting onto a public street.
- 10H.2.20.** New *development* proposals may be required to submit an urban design study at the City's discretion in accordance with Section **Error! Reference source not found.** to demonstrate that the urban design policies of this Plan have been appropriately considered, especially, but not limited to, where the proposed *development* is:
- a. adjacent to existing low-rise residential uses;
  - b. adjacent to properties that are listed or designated under the *Ontario Heritage Act*;
  - c. located within St Lawrence Heritage Character Area; or
  - d. 4 or more storeys in height.
- 10H.2.21.** Building massing will be articulated or broken up through a continuous rhythm of building fronts achieved through a pattern of projections and recessions, entrances, display spaces, signage, and glazed areas. The intent is to create the sense of having multiple buildings along the width of the building.
- 10H.2.22.** Buildings are encouraged to provide vertical and horizontal articulation and a variety of materials to create interesting facades and forms.
- 10H.2.23.** High-rise buildings are encouraged to employ high-quality architectural design.
- 10H.2.24.** Mid-rise and high-rise buildings will be required to stepback above the fourth storey along each streetline to reduce the visual mass of the building and enhance the pedestrian realm. The zoning by-law will regulate the depth of the stepback.

- 10H.2.25. Balconies are encouraged in new *development*, and may project from the building face above the second storey. Balconies of new *development* must not encroach into the public road allowance.
- 10H.2.26. Where individual unit entrances are provided on the ground floor for residential uses, each unit must have an independent pedestrian access. Some entrances may be raised above the sidewalk level to provide transition from the public realm to the private realm and/or to provide private amenity space or landscaping to buffer the residential units from the public realm.
- 10H.2.27. Building entrances should be easily accessible for pedestrians with a direct path of travel from public sidewalks and pathways.
- 10H2.28. Parking lay-by areas that front onto the street and cross the pedestrian realm will be discouraged.
- 10H2.29. The exterior design of the ground floor should reflect the intended unit sizes, including entrances, signage and glazing to provide a strong integration between the public and private realms.
- 10H2.30. Blank side wall conditions may be acceptable up to a height of two storeys if designed with a material finish that complements the architectural character of the main building façade. Blank walls are not permitted facing a street or public open space and are only appropriate where they exist in proximity to an existing building.
- 10H2.31. Commercial units should be accessed directly from individual entrances on the street side of the building. Where parking has been provided in the rear or side of a building, a secondary access to the commercial unit may be provided from the parking area provided the principal entrance remains along the street frontage.
- 10H2.32. Commercial units on a street corner should be designed to wrap around the corner and address both street frontages by incorporating signage, glazing, entrances, landscaping, patio spaces and other similar detail details
- 10H2.33. Advertising and associated signs related to non-residential uses must be designed and situated so as to be *compatible* with adjoining residential uses.

## Transportation

- 10H.2.34. As outlined in the North King's Town Mobility Plan, it is intended for the transportation mode share to evolve over time to support greater active transportation and transit ridership and fewer vehicle trips

- 10H.2.35.** The Intensification Areas identified on Schedule NKT-1 are located within *walking distance* of an express transit route. *Development* of Intensification Areas are encouraged to utilize the express transit service to reduce automobile usage.
- 10H.2.36.** Where an 'Active Transportation Desire Line' is shown through an intensification area on Scheduled NKT-1, the City will seek to secure a multi-use pathway through future *development* applications. The City will work collaboratively with the property owner to ensure the future multi-use pathway is integrated into the *development* proposal and provides necessary connections to the existing and planned active transportation network.
- 10H.2.37.** The City will secure road widenings as outlined in Section 4.6 of this Plan to accommodate the future transportation demands associated with redevelopment of the intensification areas.
- 10H.2.38.** The zoning by-law will prescribe appropriate parking rates to assist in transitioning to a mode share that relies less on private automobiles and more on public transit and active transportation.
- 10H.2.39.** Parking areas will be developed according to the following policies:
- a. Underground vehicular parking will be encouraged wherever feasible.
  - b. Above-grade parking structures integrated into the podium of buildings are permitted provided they are located to the rear and visually screened from the pedestrian realm.
  - c. Where surface parking is provided, it must be located at the rear of buildings or within an interior side yard.
  - d. Planting strips, landscaped traffic islands, and/or paving articulation should be used to define vehicle routes and smaller parking courts that provide pedestrian walkways, improve edge conditions, and minimize the negative visual impact of surface parking.
  - e. Preferential parking for bicycles, energy efficient vehicles and car-share services is encouraged.
- 10H.2.40.** Vehicle access points and loading and servicing areas must be appropriately located, and developed in accordance with the following policies:

- a. Wherever possible, vehicular access to on-site parking, loading, and servicing facilities are expected to be provided from side streets and rear lanes.
- b. Loading and service areas must be screened from prominent public areas and adjacent residential areas.
- c. Service and drop-off area circulation must not interfere with accessible pedestrian circulation.
- d. Garbage, loading, servicing, and utility functions shall be integrated within the interior of a building or located within the rear yard or interior side yard.

### Parks and Open Space

**10H.2.41.** Where *development* is proposed adjacent to a public park or open space, including the K&P and Waterfront Trails, the public spaces should be integrated into the design through pedestrian connections, façade design, tree planting and landscaping.

**10H.2.42.** As *intensification* occurs, future *developments* are encouraged to include parkettes in accordance with the following:

- a. Parkettes are intended to be small in size, to accommodate all-season uses, and to contain hardscape surfaces and elements, such as sitting areas and public art, along with adequate soft landscaping.
- b. Where publicly accessible open space is required as part of the *development* of private property, this open space will be secured through parkland dedication, donation, acquisition, or a combination of these methods.
- c. Parkette features should reinforce the street edge and the parkette should be configured to allow for the functional design and placement of public amenities, such as street trees or benches.
- d. The final decision on the design of a parkette, and the facilities or amenities to be included in a parkette, will be at the discretion of the City.

**10H.2.43.** The City will evaluate parkland dedication options through future *development* applications at 158 Patrick Street to preserve public access to the tobogganing hill in the southwestern portion of the site, adjacent to the Catherine Street road allowance.

## Cultural Heritage

- 10H.2.44.** New *development* in the intensification areas that contain or are adjacent to built heritage resources may be required to submit a Cultural Heritage Evaluation Report to evaluate the significance of existing buildings or a Heritage Impact Statement to assess potential impacts to protected built heritage resources, as appropriate.
- 10H.2.45.** *Development* applications may be required to reduce building heights and increase setbacks in order to mitigate impacts on adjacent built heritage resources.
- 10H.2.46.** Redevelopment of existing buildings through adaptive reuse is encouraged.

## Servicing and Stormwater Management

- 10H.2.47.** *Development* applications will be required to submit stormwater management plans to control the quality and quantity of stormwater to the satisfaction of the City. *Development* applications will be encouraged to incorporate innovative approaches to improve water quality, reduce runoff and promote infiltration.

## Holding Overlay

- 10H.2.48.** The intensification areas will be subject to a holding overlay:
- a. to ensure adequate servicing capacity related to water, wastewater, gas and electricity.
  - b. for the purposes of assessing and mitigating transportation impacts.

## 10H.3 Area-specific Policies

The following area-specific policies apply to the *intensification* areas as shown on Schedule NKT-1.

### Montreal Street and John Counter Boulevard

- 10H.3.1.** The following additional policies apply to new *intensification* in the Montreal Street / John Counter Boulevard Area:
- a. The intensification areas located at this intersection are intended to form a gateway into North King's Town with mid-rise and high-rise mixed use *development* framing Montreal Street. Future *developments* will be subject to the policies of Section 8.11 of this Plan and will provide enhanced public realm

facilities, including wide sidewalks, street trees, street furniture and landscaping.

- b. In recognition of the existing built form near this intersection, the zoning by-law will enable maximum floorplate sizes to be consistent with the existing high-rise apartment buildings in this area.

## Outer Station Area

**10H.3.2.** The following additional policies apply to new *development* in the Outer Station Area.

- a. The Outer Station Intensification Area is the site of Kingston's first railway station. While the conservation of this *cultural heritage resource* is of utmost importance, this Plan recognizes its redevelopment potential and that conservation efforts may depend on redevelopment. New *development* within this site will be guided by the following:
  - Any redevelopment of the original railway station building should maintain its historic form based on archival record. Alternative materials may be proposed subject to review by the City, however, if the structure is determined to be structurally compromised, as a last resort, other construction and design options that maintain the historic form may be considered.
  - The City will encourage adaptive re-use of the existing *built heritage resources* and *cultural heritage landscape* attributes in their original locations on site. In the absence of any feasible alternative to redevelopment, and instead of demolition, the City may consider relocation of *built heritage resources* or *cultural heritage landscape* attributes to locations within the site provided it has been demonstrated to the satisfaction of the City that the relationship of the station building to Montreal Street is maintained and that relocation would enhance public access to the *cultural heritage resources*. The City will not support off-site relocation.
  - The City will collaborate with the property owner to explore creative options and strategies that ensure the greatest degree of conservation of *built heritage resources* and *cultural heritage landscape* attributes.
  - Schedule NKT-1 identifies the City's desire for an active transportation link through the lands to provide an east/west connection from Montreal Street to Hagerman Street and the

K&P Trail. The multi-use pathway should follow the curving alignment of the former railway tracks to honour the history of the site.

- The maximum building height, setbacks and other performance standards, as appropriate, will be determined through a site-specific zoning by-law amendment, which must be supported by a Conservation Plan, Heritage Impact Assessment and urban design study. The maximum building height of these lands should not detract from the intersections of Montreal Street and John Counter Boulevard and Montreal Street, Rideau Street, and Railway Street being the main nodes of redevelopment within North King's Town.
- b. Studies and assessments required in support of future *development* applications on the site include, but are not limited to, the following:
- Stage 1 and 2 archaeological assessments, at a minimum, to ensure that significant *archaeological resources* have been appropriately *conserved*. Although some archaeological assessment may have been completed on the property, historical mapping shows that there were many other structures on the property, including a large engine house, and any archaeological evidence of these structures should be inventoried and evaluated for potential conservation and interpretation. The findings of the archaeological assessment should inform the Heritage Impact Assessment and its strategies for heritage conservation.
  - A Conservation Plan that includes consideration of the following factors:
    - Description of the *built heritage resource* and *cultural heritage resources* that exist on the property and assessment of their significance and current condition;
    - Discussion of available repair and conservation methods and an analysis to identify a proposed repair and conservation approach, including long-term conservation, monitoring and maintenance measures, as appropriate.
    - Description of built form, massing, building heights, locations, setbacks, stepbacks and materiality that future *development* should utilize/consider to appropriately *conserve* the *built heritage resource* and maintain visibility from the public realm.



- Identification of view corridors to ensure the *built heritage resources* remain visible to the public from Montreal Street.
- A Temporary Protection Plan for the conservation of *built heritage resources* during construction.
- Methods of incorporating remaining elements of the former station buildings within/around new *development* while distinguishing new versus old.
- A Heritage Impact Assessment, prepared to the satisfaction of the City and consistent with Provincial policy, and based on the municipal designation by-law for the Outer Station property.

### Montreal Street, Rideau Street and Railway Street

**10H.3.3.** The following additional policies apply to new *infill* and *intensification* in the Montreal Street, Railway Street and Rideau Street intersection, which is intended to transition overtime into the primary hub of redevelopment within North King's Town:

- a. Mid-rise and high-rise buildings are contemplated within this area given the size and concentration of underutilized properties serviced by express transit and active transportation networks. It is further recognized that additional height and density are required to assist in redeveloping *brownfield* properties.
- b. High-rise buildings will consist of smaller floor plate towers above larger podium bases to mitigate shadow and wind impacts. The zoning by-law will establish maximum floor plate sizes and setbacks to facilitate this built form.
- c. Where indicated on Schedule NKT-1, maximum building heights may be increased from 15 storeys to 20 storeys through a minor variance application, provided the *development*:
  - would not have a negative impact on the cultural heritage landscape and built heritage resources associated with the Rideau Canal;
  - would not generate significant additional shadowing on surrounding residential properties;
  - can be supported by available transportation and servicing networks;

- integrates a variety of building heights within the broader proposal to contribute to an interesting, varied and focal point skyline in the area; and
  - demonstrates a signature architectural design respecting the prominent and visible location along Montreal Street.
- d. The implementing zoning by-law may limit the number of high-rise buildings on individual sites within this intensification area to reinforce mid-rise pedestrian scale *development* as the predominate built form.
- e. Adequate separation distances will be required to be established between sensitive uses and adjacent industrial uses.

### Proposed Mapping Changes

- **Schedule 3-A, Land Use** – Amendments to redesignate the intensification areas and adjacent areas to a Mixed Use land use designation, redesignate properties along Montreal Street between James Street and Ragland Road to Main Street Commercial, and adjustments to increase the lands within the Open Space designation.
- **Schedule 3-D, Site Specific Policy Areas** – Amendments to the boundary of Areas 6 and 8
- **Schedule 4, Transportation** – Amendment to the road classification of Rideau Street, removal of the southern extension of Wellington Street from future road, and addition of Waaban Crossing.
- **Schedule 5, Pathways** – Addition of a new pathway/trail, and change of Waaban Crossing from future major road to major road.
- **Schedule 9, Heritage and Protected Views** – Amendment to show the new proposed boundary of the St. Lawrence Ward Heritage Character Area and changes to protected views.
- **Schedule 13, Detailed Planning Areas** – Amendment to delete North King's Town from a future secondary plan area and adding it as a new Specific Policy Area
- **Schedule NKT-1, North King's Town Specific Policy Area** – Addition of a new schedule to show the proposed intensification areas
- **Schedule NKT-2, North King's Town Specific Policy Area Height Map** – Addition of a new schedule to show the maximum heights for the proposed intensification areas in North King's Town



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

Official Plan, Schedule 3A - Land Use

File Number: D01-011-2024

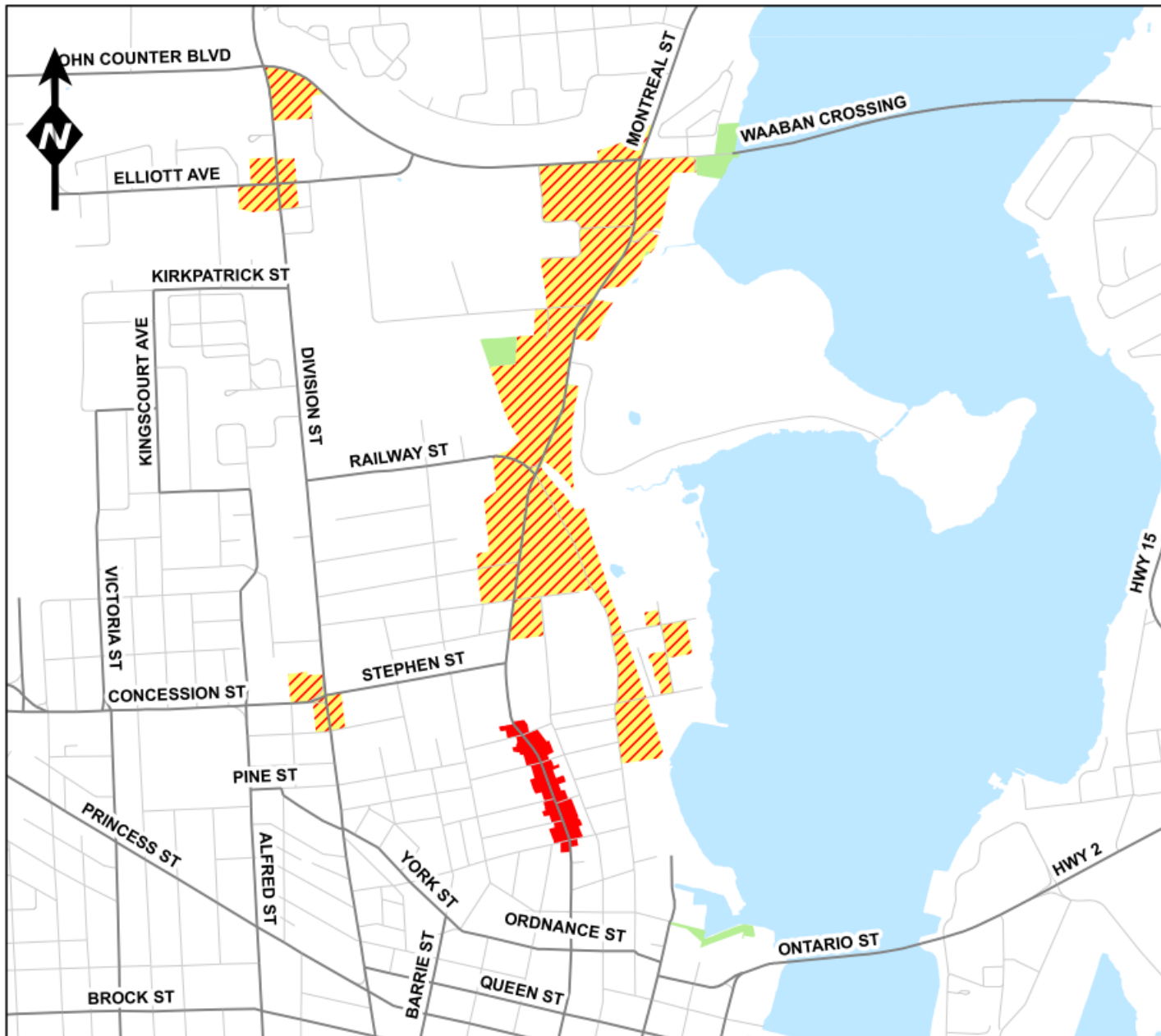
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Services**

**Certificate of Authentication**

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

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Mayor

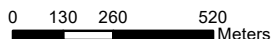
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**Legend**

Lands to be redesignated from former designation to

- Main Street Commercial
- Open Space
- Mixed Use
- Major Road
- Local Road



**CITY OF KINGSTON**



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

File Number: D01-011-2024

**Certificate of Authentication**

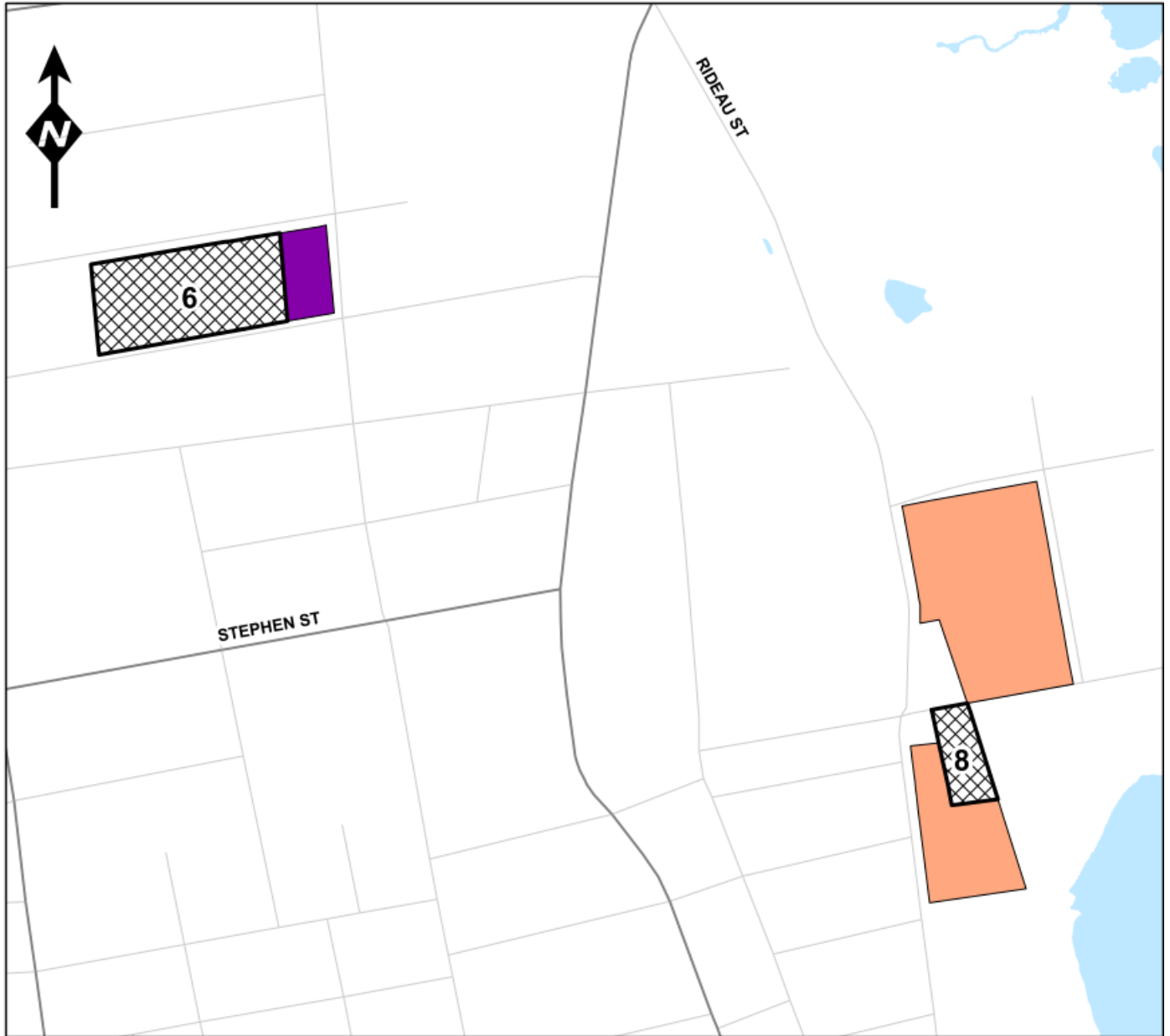
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**Planning  
Services**

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Mayor

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Clerk

**Official Plan, Schedule 3D  
Site Specific Policy Areas**

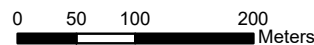


Site ID	OPA	Location	By-Law
6	N/A	Fraser Street/Patrick Street	Pre-1998
8	N/A	Inner Harbour	Pre-1998



**Legend**

- Lands to be removed from Site Specific Policy Area
- New Boundary of Site Specific Policy Area 6
- New Boundary of Site Specific Policy Area 8
- Major Road
- Local Road



**CITY OF KINGSTON**



Planning  
Services

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

File Number: D01-011-2024

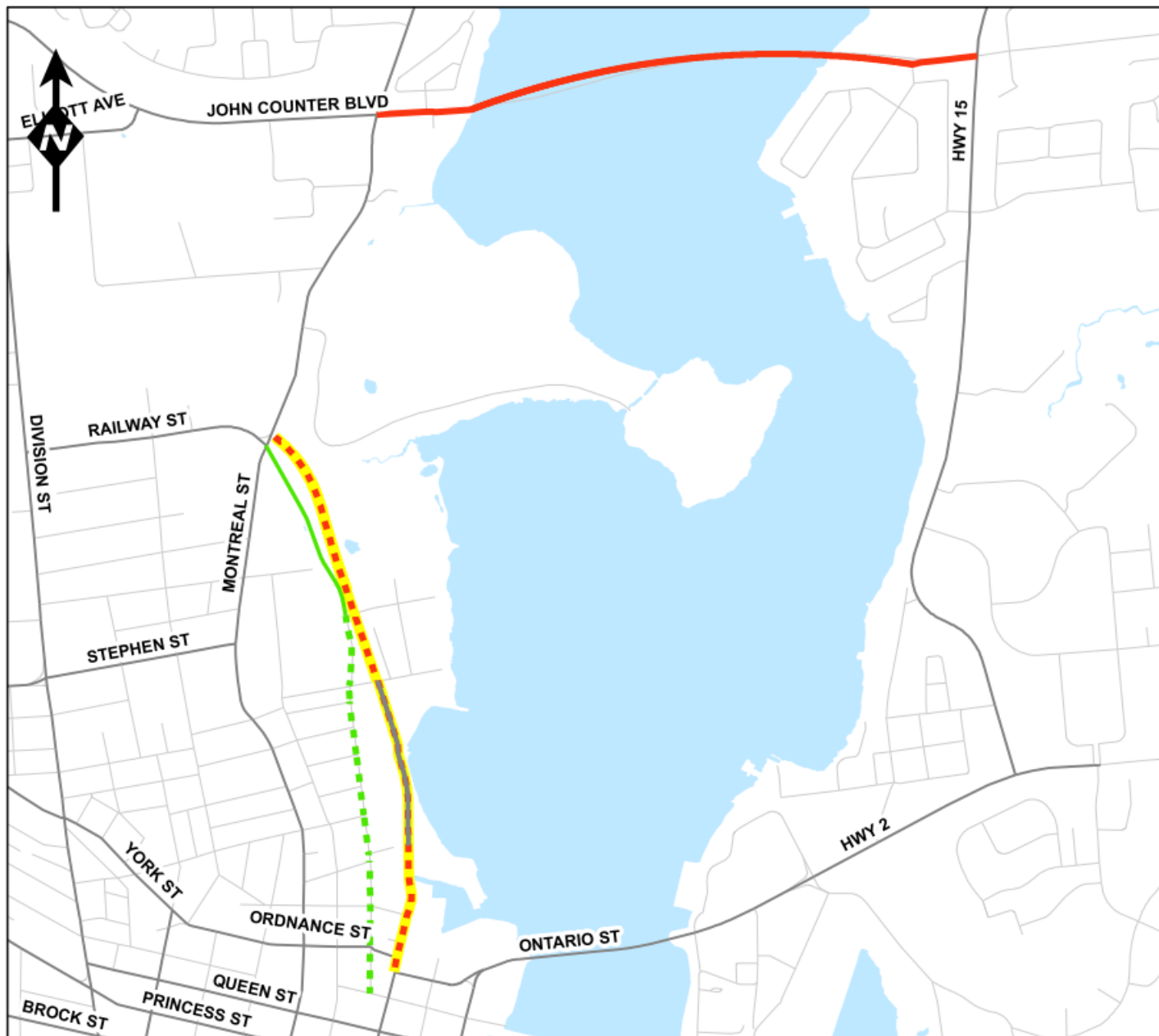
**Certificate of Authentication**

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

Official Plan, Schedule 4  
Transportation



**Legend**

- Waaban Crossing change from Future Arterial Road to Arterial Road
- Lands to be removed from Future Arterial Road
- Road to be reclassified from Local Road to Collector Road
- Road to be reclassified from Arterial Road to Collector Road
- Lands to be removed from Local Road
- Major Road
- Local Road



**CITY OF KINGSTON**



### Schedule F to By-Law Number

Official Plan, Schedule 5  
Pathways

File Number: D01-011-2024

### Certificate of Authentication

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

Planning  
Services

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



CITY OF KINGSTON

**Legend**

- ■ ■ Change from Future Major Road to Major Road
  - Proposed Pathway or Trail to be added
  - Major Road
  - Local Road
- 0 125 250 500 Meters



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

File Number: D01-011-2024  
**Certificate of Authentication**

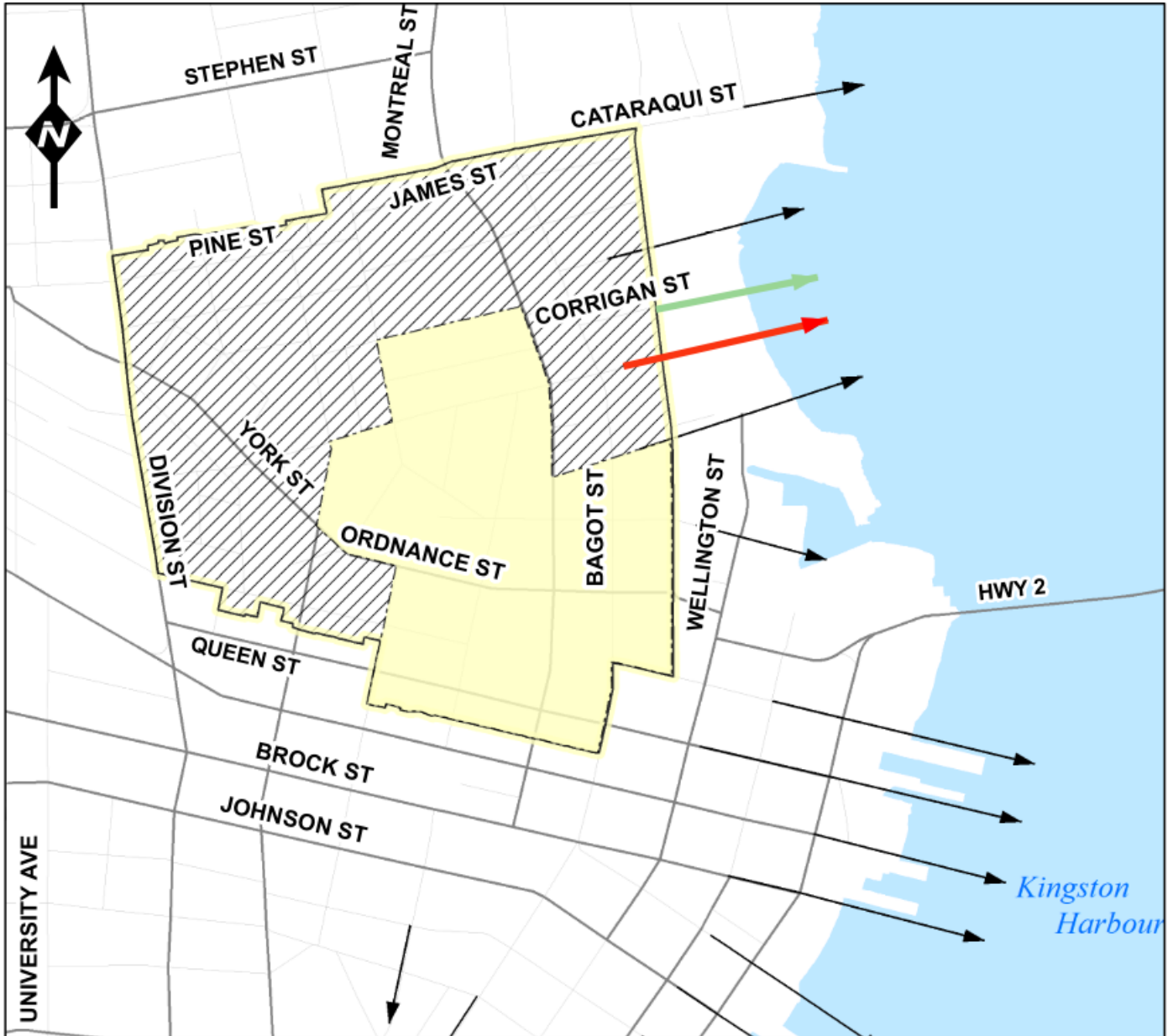
**Official Plan, Schedule 9  
Heritage and Protected Views**

**Planning  
Services**

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

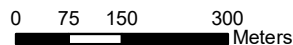


**Legend**

- Protected view to be added
- Protected view to be removed
- Existing boundary of St. Lawrence Ward Heritage Character Area
- Lands to be added to St. Lawrence Ward Heritage Character Area
- New Boundary of St. Lawrence Ward Heritage Character Area
- Major Road
- Local Road



**CITY OF KINGSTON**





# Schedule 'H' to By-Law Number

File Number: D01-011-2024

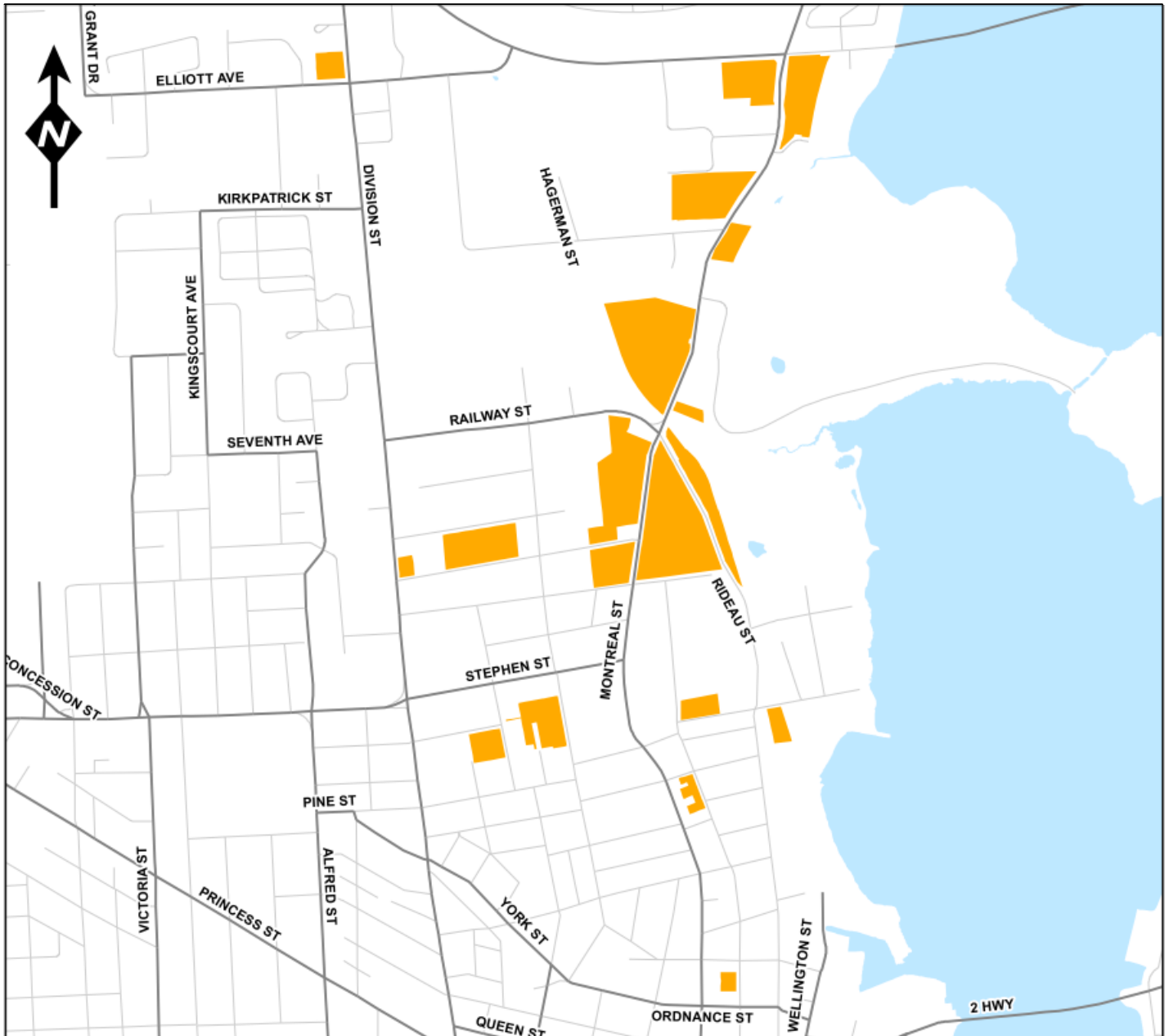
## Certificate of Authentication

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

Official Plan, Schedule 13  
Detailed Planning Areas



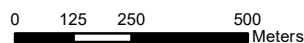
### Legend

Amend by Deleting Future Secondary Plan Study Area 5 (North King's Town)  
and Replacing it with a new Specific Policy Area 5:

North King's Town Specific Policy Area

Major Road

Local Road



CITY OF KINGSTON





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

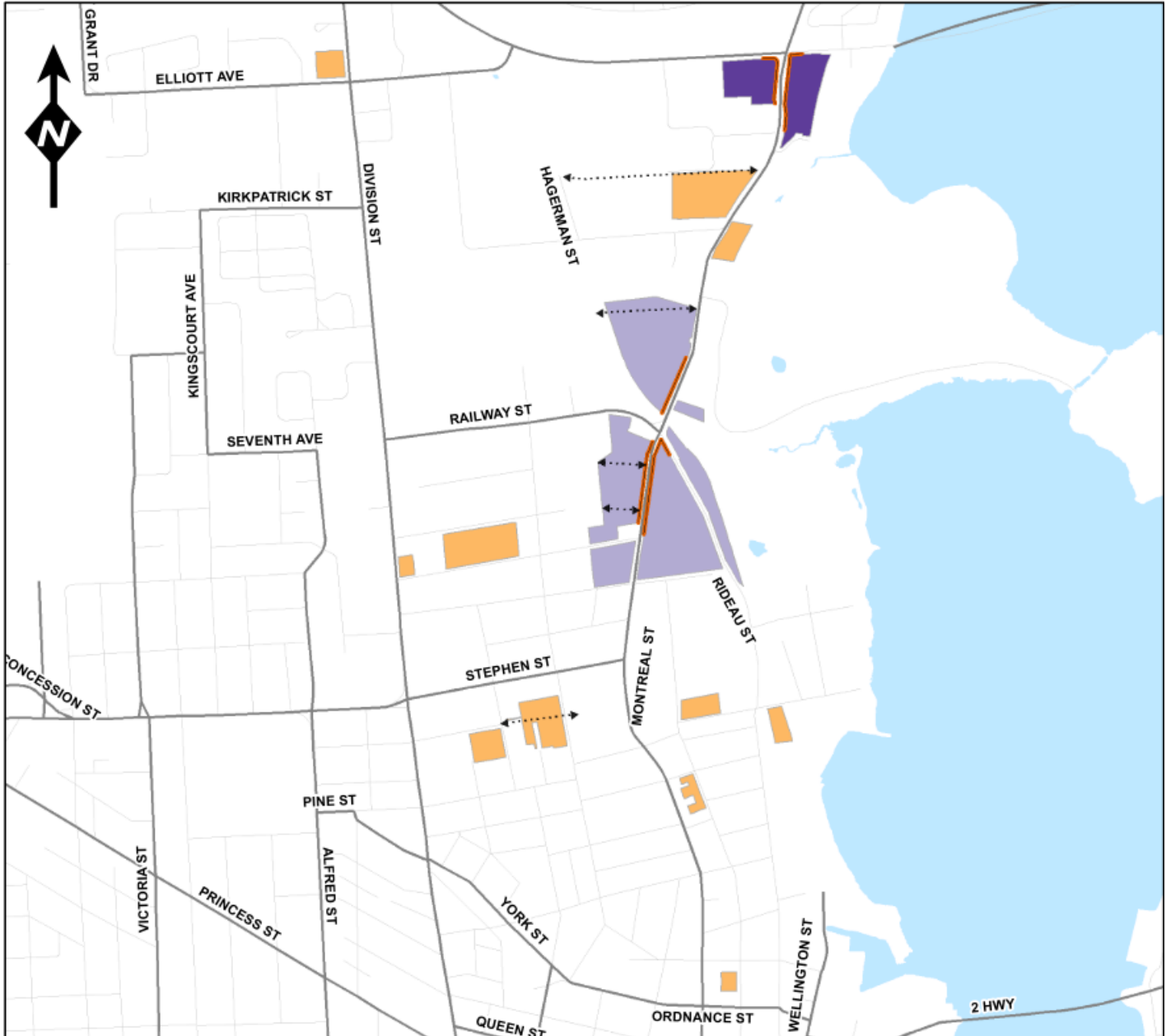
File Number: D01-011-2024

**Certificate of Authentication**

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

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

Official Plan, Schedule NKT-1  
North King's Town Specific Policy Area



**Legend**

- Required Ground Floor Commercial
- Intensification Areas**
- Infill Sites
- Montreal Street and John Counter Boulevard
- Montreal Street, Rideau Street, and Railway Street
- Major Road
- Local Road
- Active Transportation Desire Line



**CITY OF KINGSTON**

**SCHEDULE NKT-1**

**NORTH KING'S TOWN SPECIFIC POLICY AREA**



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

File Number: D01-011-2024

**Certificate of Authentication**

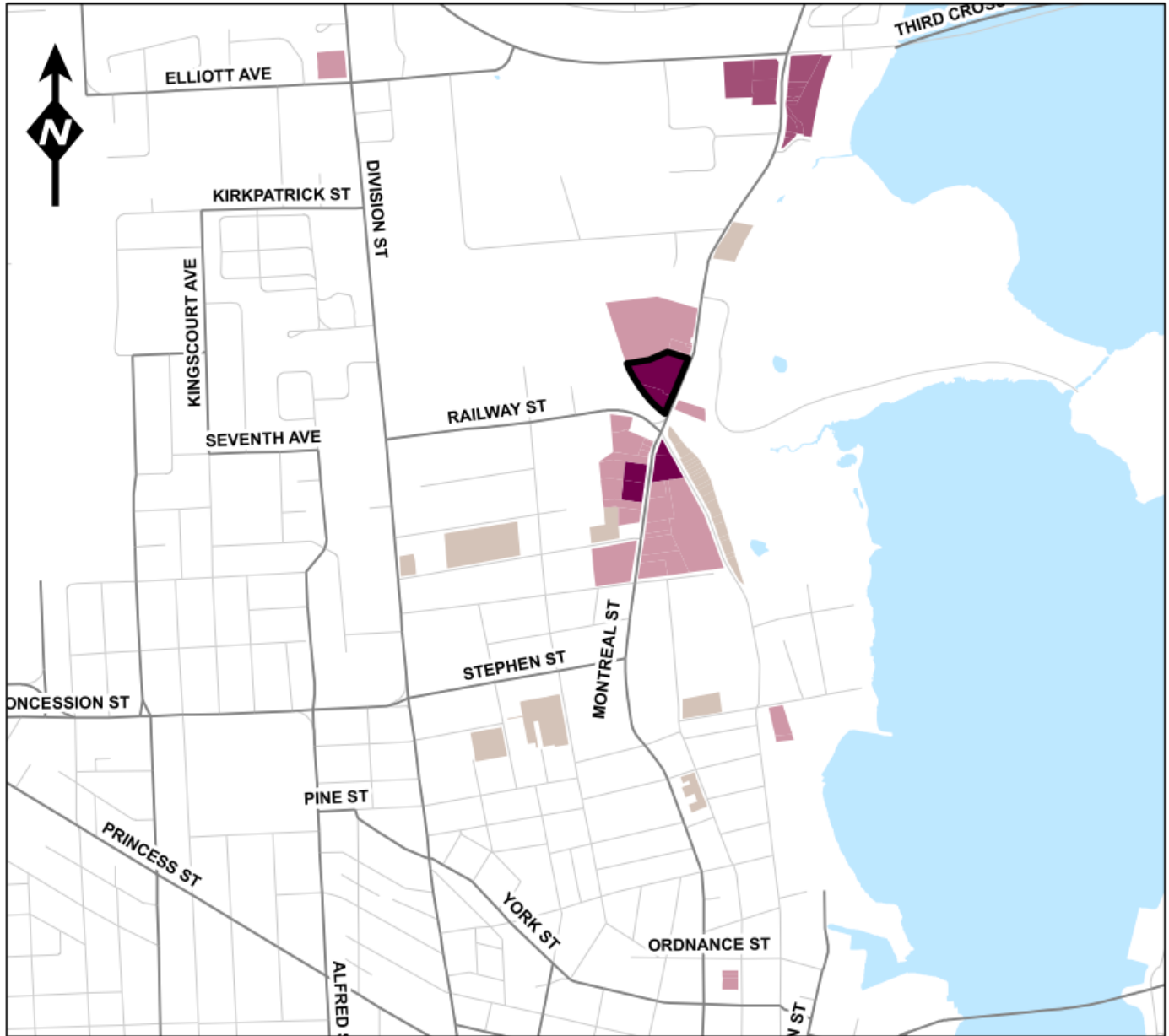
This is Schedule 'J' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

**Planning  
Services**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

**Official Plan, Schedule NKT-2  
North King's Town Specific Policy Area  
Height Map**



**Legend**

- Low-Rise II (Maximum 4 Storeys)
- Mid-Rise (Maximum 6 Storeys)
- High-Rise (Maximum 12 Storeys)
- Tower-Podium Typology (Maximum 15 Storeys)
- Potential for Additional Height up to 20 Storeys Subject to a Minor Variance
- Major Road
- Local Road



**CITY OF KINGSTON**  
**SCHEDULE NKT-2**  
**NORTH KING'S TOWN**  
**SPECIFIC POLICY AREA**  
**HEIGHT MAP**



**North King's Town Specific Policy Area**  
**Conceptual Massing Models**



Figure 1 - Aerial view looking southeast towards the Montreal Street, Rideau Street and Railway Street intersection showing conceptual massing of intensification areas.



Figure 2 - Aerial view looking southeast towards the Montreal Street and John Counter Boulevard intersection showing conceptual massing of intensification areas.

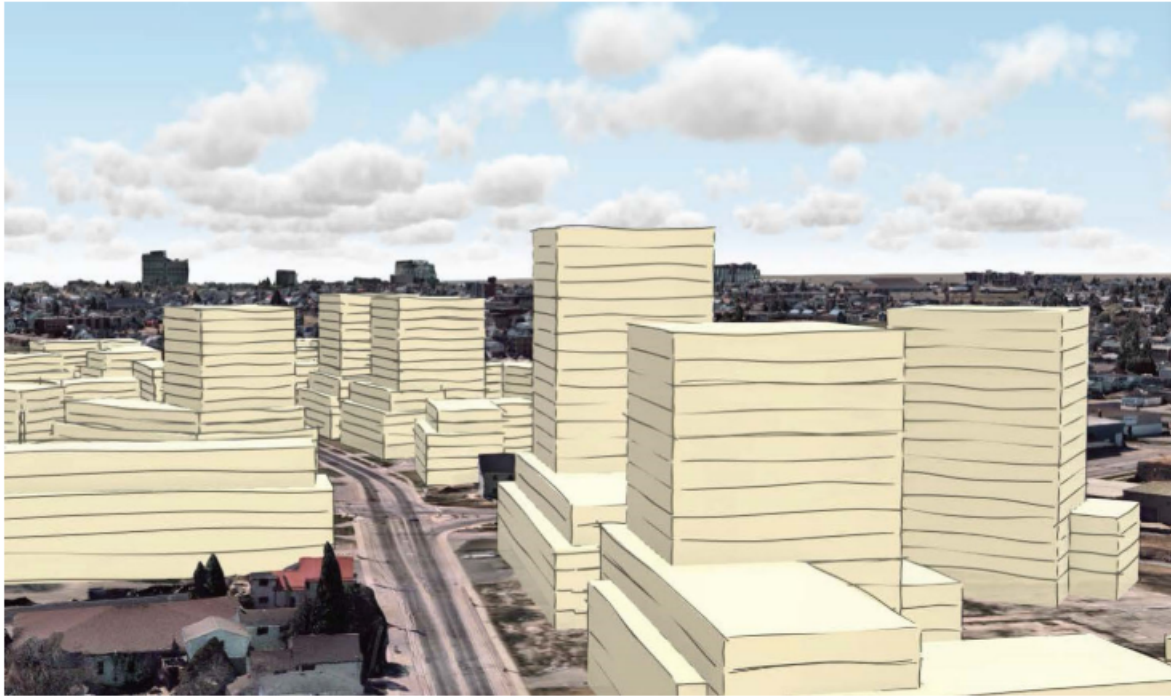


Figure 3 – Aerial view looking south along Montreal Street, near the intersection with Rideau Street and Railway Street showing conceptual massing within intensification areas and use of building setbacks and stepbacks.



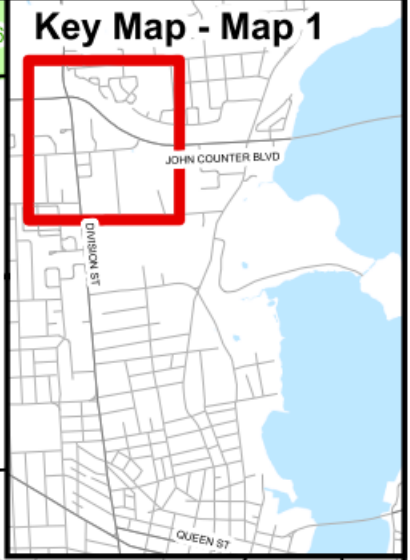
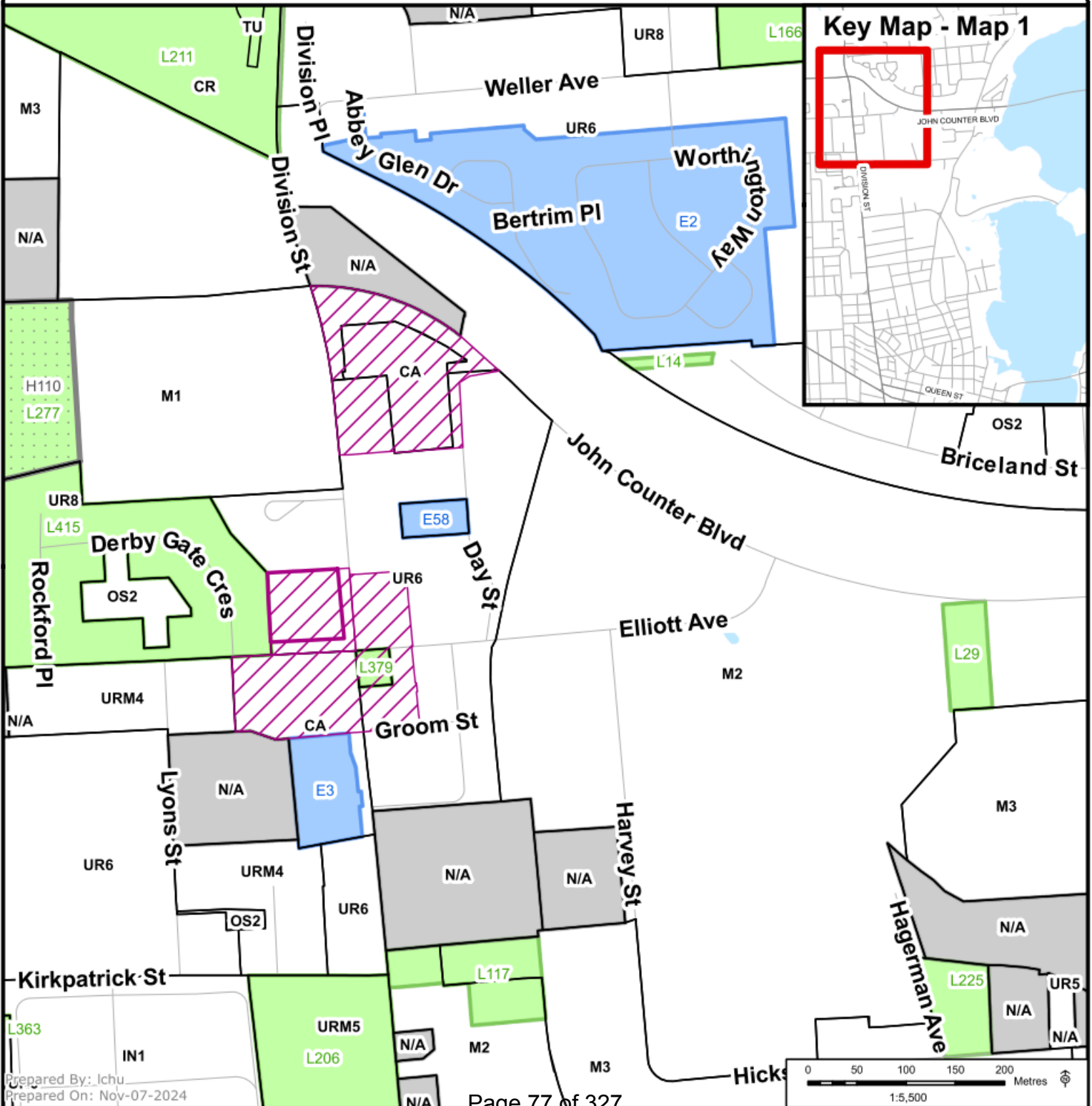
Figure 4 – Pedestrian view looking north along Montreal Street, near the intersection with Rideau Street and Railway Street showing conceptual massing within intensification areas and use of building setbacks and stepbacks.



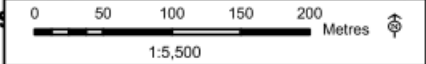
Planning Committee  
**Existing Zoning**  
**Kingston Zoning By-Law 2022-62**  
**Map 1**

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated 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  
Prepared On: Nov-07-2024



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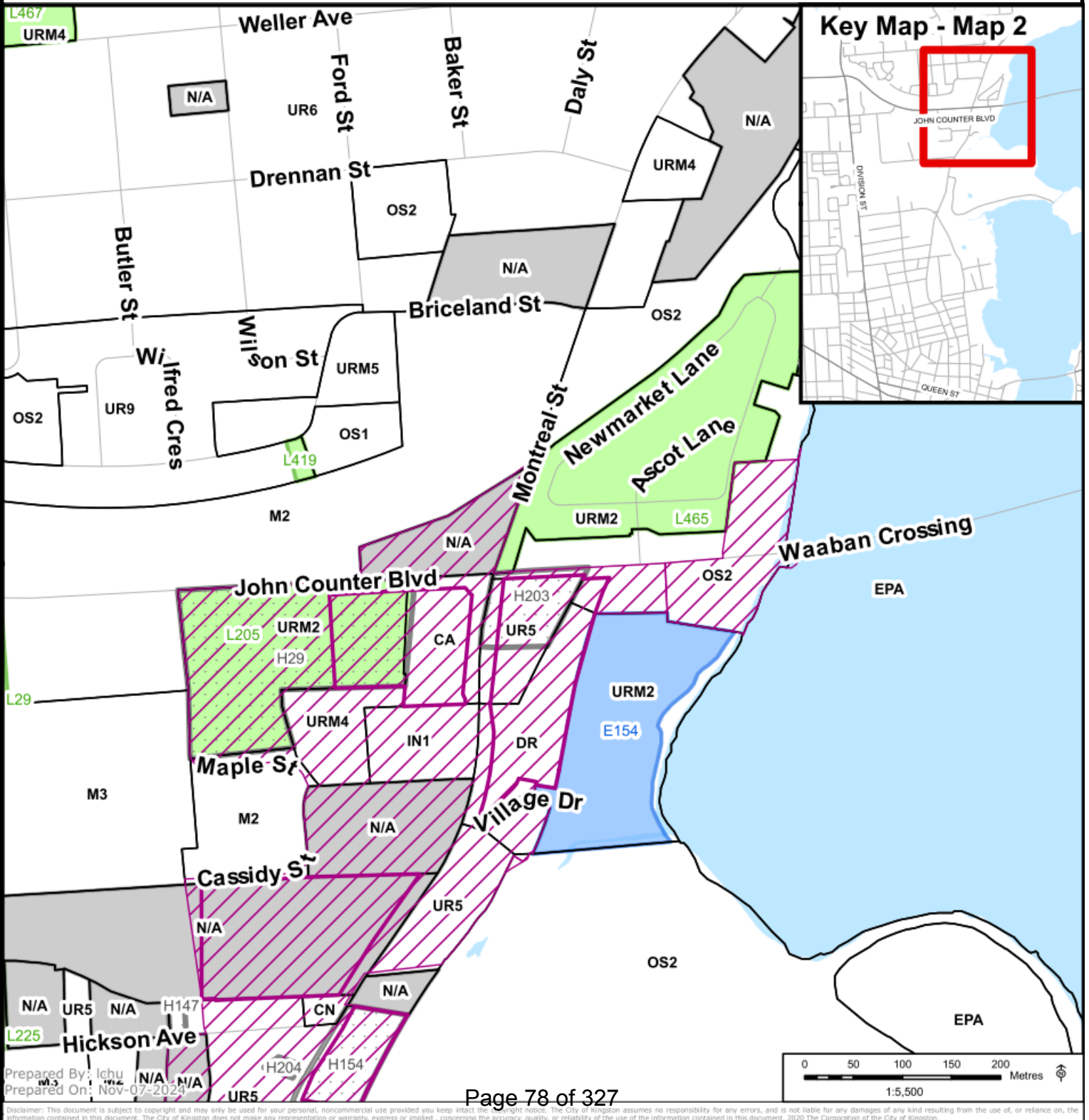


Planning Services

Planning Committee  
Existing Zoning  
Kingston Zoning By-Law 2022-62  
Map 2

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated 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: lchu  
Prepared On: Nov-07-2024

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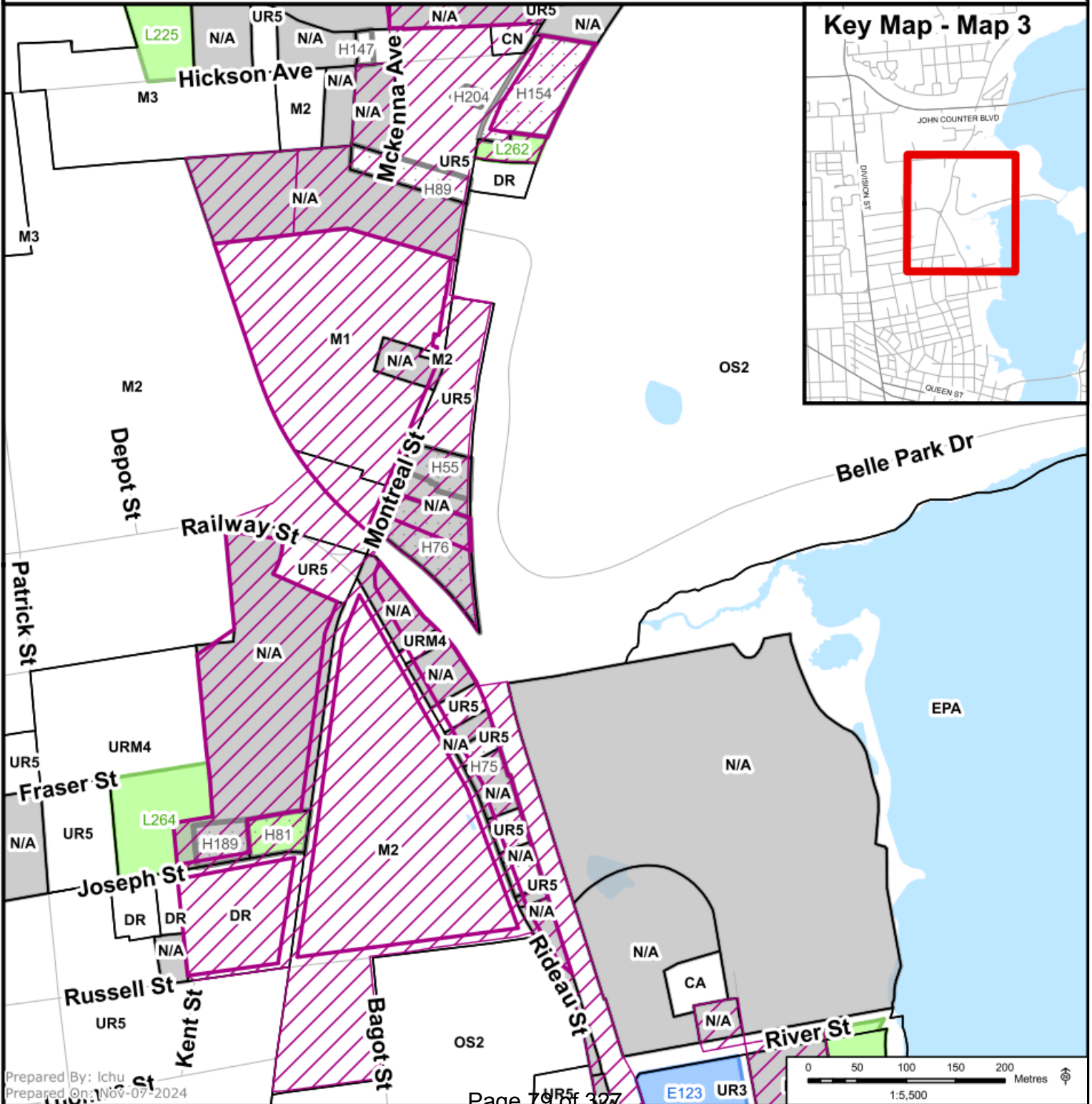


Planning Committee  
Existing Zoning  
Kingston Zoning By-Law 2022-62  
Map 3

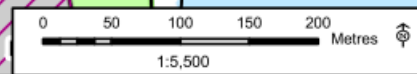
Planning Services

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated 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  
Prepared On: Nov-07-2024



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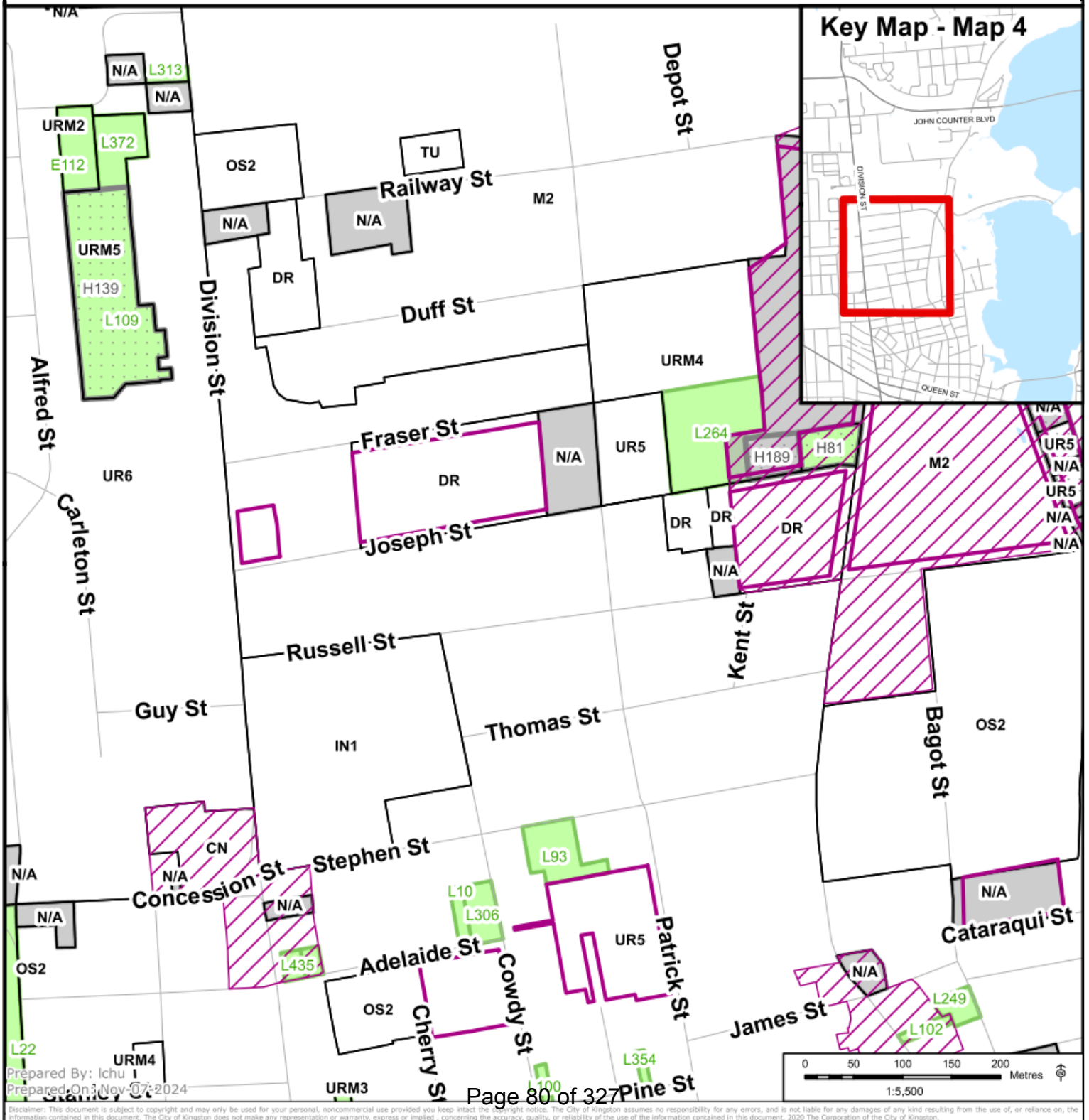


Planning Committee  
Existing Zoning  
Kingston Zoning By-Law 2022-62  
Map 4

Planning Services

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated 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  
Prepared On: Nov-07-2024

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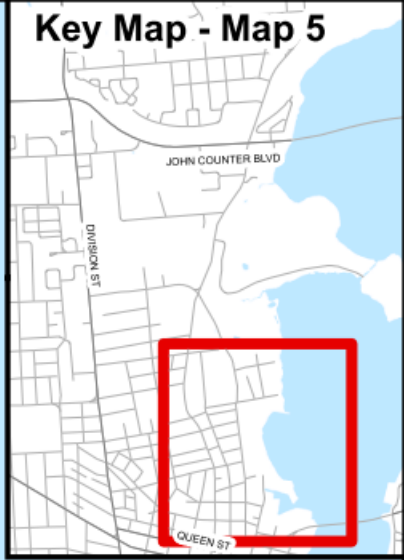
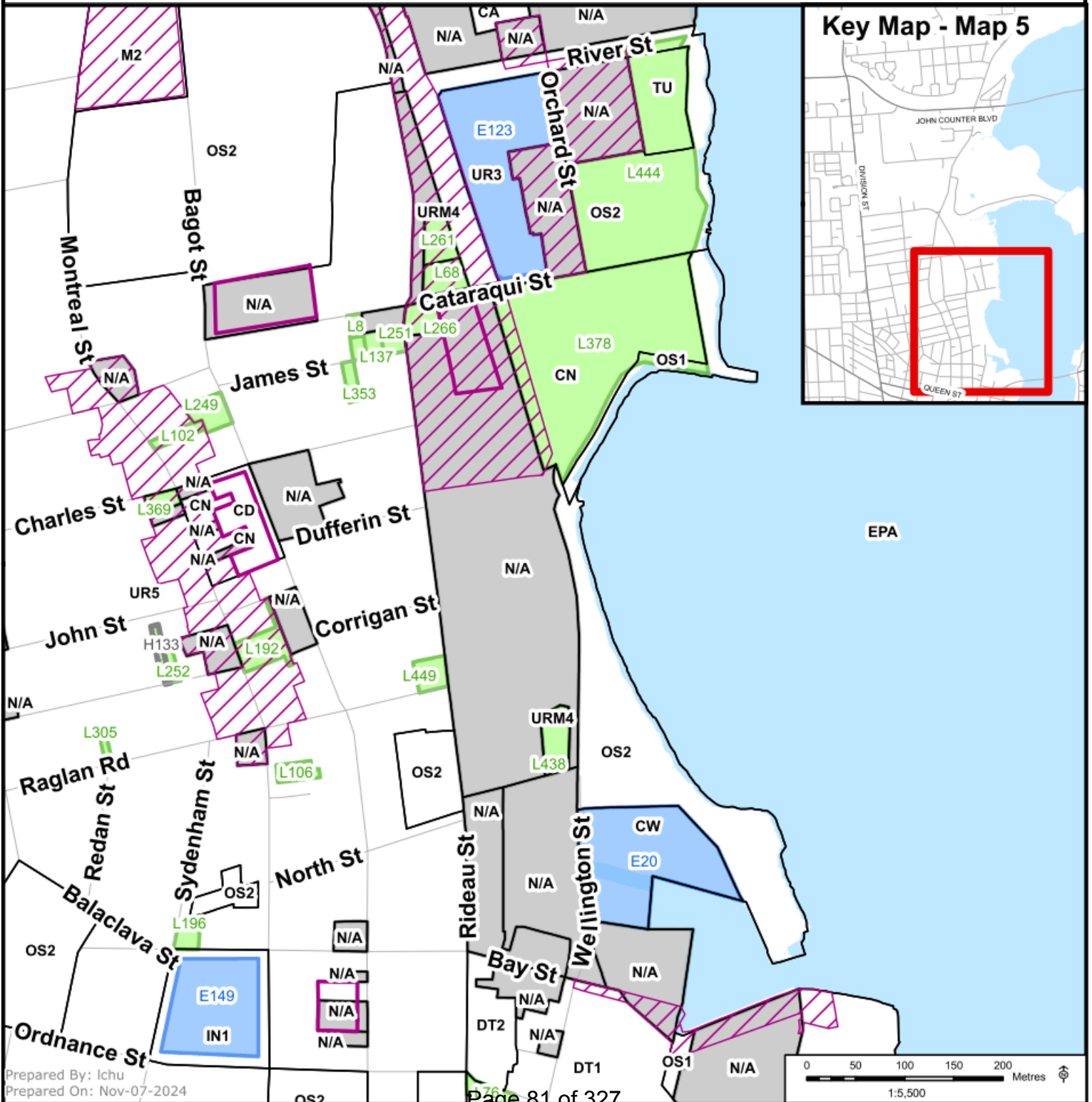


Planning Committee  
Existing Zoning  
Kingston Zoning By-Law 2022-62  
Map 5

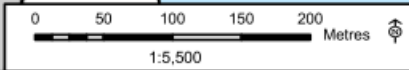
Planning Services

File Number: D01-011-2024

- Proposed Intensification Areas
- Lands to be redesignated 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  
Prepared On: Nov-07-2024



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## North King's Town Specific Policy Area

### Proposed Amendments to the Zoning By-Law

#### Kingston Zoning By-Law 2022-62

The following sections show the proposed amendments to Zoning By-Law 2022-62 to implement the North King's Town Specific Policy Area.

The following new section is proposed to be added:

#### 4.32 Separation Distances between Sensitive Uses and Industrial Facilities

**4.32.1** Despite anything to the contrary in this By-law, the establishment of a new **sensitive use** must comply with the following minimum separation distances from a Class 1, Class 2 or Class 3 industrial facility, as applicable, located within an Employment Zone. Despite clause 3.19.7., this separation distance must be measured as per the province's D-series Environmental Land Use Compatibility Guidelines, or any successor thereof:

1. Minimum separation distance from a Class 1 industrial facility located within an Employment Zone: 20 metres;
2. Minimum separation distance from a Class 2 industrial facility located within an Employment Zone: 70 metres; and
3. Minimum separation distance from a Class 3 industrial facility located within an Employment Zone: 300 metres.

**4.32.2** Despite clause 4.32.1, any **sensitive use** within the required separation distance existing as of October 20, 2024 is considered to comply with this provision and may be expanded as long as it does not further increase the extent or degree of non-compliance with clause 4.32.1.

The following section is proposed to be amended as shown in tracked changes.

## Section 10: Mixed Use Zones

### 10.1 All Mixed Use Zones

**10.1.1.** For the purposes of this By-law, Mixed Use Zones include Williamsville Zone 1 (WM1), Williamsville Zone 2 (WM2), Downtown Zone 1 (DT1), ~~and~~ Downtown Zone 2 (DT2), Mixed Zone 1 (MU1), and Mixed Zone 2 (MU2).

**10.1.2.** **Uses** permitted in Mixed Use Zones are limited to the **uses** identified in Table 10.1.2., and are denoted by the symbol “●” in the column applicable to each Zone and corresponding with the row for a specific permitted **use**. Where the symbol “—” is identified in the table, the **use** is not permitted in that Zone.

**10.1.3.** Where a permitted **use** includes a reference number in superscript beside the “●” symbol in Table 10.1.2., the following corresponding provision applies:

1. Is required to operate within an enclosed building.

**Table 10.1.2. - Permitted Uses in the Mixed Use Zones**

Use	WM1, WM2	DT1, DT2	<u>MU1, MU2, MU3</u>
Residential apartment building	●	●	● <sup>1</sup>
dwelling unit in a mixed use building	●	●	● <sup>1</sup>
stacked townhouse	●	—	● <sup>1</sup>
townhouse	●		● <sup>1</sup>
Non-residential animal care	—	●	—
automobile sales establishment	—	●	—
banquet hall	●	●	● <sup>1</sup>
building supply store	—	●	—
<u>catering service</u>	—	—	● <sup>1</sup>
commercial parking lot	—	●	—
community centre	●	●	● <sup>1</sup>
club	●	●	● <sup>1</sup>
creativity centre	●	●	● <sup>1</sup>
day care centre	●	●	● <sup>1</sup>
department store	—	●	—
entertainment establishment	●	●	● <sup>1</sup>

Use	WM1, WM2	DT1, DT2	MU1, MU2, MU3
financial institution	•	•	•
fitness centre	•	•	•
service station	—	•	—
grocery store	•	•	•
funeral establishment	•	•	•
hotel	•	•	•
laboratory	•	—	•
laundry store	•	•	•
library	•	•	•
museum	•	•	•
office	•	•	•
personal service shop	•	•	•
place of worship	•	•	•
production studio	—	—	•
public market	•	•	•
recreation facility	•	•	•
repair shop	—	•	—
research establishment	—	—	•
restaurant	•	•	•
retail store	•	•	•
special needs facility	•	—	•
training facility	—	•	• <sup>1</sup>
transportation depot	—	•	—
transportation terminal	—	•	—
wellness clinic	•	•	•
workshop	—	—	• <sup>1</sup>

The following sections are proposed to be added:

## 10.6 Mixed Zone 1 (MU1) [6 storey format]

**10.6.1.** The **use** of any **lot** or **building** in the MU1 Zone must comply with the provisions of Table 10.6.1.

**Table 10.6.1 – MU1 Provisions**

Zoning Provision	All permitted uses
2. Minimum <b>lot area</b> (square metres)	—
3. Minimum <b>lot frontage</b> (metres)	—
4. Minimum <b>streetwall height</b> (metres)	10.5
5. Minimum floor to floor <b>height</b> of <b>first storey</b> (metres)	4.5
6. Maximum height	The lesser of: (a) 20 metres (b) 6 storeys
7. Minimum <b>front setback</b> (metres)	3
8. Minimum <b>rear setback</b> (metres)	10
9. Minimum <b>exterior setback</b> (metres)	3
10. Minimum <b>interior setback</b> (metres)	3
11. Minimum <b>stepbacks</b> (metres)	(a) Front lot line and exterior lot line: i. <b>storey</b> 5 to 6: minimum 3.0 metres from the exterior wall of the 4th <b>storey</b>
12. Minimum <b>landscaped open space</b>	15%
13. Maximum <b>lot coverage</b>	55%
14. Maximum residential <b>density</b>	175 <b>dwelling units</b> per net hectare

### Additional Provisions for Lots Zoned MU1

**10.6.2.** In addition to the provisions of Table 10.6.1., **uses** in the MU1 Zone must comply with the following provisions:

1. A minimum of 75% of the **streetwall** of a building must be built to the minimum required front setback for the height of the streetwall;

2. **Buildings** are required to have ground floor commercial **uses** on the **first storey** where any portion of the lot aligns with the area identified as "Required Ground Floor Commercial" on Schedule 3 of this By-law;
3. Where ground floor commercial uses are required by Subclause 2., the entire **streetwall** of the **first storey**, excluding areas devoted to a lobby or other shared entrances/exits for other permitted **uses**, must be occupied by commercial **uses**. Portions of the floor area of the **first storey** that do not have an exterior wall facing a **street line** may be occupied by **uses** that service the **building** such as **loading spaces**, waste management facilities and rooms, mechanical rooms, bike parking facilities and other similar **uses**;
4. The main pedestrian entrance to the **building** must be located on the **main wall** facing the **front lot line**;
5. **Balconies** are only permitted above the second **storey**, to a maximum projection of 1.5 metres from the main wall;
6. **Parking structures** are not permitted to occupy any part of a **main wall** facing a **street line**;
7. **Loading spaces, parking spaces** and **parking lots** are not permitted in a **front yard** or **exterior yard**; and
8. Where a **lot** is adjacent to a **lot** in a UR Zone, a Commercial Zone or an Employment Zone, within the required **rear setback**, a minimum 2.0 metre wide **planting strip** must be provided along the full length of the **rear lot line** and must comply with Subclause 4.16.1.2;

## 10.7 Mixed Zone 2 (MU2) [Tower/podium format]

**10.7.1.** For the purpose of the MU2 Zone, the following definitions apply:

1. **Podium** means the base component of any **building** that is no greater than 20 meters in **height** (excluding mechanical penthouses) and only includes the **first storey** through sixth **storeys** of such **building**.
2. **Tower** means any portion of any **building** that is greater than 20 metres in **height**, excluding a **podium**, below grade **building** components and mechanical penthouses.

**10.7.2.** The **use** of any **lot** or **building** in the MU2 Zone must comply with the provisions of Table 10.7.1.

**Table 10.7.1 – MU2 Provisions**

Zoning Provision	All permitted uses
1. Minimum <b>lot area</b> (square metres)	—
2. Minimum <b>lot frontage</b> (metres)	—
3. Minimum <b>streetwall height</b> (metres)	10.5
4. Minimum floor to floor <b>height of first storey</b> (metres)	4.5
5. Maximum height	The lesser of: (a) 50 metres (b) 15 storeys
6. Minimum <b>front setback</b> (metres)	3
7. Minimum <b>rear setback</b> (metres)	10
8. Minimum <b>exterior setback</b> (metres)	3
9. Minimum <b>interior setback</b> (metres)	3
10. Minimum <b>stepbacks</b> (metres)	(b) Front lot line and exterior lot line: i. <b>storey</b> 5 to 6: minimum 3.0 metres from the exterior wall of the 4th <b>storey</b>
11. Minimum <b>landscaped open space</b>	15%
12. Maximum <b>lot coverage</b>	55%
13. Maximum residential <b>density</b>	300 <b>dwelling units</b> per net hectare

## Additional Provisions for Lots Zoned MU2

- 10.7.3.** In addition to the provisions of Table 10.7.1., **uses** in the MU2 Zone must comply with the following provisions:

### Front Setback of Streetwall

1. A minimum of 75% of the **streetwall** of a building must be built to the minimum required front setback for the height of the streetwall;

### Ground Floor Commercial Uses

2. **Buildings** are required to have ground floor commercial **uses** on the **first storey** where any portion of the lot aligns with the area identified as "Required Ground Floor Commercial" on Schedule 3 of this By-Law;
3. Where ground floor commercial uses are required by Subclause 2., the entire **streetwall** of the **first storey**, excluding areas devoted to a lobby or other shared entrances/exits for other permitted **uses**, must be occupied by commercial **uses**. Portions of the floor area of the **first storey** that do not have an exterior wall facing a **street line** may be occupied by **uses** that service the **building** such as **loading spaces**, waste management facilities and rooms, mechanical rooms, bike parking facilities and other similar **uses**;

### Main Pedestrian Entrance

4. The main pedestrian entrance to the **building** must be located on the **main wall** facing the **front lot line**;

### Projecting Balconies

5. **Balconies** are only permitted above the second **storey**, to a maximum projection of 1.5 metres from the main wall;

### Loading and Parking

6. **Parking structures** are not permitted to occupy any part of a **main wall** facing a **street line**;
7. **Loading spaces**, **parking spaces** and **parking lots** are not permitted in a **front yard** or **exterior yard**;



### Tower Conditions

8. The maximum floor plate of a **tower** is 800 square metres. **Tower** floor plate includes all areas enclosed within exterior walls, including hallways, elevators, stairs, mechanical shafts, and all similar components;
9. The minimum **separation distance** between a **tower** and another **tower** is 25.0 metres;
10. The minimum **setback** from a **tower** to a **lot line** shared with an adjacent property is 12.5 metres;
11. Despite Subclause 10., where an adjacent property has already been developed with a **tower**, the **tower** is permitted to be located closer than 12.5 metres to the **lot line** shared with that adjacent property so long as the 25.0 metre **tower separation distance** is maintained;
12. The minimum **setback** from a **tower** to the exterior wall of the podium is 2.0 metres;

### Planting Strip

13. Where a **lot** is adjacent to a **lot** in a UR Zone, a Commercial Zone or an Employment Zone, within the required **rear setback**, a minimum 2.0 metre wide **planting strip** must be provided along the full length of the **rear lot line** and must comply with Subclause 4.16.1.2;

### Legally Existing Uses

14. **Residential uses** that legally existed prior to the passage of this By-law are deemed to be permitted **uses** and must comply with the provisions of the UR5 Zone; and
15. Commercial **uses** that legally existed prior to the passage of this By-law are deemed to be permitted uses and must comply with the provisions of the CN Zone.

## 10.8 Mixed Zone 3 (MU3) [4-storey format]

**10.8.1.** The **use** of any **lot** or **building** in the MU3 Zone must comply with the provisions of Table 10.8.1.

**Table 10.8.1 – MU3 Provisions**

Zoning Provision	All permitted uses
1. Minimum <b>lot area</b> (square metres)	—
2. Minimum <b>lot frontage</b> (metres)	—
3. Minimum <b>height</b> (storeys)	2
4. Maximum height	The lesser of: a) 4 storeys b) 12.5 metres
5. Minimum <b>front setback</b> (metres)	3.0
6. Minimum <b>rear setback</b> (metres)	8.0
7. Minimum <b>exterior setback</b> (metres)	3.0
8. Minimum <b>interior setback</b> (metres)	a) non-residential buildings: equal to half the height of the building b) residential buildings up to 3 storeys: 1.2 metres c) each additional storey above 3: 1.2 metres d) Despite (b) and (c), for townhouses, where a common party wall is located along a lot line: 0 metres
9. Minimum <b>landscaped open space</b>	30%
10. Maximum <b>lot coverage</b>	45%
11. Maximum residential <b>density</b>	90 <b>dwelling units</b> per net hectare

### Additional Provisions for Lots Zoned MU3

**10.8.2.** In addition to the provisions of Table 10.8.1., **uses** in the MU3 Zone must comply with the following provisions:

1. A minimum of 75% of the **streetwall** of a building must be built to the minimum required front setback for the height of the streetwall.
2. **Loading spaces, parking spaces** and **parking lots** are not permitted in a **front yard** or **exterior yard**.

3. Within the required **rear setback**, a minimum 2.0 metre wide **planting strip** must be provided along the full length of the **rear lot line** and must comply with Subclause 4.16.1.2

The following section is proposed to be amended as shown in tracked changes:

## Section 12: Urban Multi-Residential Zones

### 12.1 All Urban Multi-Residential Zones

12.1.1. For the purposes of this By-law, Urban Multi-Residential Zones include Urban Multi-Residential Zone 1 (URM1), Urban Multi-Residential Zone 2 (URM2), Urban Multi-Residential Zone 3 (URM3), Urban Multi-Residential Zone 4 (URM4), Urban Multi-Residential Zone 5 (URM5), Urban Multi-Residential Zone 6 (URM6), Urban Multi-Residential Zone 7 (URM7), Urban Multi-Residential Zone 8 (URM8), Urban Multi-Residential Zone 9 (URM9), ~~and~~ Urban Multi-Residential Zone 10 (URM10) and Urban Multi-Residential Zone 11 (URM11).

12.1.2. **Uses** permitted in Urban Multi-Residential Zones are limited to the **uses** identified in Table 12.1.2., and are denoted by the symbol "●" in the column applicable to each Zone and corresponding with the row for a specific permitted **use**. Where the symbol "—" is identified in the table, the **use** is not permitted in that Zone.

12.1.3. Where a permitted **use** includes a reference number in superscript beside the "●" symbol in Table 12.1.2., the following corresponding provisions apply:

1. May only contain **non-residential uses** that are permitted in the CN Zone as per Table 15.1.2., and the **non-residential uses** are only permitted on the **first storey**.
2. Is only permitted on a **lot** that has a **front lot line** and/or **exterior lot line** on a Collector Road or Arterial Road in accordance with the **street** type identified in Schedule 4.

Table 12.1.2. - Permitted Uses in the Urban Multi-Residential Zones

Use	URM1	URM2	URM3	URM4	URM5	URM6	URM7	URM8	URM9	URM10	URM11
Residential apartment building	●	●	●	●	●	●	●	●	●	●	●
dwelling unit in a mixed use building	—	—	—	—	—	—	—	● <sup>1</sup>	—	—	● <sup>1</sup>
house	●	—	●	●	●	—	—	—	—	—	—
semi-detached house	●	—	—	—	—	—	—	—	—	—	—

Use	URM1	URM2	URM3	URM4	URM5	URM6	URM7	URM8	URM9	URM10	<a href="#">URM11</a>
stacked townhouse	●	●	—	—	—	—	—	●	●	●	<a href="#">●</a>
townhouse	●	●	—	●	●	—	—	—	—	—	<a href="#">●</a>
Non- residential community centre	●	●	●	●	●	●	●	●	●	●	<a href="#">●</a>
day care centre	●	●	●	●	●	●	●	●	●	●	<a href="#">●</a>
elementary school	●	●	●	●	●	●	●	●	●	●	<a href="#">●</a>
library	●	●	●	●	●	●	●	●	●	●	<a href="#">●</a>
museum	●	●	●	●	●	●	●	●	●	●	<a href="#">●</a>
place of worship	●	●	●	●	●	●	●	●	●	●	<a href="#">●</a>
secondary school	● <sup>2</sup>	● <sup>2</sup>	● <sup>2</sup>	● <sup>2</sup>	● <sup>2</sup>	● <sup>2</sup>	● <sup>2</sup>	● <sup>2</sup>	● <sup>2</sup>	● <sup>2</sup>	<a href="#">●<sup>2</sup></a>

The following section is proposed to be added:

## 12.12 Urban Multi-Residential 11 (URM11)

**12.12.1.** The **use** of any **lot** or **building** in the URM11 Zone must comply with the provisions of Table 12.12.1.

**Table 12.12.1 – URM11 Provisions**

Zoning Provision	All permitted uses
1. Minimum <b>lot area</b> (square metres)	—
2. Minimum <b>lot frontage</b> (metres)	—
3. Maximum height	The lesser of: (a) 13.5 metres (b) 4 storeys
4. Minimum <b>front setback</b> (metres)	4.5
5. Minimum <b>rear setback</b> (metres)	7.5
6. Minimum <b>exterior setback</b> (metres)	4.5
7. Minimum <b>interior setback</b> (metres)	1.2 metres for the first three storeys, plus an additional 1.2 metres for the fourth storey
8. Minimum <b>landscaped open space</b>	30%
9. Maximum <b>lot coverage</b>	45%
10. Maximum residential <b>density</b>	90 <b>dwelling units</b> per net hectare

### **Additional Provisions for Lots Zoned URM11**

**12.12.2.** In addition to the provisions of Table 12.12.1., **uses** in the URM11 Zone must comply with the following provisions:

1. **Loading spaces, parking spaces and parking lots** are not permitted in a **front yard** or **exterior yard**.
2. Residential **uses** that legally existed prior to the passage of this By-law are deemed to be permitted **uses** and must comply with the provisions of the UR5 Zone.

## Exceptions

The following Exceptions are proposed to be added:

### Montreal Street - Main Street Commercial (CN)

- EXX1** 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) All **uses** permitted in the UR5 Zone as per the provisions of the UR5 Zone.; and
    - (ii) **Dwelling unit in a mixed use building.**

### John Counter Boulevard/Montreal Street Area (MU1)

- EXX2** Despite anything to the contrary in this By-Law, the following provisions apply to the lands subject to this Exception:
- (a) The maximum **height** is 12 **storeys**.
  - (b) The maximum floorplate size above the sixth storey is 1,200 square metres.
  - (c) The maximum **density** is 200 **dwelling units** per net hectare; and
  - (d) Residential uses that legally existed on the date of passing of the site specific by-law are deemed to be permitted uses and must comply with the provisions of the UR5 Zone.

### 102 Fraser Street and 775-791 Montreal Street (URM11)

### 15 Joseph and the rear of 546 Montreal Street (MU3)

- EXX3** Despite anything to the contrary in this By-Law, the following provisions apply to the lands subject to this Exception:
- (a) The maximum **density** is 120 **dwelling units** per net hectare.

### 12-14 Cataraqui Street (MU3)

- EXX4** Despite anything to the contrary in this By-Law, the following provisions apply to the lands subject to this Exception:
- (a) The maximum **height** is 6 **storeys**.
  - (b) The maximum **density** is 175 **dwelling units** per net hectare.

- (c) The fifth and sixth **storeys** are required to **stepback** a minimum of 3.0 metres from the exterior wall of the 4<sup>th</sup> **storey** along the **front lot line**.

900 Division Street (MU1)

**EXX5** Despite anything to the contrary in this By-Law, the following provisions apply to the lands subject to this Exception:

- (a) The maximum number of **dwelling units** is 230.

410-420 Bagot Street (URM8)

**EXX6** Despite anything to the contrary in this By-Law, the following provisions apply to the lands subject to this Exception:

- (a) The maximum **density** is 175 **dwelling units** per net hectare.
- (b) The maximum **floor space index** does not apply.
- (c) The fifth and sixth **storeys** are required to **stepback** a minimum of 3.0 metres from the exterior wall of the 4<sup>th</sup> **storey** along the **front lot line**.

158 Patrick Street (URM11)

**EXX7** Despite anything to the contrary in this By-Law, the following provisions apply to the lands subject to this Exception:

- (a) The maximum number of **dwelling units** is 40.
- (b) The minimum **rear setback** is 55 metres.

541 Division Street (URM11)

**EXX8** Despite anything to the contrary in this By-Law, the following provisions apply to the lands subject to this Exception:

- (b) In addition to the **uses** permitted by the applicable Zone, the following **uses** are permitted:
  - (i) **Special needs facility**; and
  - (ii) **Wellness clinic**.
- (c) The maximum number of **dwelling units** is 50.

317 Montreal Street (CN)

**EXX9** Despite anything to the contrary in this By-Law, the following provisions apply to the lands subject to this Exception:



- (a) The minimum **front setback** is 1.5 metres.
- (b) The minimum **interior setback** is 0 metres on the north side and 0.6 metres on the south side.
- (c) The minimum size of a standard **parking space** is 2.6 metres wide and 5.2 metres long.
- (d) The minimum **driveway width** is 2.3 metres.
- (e) Unenclosed front **porches** and below-grade steps are permitted to project 1.5 metres out from the main building wall, with no minimum setback from the **front lot line**. Minimum **interior setback** for an unenclosed front porch and below-grade steps is 0.5 metres (south) and 0 metres (north).
- (f) An **accessory building** may be located not less than 0.9 metres from the **rear lot line** and not less than 0.3 metres from the north **interior lot line**.
- (g) **Amenity areas** may be aggregated into spaces of not less than 43 square metres.

## Legacy Exceptions

The following changes are proposed to the Legacy Exceptions:

### 317 Montreal Street (CN)

**L102:** To be deleted and replaced with EXX9.

### 235 Montreal Street (CN)

**L192:** To be deleted

### 722,730,766 John Counter Boulevard (MU1)

**L205.** Text to remain the same. The boundary is proposed to be adjusted so that L205 only applies to the portion of the property proposed to remain in the URM2 Zone. The remainder of the property proposed to be included in the MU1 Zone would be subject to EXX1.

## Holding Overlay

The following new Holding Overlay is proposed for the intensification areas:

For intensification areas to be rezoned to the MU1, MU2, MU3, URM11, and URM8 Zones

**HXX1.** Prior to the removal of the Holding Overlay, the following conditions must be satisfied:

- (a) The City is satisfied that there is adequate servicing capacity (i.e., water, wastewater, natural gas, and electrical) for the proposed development; and
- (b) A Transportation Impact Study is completed to the satisfaction of the City.

### List of Mapping Changes

- **Schedule 1, Zoning Map** - Amendment to reflect the proposed zone change of properties located within the Intensification Areas (MU1, MU2, MU3, URM11, URM8 Zones), the Main Street Commercial designation (CN Zone), and the Outer Station property (DR Zone).
- **Schedule 2, Parking Areas** – Amendments to include the intensification sites in Parking Area 2.
- **Schedule 3, Required Ground Floor Commercial** - Amendment to show the required ground floor commercial on Montreal Street.
- **Schedule 4, Road Classification** – Amendment to change the road classification of Rideau Street and Waaban Crossing.
- **Schedule E, Exception Overlay** – Amendment to add Exception Overlays for some of the intensification sites, and to amend/delete some of the Legacy Exceptions
- **Schedule F, Holding Overlay** – Amendment to add a Holding Overlay for the intensification sites.
- **Schedule H, Express Transit Area Overlay** – Amendment to remove the inset and properties on Montreal Street and the Express Transit Area Overlay for the intensification sites.

### **Zoning By-Law Number 8499**

Properties shown as 'N/A' or 'Not Subject to the Kingston Zoning By-Law' in Exhibit E (Existing Zoning) that are proposed to be rezoned to the MU1, MU2, MU3, URM8, URM11, or the CN Zone as part of the North King's Town project are proposed to be removed from Table 1 of Zoning By-Law Number 8499, titled, "Zones and Red Exceptions Subject to this By-law".



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

File Number: D01-011-2024

**Certificate of Authentication**

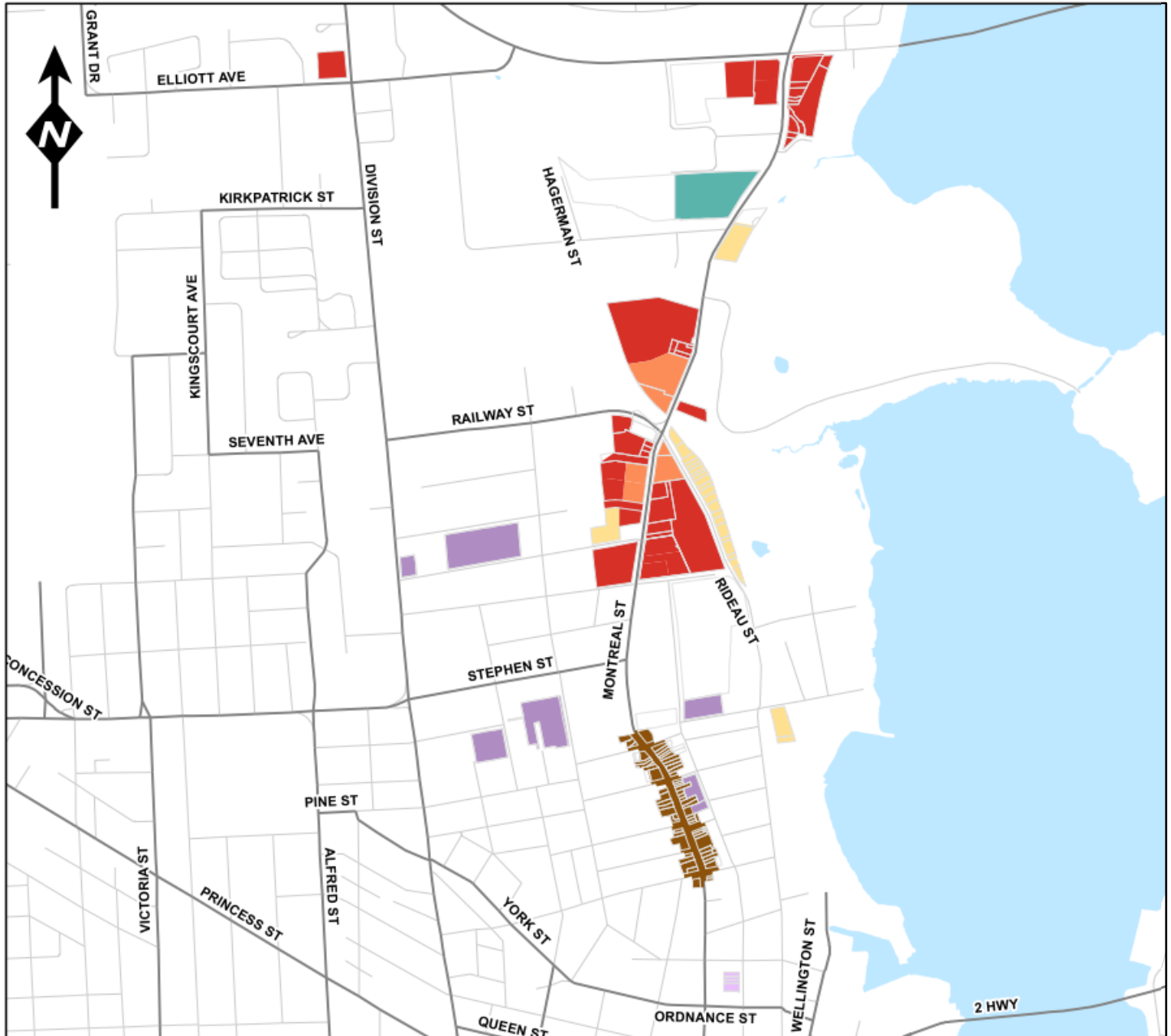
This is Schedule 'A' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

**Planning  
Services**

**Zoning By-Law 2022-62  
Schedule 1, Zoning Map**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



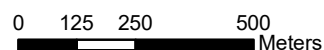
**Legend**

Lands to be rezoned from former zone to:

- |   |   |  |
|---|---|--|
|  Neighbourhood Commercial (CN) |  Urban Multi-Residential Zone 8 (URM8)   |  Major Road |
|  Mixed Zone 1 (MU1)            |  Urban Multi-Residential Zone 11 (URM11) |  Local Road |
|  Mixed Zone 2 (MU2)            |  Development Reserve (DR)                |  |
|  Mixed Zone 3 (MU3)            |   |  |



**CITY OF KINGSTON**





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

File Number: D01-011-2024

### Certificate of Authentication

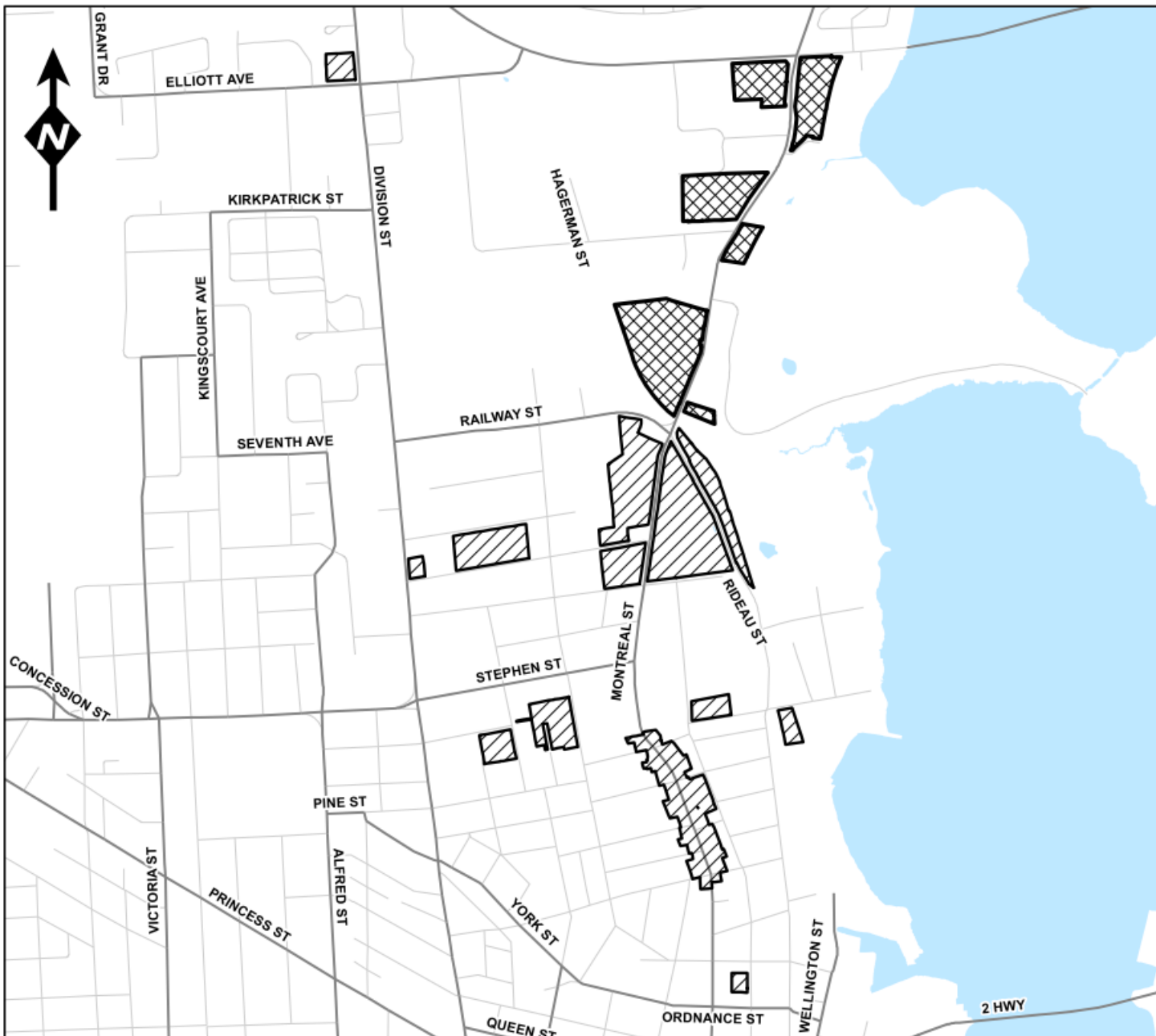
This is Schedule 'B' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

Zoning By-Law 2022-62  
Schedule 2, Parking Areas



Planning  
Services



\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



#### Legend

-  Change from PA3 to PA2
-  Change from PA4 to PA2

-  Major Road
-  Local Road



CITY OF KINGSTON



Planning  
Services

### Schedule 'C'

### to By-Law Number

File Number: D01-011-2024

### Certificate of Authentication

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

\_\_\_\_\_ Mayor

\_\_\_\_\_ Clerk

Zoning By-Law 2022-62

Schedule 3, Required Ground Floor Commercial

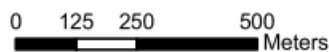


#### Legend

— Required Ground Floor Commercial to be Added

— Major Road

— Local Road



CITY OF KINGSTON



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

File Number: D01-011-2024

**Certificate of Authentication**

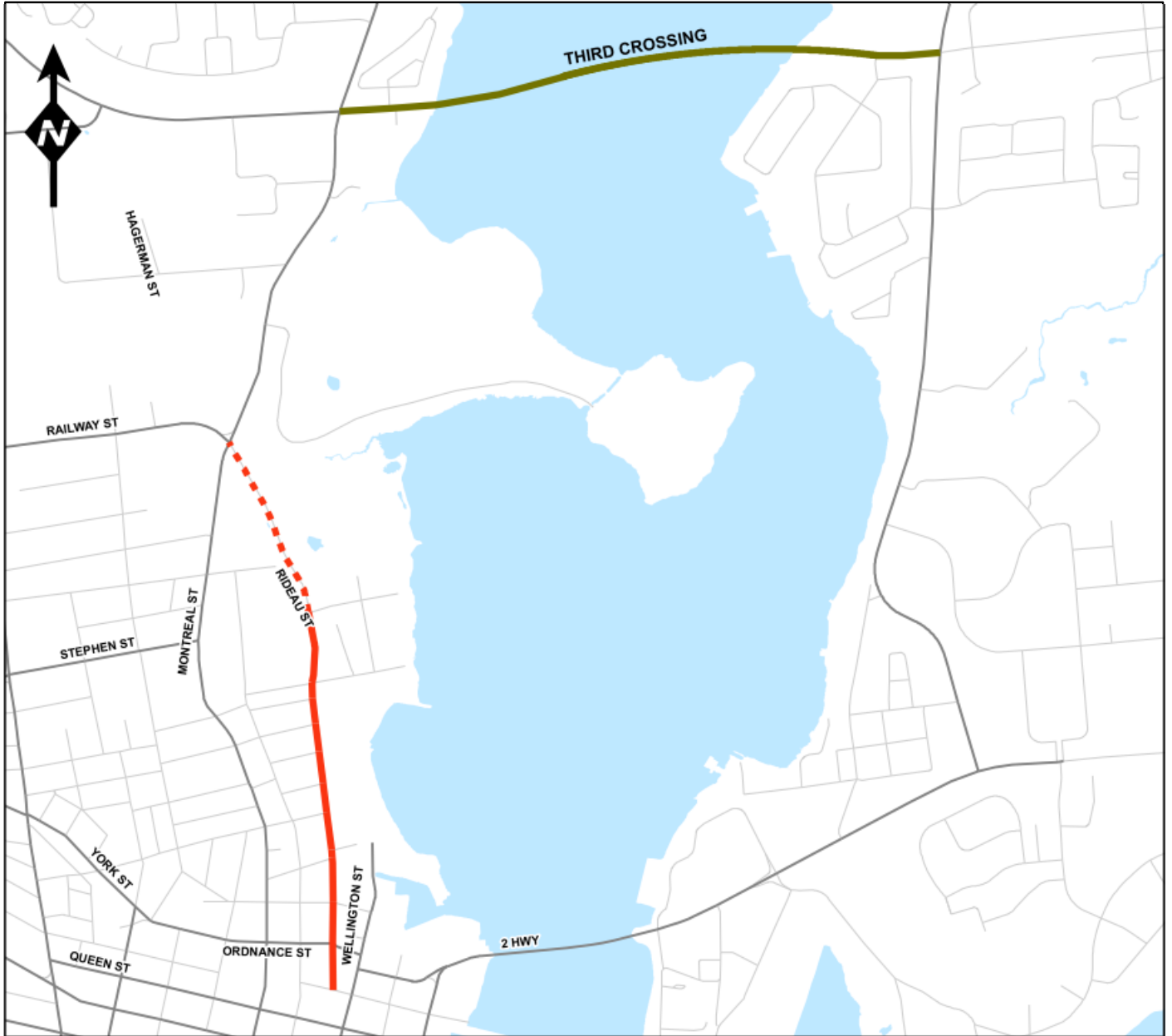
This is Schedule 'D' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

Zoning By-Law 2022-62  
Schedule 4  
Road Classification Urban

**Planning  
Services**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



**Legend**

- Third Crossing to be replaced with Waaban Crossing
- Road to be reclassified from Local to Arterial
- Road to be reclassified from Arterial to Collector
- Road to be reclassified from Local to Collector
- Major Road
- Local Road



**CITY OF KINGSTON**



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

File Number: D01-011-2024

**Certificate of Authentication**

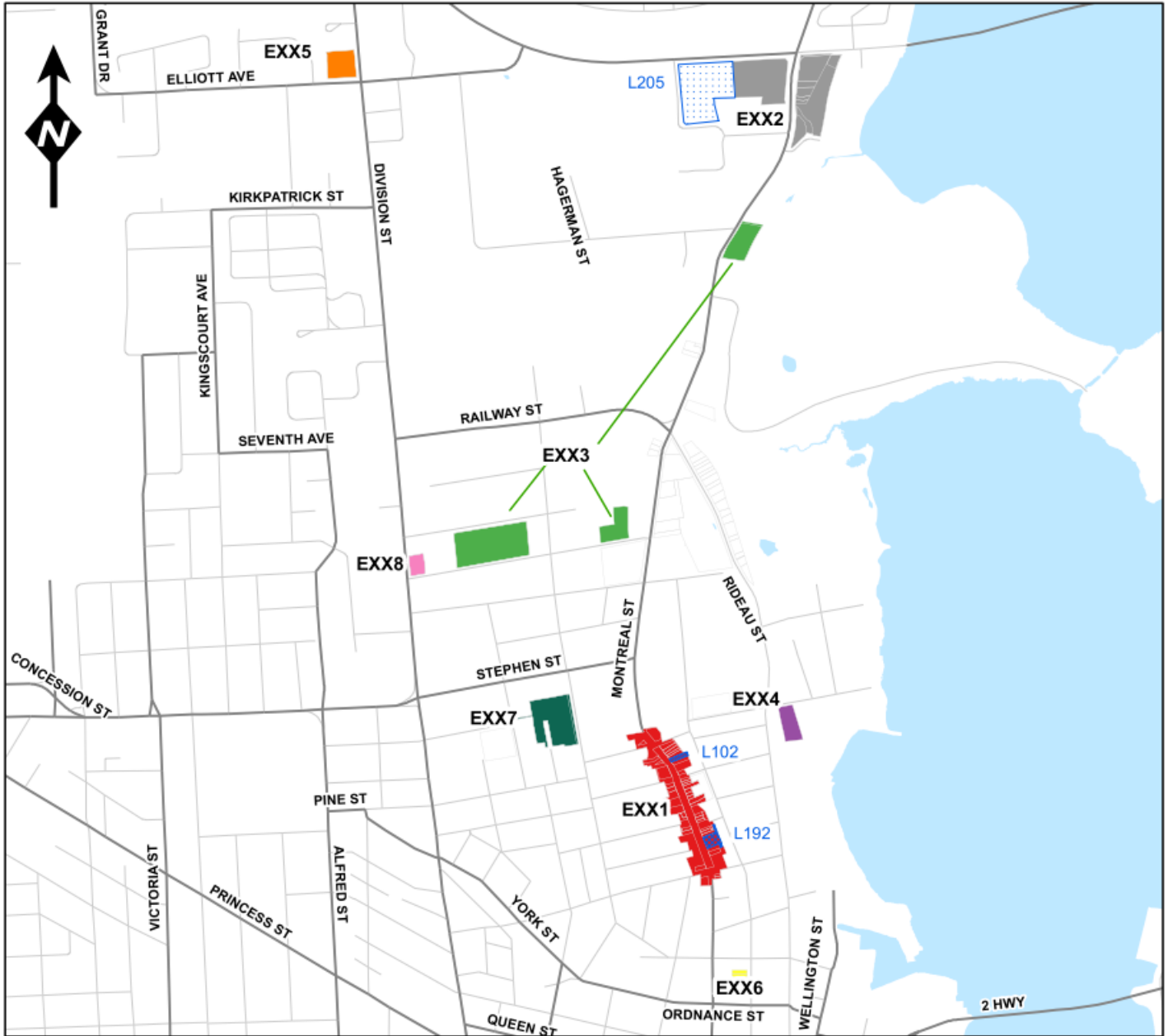
This is Schedule 'E' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

**Zoning By-Law 2022-62  
Schedule E, Exception Overlay**

**Planning  
Services**

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



**Legend**

New Exception Overlays  
to be added as:

- EXX1
- EXX2
- EXX3
- EXX4
- EXX5
- EXX6
- EXX7
- EXX8

Legacy Exception Overlays  
to be deleted or adjusted:

- L102 to be deleted and replaced with EXX9
- L192 to be deleted and replaced with EXX1
- L205 to be adjusted by removing the lands subject to EXX2

- Major Road
- Local Road



**CITY OF KINGSTON**







### Schedule F' to By-Law Number

File Number: D01-011-2024

### Certificate of Authentication

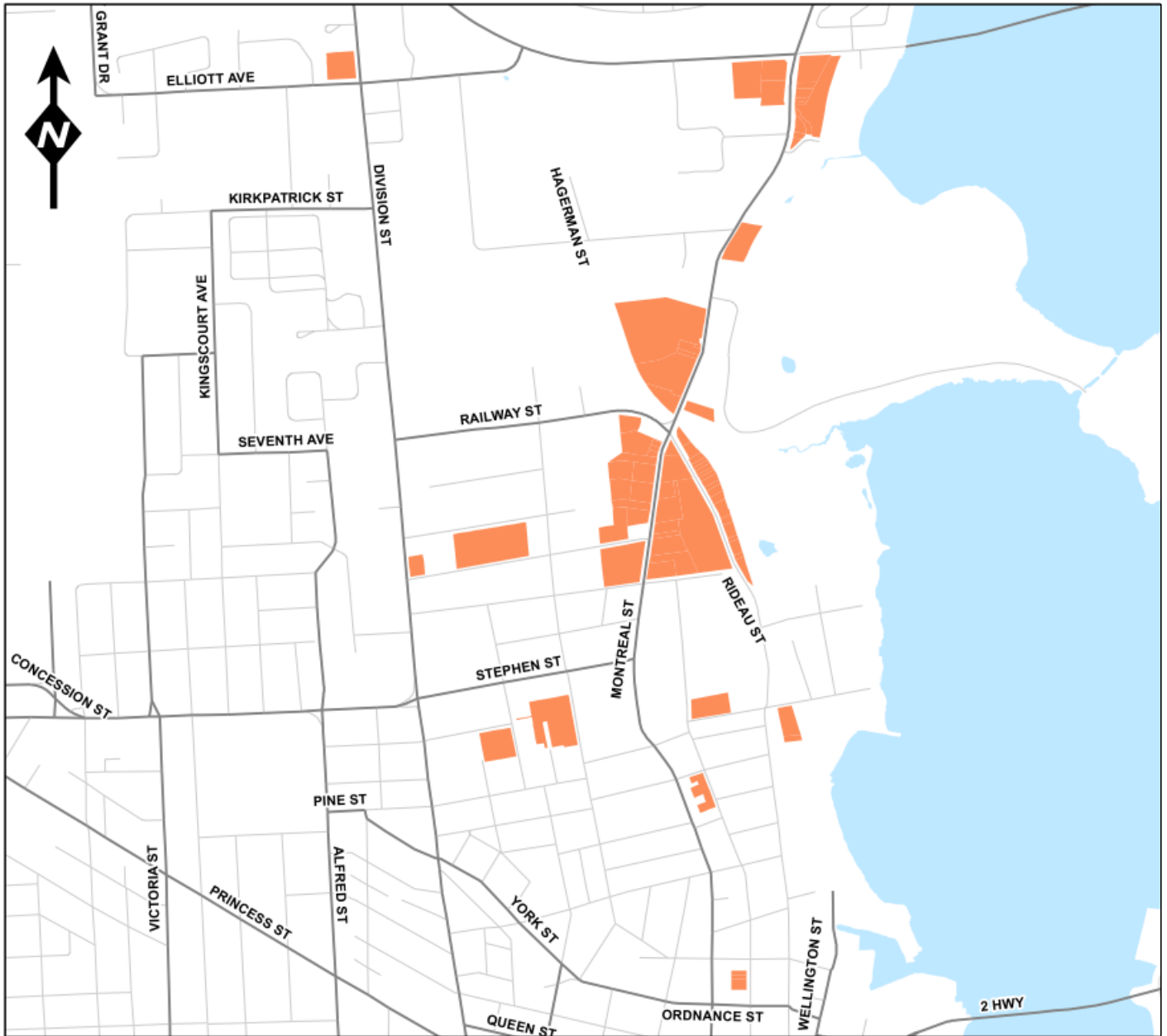
This is Schedule 'F' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2024.

Zoning By-Law 2022-62  
Schedule F, Holding Overlay

Planning  
Services

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

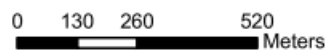


#### Legend

- Lands to be added to Holding Overlay HXX1
- Major Road
- Local Road



CITY OF KINGSTON





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

File Number: D01-011-2024  
**Certificate of Authentication**

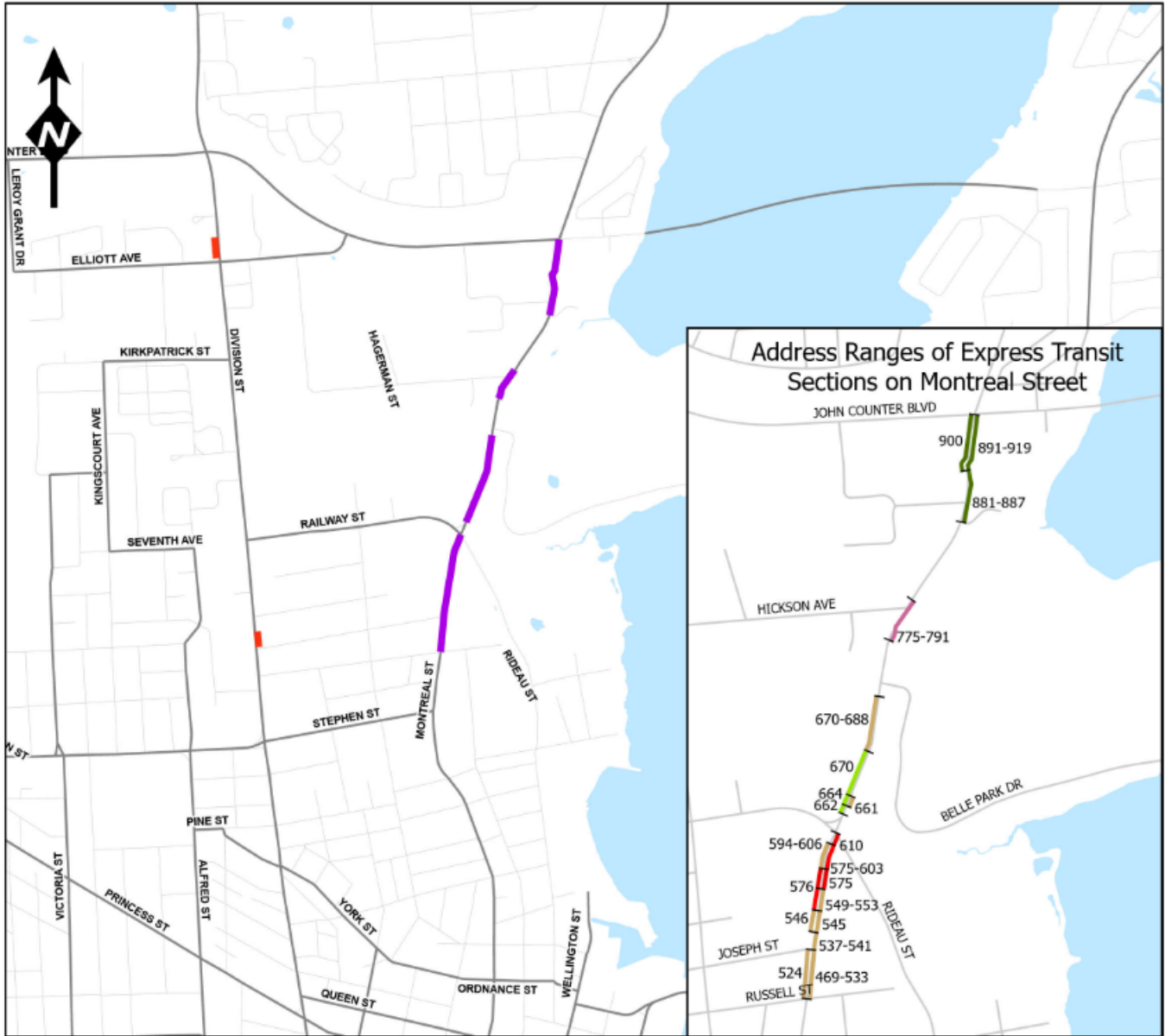
**Zoning By-Law 2022-62  
Schedule H  
Express Transit Area Overlay**

**Planning  
Services**

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

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



**Legend**

Inset showing address ranges of express transit sections on Montreal Street to be removed

Express Transit Sections to be Deleted from:

- Montreal Street
- frontages of 900 Division St. and 541 Division St.

— Major Road    — Local Road



**CITY OF KINGSTON**

# PROPOSED TREATMENTS: PEDESTRIAN



# PROPOSED TREATMENTS: CYCLING



# PROPOSED TREATMENTS: TRANSIT



**LEGEND**

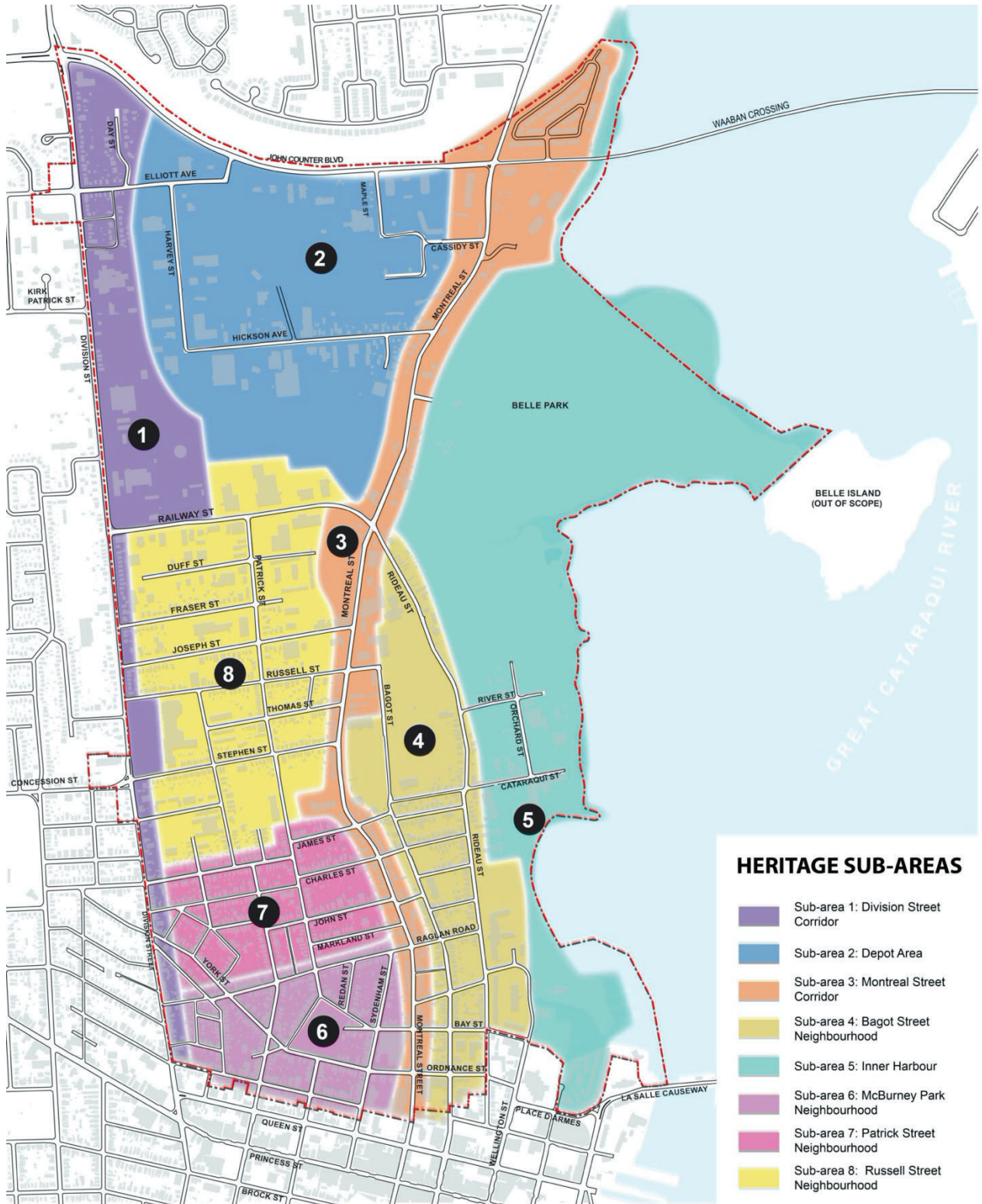
- STUDY AREA
- K&P TRAIL AND WATERFRONT PATHWAY
- POTENTIAL FUTURE ROAD

**PROPOSED TRANSIT NETWORK IMPROVEMENTS:**

- FREQUENT TRANSIT CORRIDOR
- TRANSIT NODE

# PROPOSED TREATMENTS: ROADS

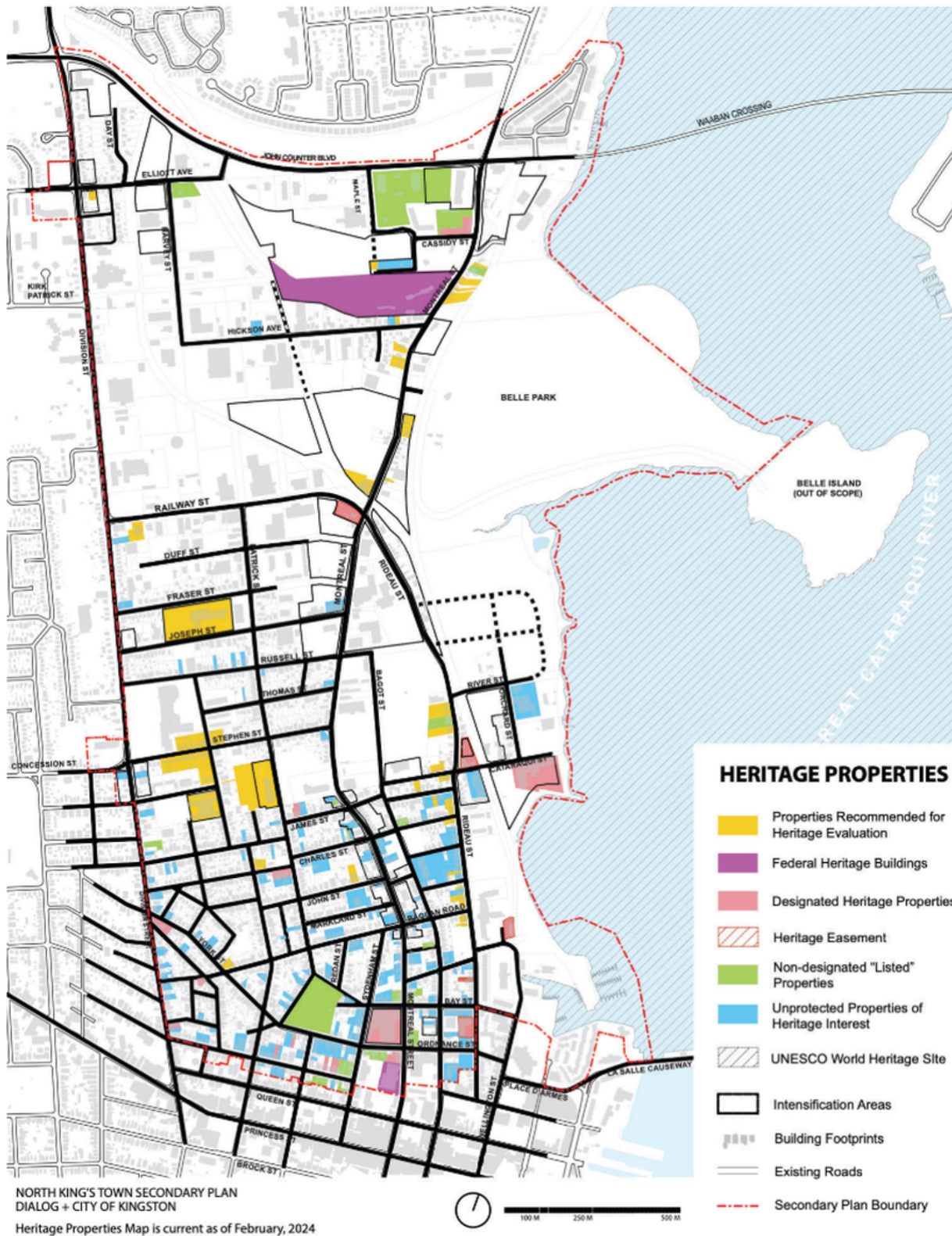




NORTH KING'S TOWN SECONDARY PLAN  
DIALOG + CITY OF KINGSTON

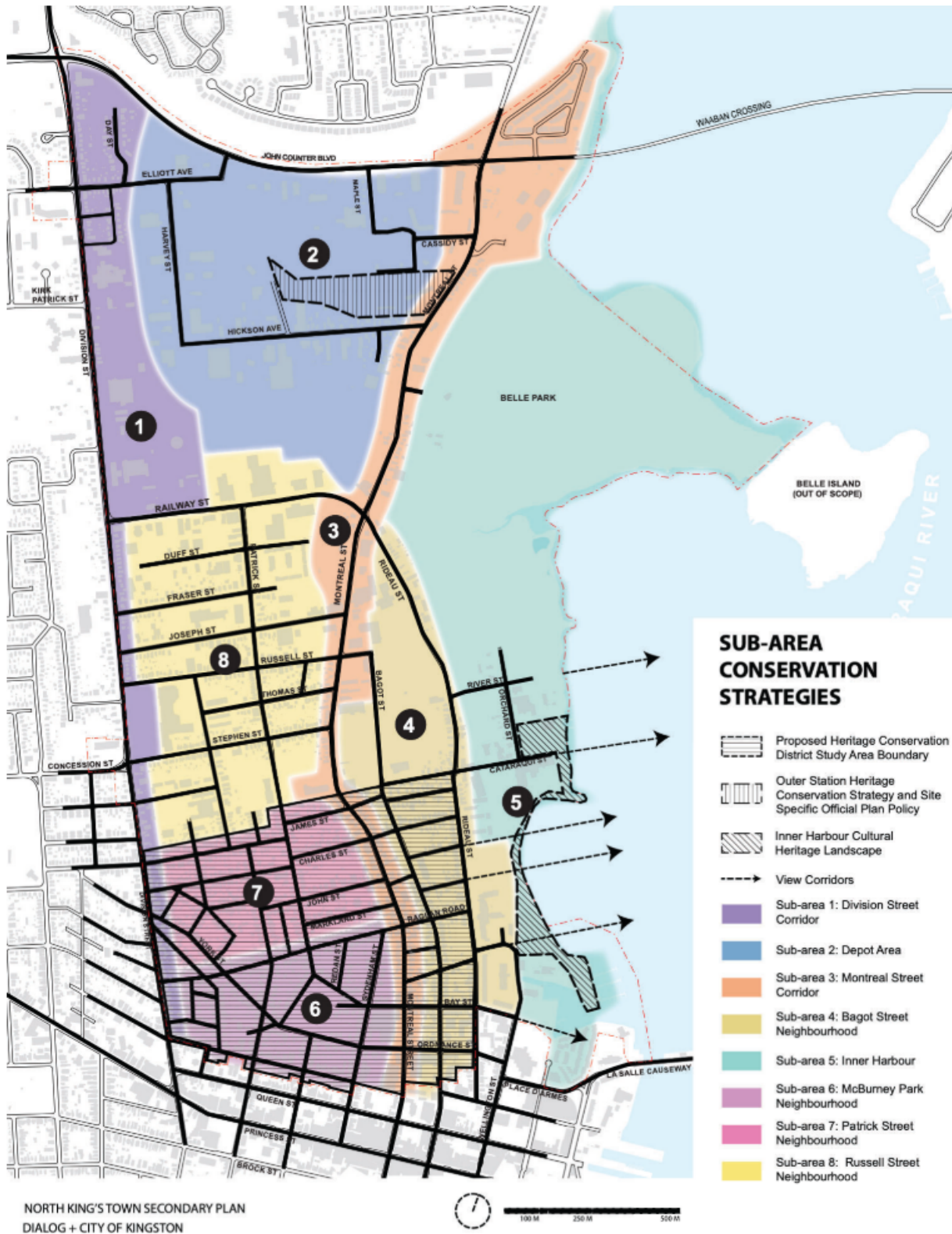


### Sub-Areas



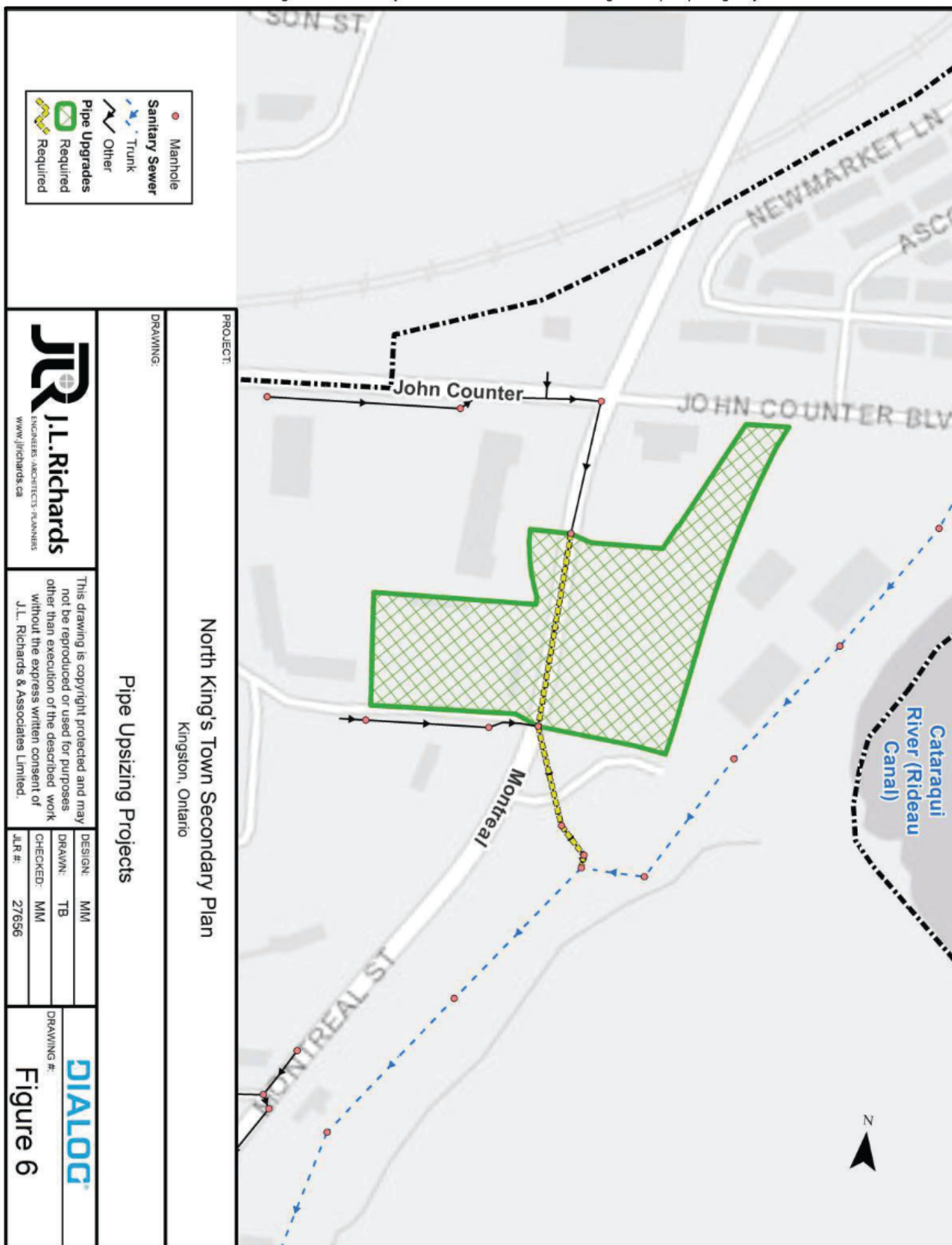
## Heritage Properties





### Conservation Strategies

File Location: K:\27000\27656-000.1 North King's Town Secondary Plan\JLR DWG\Civil\GIS\27656 Figure 6 Pipe Upsizing Projects.mxd



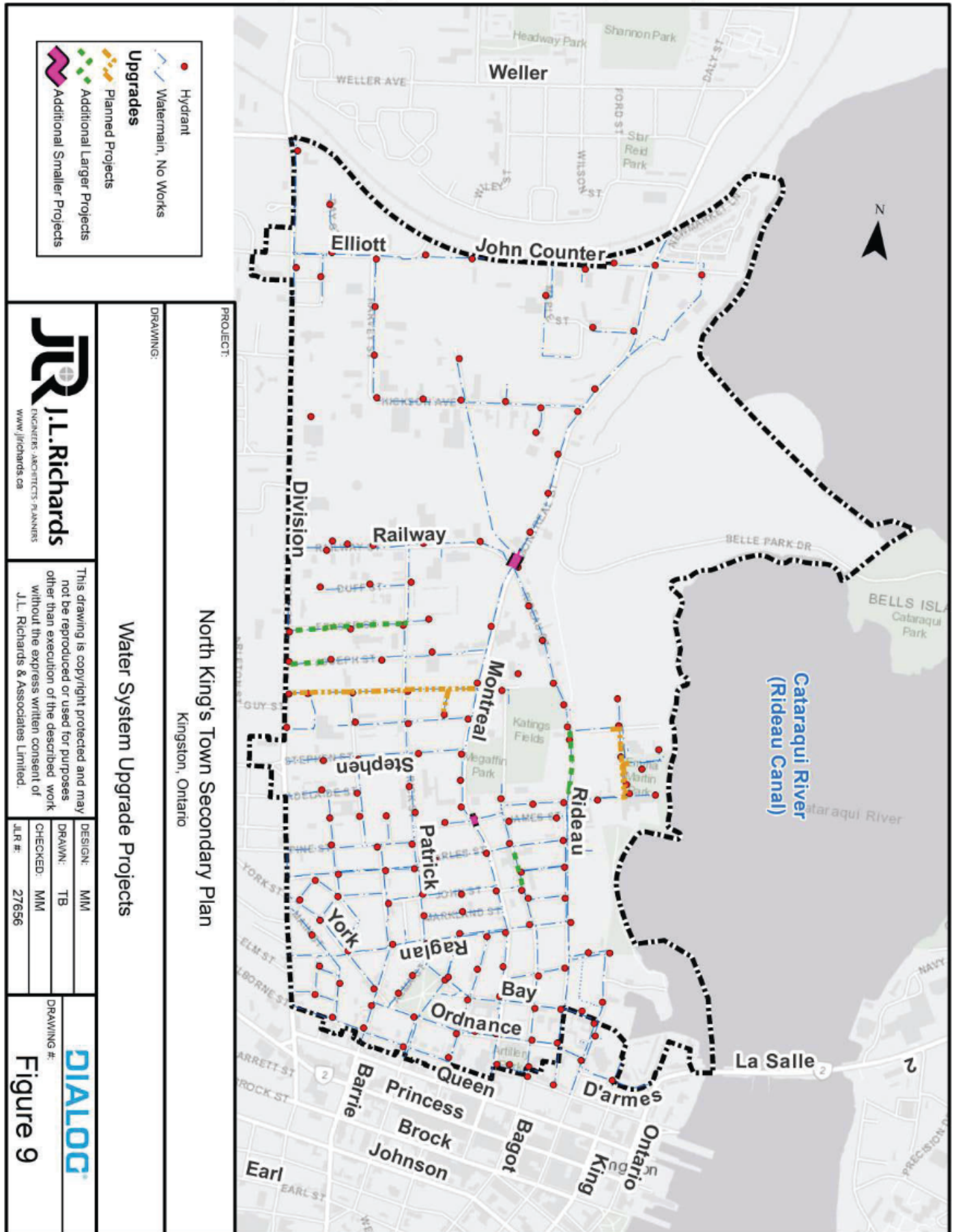
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Plot Date: July 8, 2024 2:17:46 PM

File Location: K:\27000\27656-000.1 North King's Town Secondary Plan\JLR DWG\Civil\GIS\27656 Figure 9 Water Upgrades.mxd



Plot Date: July 8, 2024 2:19:50 PM



# North King's Town Secondary Plan Phase 2: Technical Studies

## Engagement Events – February & March 2018

**Wednesday, February 28, 2018 – Royal Canadian Legion, Branch 560**

- Talking circle: 9:30 a.m. to 12:00 p.m. (approximately 15 people)
- Open house & workshop: 2:30 to 5:00 p.m. (approximately 55 people)
- Open house & workshop: 6:00 to 8:30 p.m. (approximately 30 people)

**Saturday, March 3, 2018 – Artillery Park Aquatic Centre**

- Drop-in open house: 9:00 to 11:00 a.m. (approximately 30 people)

**Tuesday, March 6, 2018 – Heritage Resource Centre, City Hall**

- Drop in open house: 9:00 a.m. to 12:00 p.m. & 1:00 to 4:00 p.m. (approximately 30 people)

## Purpose of the events

To provide an opportunity for members of the community to review and discuss the draft land use plan and cultural heritage research, as well as to be able to provide some early input on community priorities for the NKT transportation plan.

## What you told us...

### Cultural heritage

- Be sure to identify Indigenous Peoples as part of the origins of NKT, as well as the land itself, before the arrival of settlers.
- The chronology for the history of the NKT area should note that it is in many cases a continuous timeline; e.g., Indigenous Peoples were not just here at a certain point in history, but they continue to be here today.
- Highlight the importance of the UNESCO World Heritage designation of the Rideau Canal.
- Festivals, access to the water, and manufacturing activity are important cultural aspects of the area.
- The history of the Swamp Ward is one of diversity, affordability, and the working class.
- The character of the streets – narrow, turning – is part of the area's history.

- Buildings and properties of importance that were mentioned: the Outer Station (in its existing location); Anglin Bay and the Davis Dry Dock; the former National Grocer Building; and 9 North Street.
- There is an active eel fishery in the Inner Harbour.
- Acknowledge the recreational history in the area: Cook Brothers (Hockey Hall of Fame), baseball, and soccer; recreational uses, like soccer, were popular with the residents in the past, especially those from different cultures/backgrounds; sledding behind St. Patrick's School – people use it a lot and have been for years; I've heard stories from people who learned to swim in the Inner Harbour. Could we have a swimming dock at Molly Brant Park?
- There should be interpretative and educational opportunities about the area's heritage; there should be better recognition of Molly Brant.

## Land use

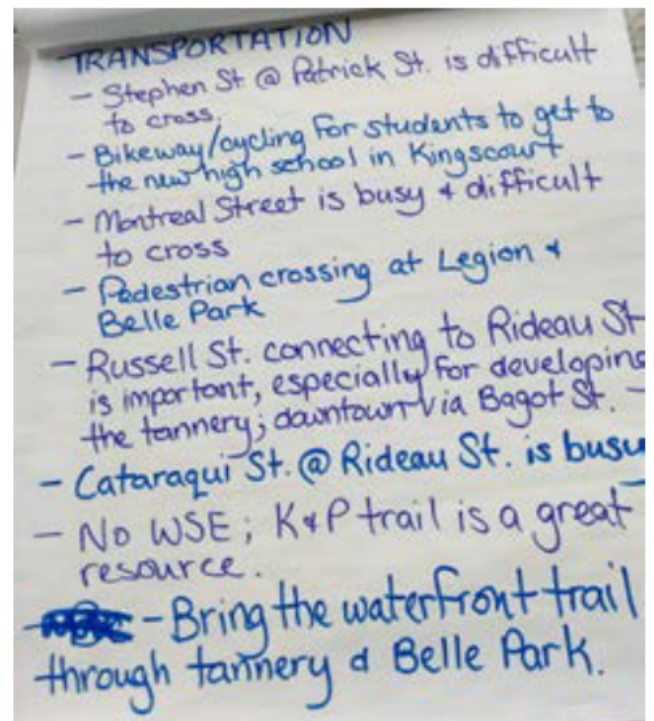
- The affordability of housing (rental and ownership) and access to everyday services is important; there are concerns about gentrification.
- Economic diversity is key; we need the businesses in this area for jobs, not just the services they provide; the employment lands in NKT are not appropriate for large companies; we need to be able to get large delivery vehicles in and out of the downtown and the Old Industrial Area.
- The Innovation Hub area is important to the community; the Innovation Hub should be an incubator hub for smaller businesses; I don't like the name "Innovation Hub"; make sure the Innovation Hub includes residential uses.
- This area needs more public amenities, service commercial uses for the neighbourhoods, and another area grocery store. There could be a major hub in the centre of Montreal Street that could attract amenities like a grocery store.
- The active frontages on the land use map could be in better locations, especially along some sections of Montreal Street; there should be active frontages on all corners of the intersection at Montreal Street and Rideau/Railway Streets.
- Additional height, density, and redevelopment is appropriate in some areas of NKT; height above three storeys should only be at major nodes; Montreal Street south is an older residential area and shouldn't be an area for tall buildings.
- Mixed use is important, but we don't want to draw business away from the downtown; there should be mixed use at the Outer Station.
- There is a rare dry dock facility at Metal Craft Marine; keep the marine building/boat building sites for industrial use.
- Former Davis Tannery: While there were a couple of comments supporting the development proposed for the tannery site, and a couple of comments indicating that nothing should be built on the tannery site, the majority of comments focused on the following three issues: protection of the shoreline; more open space for the public; and, placement of new/taller buildings along Rideau Street (this property is currently the subject of an application to redevelop the site; comments related to the property have been shared with the City planner assigned to the file).
- Belle Park: Would like to see more and better use of Belle Park; more trails; a place to launch a canoe; Belle Park needs a dog park; a separate dog park for small breeds (Belle Park is currently the subject of a master planning exercise; these comments have been shared with staff in Recreation and Leisure Services).
- All open spaces and the public realm should be designed for universal accessibility, particularly for barrier-free access to the waterfront.



- Other open space comments: real access to and along the waterfront; protect the green space along the shoreline; wider pathways and more park space; protect the K&P Trail; keep the trail network; there should be places to launch a canoe; we need a public boathouse for small watercraft; this area needs community gardens and urban orchards; the park at the north end of Rideaucrest should be cleaned up and improved to provide access to Doug Fluhrer Park and the K&P Trail.

## Transportation

- Wellington Street Extension (WSE): There were a few comments in support of the proposed WSE, especially related to access to the downtown and east end, with a couple of suggestions that it could be one way and potentially the direction could be reversed based on traffic demand/flow during peak hours. However, the majority of comments about the proposed WSE were against the construction of it, primarily because of impacts to Doug Fluhrer Park and the K&P Trail.
- Intersections people are concerned about: John Counter Blvd. and Montreal Street; Stephen Street and Patrick Street; Rideau Street and Cataragui Street; Montreal Street and Raglan Road; Montreal Street and Railway/Rideau Streets. There were also requests for a pedestrian crossing on Montreal Street at the Legion/Belle Park.
- Ideas and concerns involving specific streets: concerns over traffic on Rideau Street, especially once the Third Crossing is built; open up and extend Russell Street to provide better east-west connectivity; Bagot Street is a good connection to downtown; York Street is well used and should be focused on more; build the extension of Leroy Grant Drive so that the WSE is not needed.
- Active transportation: more bike racks needed, especially near downtown, Woolen Mill, and Charles and Montreal Streets; separated bike lanes and off-road trails are safer and more enjoyable; upgrade all intersections to make cycling safer; we need walkable, bikeable communities; we need a cycling route for students to get to the new schools in Kingscourt; Montreal Street needs wider sidewalks; having pedestrians next to the road can slow traffic.
- Transit: great improvements in service in recent years; more frequent service for Bus #1; looking forward to the express bus on Montreal Street; need more transit routes, especially east-west; need accessible road network for public transportation buses so all Kingston can visit the waterfront.
- Priorities for the NKT transportation master plan: switch to other travel modes (i.e., pedestrians and bicycles over cars); safety; reliable transit; accessibility; facilities for pedestrians and cyclists (e.g., benches, bicycle parking, etc.)



## Next steps

The City is going to make revisions to the land use plan based on public input received at the engagement events. Work continues on the cultural heritage study, transportation master plan, and servicing plan. Stay tuned to the NKT webpage for project updates and information about up-coming engagement events ([www.cityofkingston.ca/NorthKingsTown](http://www.cityofkingston.ca/NorthKingsTown)) or sign up for the stakeholder email list at [nktplan@cityofkingston.ca](mailto:nktplan@cityofkingston.ca).



# North King's Town Secondary Plan Phase 2: Technical Studies

## Engagement Events – June 2018

### Saturday, June 23, 2018 – McBurney Park

- Community information booth at the Skeleton Park Arts Festival – 10:00 a.m. to 5:00 p.m.

### Tuesday, June 26, 2018 – Royal Canadian Legion, Branch 560

- Open house and workshop – 2:00 to 4:30 p.m. (approximately 25 people)
- Open house and workshop – 6:00 to 8:30 p.m. (approximately 25 people)

## Purpose of the events

To provide an opportunity for members of the community to review revisions to the draft land use plan and additional cultural heritage information, as well as to be able to provide some input on the following components of the NKT transportation plan: the problem/opportunity statement; refined evaluation criteria; and, a draft inventory of possible approaches/network improvements to address the problem/opportunity.

## What you told us...

### Cultural heritage

- The protection of heritage areas and residential areas is important.
- Don't be too precious about heritage. There are infill areas that can take redevelopment, such as streets like Plum and Patrick that have deep lots. Infills should be context sensitive.
- Don't necessarily want a Heritage Conservation District (HCD) for this area. List properties to protect buildings from demolition, but only designate significant sites. Heritage designation can affect housing affordability.



## Land use

### Areas that would benefit from additional development:

- vacant lots on Montreal Street, especially at John Counter Boulevard and Railway Street;
- many of the areas identified as Urban Village in the land use plan, especially in the nodes;
- around the Outer Station;
- on the tannery site, west of Orchard Street;
- vacant lots throughout the area, including the re-use of existing buildings.



### What would you think if the City were to allow additional height and density in exchange for affordable housing or other community benefits?

- We need more affordable housing and more housing for seniors; both rental and ownership.
- Preference for neighbourhoods and developments to be mixed income and mixed ages.
- Affordable housing is best done by the public sector.
- Affordability includes mobility – i.e., live where you work and you don't need a car.
- Affordable lifestyles are important, and a complement to affordable housing; options for transportation, groceries, and services all make a difference.
- The secondary plan should provide for affordable housing throughout the study area.
- Lack of confidence in the ability of the City to negotiate community benefits with developers.
- No impact in the long run unless there is some guarantee that the housing units will remain "affordable". Would like to see transparency in the process.

### Land use, urban design, and density

- The land uses and density – trying to create a few higher density nodes – makes sense.
- We need the population growth to make density work.
- Develop Montreal Street between James and Raglan as a small pedestrian-oriented community commercial node.
- We need accessible and reasonably priced commercial and industrial lands and buildings.
- I don't want to feel like I'm in a tunnel on a street.
- I want to see a mix of built form; not just towers and large buildings.
- High density can be good if done well; height can mean views to the water; mid-height would be 6 storeys.

### Parks, pathways, and waterfront

- We need a pedestrian connection at the end of Dufferin Street through the park down to the water.
- Green space creates human scale – taller buildings need more natural space.
- Gathering spaces are important, such as parkettes.
- Public access to, and enjoyment of, the local waterfront will be greatly reduced if the proposed Wellington Street Extension (WSE) turns into a road; the waterfront should be for public use.

- Would like to see more dog-friendly areas: dog parks for small dogs; dog parks with shade; off-leash wilderness dog trails/parks.
- Please do not turn Doug Fluhrer Park into a road. We need green space to keep people active.
- Belle Park: Belle Park should be for all people; a lookout at Belle Park is a great idea; the Belle Park Master Plan is moving too fast; new designs have too much parking for sports competitions; should prioritize what area residents want over sports teams.
- Davis Tannery property: don't develop unless it's green and sustainable; very concerned about buildings along the waterfront; no to condos on the tannery lands; concerned about the impacts to wildlife – conserve habitat.

## Transportation

### Would you consider using a bike lane on Bagot Street instead of on Montreal Street?

- Cyclists will go where they want, whether it is a cycle lane or not. Bagot Street is not necessarily better than other routes.
- Depends on the comfort level of the cyclist.
- Bagot Street is slower, shaded, and feels safer; it is a more direct route to Queen's and KGH.
- I wouldn't cycle on Montreal Street; Montreal Street is really narrow; give the space to buses.
- If I have my kids with me, I would cycle on Bagot Street. If I'm commuting by myself, I would use Montreal Street.
- Bagot Street is a better alternative for cycling and walking. I also like Patrick Street for cycling.

### Pedestrians and cyclists

- Make pedestrians and bikes the priority over cars.
- I like the idea of improving streetscapes to make it easier and safer for people to walk.
- Include K&P Trail and waterfront trail as priority pedestrian connections. Could we do a bike-priority street?
- The unopened portion of Russell Street is good for cyclists.
- I like safe and protected cycling routes, such as bike lanes with barriers, or the K&P Trail that is off-street.
- We need more marked pedestrian crossings, especially along Rideau Street.
- Include clear, visible markings for trails/cycling, and maintain signage and facilities for cycling.
- Support other options for movement – live-work opportunities; making it safer to walk to work.

### Transit and parking

- Increase the frequency and decrease the cost of public transit.
- Keep some on-street parking without permits (Charles Street is working well).
- Keep some on-street parking on the lower part of Montreal Street for the businesses.
- Restore parking on Montreal Street, at least at night; need parking for guests.



- There should be different parking regulations above and below Railway Street.
- Get rid of parking minimums for developments.

### **Connectivity, safety, and traffic calming**

- We need better connectivity for cycling north of the rail line, and east-west to the new schools in the Kingscourt neighbourhood.
- We need a safer crossing at Division Street for the K&P Trail.
- Connect dead-end sidewalks for safety and better connectivity.
- Traffic calming is needed – Patrick Street and Bagot Street.
- Rideau Street near Cataraqui Street is dangerous.
- Concerns of additional traffic, especially Rideau Street under existing conditions, and with impact of the Third Crossing.
- Conduct a pilot project for traffic at 20 km/h instead of 40 km/h.
- Slow down traffic on Montreal Street. It is faster now because the parking has been removed.

### **Wellington Street Extension (WSE)**

- Strong no to the WSE.
- Lower WSE is not preferred.
- The WSE should be a parkway, not an expressway.
- I want to know more about the transportation modeling so the WSE isn't needed.

**Next steps:** The City is going to make revisions to the various studies based on public input received at and following the engagement events. Work continues on the cultural heritage study, land use plan, transportation master plan, and servicing plan. Stay tuned to the NKT webpage for project updates and information about up-coming engagement events ([www.cityofkingston.ca/NorthKingsTown](http://www.cityofkingston.ca/NorthKingsTown)) or sign up for the stakeholder email list at [nktplan@cityofkingston.ca](mailto:nktplan@cityofkingston.ca).



# North King's Town Secondary Plan Phase 2: Technical Studies

## Talking Circle

**Wednesday, October 3, 2018 – Kingston Community Health Centre, 263 Weller Avenue**

Community talking circle with local Indigenous Peoples and other members of the public; 11:00 a.m. to 12:30 p.m. (approximately 12 people)

## Purpose of the event

To provide an opportunity for members of the local Indigenous community and others to discuss the North King's Town Secondary Plan. The discussion was organized around four questions that focused on traditional use sites, access to the waterfront and open spaces, housing supply, and access to goods and services.

## What you told us...

### Belle Park:

- The City removed the land bridges between Belle Park and Belle Island, but the pipe/channel between the two areas is congested and obstructed. It should be cleaned out properly so that the water can flow through there.
- Belle Park is no longer used as a golf course, so what will be its future long-term recreational use? It has always been a place for affordable exercise.
- The Belle Park clubhouse should be renovated or rebuilt to be an all-cultures community centre.
- The totem pole in Belle Park was built by former prisoners and donated to the City in the 1960s or 1970s, but there is no plaque or recognition for it. The totem pole is in poor condition and needs to be repaired and made safe.
- We need to remember that Belle Park is a former landfill with methane coming from the ground. This historic use has to be managed as part of the park's future.

### Access to the water and the land:

- Access to water and the use of both water and fire are an important part of Indigenous Peoples' culture and traditional use of the land.
- People need to be good stewards of the land and water and have respect for both. Many areas in the parks and along the shoreline of NKT are littered with garbage. It is usually members of the community that end up cleaning up those areas.

- Need access to land to learn from the earth. Parks are cultivated and not natural. People in the community need to be educated about the land.
- We need better and barrier-free access to the waterfront.
- We would like a public space with a fire pit for community gatherings.
- We need to highlight the importance of the UNSECO designation in the secondary plan as it involves the whole shoreline.

### Housing:

- The current policies work against those that need housing.
- The vacant land on Montreal Street at Railway Street should be developed for housing.
- There are people sleeping rough all over the City, including on Belle Island. The housing supply is dismal. Brownfield properties should be cleaned up and made into affordable housing.
- There should be space in NKT for tiny houses.
- The housing units on Daly Street that were removed should be rebuilt.
- The current housing supply in the area is not safe, and this is particularly relevant for Indigenous Peoples. The neighbourhoods here have safety issues.
- At least 20% of all housing should be for low rent.

### Access to goods, services, and community space:

- We need space to gather (i.e. a community centre). Ideally somewhere central, such as near Rideaucrest.
- We need access to a grocery store; ideally within walking distance.
- Sidewalk clearing needs to be better and quicker.
- Street Health no longer has someone that goes out and picks up needles, etc.
- We need safe spaces for rehabilitation.



**Next steps:** The talking circle was the first of three engagement events held on October 3, 2018 for the NKT Secondary Plan. The other two events were open houses and workshops and there is a separate engagement summary for those events that can be accessed on the project website at [www.cityofkingston.ca/NorthKingsTown](http://www.cityofkingston.ca/NorthKingsTown). Feedback from all of the engagement events will be used to finalize the draft studies being done as part of the secondary plan.



# North King's Town Secondary Plan

## Workshop Discussion Questions

The following summarizes the comments received through the Workshop component of the virtual and in-person Open House and Workshop events, held on June 12 and 13, 2023, respectively. There were approximately 40 participants during the virtual Zoom event and approximately 35 participants during the in-person event, which was held at The Broom Factory, 305 Rideau Street.

### What you told us...

**Question 1: What do you think about the building forms and heights proposed within the intensification areas? For example, many areas along Montreal and Rideau Streets will be permitted to have a base building up to 6 storeys in height, with a maximum "streetwall" height of 4 storeys. Select locations will be permitted tower-podium style buildings up to 12 storeys in height at specific "nodes".**

#### Supportive comments included:

- The revised approach to the 'Building Height Map' and 'Intensification Areas Map' provides greater clarity than the previous corridor approach.
- The 'Intensification Areas Map' clarifies that a number of underutilized parcels are being contemplated for redevelopment.
- Tall buildings make sense around the Montreal Street and John Counter Boulevard intersection given the height and concentration of existing multi-storey buildings in proximity to this intersection.
- The Montreal Street and John Counter Boulevard intersection can function as a gateway into NKT.

- Agreement that NKT should be promoting and permitting a variety of building typologies and mix of uses in different parts of the study area.
- General acknowledgement that the Outer Station lands possess significant redevelopment potential.
- New commercial space makes sense in ground floors of larger redevelopments and would help support the broader residential neighbourhoods.

Concerns included:

- Too much density being shown around intersection of Montreal Street and John Counter Boulevard.
- Some participants were not supportive of 12 storey building heights, however some were open to tower forms provided they are designed thoughtfully.
- Preference for a 6 storey height maximum, rather than 12 storey towers.
- 12 storey buildings around Belle Park seem too intensive and would overlook the park and the existing low-rise residential areas on the east side of Rideau Street.
- Some concerns related to the public realm, including a lack of green space shown within the intensification blocks.
- Concern that the plan will increase the cost of housing for existing residents.
- Concern that Montreal Street is not wide enough to support building heights of 12 storeys and would result in shadowing and sense of enclosure.
- Concern that the amount of intensification and density would increase traffic on Montreal Street and through existing neighbourhoods.

Constructive feedback and suggestions:

- In contrast to concerns about too much height/density, there were also comments that the height permissions may be too restrictive or inflexible, limiting developers from building taller on these sites in the future. The size and location of many of the intensification areas contemplated for 12 storeys could support additional height without impacting surrounding uses.
- Pedestrian experience would be enhanced through increased building setbacks and stepbacks, rather than widening the road allowance.
- Minimum parking rates should be reduced so that fewer parking spaces are required.
- Above and below grade parking options should be permitted, with greater attention to the screening and design of the parking areas rather than focusing on one specific approach.
- Additional density may be required to offset the expense of underground parking.
- Parking will be required to serve new commercial uses, along with a safe, efficient cycling network.
- New buildings should incorporate green roofs and other green spaces/ features.

- Desire to include/encourage multi-family buildings, co-operative/co-housing models with shared spaces and amenities.
- Attention is required to ensure privacy for existing uses adjacent to new, taller development.
- Pedestrian and cycling connectivity is important and needs to be enhanced along streets but also through development sites. Generally, there needs to be more sidewalks and pathway networks.
- Greenspace should be considered as a method to buffer existing homes from new development.
- One participant voiced concern about their property being identified as a potential Intensification Area and understanding any potential impacts.
- The City needs to improve their development approvals process to ensure buildings can be constructed efficiently, especially considering the scale of development envisioned in NKT.

**Question 2: Are there uses other than housing you would like to see within your immediate neighbourhood such as corner stores, groceries, community spaces, or other services? What are some successful examples of where these uses have been or can be located within residential neighbourhoods?**

Land use mix and priorities:

- Desire for enhanced gathering places for community functions, arts festivals, etc. The Broom Factory was offered a good example for indoor events but the community requires more outdoor spaces as well. Examples were offered from within the Williamsville area for formal and informal gathering spaces.
- The trend in cities is mixed use, walkable, human scale communities. Things like local corner stores, professional offices, social agencies, daycares, etc. should be included through the study area.
- More convenient, shopping options within short walking distance are needed. The “Store Famous” at Barrie and York Streets was offered as a good example.
- A centralized grocery store within walking distance would be supported by the community.
- Strong commercial-at-grade policies or incentives are needed. Developers want to turn these spaces into residential units if they are unable to make retail work.
- There needs to be a way to better encourage retail and services to happen as there is a lot of potential near major intersections.



- There is significant redevelopment potential associated with Providence Manor for adaptive reuse to include housing options and complementary uses or services, such as libraries or cultural facilities.
- NKT needs to consider how public spaces and open space can be used to help mitigate climate change, such as enhancing tree canopy.
- The public realm needs to be inclusive and contemplate more than just spaces associated with commerce, such as restaurant or café patios.
- Support for adaptive re-use of existing buildings such as schools or the former Beer Store for community use.
- Co-location of health and social services, e.g., doctor's/medical offices and pharmacies near seniors housing.
- Support for smaller scale retail and neighbourhood commercial uses within in residential area, which needs to be facilitated in the zoning by-law. This would also include additional institutional, commercial and professional service uses within the neighbourhoods, provided they were small scale.
- Determining factor should be size/scale of a proposed non-residential use and whether it's appropriate for existing parcel fabric, building character, etc. Plazas or strip malls would not be appropriate within residential areas, but single occupancy, small format uses could be.
- There are employment and economic development opportunities for arts and cultural spaces, specifically for music or movie production studios, practice spaces or venues. These uses would need to be appropriately located with affordable rents or rates.
- The Outer Station lands can become a cultural and community hub with inclusive uses, opportunity to grow food, a market, restaurant, etc., similar to Evergreen Brickworks in Toronto. There will also be a requirement to consider the federal heritage designation and the role of Canadian National Railway in this property.
- The plan should seek to incorporate and diversify the use of water beyond typical recreation uses. For example, marine plants, medicinal uses and significance for indigenous populations.

#### Parks and public space:

- Future development will need to ensure adequate parkland and communal amenities, while considering climate change.
- Depending on the design, small parkettes can provide active transportation crossings.
- Consideration should be given to improving the health and safety of parks and public spaces, such as along the K&P Trail and around Belle Park with proximity to encampments and risks associated with debris and discarded needles.

#### Housing:

- Build the types of housing that people need, including affordable. The Plan should specifically identify mixed income housing.
- The plan needs to consider a mix of housing types, affordability levels, and tenures. Consider what is the appropriate mix of market and non-market housing.
- Interest in attracting “creative class” people by permitting creative uses.

Transportation:

- Need to improve safety for pedestrians and people with accessibility challenges. Providing intentional, convenient access for non-vehicular modes of transport improves safety overall.
- Bike lanes were recently added to the area of the proposed ‘Main Street’ designation along Montreal Street, which has created a conflict with on-street parking serving the businesses. There is also a speeding issue within this section of Montreal Street, which requires traffic calming, especially at the intersection of Raglan Road and Montreal Street.
- Parking is important for people visiting the area to shop, walk around, see the waterfront, etc. Additional parking opportunities should be explored for visitors, but is less important for future residential uses being established within the study area.
- There is a significant opportunity to expand cycling network in industrial area along the old rail corridors.

**Question 3: Considering NKT’s history, and its physical and cultural heritage, are there any specific sites, buildings or other features you believe are especially important to conserve? Do you have any ideas on how such places could be enhanced, celebrated or integrated with new uses?**

Outer Station site:

- Significant interest in the Outer Station as a cultural heritage site and there is a strong desire for the structure to remain ‘in-situ’.
- There needs to be more clarity on the federal government’s plan for the site.
- Future development adjacent to the Outer Station needs to be compatible.
- Interest in preserving the old train station trails north of Hickson Avenue for active transportation purposes.

Additional locations:

- Adaptive reuse of The Broom Factory was identified as a good example of conservation and re-use.
- The ‘Brant Lands’ should be better recognized and commemorated, there could be interpretation plaques and acknowledgment of Brant’s contributions.

- The Providence Manor site was discussed, with questions raised about land use designations for the site.
- Suggestion to recognize connections through Belle Park that are used for walking, cycling and meeting places by the community.

Other comments:

- Protection of specific view corridors was discussed, such as views to the river and to heritage buildings. The plan should build upon those views already identified in the Official Plan.
- Former factory sites should be identified and commemorated as they were integral to many people who used to live and work in the area.
- Informal gathering spaces, such as areas for ice skating and tobogganing (e.g., Patrick Street), were acknowledged for their cultural significance.
- Acknowledgement of natural heritage features is also important, not just built heritage features. Protecting and re-naturalizing the shorelines and waterbodies, creates and preserves natural ecological habitats that are an important part of area's history.
- Future developments should be configured to protect public access to valued features.
- There are a number of two-storey red brick character buildings that should be designated as they are important to the character to the community.
- There should be improvements to accelerate the heritage designation process.
- Consider carrying the 'old style' block network and street grid from the southern portion of the study area into the employment lands in the northern portion of the study area.
- It is important to continue the agricultural aspects in the NKT area, with more intensive forms of horticulture and allotment gardens.



# North King's Town Secondary Plan Phase 2: Technical Studies

## Open Houses & Workshops

Wednesday, October 3, 2018 – Royal Canadian Legion, Branch 560

- Open house and workshop – 2:00 to 4:30 p.m. (approximately 25 people)
- Open house and workshop – 6:00 to 8:30 p.m. (approximately 15 people)

## Purpose of the events

To provide an opportunity for members of the community to review the initial findings of the draft cultural heritage study, the draft land use and built form policies, and the draft transportation plan.

## What you told us...

### Cultural heritage

- Historically, there has been a green link from McBurney Park through Hillside & Riverview Parks to D. Fluhrer Park.
- The shoreline boundaries have changed over time, as they were altered because of development and industry.
- Don't necessarily want a Heritage Conservation District (HCD) for this area. Concerned about how heritage designation can affect housing affordability.
- Heritage designation can drive up housing prices, make it more difficult for home and store owners to maintain buildings, and should only be done with the property owner's permission.



### Land use

#### Density, Height, and Design

- The community hubs should include the Outer Station site on Montreal Street; this area should allow for greater height and density instead of at John Counter Blvd.
- Ensure that what is developed in the future is of high architectural quality.

- In favour of targeting intensification areas around nodes; like the idea of infill on vacant land and tall buildings at nodes.
- It is difficult for developers in NKT, as a large portion of the lands are brownfields and not all areas are covered in the City's Brownfield CIP. A project will not be feasible if developers do not get enough height/density.
- Tall buildings shouldn't be starting at 20 storeys, especially if developers get density bonusing on top of that. It should be 20 storeys after density bonusing.

### **Affordable Housing**

- The City does not have enough affordable housing and more is needed. Increasing the housing supply will assist with the low vacancy rate.
- People think the answer to affordable housing is that we need to build more housing, but only luxury housing is being built. New developments need to include rent-geared-to-income housing.
- We need housing to address all groups in society, including smaller units for single people, and larger units for families.
- Affordable and rent-geared-to-income housing should be developed on the vacant lands at Montreal Street and Railway Street/Rideau Street.
- With Providence Manor closing in the future, could this be a site for affordable housing?
- The former No Frills site would be a good candidate for row housing.

### **Former Davis Tannery Site**

- Only half of the tannery site should be developed; keep the eastern half as green space and put more density and height closer to Rideau Street.
- For the tannery site, there should be the 30 metres setback from the water, open space, a road, and then development fronting onto that. The densities should be terraced away from the water, with the highest density along Rideau Street.
- The scale of development on the tannery site could support a grocery store and other commercial uses.



### **Belle Park**

- Concerned with the Belle Park Master Plan process. It has been rushed with many residents unaware it was occurring. The plans for Belle Park should have been incorporated into the NKT Secondary Plan.
- As for the redevelopment of Belle Park, more uses make a space safer, but it needs to be balanced so that existing users are not pushed out.
- Belle Park feels unsafe and there should be opportunities provided to bring more people to the area (e.g. Pickleball, lighting, etc.). Need to balance how this is done so that residents who want to enjoy recreation activities are able to, but the existing quiet nature of the area should also be maintained.
- Belle Park should include more tree cover.

### **Other open space comments**

- Would like to see more community gardens, as it is a good way to build community and help with food security.

- Will there be an opportunity for more park space or forested land, such as on brownfield sites?
- In favour of completing/extending the waterfront trail.

## Transportation

### Connections

- Better connections will promote development and jobs.
- We need a link/connection north of Patrick Street.
- Sidewalks need to be more accessible.
- Connect Fraser Street between Patrick Street and Montreal Street.
- Increase access to the waterfront at the tannery site.
- We need places to access the waterfront, but don't put access points or trails too close to the shoreline because it will interfere with the wildlife.

### Crossings

- We need a pedestrian crossing at Belle Park and the Legion.
- We need a safe crossing for pedestrians and cyclists at the railway tracks.
- We need a light or pedestrian crossing at Montreal Street and Raglan Road.

### Bagot Street

- The transportation plan needs to include plans for traffic calming in certain areas, especially Bagot Street.
- Bagot Street should be a "safe street" with slower speeds and/or traffic calming.
- Bagot Street should be for cycling and/or a "slow street" (20-30 km/h).

### Other Transportation Comments

- Patrick Street is not ideal for cycling because the hill just before McBurney Park deters cyclists.
- Is Montreal Street wide enough to handle more traffic with bike lanes and wider sidewalks?
- There was no focus on transit. The City has done a good job recently with transit and this should continue.

**Next steps:** This sheet summarizes the comments from the two workshops held on October 3, 2018. There was also a talking circle held the same day with the local Indigenous community. The comments from that event are summarized on a separate sheet that can be found on the project webpage (refer to the link below). Following all of the engagement events on October 3, 2018, the City will be making revisions to the draft cultural heritage study, draft land use and built form policies, and draft transportation plan. Full draft documents will start to be released later this fall for public review. Stay tuned to the NKT webpage for project updates ([www.cityofkingston.ca/NorthKingsTown](http://www.cityofkingston.ca/NorthKingsTown)) or sign up for the stakeholder email list at [nktplan@cityofkingston.ca](mailto:nktplan@cityofkingston.ca).



## North King's Town Secondary Plan

### Neighbourhood Changes Survey

The purpose of this survey was to collect information from members of the public on what changes had occurred within the North King's Town (NKT) study area in recent years, to better understand what attributes of the area the community values and what are considered to be opportunities for improvement. The survey was posted on [Get Involved Kingston](#) and was available between May 29 and June 19, 2023. Responses have been summarized by general theme and the information collected in this survey will be used by the project team to refine the secondary plan deliverables.

**Question 1: Phase 1 focused on the existing conditions for North King's Town and established a vision to guide future growth. As study process has been on hold for a couple of years, what has changed within the study area since 2019 that should be taken into account?**

#### Land Use

- There have been a number of new commercial businesses open, such as Pizza Monster, Tula Café, Broom Factory, Daughters General, which have been positively received by the community.
- Perception that major development applications are being progressed based on outdated planning policies and regulations.
- Development has not occurred on larger, vacant properties within the study area and instead proposed for naturalized areas.

#### Social

- Increase in visible homelessness and concentration of encampments, which was viewed by some respondents as negatively impacting perception of safety within the community.
- Increase in community services, such as the Integrated Care Hub and proposed expansion of St Vincent de Paul.
- Gentrification appears to be occurring with recent redevelopments and increased number of short-term rentals. There appears to be a widening income-gap within the study area.
- There appears to be more people within the study area, with an increase in young families and individuals wishing to age-in-place.

### Recreation

- Recent improvements have been made to several of the well-used recreation and open space areas within the study area, including the K&P Trail and Doug Fluhrer, Belle and McBurney / Skeleton Parks.

### Transportation

- There are perceptions and/or observations that the opening of the Waaban Crossing has impacted traffic patterns within the community, while also improving connectivity.
- Traffic appears to have increased along Montreal Street, especially near the intersection of Montreal Street and John Counter Boulevard, perhaps as a result of the Waaban Crossing.

### Heritage

- The Outer Station has continued to deteriorate and no restoration or commemoration works have been initiated.
- Heritage buildings, such as the Broom Factory and several private dwellings, have been conserved.

### Environment

- Evidence of climate change has continued in recent years, furthering the need to balance new development with the protection of the natural environment.

**Question 2: Have there been any residential, commercial or industrial uses established since 2019 within North King's Town you are excited about?**

### Land Use



- New commercial uses (Pizza Monster, Tula / Broom Factory, Elm Café, Daughters General) are valued additions to the community.
- New employment opportunities, such as Li-Cycle, operating within the Old Industrial Area.

### Built Form

- Development at Division and Adelaide was constructed using innovative construction techniques, such as a 3D 'concrete printer', which should be encouraged in more developments in the future.
- Several smaller-scale residential developments have occurred in recent years that should be considered as examples of appropriate infill development such as:
  - semi-detached dwellings at Division and Adelaide Streets;
  - semi-detached dwellings at Cowdy and Adelaide Streets;
  - stacked townhouses at Division and Pine Streets; and
  - planning application for townhouse development on Cataraqi Street.

### Social

- The Integrated Care Hub was generally recognized as an important facility providing valuable community services.
- Community Notice Boards within the parks and open space provide a good way to engage within the community.

### Recreation

- Events and programming within Belle, Douglas Fluhrer and McBurney/Skeleton Parks are supported by the community, especially the Skeleton Park Arts Festival.
- Improvements to the K&P Trail and splash pad / playground improvements to McBurney/Skeleton Park are valued.

### Transportation

- Opening of the Waaban Crossing has improved connectivity within the community for vehicles and active transportation.
- Cancellation of the Wellington Street Extension (south) through Douglas Fluhrer Park.
- There have been several improvements to the active transportation network in recent years, which are valued.

### Heritage

- Redevelopment and preservation of heritage buildings (such as Broom Factory, 9 North Street and Woolen Mill) should be celebrated and replicated elsewhere in the community.

### **Question 3: What are your three favourite things about living, working or visiting North King's Town?**

#### Land Use

- Several existing, smaller-scale commercial businesses are operating within the residential areas which provide services and amenity to surrounding residents.
- New commercial uses have been established in recent years, such as Pizza Monster, Tula Café/ Broom Factory, and Daughters General Store, and continued commercial uses at the Woolen Mill.

#### Built Form

- Human-scale development, with a variety of housing types integrated into the existing neighbourhoods, including smaller low-rise multi-unit apartment buildings.
- Variety of architectural styles make the area interesting to walk through.
- There is a general lack of high-rise development within the study area, which contributes to the human-scale of the neighbourhood.

#### Social

- Diverse background of people within neighbourhood, including a high concentration of creative people.
- There is a strong sense of community, with friendly people.

#### Location

- Proximity to downtown means access to activities and events which are accessible by active transportation.
- Close to Great Cataraqui River and public open space along the waterfront.
- Road network offers easy access to Highway 401 and rest of the municipality for shopping.

#### Recreation

- K&P Trail and Douglas Fluhrer, Belle and McBurney Parks were all noted as valued and well used open spaces.
- Public events, such as Skeleton Park Arts Festival, are valued with some residents desiring more of such events and programming in public spaces.

### Transportation

- Good level of transit service through most of the study area with quick access to transfer points.
- No significant parking pressures or constraints.
- K&P Trail offers good cycling connections through neighbourhood.
- Extensive sidewalk network offers good connections to attractions downtown, which are within walking distance of the southern portion of the study area.
- The southern portion of the Wellington Street Extension was not constructed through Douglas Fluhler Park.

### Heritage

- Adaptive reuse of former industrial buildings (Broom Factory, Woolen Mill, 9 North Street, etc.) contributes to the interesting character of the neighbourhood.
- Heritage buildings have generally been well preserved, further contributing to the interesting character of the neighbourhood.

### Environment

- Nature and biodiversity along the shoreline, with ‘unmanicured’ public spaces, which provide habitat for turtles and birds.

## **Question 4: What are three things that could be improved within North King’s Town?**

### Land Use

- Additional commercial opportunities should be provided to support surrounding neighbourhood. Generally smaller-scale commercial spaces are preferred, however there was also desire for a larger format grocery store.
- Development should be prioritized on vacant, brownfield and City-owned lands, before any tree-covered lands.
- Mixed-use developments with residential over ground floor commercial are generally supported, but industrial uses should be separate.
- Additional housing is required in general, not just affordable housing units.
- Increase in density will create more units and allow community to grow.

### Built Form

- Preference for low-rise development within residential areas, especially infill housing that is similar in scale to surrounding development.
- General support for mid-rise development up to 6 storeys along Montreal Street.

- Less support for towers, but general support for increased density in certain areas.

### Social

- More affordable / supportive housing and associated support services is required, including funding from the City and City-initiated developments.
- Opportunities and spaces for indigenous ceremonies and gardens should be provided.
- More family-friendly programming is required in parks and open spaces.
- City needs to work with Integrated Care Hub to lessen the impacts of the facility on the surrounding neighbourhood including finding a permanent location and exterior property standards.
- Additional opportunities for health care / medical uses are required.

### Recreation

- Additional community garden spaces should be provided.
- Additional indoor facilities are required as Artillery Park is not adequate for entire study area.
- Belle, Doug Fluhrer and McBurney / Skeleton Parks are all valued by the community, but would benefit from additional programming opportunities.
- General maintenance and operations of existing parks could be increased, such as walking surfaces, garbage receptacles, graffiti removal, drinking fountains, etc.
- Belle Park would benefit from an off-leash dog park and lights for night-time use.

### Transportation

- Strong desire for improvements to active transportation networks and infrastructure, such as bike lanes, improved sidewalks, additional cross walks, etc.
- K&P Trail is valued and well used, but would benefit from maintenance to remove debris and clean up appearance and better connection to downtown.
- Additional signalized intersections to slow down vehicles and facilitate pedestrian crossings.
- Traffic calming measures are required on Montreal and Rideau Streets.
- Mixed desire for the Wellington Street Extension to be constructed.
- More off-street parking is required for new rental units.
- Intersection of Montreal Street and John Counter Boulevard needs to be redesigned to improve traffic flows.

### Heritage

- Outer Station requires restoration and commemoration plan.

### Environment

- Protection of trees and shoreline to enhance biodiversity.
- Inner Harbour should be protected from planned dredging to promote overall health of Great Cataraqui River and protect drinking water.
- More trees should be planted in city parks and private lands to increase tree canopy and mitigate climate change.



# North King's Town Secondary Plan

## Development Community and Landowner Interviews

Following the Open Houses and Workshops held on June 12 and 13, 2023, the Project Team met with various members of the local development community and property owners within the proposed Intensification Areas to discuss land uses, building heights, density, and opportunities and constraints to redevelopment within the study area. The comments received through those interviews have been summarized in the following themes and will be considered by the Project Team in conjunction with other consultation comments when preparing revised materials.

### 1. Proposed Building Height and Density

- 12-16 storey building heights, and potentially up to 20 storeys, is appropriate at intersections of Montreal Street and John Counter Boulevard and Montreal Street and Rideau Street due to existing development and limited shadow impacts in this area.
- Height and density shown at the intersection of Montreal Street and Railway Street generally makes sense.
- Building heights up to 12 storeys will be required to financially support redevelopment of Outer Station.
- NKT will need to incorporate flexibility for height and location of towers, especially for Outer Station site due to easements, heritage considerations, servicing and access requirements, etc.
- There are several examples of 8 storey buildings within the study area that do not impact the surrounding properties. At least 8 storeys is appropriate for many of the intensification areas as there would be minimal shadow or overlook impacts on surrounding residential properties.
- Additional height should be considered above 6 and 12 storeys, especially at the intersection of Montreal Street and Rideau Street.
- 3 storey height limits for intensification areas within the Residential Designation should be increased to at least 4 storeys. The surrounding context around these sites, combined with the site of the parcel, can support building heights in excess of 3 storeys.

- NKT does not currently have an established streetwall height of 4 storeys, so policies should not require this. The policies should speak to a maximum streetwall height of 4 storeys, but enable lower streetwall heights as well.
- Floor Space Index (FSI) should be brought back as a density limit, without use of height restrictions, as this provides for greater flexibility for development and more variety of built forms across the area. If the City required greater certainty, FSI could be combined with minimum and maximum lot coverage regulations in the zoning by-law to influence building height without over regulation.

## **2. Land Use / Intensification Areas Mapping**

- Some additional properties were noted as being appropriate for inclusion in the Intensification Areas map, based on potential to redevelop, larger parcel size, limited lot consolidation, etc.
- Landowners want long-term flexibility from this Plan, rather than being constrained by lack of permissions.
- The Intensification Areas map provides clarity on where the Plan intends for redevelopment to occur, but there are redevelopment opportunities that have not been mapped. The Plan needs to include policies to acknowledge potential development applications outside of the identified intensification areas.
- There could be challenges with lot consolidation due to perception of increased property value and constraints of existing lot fabric, especially for lands within intensification areas and designated as Urban Village.
- Public road connections or pathways shown on private land are problematic as it can encumber the land unnecessarily. The Plan should speak to conceptual connections and be flexible on how those connections are implemented.
- More clarity is needed on the future of the Wellington Street Extension. If the southern portion is not being constructed as a roadway, people should know the plan for those lands so that adjacent development can properly address the planned function and include appropriate connections.
- To secure a new large format grocery store or other anchor commercial tenant as part of a redevelopment, the Plan will need to contain policies that permit large, urban format retail at appropriate locations in ground floor of mixed-use buildings. The policies will need to provide certainty upfront, as larger format retail uses need to be designed for up front. The policies need to be very clear to reduce risk or there will be no interest.
- A side from trying to attract a larger format grocery or anchor store, commercial developments should generally contemplate smaller retail spaces.
- Commercial uses are easier to achieve than residential on contaminated lands, as the requirements for soil remediation are less cumbersome. Increased density on contaminated lands is important to make a project feasible.
- Commercial uses should be permitted within areas of 'Active Frontage' but not required. The Plan could implement increased floor-to-ceiling heights in these areas, but not necessarily require a commercial use. The commercial market is difficult, especially post-pandemic, and these spaces could sit vacant for an extended period.

### 3. Building Typology and Tenure

- Alternatives to the tower/podium design need to be considered in different parts of the study area. The tower/podium design is more commonly used in condominium developments rather than purpose built rental buildings. A simpler “slab” or larger floorplate rectangular built form is more conducive to purpose-built rental construction.
- Buildings heights of up to 12 storeys should generally work for a “slab” or larger floorplate rectangular built form for purpose-built rental construction.
- Eliminate requirements for excessive setbacks as they complicate construction, increase construction costs and increase operation and maintenance costs. The simpler the building, the cheaper it is to construct and maintain, which could translate to lower rents or unit costs.
- The 750 square metres tower floor plate needs to be expanded as this size floorplate is not economically viable in the study area. Enlarging the floorplate size will help ensure buildings are constructed and help ensure rents / unit costs are kept to a minimum.
- The tower/podium design increases costs for construction and operation and maintenance, while also reducing energy efficiency.
- Amenity area requirements outlined in the new Kingston Zoning By-Law 2022-62 are too high to be feasible, especially for purpose-built rental buildings. It was suggested that they be reduced to less than 10 square metres / unit.
- Stacked townhouses are a good option to encourage larger units commonly requested by families, as they offer outdoor amenity space and economical construction such as wood frame with no elevators. There appears to be demand for larger units / family options in stacked townhouse form with building heights up to 4 storeys. The City should be considering back-to-back townhomes as well.
- Proposed permissions or zoning regulations should be tied to Ontario Building Code (OBC) requirements, which regulates things like access requirements and construction materials.

### 4. Parking

- Underground parking is more common with tower/podium buildings and is often not viable for purpose-built rental buildings. Surface parking will need to be considered by the Plan.
- There may be below grade restrictions imposed on developments as part of the Record of Site Condition (RSC) approval issued by the Province of Ontario, which may prohibit underground parking. The Plan will need to take environmental conditions and restrictions into account.
- Consider allowing parking podiums/above-grade parking structures and surface lots with design requirements and not just underground parking structures.
- Consider reduced parking rates for purpose-built rental buildings, which generally require less parking than condominium buildings.
- Consider allowing the developer to set parking based on demand from market, rather than zoning regulations.
- On-site parking can be tucked away in smaller lots with appropriate screening and landscaping and does not always need to be underground or contained within parking structures. These can be privately owned and operated, which then removes most of the enforcement responsibilities from the City.



- Reduced parking rates should be considered for areas with good transit service, good active transportation infrastructure and close proximity to downtown core. Parking rates of 0.75 spaces / unit or lower should be considered.

#### 5. Development Feasibility

- Many of the intensification areas are not economically viable in the current market as the rents/ unit prices that could be supported by the market would not provide an acceptable rate of return for the development community. Increasing the project density may not improve this situation in the near-term and financial subsidies may be required to close the gap.
- The City should hire a cost consultant to understand the delta between the current market and point of market viability, then target strategies to close the gap.
- Overall, the Plan is positive, but will require a long implementation timeframe.
- City should explore other funding/grant options to facilitate additional residential units, with fewer restrictions than the current grant offered for affordable units.
- Community Improvement Plans and Incentives should be considered beyond the current Brownfield CIP. These expanded CIPs could focus on reducing costs for purpose-built rental housing, which cannot compete with condominium buildings due to longer-term debt loads. Other jurisdictions have experienced success with these types of CIPs facilitating more purpose-built rental buildings in their communities.
- There is much greater risk for the initial few redevelopment projects before the market has been confirmed and financial incentives may be required to overcome the initial risk. Once successful developments have been demonstrated, other intensification areas within NKT will follow.
- City should consider partnering with a 'developer-for-hire' model, where the City shares development responsibility for a period of ten years and then gets a portion of the proceeds at that point.
- Construction costs are always shifting with market trends and new technologies. The City should not be formulating recommendations based on construction costs or techniques, but rather focus on what makes sense for building height, density, massing, etc. The City should let the developer focus on how to construct the building.
- Encampments and Integrated Care Hub have large off-site impacts on the surrounding neighbourhood such as market, development potential and feasibility. These off-site impacts need to be addressed before redevelopment is to occur within the neighbourhood.



# North King's Town Secondary Plan

## Engagement Summary – Open House Materials

The following summarizes the comments received during the in-person April 10, 2024 Open House and the online consultation held between April 18, 2024 and May 2, 2024 on Get Involved Kingston. There were approximately 40 participants during the in-person Open House held at the Royal Canadian Legion Branch 560 (734 Montreal Street).

### 1. Do you have any comments on the proposed built form and heights contemplated for the Intensification Areas in North King's Town?

#### Land Use

- All high-rise buildings on a main street should include a mix of retail and services, including health.
- The required ground floor commercial in certain areas will be a benefit to the area.
- Suggestion to have required ground floor commercial along Montreal Street to give the opportunity for the City's economic hubs to grow out from the downtown. In twenty years, the City will be more vibrant and walkable if there are commercial strips on these main streets.

#### Built Form

- Support towards the proposed inclusion of mixed heights throughout the study area, including single detached homes, duplexes, townhouses, four storey, six-storeys, etc.
- The intersection of Division Street, Concession Street and Stephen Street should be identified for 4 to 6 storey mixed-use developments. If this area

- were included on the 'Building Height Plan' it would entice developers to invest in the area.
- Concern around the inclusion of higher storey buildings and their proximity to each other due to the creation of wind tunnels, amplification of noise, reduction of privacy, and impacts to views.
  - Suggestion to reduce height of the highest buildings proposed for the area to be no higher than 10 storeys.
  - Support towards the suggested floor plate sizes (~750 square metres and ~1,200 square metres) and configurations identified. The proposed setbacks and stepbacks are beneficial, and there should be strong consideration for the locations and typologies of mid-block connections.
  - The NKT study area has a lot of capacity to absorb more residents and has great bus connectivity. It was recommended that minimum height requirements be introduced on appropriate pieces of land. For example, new buildings along Montreal Street and Division Street should be a minimum of 4 storeys, which could also be applied to intersecting side streets.

#### Social

- Need to build more rent-geared to income housing so every person in the City of Kingston is able to be housed.
- The article "How to Build a Friendly Building" by Frances Bula in the April 25, 2024 edition of The Globe and Mail should be reviewed to ensure future buildings create a sense of belonging and social connections through outdoor courtyards with picnic tables, community gardens, play areas, walkways, etc., that are also accessible to the general public.
- There needs to be acknowledgment of the Belle Park encampments.
- Higher story buildings should be situated away from green spaces and the waterfront as the height affords them access to better views of the city, and to limit the shadows cast on lower storey dwellings.

#### Recreation

- General worry around the full build out of the area and subsequent need to include additional community infrastructure, such as schools and more city recreation facilities. Especially to accommodate the development within the Montreal Street / Rideau Street and Montreal Street / John Counter Boulevard nodes.
- The City should be considering potential purchases for these future uses now before the property becomes significantly more expensive.
- Request to secure the toboggan hill behind the former St. Patrick's Catholic School as a public park so the community can continue to enjoy it after redevelopment.
- Need to protect existing parks and green space (e.g., K&P Trail and Douglas Fluhrer Park) within the study area.

### Transportation

- The general intensification of the area is supported, particularly around the identified nodes.
- Suggestion to extend Russell Street east to the water with no trucks permitted on River Street.

### Heritage

- Encourage infill where environmentally appropriate but have these new homes and buildings respect the present character of the neighbourhood
- Height compatibility with heritage resources should be considered.

### Environment

- The implementation of additional public parks and tree canopy must be considered as new buildings are built as part of the future intensification of the area.

## **2. Do you have any comments on the proposed future pedestrian, cycling, transit and road networks within North King's Town?**

### Land Use

- Higher density housing results in more traffic and congestion on existing roadways. Car sharing options associated with mid- to high-rise buildings will offer residents flexibility in their transportation options.

### Recreation

- Parking for commercial developments and recreational facilities, such as Caton's Field, need to be considered as these facilities also support residents who do not live within walking distance.

### Transportation

- More frequent bus services will help to reduce congestion.
- Ascot Lane and the road into Village on the River, contribute to congestion at Montreal Street and the Waaban Crossing. Consider making Ascot Lane and road access to the Village one way so that the traffic light can be removed. Consider extending the westbound left turn lane for Montreal Street to the base of the bridge.
- The vision for the transportation plan clearly identifies a prioritization of active modes of travel.

- Strategic corridor analysis and microsimulation results presented indicate potential for a New Road #1, but the key implication of this road extension would be the loss of an existing trail. The analysis of New Road #1 does not seem to indicate particular benefits to non-car users nor the pedestrian realm.
- There is a shared sense that there are limited benefits to the implementation of New Road #1” (e.g., financial impacts) as the New Road #1 appears to save little or no time for drivers within the study area.
- Significant support towards the promotion and facilitation of active transportation by including more traffic calming measures so it is safer for pedestrians and people riding bicycles and pedestrian crosswalks (e.g., the crossing on Rideau Street by the K & P trail).
- Concerns raised around several existing intersections. Currently, it is difficult, and at times dangerous, for pedestrians to cross at these intersections within the study area, including:
  - Stephen Street at Patrick and Cowdy Streets.
  - Montreal Street at Ragland Road, Thomas Street, Russell Street and Hickson Avenue,
  - Division Street at non-signalized intersections.
- Significant support for the proposed speed limit reductions within the study area.
- Additional traffic lights or pedestrian crossings should be included along Montreal Street between the Legion and Cassidy Street. This area was flagged as being challenging to cross, especially when trying to use the bus stops.
- More assertive traffic calming measures are required to improve the pedestrian and cycling safety, especially on residential streets that are used as “through” streets such as Stephen Street, Patrick Street (both north and south of Stephen St), Pine Street and Barrie Street.
- Ensure that wider sidewalks are considered, especially when a street is re-done.
- Need to have bike lanes that are physically separate from automotive traffic, such as with concrete lane dividers. At this time, without them, it is scary to bike on Barrie Street, Bagot Street or Patrick Street with younger children.
- Improvements are required to the intersection of Montreal Street and John Counter Boulevard to reduce congestion, connect cycling facilities and improve pedestrian experience.

#### Environment

- Ensure that the proposed active transportation routes and new road designs incorporate space to include more trees.

**3. Do you have any comments on the proposed conservation strategies for North King's Town?**

Built Form

- Conservation of the general lot fabric will contribute to the area's tangible heritage.

Social

- Support events that encourage neighbourhood involvement and connection (Skeleton Park Music Festival, mural painting on the wall in Douglas Fluhrer Park, etc.).

Heritage

- Kingston has a distinctive architectural heritage and culture that helps build continuity in the social fabric of the city. Need to conserve and integrate what remains, and design structures modeled on historic features to promote some continuity.
- Evaluations of heritage resources to be protected under the *Ontario Heritage Act* are necessary, given recent legislative changes which have weakened provincial direction for conservation.
- The recommendation to undertake a Heritage Conservation District Study is supported.
- The Natural Cultural Heritage of the area is important.

Environment

- Protect heritage buildings in the area and develop by-laws to protect heritage trees and mature trees in the area.
- Seek to protect the UNESCO designated Rideau Canal, the natural river edge and views to and from the shore.
- Leave a natural corridor along the river edge and shore for birds, turtles and other wildlife.
- Significant concerns around the former Tannery land being developed according to the developer's present proposal, now before the Ontario Land Tribunal. It would have a catastrophic impact on tree canopy, wetlands, and biodiversity in that area. This is an example where the built form is too dense and not appropriate for the area.
- Seek to ensure that any development is set well back from the river's edge and does not destroy views and the wetland.

**4. Do you have any other comments that don't fall into the categories above?**

### Built Form

- Accessibility for Ontarians with Disabilities Act (AODA) and general accessibility can be more clearly outlined, particularly design of public space.
- Crime Prevention Through Environmental Design (CPTED) should be considered.
- The inclusion of some form of "town square" for NKT is recommended. With the possibility of including more than 7,000 new homes within the NKT study area, a whole new town added to Kingston, there will be a need to increase various facilities in the area. The potential use of the outer station for this purpose was suggested.

### Social

- Library and recreational services appear to be missing from the plan.

### Environment

- Need to protect and expand the tree canopy in the area by preserving present mature trees and planting more trees.
- It will be important that the NKT plan considers and prepares for the impacts of a changing climate so that the area can adapt and become more resilient.



# North King's Town Secondary Plan

## Phase 2: Technical Studies

### Indigenous Engagement

Tuesday, April 30, 2024, from 12:00pm to 2:30pm – Kingston Community Health Centre, 263 Weller Avenue

Approximately 10 people attended an engagement session for Indigenous community members held in cooperation with Kingston Native Centre and Language Nest (KNCLN).

### Purpose of the event

To provide an opportunity for members of the local Indigenous community and others to discuss the North King's Town Secondary Plan. The discussion was organized around the updated materials for Phase 2 of the Secondary Plan, with particular focus on the Cultural Heritage, Land Use and Transportation plans.

### What you told us...

#### Belle Park and Belle Island:

- The community does not differentiate between Belle Park and Belle Island, they are both important places to the Indigenous community.
- The population increase resulting from the proposed redevelopments within NKT will increase use of Belle Park and access to Belle Island.
- Belle Park must be protected from the introduction of new park infrastructure (e.g., dog parks, playgrounds, etc.) as this would negatively impact the ancestral burial sites that have been confirmed in the area.

#### Protection of Environmental Protection Areas/Open Space/Wildlife:



- We need to ensure that the Environmental Protection Areas remain protected through future redevelopment of the area.
- There are concerns with certain wetland species being negatively impacted by future development, especially turtle and fish populations.
- Community members would like more transparency related to the environmental studies within the brownfields. This includes the type and number of contaminants present and a clear publicly available remediation plan, including which organizations will be responsible for various actions.
- There needs to be more access to green space that is publicly accessible to improve food sovereignty.
- It is important that parks are being contemplated as part of future redevelopment as no new park space appears to be included as part of the updated materials.
- The protection of all forms of wildlife must be considered as proposed development is guaranteed to displace animals inhabiting these areas. Future developments should include artificial wildlife habitats, such as bird platforms and wildlife corridors.
- Open space areas must be protected from development.
- Trees must be protected as redevelopment occurs in the area as this will assist with protecting the existing wildlife in the area.

#### **Housing:**

- There is a need for affordable housing to be included as part of the proposed 7,300 new homes being identified for the Intensification Areas.
- Additional housing opportunities are supported but must be kept outside of the waterfront, Environmentally Protected Areas and Open Spaces found in the area.
- It will be important to ensure a range of housing opportunities are provided to existing and future residents.
- There are concerns that redevelopment will lead to gentrification and displace lower income families out of the area. There is a need to include policy and incentives that prevent displacement as the NKT area begins to build out.

#### **Building Heights/Design:**

- The proposed plans need to ensure that trees are contemplated, and birds are protected.
- The City should include design guidelines to minimize impacts of tall buildings on wildlife, especially migratory bird patterns.
- More “greenery” needs to be incorporated to mitigate "heat islands" that affect our most vulnerable community members. This can be in the form of additional green spaces, green roofs, little forests, community gardens and/or more tree canopy around paved areas.

#### **Community/Transportation Infrastructure:**

- There is concern that the new residential units will stress the existing community infrastructure, described as libraries, community centres and other social 3<sup>rd</sup> spaces. New community spaces will be required to support the growing community.
- There needs to be areas where the land is safe enough to grow food on.

- There was support of the proposed reduced 40km/h speed limit areas, especially along Rideau Street.
- General support for the proposed active transportation maps, especially the improvements to cycling infrastructure.

**Next steps:**

The Indigenous Engagement was the second of two engagement events held in 2024 for the NKT Secondary Plan. The other event was an Open House held on April 12, 2024 and included a separate engagement summary that can be accessed on the project website at <https://getinvolved.cityofkingston.ca/north-kings-town>. Feedback from all of the engagement events will be used to finalize the draft studies being done as part of the secondary plan.

## Summary of Public Comments Received by Theme

### North King's Town Project

This document provides a general summary of public comments received on the North King's Town (NKT) project since December 2017. This is not a transcript of each comment that has been received, but rather a summary of comments consolidated into common themes.

#### Land Use:

- Several smaller-scale commercial businesses operate within residential areas and are supported by the community. There was general support for permitting additional smaller-scale operations within residential areas, which could include commercial, institutional and professional services.
- Major development applications are being progressed based on outdated planning policies and zoning regulations, rather than occurring on vacant or underutilized lands within NKT. Developing within vacant or underutilized parcels within NKT would reduce development pressure on naturalized and treed areas.
- Redevelopment should focus on larger vacant lots (e.g., along Montreal Street, Railway Street, and John Counter Boulevard), infill and adaptive reuse and include progressive measures relating to density, height, parking, lot coverage, setbacks to enable more development applications to proceed to building permits without multiple planning approvals.
- The proposed locations for additional density, identified in the 'Intensification Areas Map', are generally supported for the purpose of creating high-density nodes to increase housing supply and stimulate growth. General worry around feasibility of projects that do not get enough height/density within the areas that are not covered by the City's Brownfield CIP.
- General concern for density/height around Montreal Street and John Counter Boulevard due to lack of space for high-rises, impacts to traffic on Montreal Street and lack of green space.
- Policies will need to incorporate design considerations to ensure Montreal Street evolves into an area where people want to spend time within, rather than use as a gateway between Hwy 401 and downtown.
- Differing opinions were received on the requirement for 'active frontages' within intensification areas. Some respondents supported this requirement as it would contribute additional commercial uses to the area, whereas others felt that developments should be provided greater flexibility to respond to market demands.
- General support for the proposed Main Street Commercial designation along Montreal Street, however clarification was required that commercial uses were not required within these areas.

- Clarification was required on the permitted uses contemplated for the Mixed Use designation. Generally, the flexibility that the designation created was supported, however clarification was required relating to institutional and industrial uses.
- There is a need to encourage economic diversity, acknowledging that the businesses in this area are needed for jobs as well as the services they provide. NKT currently contains several smaller sized commercial and industrial units, which support new and local businesses. This ‘incubator’ approach should be continued.
- Buffering should be considered to manage risks and separation distances, especially in circumstances where businesses and commercial areas are going to be in close proximity to residential uses.
- General support for redeveloping existing brownfields within NKT, however additional information on the type and extent of contamination was needed.
- There is a diverse background of people within the neighbourhood, including a high concentration of creative people. There is interest in attracting “creative class” people by permitting additional creative uses. There are employment and economic development opportunities for arts and cultural spaces, specifically for music or movie production studios, practice spaces or venues.

#### **Built Form and Height:**

- Differing opinions were received on maximum building heights within intensification areas. Some respondents noted a six storey maximum should be imposed along Montreal Street and Division Street, whereas other respondents felt the area was appropriate for redevelopment and the City should let the market dictate what was appropriate.
- Concerns with building heights included overlook, shadow impacts, window impacts, visual intrusion into the skyline, lack of human-scale design, and impacts to migratory bird flight paths.
- It is important to encourage a range of built forms that incorporate a high degree of architectural quality, not simply towers and other large format buildings, throughout the study area. General support for increased density in certain areas, especially along Montreal Street, near the John Counter Boulevard and Railway intersections, if the design ensures a human scaled approach. The City should include design guidelines to minimize impacts of tall buildings on wildlife, especially migratory bird patterns.
- Maximum building heights need to consider compatibility with adjacent properties, including built heritage resources.
- Those who supported high-rise built form, supported it within the identified intensification areas, as it allows for views to the water and creates a walkable environment to local services, businesses, open space, and enables a greater utilization of active transportation infrastructure within the area.

- The intensification areas require additional parkland and open space to support the future residents. These areas could include community gardens, little forests, and green roofs, which would also help to mitigate “heat islands”.
- Concerns raised relating to development applications seeking additional height or density than permitted through the Official Plan or Zoning By-Law and the potential impacts of that increased height or density on the community.
- There is general support for permitting larger building floor plates around the intersection of Montreal Street and John Counter Boulevard, given the existing development. However, any taller buildings constructed elsewhere in the study area should be of a podium/tower configuration to reduce the visual mass of the taller portions.
- It will be important for the policies and regulations to include a degree of flexibility to allow development proposals to evolve with market conditions and remain economically viable.
- Generally, there was greater support for low-rise and mid-rise built form within intensification areas than high-rise built form. Low-rise and mid-rise built form would blend into the surrounding neighbourhoods better than high-rise and maintain human-scale development.
- The adaptive re-use of existing buildings within intensification areas should be encouraged, especially for residential/mixed-use and community uses.
- Accessibility and barrier-free design should be incorporated into a higher number of development applications to ensure housing is accessible to a wider range of residents. Currently, most forms of housing are not accessible.

### **Housing, Affordability, and Gentrification:**

- There is a need for more affordable and supportive housing units, together with associated supportive services, as part of future development projects. Funding should come from the City and City-initiated developments, as affordable housing can no longer be secured through community benefits negotiations.
- Suggestion for the plan to consider a mix of housing types (e.g., Tiny Houses), affordability levels, and tenures with a preference for neighbourhoods and developments to be mixed income and mixed ages.
- Strong concern that redevelopment will lead to gentrification and displacement of lower income families from the neighbourhoods. The policies need to protect against this and provide incentives to prevent displacement.
- Important to understand how the project will address the immense unhoused population within the study area. The potential gentrification may negatively contribute to homelessness within the community. There needs to be a coordinated housing and community service strategy.

## Transportation:

- Consideration of universal design should be incorporated into NKT and within the future planning processes to ensure buildings and the environment are accessible for all residents. Motorized wheelchairs are not welcomed on the sidewalk by pedestrians, sidewalks are not designed for wheelchairs as they are often missing ramps and connections, and it is not safe for wheelchairs to use the roads.
- The prioritization of active transportation within the Mobility Plan was generally supported. Wider sidewalks, infilling gaps within the sidewalk network, new crosswalks, additional pathways and small parkettes would greatly improve the future pedestrian experience.
- A significant number of comments were received early in the project relating to the proposed Wellington Street Extension. A strong majority of these comments were opposed to the project, especially the portion that would traverse through Doug Fluhrer Park, citing environmental concerns, impacts to pedestrian connectivity, and a lack of efficiency. A minority of the comments were in support of the Wellington Street Extension, citing the potential for improved connectivity.
- Mixed desire for the construction of the northern portion of the former Wellington Street Extension, now referred to as New Road 1. Those who supported the potential construction highlighted additional route selection, less congestion and improved access as benefits. Those who opposed the construction highlighted construction costs, impacts to the K&P Trail, and lack of efficiency as consequences to constructing the road.
- NKT should include reduced minimum parking requirements, with potentially different parking regulations for lands north and south of Railway Street.
- Concern that redevelopment would lead to additional on-street parking regulations within the study area, which would negatively impact local businesses and users of major recreational facilities, such as Caton's Fields and Megaffin Park. Suggestions to mitigate this included requiring development applications to provide more off-street parking and the City providing additional park-and-ride lots along Montreal Street and Division Street to reduce the number of vehicles travelling through NKT.
- Car sharing options should be promoted within mid-rise and high-rise buildings to offer residents flexibility in their transportation options and reduce traffic congestion.
- Strong support for the proposed area speed limit reductions within the study area as this would improve safety for pedestrians and cyclists.
- More assertive traffic calming measures are required to further improve pedestrian and cycling safety, especially on residential streets that are used as "through" streets and all collector streets within the study area.
- Perceptions that the opening of the Waaban Crossing has negatively impacted traffic patterns within the community, while also improving connectivity. Various

suggestions were provided to improve the efficiency and safety of the around the Montreal Street and John Counter Boulevard intersection, including pedestrian and cycling infrastructure.

- Several intersections were identified as concerns for pedestrians and would benefit from improvements, such as: Montreal Street and John Counter Boulevard; Stephen Street and Patrick Street; Rideau Street and Cataraqui Street; Montreal Street and Raglan Road; Montreal Street, Rideau Street and Railway Street; Montreal Street at Belle Park and various locations along Division Street in proximity to Regiopolis-Notre Dame Catholic High School.
- Several suggestions were received to improve the road network, including extensions to Russell Street, Fraser Street, Duff Street, Patrick Street to improve connectivity. Further, additional suggestions were made for potential improvements to roads beyond the study area as a means of mitigating the need for New Road 1.
- There are concerns with converting Chestnut Street and Carlisle Street to one-way traffic as this will limit on-street parking for residents.
- Montreal Street should be widened to accommodate additional traffic, wider sidewalks and bike lanes.
- Conflicting opinions were received on potential improvements to Rideau Street to accommodate additional traffic, with some respondents preferring no changes to Rideau Street.
- Secure bike parking is required near downtown, major parks, at transit stops and included as part of redevelopments.
- East-West transit routes are required to further support the existing transit network and reduce vehicle trips.
- Additional stop signs were proposed as various intersections within the residential neighbourhoods to create four-way stops.
- Various conflicting comments were submitted earlier in the project relating to the (then) proposed Waaban Crossing. Some residents were excited about the improved connectivity the bridge would provide, while other residents were concerned with increased traffic.

### **Community Facilities:**

- There is a need to include additional 'third places' where people can go to converse with others and connect with their community, such as schools, libraries and community centres, especially considering the potential population increase associated with the intensification areas.
- Additional opportunities for health care, doctors' offices and other medical uses are required. There should be co-location of health and social services, e.g., doctor's/medical offices and pharmacies near seniors housing.
- The City will need to monitor the availability of indoor recreational facilities as there are concerns that Artillery Park will not be able to adequately support the

entire study area, especially with the potential population increase associated with the intensification areas.

### **Indigenous Considerations:**

- There are concerns regarding the safety of the current housing supply, especially for Indigenous People.
- Access to water and the use of both water and fire are an important part of Indigenous Peoples' culture and traditional use of the land.
- There are several indigenous archaeological sites within NKT that should be acknowledged, celebrated and preserved for the Next Seven Generations. With proper foresight, the archaeological sites could contribute to Indigenous Tourism within Kingston.
- Important to ensure that Indigenous Peoples are identified as part of the origins of NKT, as well as the land itself, before the arrival of settlers. The chronology for the history of the NKT area should note that it is in many cases a continuous timeline; e.g., Indigenous Peoples were not just here at a certain point in history, but they continue to be here today.
- Opportunities and spaces for Indigenous ceremonies and gardens should be provided.
- Differing opinions on whether an Indigenous consultant should have been included as part of the project team.
- It was identified that the presentation material associated with the Cultural Heritage Study did not include content on Indigenous ways of knowing, traditions or treaty rights, and mentions of Indigenous culture were associated with "intangible heritage". The "character areas" and neighbourhoods are linked to commercial aspects and not aligned with Indigenous principles.
- The Indigenous community does not differentiate between Belle Park and Belle Island, they are both important places. Belle Park must be protected from the introduction of new park infrastructure (e.g., dog parks, playgrounds, etc.) as this would negatively impact the ancestral burial sites that have been confirmed in the area.
- Protection of the natural environment is important, not just along and within the Great Cataraqui River, but all flora and fauna that live within the community and that may be displaced by development.
- It is important to provide edible plants, orchards and gardens within the community to promote food security and maintain opportunities for foraging and urban agriculture.

### **Environmental Protection Areas and Open Space:**

- Redevelopment and infrastructure improvements should include space for new trees to be planted.



- The waterfront and associated environmentally sensitive areas need to be protected from development. Public parks and trail networks should be provided along the waterfront, but appropriately located to mitigate negative impacts. Natural, wild areas should be permitted along the shoreline to provide habitat for various flora and fauna.
- Development should maintain sufficient setbacks from the river's edge to protect the wetlands, turtles and public views. Nature and biodiversity along the shoreline, with 'unmanicured' public spaces provide habitat for turtles and birds.
- Consideration should be given to 'daylighting' existing watercourses that have been diverted into underground culverts to enhance aquatic habitat.
- Future developments should include artificial wildlife habitats, such as bird platforms, 'Little Forests' and wildlife corridors.
- It is important for the NKT project to consider how public spaces, and open spaces can be used to help mitigate climate change, such as enhancing tree canopy, while ensuring that more park space is included near intensification areas.
- The health and safety of parks and public spaces needs to be improved, especially relating to scattered debris and garage within public parks and along the K&P Trail.
- Suggestion to include some sort of "town square" within NKT, perhaps considered at the Outer Station, with additional opportunities for enhanced gathering places for community functions, art festivals, etc.

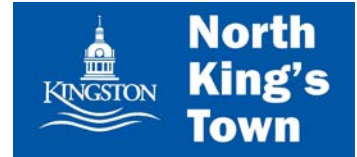
#### **Cultural Heritage Attributes:**

- Maritime history and heritage are important, and they should be included in the NKT plan and report. Kingston's Inner Harbour is Canada's oldest continuous boat building location and boats are still being built there. Consideration should be given to establish a maritime history museum.
- The community has utilized the tobogganing hill behind the former St. Patrick Catholic School for decades and is an important part of the neighbourhood.
- Heritage buildings have generally been well preserved, further contributing to the interesting character of the neighbourhood. Kingston has a distinctive architectural heritage and culture that helps build continuity in the city's social fabric. The NKT plan should highlight the need to conserve and integrate what remains, and design structures modeled on historic features to promote some continuity. Important to ensure that existing buildings with heritage characteristics are protected to ensure the character of the area is conserved.
- There is general support for the recommendation to undertake a Heritage Conservation District Study within an expanded St. Lawrence Heritage Character Area.
- Consideration should be given to recognizing and protecting the maritime industrial activities within the Inner Harbour.

- Specific view corridors should be protected, such as views of the river and heritage buildings, beyond those views already identified in the Official Plan.
- Various features should be commemorated within NKT, such as the 'Brant Lands', former factory sites and informal gathering spaces.
- Conservation of the general lot fabric will contribute to the area's tangible heritage. The character of the narrow, turning streets is part of the area's history.
- There is significant interest in the Outer Station as a cultural heritage site and there is a strong desire for the structure to remain 'in-situ' but there needs to be more clarity on the federal government's plan for the site and ensure that future redevelopment adjacent to the Outer Station is compatible. Suggestions around the use of the site include, a small museum, library branch, and public spaces combined with a few tall residential developments to raise capital.

### **Davis Tannery**

- A significant number of comments were received early in the project relating to the proposed development of the former Davis Tannery lands. The majority of the comments were opposed to the development, citing a variety of concerns ranging from environmental considerations to the appropriateness of the built form. A limited number of comments received were in support of the development. The potential development of these lands was addressed through an application for Official Plan amendment, zoning by-law amendment and draft plan of subdivision (File Number D35-009-2017), which was appealed to the Ontario Land Tribunal (OLT) and is awaiting a decision from the OLT.



# Minutes

**Project:** North King's Town Secondary Plan  
Community Working Group – Meeting Number 5

**Location:** 1211 John Counter Boulevard, 2<sup>nd</sup> Floor Boardroom

**Date:** Thursday, December 14, 2017

**Time:** 5:00 p.m. to 7:30 p.m.

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**Working Group Members Present:**

Susan Belyea, Laurel Claus-Johnson, Mary Farrar, Mary-Rita Holland, Huw Lloyd-Ellis, Anne Lougheed, Lisa Munday, Greg Tilson, Christine Woods

**Working Group Members Absent:**

Paul Carl, Rebecca Darling, Don Mitchell, Carey Bidtnes, Rob Hutchison, Taoufik Mounib

**Staff Present:** Greg Newman, Sonya Bolton

**Consulting Team Members Present:** Antonio Gómez-Palacio, Michael Matthys, Alex Kolsteren

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The meeting started at approximately 5:15 p.m.

## 1. Introductions

There was a brief welcome provided by Sonya and a round of introductions for all of the people present.

## 2. Presentation: Phase 1 Refresh & Starting Points for Phase 2

There was a presentation by Antonio about where we've been through Phase 1 and the visioning exercise, including a review of the Vision, Planning Principles and Design Directions. An overview of the project team and work plan for Phase 2 was provided, including the project objectives, the key directions from Phase 1 for each of the technical studies, the four phases to the work plan, and the project schedule (please refer to the PDF of the presentation provided with the minutes).

### Discussion and Questions:

- a. Roger asked about residential uses and whether they've been looked at through Phase 1, and about blending home and work places. The group reviewed the slide showing the concept plan from Phase 1, and it was noted by staff and the consultants that existing residential areas will likely continue as they are, and that it will be other corridors and/or vacant lands that become the focus of development and intensification. It was noted that there will also be a focus on areas of mixed use.
- b. Mary asked for confirmation that the transportation plan includes active transportation. Antonio confirmed that it does and perhaps we need to make that clearer in the title of that plan.

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- c. Mary and Susan both asked for more details about what a pedestrian priority street would look like. Mary noted that Bagot Street is not included as one, but it should be because it is heavily used by pedestrians. Antonio noted that pedestrian priority streets are those designed to make walking as safe and comfortable as possible (e.g. right now, portions of Montreal Street don't have sidewalks on both sides or good lighting). Sonya noted that Hickson Avenue also lacks sidewalks, curbs, etc. It was noted that the issue of pedestrian priority streets is something that will be explored further, and that the improvements that are possible for certain streets will depend on the width of the right-of-way, which is quite restrictive in some areas.
- d. Mary-Rita: With arterials and transit routes that are expanding (e.g. express bus service), is this all being thought through as part of the transportation plan for NKT? Antonio indicated that Phase 1 tracked some of these issues and they will be looked at in more detail as part of the transportation plan.
- e. Susan: Make sure that Hickson Avenue has pedestrian improvements because it lacks sidewalks and has a food bank and residential areas.
- f. Mary noted that the working group meetings should be more in advance of the public meetings to review draft material. Staff and the consulting team noted that they will be bringing material to the working group and other stakeholders, but sometimes it is a question of timing and making the most of the consultants' time when they come to town. The possibility of video/tele-conferences was mentioned as an option, so that the group could meet a week or two in advance of the public events. Greg N. noted that now is the time to mention issues early on, and we will work to make sure that we offer chances to meet early. Michael noted the importance of still being able to have face-to-face meetings with the working group.
- g. Mary: All of the old railway tracks should be made into trails, including the one north of the Outer Station. We also need to look at appropriate intensification and she pointed to the local video that had been done in response to the proposed Capitol Theatre redevelopment illustrating development on other sites in the downtown (but this could include other sites, such as the old No Frills grocery store).
- h. Mary-Rita: Luke Follwell, Director of Recreation and Leisure Services, has confirmed that the pedestrian overpass of the CN railway is going to happen. It will provide an important link for people in the Rideau Heights area to get to the new school in Kingscourt, and for people in Kingscourt and NKT to get to the new library and community centre in Rideau Heights.
- i. Laurel: Strengthening connections needs to include wheelchair access; the trails should be wheelchair accessible and should be accessible all the way through. Applies to anyone that can't do steps or hills (i.e. walkers, strollers, scooters) There should be signage that warns people. Greg N. noted that we could have a map of locations and trails that are wheelchair accessible. Antonio noted that we need to include people in the engagement strategy that look through the accessibility lens. Greg N. and Sonya noted that the NKT working group does have a new representative on it from the Municipal Accessibility Advisory Committee (MAAC), but they had not been able to attend the meeting that night. Christine also noted

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that through the City’s Active Transportation Master Plan (ATMP), they are looking at making facilities accessible. Mary-Rita noted that MAAC already does accessibility audits of new or renovated city facilities.

- j. Mary: There’s no indication of what’s in the Waterfront Master Plan. Michael noted that it is on the map, but the colour is not great, so it wasn’t showing up well on the screen.

**3. Presentation: Engagement Strategy**

Antonio continued the presentation with a review of the engagement strategy for Phase 1. There was some discussion about who the “stakeholders” are that were indicated in the presentation, and it was noted by staff and the consulting team that it was generally anyone that will be impacted by the work of the secondary plan, and anyone that wanted to participate in the study process. Plans for engagement with the indigenous community were discussed, including acknowledgement of some information on format and details that Laurel had shared with staff and the consulting team just prior to the working group meeting. There were also be workshops to involve a variety of stakeholders – working group members, staff, interviewees – people that have been involved throughout. There will also be public open houses to include people that may not have been part of the earlier process, and all of the events will be amplified through the City’s social media platforms.

**Discussion Re. Engagement Strategy** (i.e. what worked well in Phase 1; what could we do differently?)

- a. Mary: Noted that she really liked the open houses, and the BBQ in the park. The Young Cousins band brought out a different crowd, including students that might not normally have been engaged. Liked the participatory engagement at the Legion (e.g. dot democracy). There was a general discussion about dot democracy and whether it is valuable or whether writing on maps is better. It was noted that all forms of input are valuable; dot democracy can be more valuable when someone is there to ask the question about why someone chose to place a dot in a certain location.
- b. Laurel: Noted that people will engage in various manners depending on their comfort level. Her main area of interest is the land. She is concerned about brownfields and wants to heal the land. Wants to know how to move remediation forward.
- c. Greg T: Loved the consultation summaries that made it into the report; the community outreach was excellent and diverse; thought it was a good idea to go to where the people were. A concern from Phase 1 was data collection and methodology – how was it done and how were the results being used? This led to confusion over the reporting (e.g. support for/against the proposed Wellington Street Extension) and how data is being used, and we need to be clear about what’s on the table for discussion (e.g. Third Crossing). Greg N. noted that there were some lessons learned from first phase about data collection and speaking to the “givens” of the project, and we will be clearer with that in this phase.
- d. Lisa: There are diverse groups in NKT, so going to where the people are makes it more accessible. This was also done very well in the Rideau Heights Regeneration project.

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- e. Antonio: The material is now getting more technical in this phase. How do we reach people and make the material accessible and put forward the pieces that are relevant?
- f. Laurel: Senior-friendly guidelines are important so that people can age in place.
- g. Mary: Would like to see kids cycling to school (Lisa noted that this was being covered by the ATMP); pathways are really important for the community. There were over 100 turtle nests protected in each of the last two years in the study area. There are a huge number of turtle nests on the tannery property. A hibernacular study is being done this winter to see where they’re hibernating. The southeast corner of the tannery property should be protected; exercise extreme caution about the wildlife that is making a visible comeback.
- h. There was a question about whether there is a map of brownfield sites. Sonya noted that generally the city does not release the locations of known brownfield sites for liability reason, but there are some that are well known in the community, such as the Davis Tannery site. Sonya noted that it would be good to have a map of the Brownfields Community Improvement Project Area that overlaps with the NKT study area, which will give people an idea of where the priority areas are for financial incentives for brownfields clean-up.

**4. Potential sites for development scenario testing**

The following is a list of potential sites raised by the working group members:

- Old No Frills grocery store and warehouse sites (595 and 600 Bagot Street)
- Parkland north of Rideaucrest Home (existing playground and green space near the parking lot)
- St. Patrick’s School (158 Patrick Street)
- 771 Division Street (owned by City of Kingston; part of Public Works Campus)
- 670 Montreal Street (former KD Manufacturing site)
- 546 Montreal Street (former Cohen site)
- Outer Station (810 Montreal Street)
- Cassidy Street/Maple Street area

**Discussion about the potential sites**

- a. No Frills site: Check into whether there was a plan drawn up a while ago by Shoalts and Zaback for the lots for Loblaws. Susan noted that there has been some talk in the community about using it as a community service hub, with a greenhouse and garden on one piece (potentially coordinated through Loving Spoonful). Anne noted that she would like to see rent-geared-to-income housing for the site.

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- b. Parkland north of Rideaucrest: There was a general discussion about: the potential to re-arrange some of the surface parking to allow for more green space; cleaning up the vegetation in the area to open up the space more; and to allow for a pedestrian connection to Doug Fluhrer Park.
- c. St. Patrick’s School: The school is now closed and the City’s school site acquisition committee has not recommended that the City acquire this site. Noted by a couple of people in the group that this site has the best sledding hill in the area.

**5. General Discussion – other NKT topics and issues**

- a. Susan: Are we talking about Belle Park as part of the secondary plan? Sonya noted that there is a separate master plan in process through Recreation and Leisure Services, but there will be some integration between the two projects. Antonio indicated that we will be focusing on guiding policies, but there will be an interface between the two projects and that’s why NKT also has a Technical Advisory Group (TAG) of staff from other City departments.
- b. Mary: Mentioned about the Marine Heritage Centre that is being proposed. It would be in the northern third of the Anglin Parking lot. Has been working Joe Calnan, and Gerry Shoalts from Shoalts and Zaback is working on a conceptual design. They are in discussions with Parks Canada and the St. Lawrence Commission about potentially operating the facility. Mary also spoke about Thomas Burrows’ house (Maplehurst) near Kingston Mills.
- c. Lisa: The NKT area is still missing the grocery store and access to food. Is there a way to incentivize a food store? There is a link between access and transportation. People in the area want a full grocery store (as opposed to a boutique food store).
- d. Roger: The Kingston Environmental Advisory Forum (KEAF) is involved in a number of issues that overlap with items for the NKT project, including transportation and active transportation, stormwater management and green infrastructure, and brownfield remediation.

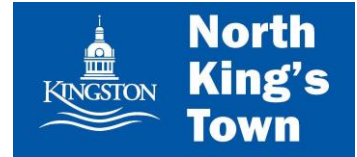
**6. Discussion of next steps and wrap-up**

Lisa asked whether the group could get a copy of the presentation material. Michael indicated that that was not a problem. Sonya to circulate a PDF of the presentation with the minutes/meeting notes.

At the end of the meeting, everyone was thanked for providing their time that evening. The meeting concluded at approximately 7:30 p.m.

**7. Next meeting**

Wednesday, February 21, 2018 from 10:00 a.m. to 12:00 p.m. in the second floor boardroom at 1211 John Counter Boulevard



# Minutes

**Project:** North King's Town Secondary Plan  
Community Working Group – Meeting Number 5

**Location:** 1211 John Counter Boulevard, 2<sup>nd</sup> Floor Boardroom

**Date:** Wednesday, February 21, 2018

**Time:** 10:00 a.m. to 12:00 p.m.

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**Working Group Members Present:**

Susan Belyea, Laurel Claus-Johnson, Mary Farrar, Huw Lloyd-Ellis, Anne Lougheed, Lisa Munday, Greg Tilson, Christine Woods, Rob Hutchison, Carey Bidtnes (11:00 a.m.)

**Working Group Members Absent:**

Paul Carl, Don Mitchell, Mary-Rita Holland,

**Staff Present:** Greg Newman, Sonya Bolton

**Consulting Team Members Present:** Antonio Gómez-Palacio, Michael Matthys, Alex Kolsteren, Matthew Browning, Carl Bray (via conference call)

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The meeting started at approximately 10:00 a.m.

## 1. Introductions

There was a brief welcome provided by Sonya and a round of introductions for all of the people present. Michael walked through presentation outline, project process, and up-coming engagement events.

Michael and Greg N. both described the Environmental Assessment (EA) process that will be used for the transportation plan and to re-evaluate proposed Wellington Street Extension (WSE). Laurel noted that it is important to be clear with the terms that are used to describe the processes. There was some group discussion and clarification on the EA process and how it relates to WSE. Matthew provided an explanation of the overall process and noted that the transportation master plan for NKT will conform to the first two of five phases of the EA process.

Councillor Hutchison indicated that there was a Council motion about not spending any further money on the WSE and that we shouldn't be doing any EA as part of NKT. There was some discussion about how this transportation plan was for all of NKT and not just for the proposed WSE. The purpose is to ensure we're following the provincial requirements for the process, especially as it relates to public notice and consultation, so that if there are outcomes or recommendations from the NKT transportation that need to carry forward, the first two phases of the EA process would already be satisfied.

Michael continues with the presentation and provided an overview of the vision, planning principles, and design directions from Phase 1 of the NKT Secondary Plan.



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**2. Presentation: Draft Land Use Plan**

There was a presentation from Michael about the proposed land use framework. A copy of the presentation slides was forwarded to the working group members following the meeting. As part of the land use plan, there are three new designations proposed: Urban Village, Commerce Row, and Innovation Hub. All of them allow for mixed land uses, including recognizing some of the existing mixed uses. A reference was made to grandfathered uses for existing uses that may not work with new policy framework. The intention would be to phase these out over time. The existing Environmental Protection Area (EPA) will be added to the next draft of the maps.

**Discussion and Questions:**

- a. Councillor Hutchison asked about the extension of roads into the Davis Tannery lands. Michael and Antonio both noted that this is a recent application, which we’ll be reviewing, but the focus is on the vision at this stage. The proposed Innovation Hub would permit residential uses, but the work regarding potential roads would need to be examined through the NKT transportation plan. Susan asked how the proposal affects existing and proposed roads and what weight does the NKT plan have with respect to that application. Sonya indicated that the City has to evaluate the application under the current planning framework. However, Greg N. noted that staff have been telling people that they need to look at alternatives because the WSE is not a given. Mary noted that we need to look at the shoreline and the habitat for the turtles on the tannery site, and Councillor Hutchison asked whether there are significant woodlands on that site.
- b. Laurel noted that there had been a credible update on the wording about Indigenous Peoples and the Belle Island Accord, but there needs to be a reference to the UNESCO World Heritage Site (in #6 of the Planning Principles and #5 from the concept plan and design directions). Antonio and Greg N. noted that both can be referenced, and Sonya indicated that she would check with Legal Services because the re-wording would involve the Accord.

**3. Presentation: Draft Density Plan**

Michael continued the presentation with a review of the boundary and the density plan, which included:

- Key nodes along Division Street;
- Not including area that is currently part of the Central Business District (CBD) in the Official Plan so that we don’t have policy overlap;
- Introducing the idea of Floor Space Index (FSI), which is building floor area divided by property area, to measure density; and
- Nodes at Montreal Street and John Counter Blvd., and Montreal Street and south of Railway Street.

**Discussion and Questions:**

- a. Huw asked how FSI is used. Greg N. noted that it is usually a maximum and that staff would be working with DIALOG to do some scenario testing of some properties in NKT. While FSI

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is successful tool to control density, we need to also look at the maximum height so you don't end up with incompatible uses.

- b. Councillor Hutchison noted that the first impression of FSI is that it is a good idea, but it's not enough. Neighbourhoods will be facing increased pressure. We want the change to occur on the corridors. Demand seems to not be there for commercial on Montreal Street. Not allow additional density in the existing neighbourhoods would push it to the corridors. Antonio agreed with needing to maintain the cherished character and that there are other planning tools that we will be looking; FSI is just a start.
- c. With respect to the Montreal Street corridor, Anne asked about the large tracts of land that are owned by one person and how does this impact the planning for the area? Can we chop up properties to have smaller developers come in to build mixed use? Greg N. noted that the NKT Secondary Plan will be setting expectations about future development based on the vision and that staff are engaging local developers in conversations about the NKT project.
- d. Laurel noted the importance of the relationship with water – access is either by public or wealth, so you could say that the indigenous community doesn't have any access to the water.

**4. Presentation: Open Space Framework, Cultural Heritage, and Other Technical Studies**

Michael continued the presentation regarding key directions from Phase 1 about open space and connections to the waterfront; protecting natural heritage and access to the waterfront; and different types of open space.

Carl provided a summary of the thematic history, and Michael provided a brief summary on the intangible cultural heritage components.

Matthew spoke to transportation plan, and then Michael spoke briefly about the servicing plan, focusing on stormwater management (SWM) and low impact development (LID).

**Discussion and Questions:**

- a. Anne: How much weight is given to level of service these days? For this secondary plan a lot of the streets are not used throughout the day (other than peak period), but what does intensification do to this issue? Matthew: You need to establish base period. You don't want to design for peaks only because then you over build your transportation system. You look at the land use plan and density and add that on top of existing, and what that does to the network. Level of service lets you look at what kinds of mitigation may be needed to maintain a certain level of service. Antonio also noted that using the multiple account evaluation system means that level of service isn't the only or necessarily the primary concern. Matthew noted that the level of service might go down for auto, and that might be okay for other modes of transportation if other modes see an increase in use/services.
- b. Mary asked if the group could get information and material to review prior to the next meeting. Sonya indicated that staff would work with the consulting team to have some of the materials circulated in advance of the next meeting so that there is time to review.

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- c. Lisa: For transportation studies...public health looked at active transportation and included mode use in quantitative data for studies (worked with Mark Dickson in Engineering). Lisa will send the link to Sonya and Greg to share with the consultants.
- d. Greg Tilson: For public engagement, give specific examples and use current issues (e.g. the tannery site) to get people out and use that to engage in other NKT issues. Regarding water, Greg T. noted that more could be done...The priority issue is access, but he would also like to know more about the water. Boating is also happening, plus fishing and swimming. We should provide information about the existing water quality. Is it a goal to have people use the water more? For the Montreal Street corridor, he is interested in and supportive of walkable amenities, safety of using the street and walking in the area, and more opportunities to meet and congregate.
- e. Roger: Glad to hear level of service will not drive the transportation plan. Important to put the focus on alternative modes and put single occupancy vehicles last. Don't rely on the 2015 Kingston Transportatio Master Plan (KTMP); the current Active Transportation Master Plan (ATMP) should be more helpful. Terms like FSI and level of service – public don't really relate to those terms because it doesn't get at the real issue. Keep them as a guidelines because the public might understand other illustrative measures better.

**5. Discussion of next steps and wrap-up**

Lisa asked whether the group could get a copy of the presentation material. Michael indicated that that was not a problem. Sonya to circulate a PDF of the presentation with the minutes/meeting notes.

At the end of the meeting, everyone was thanked for providing their time that day. The meeting concluded at approximately 12:00 p.m.

**6. Next meeting**

Thursday, March 15, 2018 from 1:30 p.m. to 3:30 p.m. in the second floor boardroom at 1211 John Counter Boulevard.



# Meeting Notes

**Project:** North King's Town Secondary Plan  
Community Working Group – Meeting Number 6

**Location:** 1211 John Counter Boulevard, 2<sup>nd</sup> Floor Boardroom

**Date:** Thursday, March 15, 2018

**Time:** 1:30 to 3:30 p.m.

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**Working Group Members Present:**

Roger Healey, Anne Lougheed, Mary Farrar, Rachel Hicks (for Lisa Munday), Rob Hutchison, Don Mitchell

**Working Group Members Absent:**

Paul Carl, Mary-Rita Holland, Susan Belyea, Laurel Claus-Johnson, Huw Lloyd-Ellis, Lisa Munday, Greg Tilson, Christine Woods, Carey Bidtnes

**Staff Present:** Greg Newman, Sonya Bolton

**Consulting Team Members Present:** None

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The meeting started at approximately 1:30 p.m.

The purpose of this meeting was to discuss further the draft land use plan for NKT. Basic notes and observations from group members are as follows:

- Greg N. provided a brief explanation of the NKT transportation master plan (TMP) and the connection with the proposed WSE and the Environmental Assessment (EA) process. There will be an information report going to Council in the near future to provide a full description of the process.
- Don: The public needs to know that the working group is discussing. The example of the POH and Kingston Penitentiary was given – people assumed the working group hadn't reviewed certain material, but they had... Their work and review just wasn't known by the public. Is there some way to post information about the NKT working group's discussions online?
- Greg N. raised concerns previously expressed by Susan about affordable housing (and services) and gentrification in the area. Rob: There's real resentment in the area; you're fighting against the market. Also if you want to have commercial uses, you have to support them. The City doesn't want to build mixed income housing because it's too expensive... Co-ops work.
- There will need to be a discussion with Housing about affordable housing in NKT and a review of what may be possible with inclusionary zoning.

**Meeting Notes – North King’s Town Community Working Group (March 15, 2018)**

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- What tools do we have to provide incentives? This will be part of the finance and implementation plan.
- Parking is a real problem. There needs to be accessible spaces, especially for access to trails and services.
- Is there a numeric relationship between the residential and commercial spaces?
- For transportation, we need to look to the future and not the automobile.
- We have to increase density in the suburbs (OP update).
- Don: Is the “Innovation Hub” really one? There’s already Innovation Park, and the KP visioning for those lands includes an innovation hub too. Is the distinction between the Innovation Hub and Urban Village too similar? Prepare a matrix of land uses.
- One key area is Montreal Street and JCB.
- Higher density on Rideau Street at the tannery site and also at Montreal and Rideau/Railway.
- Taller buildings with elevators are more accessible to more people.
- Would a roundabout work at Montreal and Rideau/Railway? How would you accommodate the trail?
- How do we know the community will buy in to the plan? Mary: there needs to be interviews with Indigenous Peoples in the area. There is an existing eel fishery. Is it legal?
- Anne: The neighbourhood on Hickson Avenue in the OIA have been running businesses out of their homes.
- Trail north of the Outer Station.
- Name of the area – North King’s Town – Is there something more appropriate?



# Meeting Notes

**Project:** North King's Town Secondary Plan  
Joint Technical Advisory Group & Community Working Group Meeting

**Location:** 1211 John Counter Boulevard, 2<sup>nd</sup> Floor Boardroom

**Date:** Monday, May 7, 2018

**Time:** 2:00 to 4:30 p.m.

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**Working Group Members Present:**

Anne Lougheed, Roger Healey, Melody Knott, Rob Hutchison, Christine Woods, Ian Fraser, Mary Farrar, Don Mitchell, Greg Tilson, Laurel Claus-Johnson

**Working Group Members Absent:**

Paul Carl, Don Mitchell, Mary-Rita Holland, Susan Belyea, Carey Bidtnes, Lisa Munday, Huw Lloyd-Ellis

**TAG Members Present:**

Kim Brown, Jennifer Campbell, Ryan Leary, Paul MacLatchy, John Henderson, Luke Follwell, Marnie Venditti, Stephanie Pettis

**TAG Members Absent:**

Tyler Lasko, Peter Huigenbos, Speros Kanellos

**Planning Staff Present:**

Greg Newman, Sonya Bolton, Kassidee Fior

**Consulting Team Members Present:**

Antonio Gómez-Palacio, Michael Matthys, Michael Cavallaro, Carl Bray

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The meeting started at approximately 2:05 p.m.

## 1. Introductions

There was a brief welcome provided by Sonya and Antonio and there was a round of introductions for all of the people present.

## 2. Presentation

The consulting team provided an overview of the items to be discussed: cultural heritage, transportation, land use. Carl, Michael C, and Michael presented slides related to each of the above studies regarding "what we heard" through the community engagement sessions, and "what we're doing" with the issues moving forward.

General comments and questions arising from the presentation:

- Paul: Are there constraints to developing OIA, such as transportation? Michael M. noted that there are some constraints, include transportation and access to the street grid. There is also a lack of services for those working in the area (e.g. places to purchase lunch).

**Meeting Notes – NKT Community Working Group & Technical Advisory Group (May 7, 2018)**

- Mary: Durham Region has 120 m setback for their waterfront (i.e., turtle habitat). Is something like this possible here? Christine noted that the Province has different criteria for setbacks to different natural heritage features (based on the Natural Heritage Reference Manual). Someone proposing a development would need to submit an Environmental Impact Statement (EIS) demonstrating how there would be no negative impact to the feature or area. The 30 m on the NKT mapping is in reference to the “ribbon of life” that is in the Official Plan.
- Don: Was intrigued with the east-west connections...Doesn't want to lose the connection to the water, but how will be people move across the north-south routes?

**3. Discussion and Questions – Cultural Heritage:**

- Laurel: Questioned the cultural heritage importance of not including Queen Street in the NKT study area. Both Antonio and Carl noted that Queen Street is part of the Central Business District (CBD) and is part of the work that has been done in the past for the downtown (i.e., the architectural guidelines). Laurel: Queen Street requires additional attention/review from a policy planning perspective, and needs it's own community engagement process. Mary: Feels that Queen Street is part of the north end and culturally belongs in the NKT study area. The Downtown BIA sees Queen Street as a parking lot for Princess Street.
- Jennifer: What is the source of the data informing the character areas? Indigenous People should be present. How are women, children and other racial/ethnic backgrounds incorporated and represented in the work? What was the data set that informed the cultural heritage work? Carl: The area is one in evolution. People in the area aren't used to being listened to, and what was there in the past isn't there anymore (i.e., places to work and shop). Jennifer: Historic memory is important, but so is the persistent and modern experience(s).
- Greg T: Is there a way to demonstrate data that represents the different demographics? Where they commented, how they were consulted, etc.

**4. Presentation/Discussion – Transportation:**

Michael C. presented the draft long list of potential treatments for addressing transportation issues in NKT.

Comments and questions arising from the presentation:

- Carl: Think of other streets such as Patrick and Rideau for cycling so that you're not mixing bikes with cars on Montreal and Division Streets.
- Anne: The classification of the road dictates the flow of the traffic and the criteria in the study. If you change Montreal Street, will it result in an increase somewhere else? Would it require the Wellington Street Extension (WSE)? Concerned with downgrading the road if it doesn't address real traffic volume issues. Michael C. noted that it doesn't necessarily mean shifting vehicle traffic...City Council is trying to shift to increased modes for active transportation and transit.

**Meeting Notes – NKT Community Working Group & Technical Advisory Group (May 7, 2018)**

- Ian: Mentioned the “scrambler” pedestrian signal at Union Street and University Avenue and wanted to know whether it would work here. It was noted that that type of system is normally used where there are very heavy level of pedestrian traffic. There are other options that can be considered through to make it easier and safer for people to cross the road.
- Rob: Supportive of the idea of a round-about if it allows us to get rid of the WSE. He would also like to see support for bike lanes. What about more park-and-ride or municipal parking lots? How many, and where would you put them? It could encourage development in the nodes.
- John: Can the road widths along Montreal Street accommodate the type of transportation facilities being shown? It was noted that there are segments of the road allowance that are narrower than others and that this would impact the options/design.
- Roger: Doesn't want to see bike lanes thrown out in place of lanes or parking for cars. The third crossing has been promoted as accommodating pedestrians and cyclists, and they will need somewhere to go at either end of the bridge.
- Michael C: What if the bike lanes from the third crossing go from Montreal Street to Railway/Rideau Streets?
- Anne: The on-street parking regulations have removed parking on her street for most of the day, but now traffic moves more quickly as the parked cars used to slow the traffic.
- Mary: The City should use the Knox Farm for more park-and-ride space to bring in people from the rural area north of the City by bus.

**5. Presentation/Discussion – Land Use:**

Presentation from Michael M. that included a description of changes that have been made from the last version: less mixed use, active frontages, innovation hub, and main street commercial. Density map with heights as well as floor space index (FSI). Key areas of change/nodes for development (noted on map).

Comments and questions arising from the presentation:

- Rob: What is the viability of commercial on Montreal and Charles Streets and surrounding area. Sonya noted that that area is currently designated as Residential in the Official Plan, and the proposal is to change it to Main Street Commercial. Antonio also noted that financial analysis being done by Hemson will help test the feasibility of commercial uses in certain areas. Also, there is a difference between permitting commercial and the active frontages that are shown where commercial would be required.
- Marnie: For the main street commercial area, there was a recent application in the area and the public was very clear about not wanting ground floor residential. Sonya suggested that perhaps the four corners of certain intersections in that area could require commercial. However, the policies for this main street area would generally permit ground floor residential, as it reflects the historic built form and use in the area. Anne: If the former No Frills sites become residential, then that may be more people to shop in the area. Marnie:



**Meeting Notes – NKT Community Working Group & Technical Advisory Group (May 7, 2018)**

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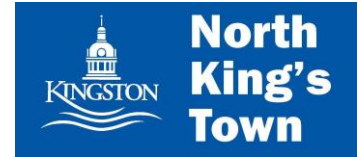
Will we need additional parking? We'll need enabling performance standards (zoning) to accommodate the conversion of smaller buildings on existing small lots.

- Rob: Parking has been a concern for certain commercial uses. There was a development concept for approximately 150 units on the former No Frills site(s).
- Luke: Why the break in the commercial corridor along Montreal Street between Railway Street and John Counter Blvd (JCB)? Antonio: We do not want to saturate the market. Areas of change shown on the map represent a nodes and corridors approach. There are also home-based businesses in the residential spaces between Hickson Avenue and JCB.
- Melody: They are seeing a lot of co-working spaces and offices. They are interested in enabling business, and vacancy and affordability are important for business owners.
- Roger: Concerned with concentrating new development at Montreal Street and JCB near the future bridge, due to concerns over compatibility (road noise, traffic, etc.). Antonio: There is a good rationale for locating there – existing buildings, proximity to open space, and opportunity to achieve a critical mass necessary to support commercial uses. There are design and construction techniques that be used to help mitigate concerns over noise, etc.
- Rob: Mixing employment uses and residential uses could be easier now, as businesses today are cleaner than they were in the past.
- Mary: There is an interest in a trailhead for canoeists at Dog Fluhrer Park.
- Mary and Roger: Additional trails to consider are north and west of the Outer Station and the Hanley Spur at the western limit of Belle Park.
- Luke: There is a public meeting about the Belle Park Master Plan on May 22. Antonio: We will interested in the interface of the park with the rest of NKT. Sonya: Will send out a message to the NKT stakeholder email list about the Belle Park event.

The meeting concluded at approximately 4:40 p.m.

**6. Next meeting**

Friday, June 15, 2018 from 3:00-5:00 p.m. in the 2<sup>nd</sup> floor boardroom at 1211 John Counter Blvd.



# Meeting Notes

**Project:** North King's Town Secondary Plan  
Community Working Group

**Location:** 1211 John Counter Boulevard, 2<sup>nd</sup> Floor Boardroom

**Date:** Friday, June 15, 2018

**Time:** 3:00 to 5:00 p.m.

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**Working Group Members Present:** Anne Lougheed, Ashley Hosier (for Roger Healey – KEAF), Lisa Munday, Rob Hutchison, Don Mitchell, Mary-Rita Holland, Susan Belyea, Christine Woods, Mary Farrar, Ian Fraser, Carey Bidnes, Huw Lloyd-Ellis, Greg Tilson

**Working Group Members Absent:**  
Roger Healey, Paul Carl, Laurel Claus-Johnson

**Consulting Team Members Present (online):** Antonio Gómez-Palacio, Michael Matthys, Michael Cavalaro, Carl Bray (in person)

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The meeting started at approximately 3:05 p.m.

1. **Introductions:** There was a brief round of introductions at the beginning of the meeting.

2. **Project update – what we heard:**

Presentation from Michael M (saved in K drive – LINK)

Mary would like trails shown separately from the rest of the transportation network as a separate category.

Anne – Have we heard anything else from developers. Michael M. 6-12 storeys not feasible; Rob not what we've heard from Homestead; Sonya – context specific because also brownfields to clean up; Don – need to balance feedback to explain reasons why we've made the decisions / recommendations that we have. Mary – industry is a mix need to be organic; need trees, mature trees are important. Sonya – trees as part of servicing; organic nature reflected in Urban Village designation because it reflects what's already been happening over decades. Only concern would be separation of heavier industrial uses from sensitive uses like residential.

3. **Cultural Heritage Resource Study:**

Presentation of the panels on intangible and tangible cultural heritage.

Rob – Will we be recommending HCDs? Land assembly taking place on Colborne and Ordnance. Protective nature of HCD. Different than heritage character area.

Don – Is the thematic history gone and character areas replace that? Carl – areas are the next level of the study.

**Meeting Notes – North King’s Town Community Working Group (June 15, 2018)**

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**4. Transportation Plan:**

Michael C. presentation on transportation components

Questions about what are raised intersections and how they would work.

Bollards for Bagot Street similar to Glengarry and Elliott? [talk to Ian S. in Transportation]

Anne – one-way on Alma Street how would cycling work?

Mary – Likes extra trails shown. Show pedestrian overpass (ATMP) and trails in Belle Park.

Sonya – For Belle Park waiting on master plan.

Don – Why does Montreal Street change (thick green line) end at Railway Street.

Susan – New roads at tannery are they conceptual or going to be built? Michael – carry over from Phase 1; urban design perspective; would need some additional street frontage.

Rob – What was the reason for not extending Russell and Joseph? Think that it is a good idea.

Mary – Concerned about tannery development and open space. Would like the roads along the water to go away. Antonio – Want connection to the waterfront. Sonya – work with developer to refine what will happen on the tannery site.

Don – Concerned about accessibility of the intersection; warning for pedestrians entering intersection. Michael C – not a raised intersection. Partially sighted and deaf community would need clear instructions for option A. Michael C. accessibility is a key concern and would be part of the detailed design.

Lisa – Asked about transit and that a node/transfer here could be very helpful for this intersection. Sonya – will be panels for transit but waiting to hear back from Transportation Services.

**5. Land Use Plan:**

Michael showed the built form/density examples and other policies related to general design elements.

Don – Presentation boards – didn’t see argument for benefits of different densities. Can we be proactive about vertical densities with at-grade access and elevators. Also open space advantages.

Melody – delivery services and drop offs for commercial businesses; thinking about as part of the plan but may involve some additional detail on top of the secondary plan

**6. Discussion of next steps and wrap-up**

June 26 events

June 23 – NKT @ SPAF

**Meeting Notes – North King’s Town Community Working Group (June 15, 2018)**

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Slides to be shared – comments due by 12 noon next Tuesday (June 19)

7. At the end of the meeting, everyone was thanked for providing their time that afternoon and for their suggestions and comments on the project. The meeting concluded at approximately 5:05 p.m.
8. Next meeting: TBD



# Meeting Notes

**Project:** North King's Town Secondary Plan  
Community Working Group

**Location:** City Hall, Stationview Room

**Date:** Wednesday, September 19, 2018

**Time:** 2:00 to 3:30 p.m.

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**Working Group Members Present:** Anne Lougheed, Rob Hutchison, Don Mitchell, Susan Belyea, Christine Woods, Mary Farrar, Ian Fraser, Greg Tilson, Roger Healey, Melanie Knott, Laurel Claus-Johnson

**Working Group Members Absent:**

Mary-Rita Holland, Paul Carl, Carey Bidtnes, Lisa Munday, Huw Lloyd-Ellis,

**City Staff Members Present:** Greg Newman, Sonya Bolton,

**Consulting Team Members Present (online):** Antonio Gómez-Palacio, Michael Matthys, Michael Cavalaro, Carl Bray (in person)

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The meeting started at approximately 2:00 p.m.

- 1. Introductions:** There was a brief round of introductions at the beginning of the meeting to clarify who was on the line for the call/meeting.

The draft display panels reviewed during the working group session will be circulated to the group after the meeting, with approximately one week to provide comments. The intent is to use this material at the October 3 engagement events. Feedback from October 3 will be used to refine the draft reports and then the drafts will be shared with the public (with staggered release dates).

## **2. Cultural Heritage: character areas and conservation strategies**

Presentation from Michael M. and Carl Re. character areas in NKT and an overview of conservation strategies. List of conservation strategies right now are not prioritized; they are just a list of potential strategies that could be used.

Sonya noted that the release of the historic chronology for NKT is coming in the next couple of weeks. Sonya asked Carl to clarify whether we're looking at getting public input on strategies for October 3. Carl and Antonio both noted that we're creating a framework for the implementation of the recommendations from the cultural heritage study.

Mary asked about sub-character areas like lower Bagot Street? Carl noted that there are options, such as making it part of a heritage character area.

Mary also asked about the southern boundary of NKT and the inclusion of Queen Street. Greg N. indicated that the southern boundary would not be changing, as Queen Street was part of

**Meeting Notes – North King’s Town Community Working Group (September 19, 2018)**

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the Central Business District in the Official Plan. Adding Queen Street would require additional consultation, which could hold up the NKT Secondary Plan, and Queen Street should actually be reviewed on its own.

Greg N. also provided some clarification on implications for implementation of the secondary plan recommendations. Following the approval of the secondary plan, there will be an Official Plan (OP) amendment to include policies specifically for the study area, and it could include a new heritage character area on a schedule in the OP.

Rob noted that he liked the idea of listing properties to protect them from demolition. He wanted to know if we could use terminology like “Heritage Tools” to describe the various strategies. He asked where a Heritage Conservation District (HCD) be considered. He is concerned over land assembly that is happening in the area (McBurney Park area as well as Queen Street). Carl noted that the likely area for recognition as a heritage character area in the OP or eventually a HCD would be the McBurney Park area, Patrick Street area, and lower portion of Montreal Street.

Susan noted that she is also concerned over land assembly in the area, but is also concerned over affordability issues often associated with a HCD.

**3. Land Use & Built Form**

Michael M. gave an overview of the land use and built form panels. He noted that much of what was shown on the maps was similar to last time, but that we are now adding the next layer of detail. The panels focus on key policies and objectives for land use and built form.

Don asked about the medium and higher density areas and whether there was an opportunity to have green space incorporated into it. As an example, he noted that the Williamsville Main Street along Princess Street is a long stretch of street with no green space. Does the City own land in this space? Michael M. noted that park space is often provided as part of development proposals or as cash-in-lieu to be used to improve other park space nearby. Sonya noted that the secondary plan is allowing for urban parkettes. Michael M. clarified that we haven’t identified specific locations for urban parkettes, but allowed for them in the policy for new developments.

**4. Public Realm**

Michael M. provided an overview of the public realm panels, focusing on the changes that have been made: updated trails to align with the city’s mapping; pedestrian-priority streetscapes have been split out into mixed use and residential categories; and additional trail connections have been added.

**5. Transportation**

Michael C. provided overview of the transportation panels, including the problem opportunity statement, evaluation criteria, City policy framework, and key infrastructure improvements.

Anne noted that there would be confusion over what the proposed connections would be – road, trail, etc. Many people may just assume that connection means public road.

**Meeting Notes – North King’s Town Community Working Group (September 19, 2018)**

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Mary asked about the other options for the Rideau Street connection at Montreal Street, as she thought it would slow traffic better. Michael C. noted that it should be shown on “Create an Urban Village” option, so they will include the picture there.

Greg N. noted that the key improvement and recommendations in the other themes are intended to support the decision to walk away from the Wellington Street Extension (WSE).

Mary asked whether there could be a cycle lane on Bagot Street to slow traffic. Michael C. noted that Bagot Street would be in direct competition with Montreal Street. Traffic calming is still to be determined with the City. Susan noted that a cyclist would never turn at Raglan Road from Patrick Street because of grade.

Roger noted that NKT is being used as a template for looking at all neighbourhoods for the Active Transportation Master Plan (ATMP). The ATMP was very general...NKT is more specific. The spines in the ATMP should not be fixed. Don also noted that he doesn’t want to see the work through NKT not get implemented because of recommendations of the ATMP. The NKT process has been more comprehensive than what was used for the ATMP.

Mary asked whether the transportation plan will include the extension for Leroy Grant Drive. Sonya noted that that is outside the NKT study area, but that the project team about look at the implications of the NKT Transportation Plan recommendations to areas outside NKT.

**6. Other discussion items**

Mary noted that she is still concerned about tannery site, and doesn’t want to see development east of Orchard Street in order to protect the habitat along the shoreline. Laurel noted that the ribbon of life (30 m and water) should be shown on the plans, and recognized as part of a UNESCO site. Susan noted that the ribbon of life should be treated as the shoreline and setbacks should go from there.

Susan noted a concern over the panels showing the proposed road pattern for the tannery. People will have seen tannery design...Grid of streets looks like tannery proposal is accepted, not that it’s carried over from Phase 1. There should be less attention to pretty streetscapes, as the City doesn’t have a good record of implementing such things. People will be very cynical. What can the City actually make happen?

Laurel noted that there should be a link to other city issues that are happening. Can the homelessness initiative be fed into this? That has to do with land use and transportation. Need opportunities for the community to learn about complex city issues.

**7. Discussion of next steps and wrap-up**

Sonya noted that the draft panels would be shared via a link to the FTP and that there would be approximately one week for comments. Revisions would be made and the material prepared for the October 3 engagement events

8. At the end of the meeting, everyone was thanked for providing their time that afternoon and for their suggestions and comments on the project. The meeting concluded at approximately 3:50 p.m.

**Meeting Notes – North King’s Town Community Working Group (September 19, 2018)**

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9. Next meeting: TBD





# Meeting Notes

**Project:** North King's Town Secondary Plan  
Community Working Group

**Location:** City Hall, Stationview Room

**Date:** Thursday, April 11, 2019

**Time:** 2:30 to 4:30 p.m.

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**Working Group Members Present:** Rob Hutchison, Mary-Rita Holland, Anne Lougheed, Mary Farrar, Ian Fraser, Greg Tilson, Allen McAvoy, Laurel Claus-Johnson, Jennifer Demitor, Don Mitchell, Roger Healey, Michael Dakin, Donna Gillespie, Melanie Knott

**Working Group Members Absent:** Susan Belyea,

**City Staff Members Present:** Greg Newman, Sonya Bolton,

**Consulting Team Members Present (via phone):** Michael Matthys

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The meeting started at approximately 2:30 p.m.

**1. Introductions:** There was a brief round of introductions at the beginning of the meeting to clarify who was on the line for the call/meeting.

## **2. Brief overview of secondary plan process to date**

- In 2015, a decision was made by Council to pursue a new secondary plan for both the Inner Harbour and Old Industrial Areas. A key component of the secondary plan was to re-examine the proposed WSE and examine alternatives to it.
- DIALOG was hired in 2016 to work with the City on the first phase of the secondary plan, which was a community visioning exercise and a preliminary market analysis (PMA reviewed market trends; to help test that the vision was achievable). This was also the point that the community working group was formed.
- There was extensive consultation and community engagement throughout 2016, with the final report for Phase 1 being presented in May 2017. The visioning document was a departure from the standard format of previous city documents, in that the focus was on articulating the community's vision, with the understanding that there is still a great deal of technical work to be done to test the work from Phase 1.
- Current phase (Phase 2) involves a number of technical studies that will be used to complete the secondary plan for NKT. There are five in total: land use, cultural heritage, servicing, transportation, and finance and implementation.

**Meeting Notes – North King’s Town Community Working Group (April 11, 2019)**

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**3. Update on each of the five technical studies****a. Cultural Heritage**

- Michael to address work since last fall
  - Built and intangible heritage resources
- Release of draft for public review at end of April
- City’s walking tours on website and Jane’s Walk
- “Trash” book about Swamp Ward
- Audio recordings for future use – quick wins – recommendation for help from Cultural Services.
- Don – cost – installations
- Outer Station – what the cultural heritage study says. Reach out to land owner as well.

**b. Data used for servicing and transportation – growth estimates**

- Historic growth in NKT would suggest approximately 1,000 people over the next 30 years, but given the large areas of vacant land and the NKT vision to increase areas for living, working and shopping, the historic trend is not reflective of the potential.
- Growth estimate was prepared that looks at an increase in population of approximately 8,300 (8,000) over 30 years. City-wide growth projections are 30,000 over 30 years, so NKT is looking at accommodating just over 25% of that. Ambitious, but in terms of testing the capacity of the infrastructure, not unreasonable.
- Growth estimate was based on existing population (~ 8,000) and block areas; estimated current population as a factor of future density permissions. Found, on average, residential areas in the study area are developed at about 20% of their proposed density permissions. Exception was Blocks D & E where there is currently very little residential development, so there was an area-specific correction made.
- Also examine the land use permissions that can be derived from the draft land use and density plan, and the number is closer to 21,000, which would be a much longer term vision (100+ years).
- How this was calculated.  $FSI = GFA/lot\ area$ . Since we knew the lot areas and the proposed FSI, could reverse-engineer the maximum amount of GFA that could be accommodated.

**Meeting Notes – North King’s Town Community Working Group (April 11, 2019)**

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- Data that has been used for the infrastructure modelling is the 8,300. The secondary plan will speak to the growth estimates.
- Did we include for students? C. Hutchison – Did we allow for students in the calculation of the growth estimate?
- Every town has opt. growth projections. Caution and examine numbers really closely. The former growth projections were wrong and not explained why.

**c. Servicing**

- Water and sewer – Using the 8,300 number, there does not appear to be a need for major infrastructure upgrades or improvements. However, it makes some existing challenges worse in terms of capacity. Speak to combined sewers and impact on overall capacity.
- Water and sewer – The testing was done with specific numbers for specific properties and blocks. If we re-allocate, we would need to run the model again.
- Electrical and Natural Gas – Testing is still underway.
- Most of growth happening in the urban villages
- Are we pushing people away from downtown and away from KGH and Queen’s, etc. What about main street commercial?
- Impossible to buy housing in the McBurney Park; looked near south of Stephen Street; houses in the Bagot Street area \$25,000 over asking
- CSO and development potential – Council motion Re. CSO separation

**d. Transportation**

- Focus on need for WSE and alternatives to it. ARUP’s draft work noted that there were alternatives to it. With the focus on the outcome of this road, additional testing through the creation of a micro-model for NKT.
- ARUP’s work involved use of Synchro, which is software used for intersection design and operations, but it doesn’t look at mode share.
- Doing a micro-model would involve using the City’s transportation model (note involvement of Dillon).
- City’s transportation model includes mode share, and is able to predict behaviour (i.e. when capacity on a road reaches a certain point, it can predict alternate route(s) that will be used).
- City-wide (macro) is VISUM, and from that, we are creating a micro-model (neighbourhood level) with VISSIM. Micro-level model will examine more closely

**Meeting Notes – North King’s Town Community Working Group (April 11, 2019)**

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what happens at an intersection level depending on the level of development happening at specific sites.

- Dillon is finished the first part of their work at the macro level, looking at the overall system. Can definitively say that the southern portion of the WSE is not needed. The northern section would assist with congestion. Northern section of Montreal Street is problematic, with or without the WSE. Need more time with the micro level model to determine whether northern section should proceed. Not only about traffic volume, but access on OIA, impact on K&P Trail, etc.
- Info Re. southern end of WSE needed for DC Study. Will be taken out, with the caveat that there will be other infrastructure improvements for NKT that may be needed that will have to be considered as an amendment or as part of the next 5 year review.
- Explain about DCs – Calculation paid on a per unit basis for new development to pay the costs associated with growth. Every 5 years need to do a study and pass a new by-law. Different categories, but there is no specific column with money for the WSE. Explanation of how that’s calculated.
- DC money needs to support growth of the “system”

**e. Land Use**

- Overall, the proposed land use designations are likely going to be changing. Minor changes:
  - City properties – institutional and general industrial
  - Providence Manor site
  - Main Street Commercial – intent and alternate name?
- Key concern is the allocation of density and the phasing of development...Will discuss as part of one of the questions on the agenda.

**f. Finance & implementation**

- Just getting underway. Compiling data and reviewing background material.
- Will examine the recommendations of all of the other technical studies. Those that will require capital funding will have to be identified and prioritized.
- Will also look at incentives for private development (e.g. CIPs). Will discuss as part of questions on the agenda.

**4. Discussion Questions**

**Meeting Notes – North King’s Town Community Working Group (April 11, 2019)**

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If choices have to be made about priorities for the location and phasing of new development, which areas should take priority and why?

- a. The NKT Finance & Implementation Plan will look at opportunities to provide incentives for new development or redevelopment that is in keeping with the secondary plan.
- b. What areas in NKT or types of development should be considered for incentives and why?

**5. Discussion of next steps and wrap-up**

- Sonya will forward link for cultural heritage report when it is posted.
- When should the group meet next? Discussion about draft findings of servicing and transportation studies?
- The meeting ended at approximately \_\_\_\_ p.m. Next meeting TBD.

Questions Re. park north of Rideaucrest – Institutional should it be green?

Anne: Are there other issues in the OIA that keep it from being busy?

Lisa: Will project specific data from ATMP be used?

Roger: NKT already achieving high AT and transit

Transit system is very important to people especially in the northern portion

Tree coverage over OIA check with CRCA



# Meeting Notes

- Project:** North King's Town (NKT) Secondary Plan  
Community Working Group Meeting
- Location:** 1211 John Counter Boulevard and Microsoft Teams
- Date:** Thursday, November 30, 2023
- Time:** 1:00pm-3:45pm
- Participants:**
- City of Kingston Staff: Tim Park, Sukriti Agarwal, Niall Oddie, Niki Van Vugt (Planning Services)  
Matt Kussin (Transportation Services)
- Community Working Group: Susan Mockler (MAAC), Greg Tilson (Public Representative), Jamie Swift (Public Representative), Anne Lougheed (Public Representative), Amie Krasnozon (Public Representative), Richard Moulton (Public Representative), Roger Healy (Public Representative), Wendy Bellamy (Greater Kingston Chamber of Commerce), Mary Farrar (Public Representative), Councillor Gregory Ridge (King's Town District); Gunnar Heissler
- Members of the Public: Kathleen O'Hara and Bob MacInnes
- Regrets: Mandy Wilson (Indigenous Community); Councillor Brandon Tozzo (Kingscourt-Rideau District); Mike Dakin (Cataraqui Conservation)

## 1. The meeting started at 1:00pm

## 2. Meeting Objectives

A brief welcome was provided by City staff. The objectives of the meeting were stated, which were to provide status updates on technical studies and seek feedback and input on discussion questions.

## 3. Introductions

There was a brief round of introductions at the beginning of the meeting in a round table format.

## 4. Presentation/Questions

Niall Oddie, Niki Van Vugt, and Matt Kussin provided a presentation that summarized the updates to Phase 2 of the NKT Secondary Plan. A status update was provided for the Land Use Plan and Transportation Plan to advise the group of current work. Finally, an updated project timeline was presented with future consultation opportunities.



# Meeting Notes

## 5. Discussion Questions

Feedback was requested from the CWG on a number of discussion questions as noted below.

### Discussion Question 1 was as follows:

Creating Housing – Intensification Area (Slide 17): Staff are specifically looking for feedback from the Community Working Group on the potential criteria that should be used if an application comes forward to increase the maximum height from 15 to 20 storeys. For example:

1. That a variation in building height is afforded across the site
2. That shadow impacts are evaluated and minimized on surrounding development
3. That wind impacts are reviewed on surrounding development
4. That tower separation is demonstrated
5. That impacts on the UNESCO World Heritage site, the Rideau Canal, are evaluated and mitigated
6. That adequate servicing and transportation capacity is reviewed

In light of the criteria identified on the slide, do you see any which have been missed?

The following questions and comments were received:

- The need to include commercial uses on the ground floor, such as a grocery store. A variety of permitted uses and commercial unit sizes should be provided to serve the needs within a 15-minute walking distance. The inclusion of a daycare could be of benefit.
- Is there a separation distance requirement between towers? Staff noted that in other zones within the city, there are separation distances of around 25 metres. Staff are anticipating that these requirements would be brought forward into NKT.
- Has there been development interest in the property next to Quattrocchi's? Or is this more speculative? Staff noted that there were consultations with members of the development community/property owners in the area. The total amount of intensification and growth allocated to this area was brought forward as a result of these conversations, trends and planning principles. Considering the on-site constraints, such as Brownfields, there is a significant amount of uncertainty with these lands. Additional height and density were allocated to these areas to increase feasibility and flexibility for redevelopment.



# Meeting Notes

- Building off the need for remediation, what would necessitate it in this instance versus the Tannery site? Staff noted that provincial regulations would require the Brownfield sites to be remediated to residential standards due to previous industrial practices.
- Was there consideration for additional height near the intersection of John Counter Boulevard and Montreal Street? At this time a maximum of 12 storeys is allocated. However, is there an opportunity to have more density along the water? Staff shared that 12 storeys were selected as this is a modest increase from the existing 9 and 11 storey slab buildings in the area. There are also constraints in terms of utilizing existing, built-up lands. Further, staff noted that through preliminary discussions, Parks Canada supported 12 storeys at this location but were concerned that additional height at this location may impact the cultural heritage landscape of the Rideau Canal.
- Comments were raised during the Open Houses in June that 12 storeys at the Montreal Street and Rideau Street intersection were inappropriate as this would overlook Belle Park. Why were these comments not considered? Staff responded that these comments were considered, however, there were also comments that highlighted this area as being appropriate for additional height as it is a prominent intersection within the study area, has access to a variety of transportation options and can provide adequate setbacks to mitigate impacts on surrounding residential uses. Further, additional height at this location would effectively allow more people to enjoy the park.
- How does the city make it attractive to secure an anchor commercial unit (for example, a large-scale grocery store) versus a variety of smaller commercial units? Staff shared that this question was posed to the development community through the interviews that were held over the summer. Through those discussions, the need to create certainty was highlighted, as the development of any grocery store requires several years of planning. In addition, functionality as it relates to loading spaces, noise impacts, and access to a sufficient customer base also need to be considered. Staff are currently working to better understand how this can be incentivized.
- With Canadian Tire relocating to the Kingston Centre, is there an opportunity for the inclusion of housing? What would that process look like? Staff shared that conversations were had with Canadian Tire about having a store at grade with a residential component above, however, there was no interest. It was noted that this location is outside of the North King's Town study area.





# Meeting Notes

## Discussion Question 2 was as follows:

Creating Housing – Non-Intensification Areas (Slide 19): What we are specifically looking for feedback on from the Community Working Group is the potential minor variance criteria to increase the maximum number of dwelling units, primarily through interior modifications. Similar to the previous discussion slide, the current slide shows some potential criteria that are being considered and we would very much appreciate your thoughts and feedback on what should be considered and what may be appropriate. Sample criteria include:

1. The demonstration that the proposal does not exceed the maximum building height
2. That the proposal complies with the land use compatibility policies outlined in Section 2.7 of the Official Plan, which were summarized for discussion purposes
3. That the property is within walking distance of parks or open spaces, transit routes, commercial opportunities
4. That adequate servicing and transportation capacity is available

In light of the criteria identified on the slide, do you see any which have been missed?

The following questions and comments were received:

- Is there an opportunity to increase the height from 3 storeys to 4 storeys in the existing residential areas? Staff shared that the 3-storey maximum was informed by the Cultural Heritage Study (CHS) and intended to conserve the character of the neighbourhoods.
- Would an increase in height from 3 storeys to 4 storeys trigger the need for an elevator? Staff shared that this detail can be confirmed internally with Building Services.
- There was a concern raised that increasing building height to 4 storeys broadly within the Residential designation would negatively impact the privacy of abutting properties. Feedback was received that the existing height should be kept in place to ensure compatibility between existing and future redevelopment opportunities.
- Repurposing of Providence Manor would be one of the biggest projects to provide a wide variety of housing options within the community. Is it possible to have NKT facilitate this conversion? Staff indicated NKT currently proposes to include the site as a mixed-use intensification area.



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## Discussion Question 3 was as follows:

Commercial Opportunities – Neighbourhoods (Slide 22): We are looking for feedback from the Community Working Group on the permitted uses within the CN zone. Specifically, if any uses are currently permitted within the CN zone that should not be considered for this approach and conversely, if there are any uses that should be considered for this approach that are not currently permitted within the CN zone.

The following questions and comments were received:

- How is the sale of alcohol or cannabis considered? Staff shared that these would fall under Retail Store use, subject to being licensed by the province.
- Would financial institutions be feasible? Would this encourage payday loan type businesses? Staff responded that financial institutions are permitted within the Neighbourhood Commercial (CN) zone and that there are additional provincial regulations around payday loan businesses.
- There is a need to include art galleries and studios to foster the creativity that exists within the neighbourhoods. Staff responded that these types of uses would be included within the definition of 'Creativity Centre', which is permitted within the CN zone.
- Understanding the difference between 'Community Centre' versus 'Recreation Facility' and how social services be further established/enabled? Staff responded that social services are included within the definition of 'Community Centre' and are permitted within the CN zone. Whereas the principal focus of a 'Recreation Facility' is active participation in athletic or recreation activities. Recreation Facilities are not permitted within the CN zone.
- Ensuring that office space is permitted to encourage coworking spaces. Staff confirmed this would be included under the current definition of 'Office' which is a permitted use within the CN zone.
- Urban agriculture should be considered for an additional permitted use. Staff responded that this can be further explored, limited to crop operations.

## Discussion Question 4 was as follows:

Commercial Opportunities – Neighbourhoods (Slide 24): In addition, we are looking for feedback from the Community Working Group on the potential criteria that should be used if an application comes forward to facilitate a neighbourhood commercial use within the residential areas. For example:



# Meeting Notes

1. The property is located at an intersection or opposite open space
2. The proposal be contained within a building that is compatible with surrounding massing
3. The proposal is to be local scale, within walking distance of customers
4. There are commercial parking limitations

In light of the criteria identified on the slide, do you see any which have been missed?

The following comment was received:

- There is a need to ensure that the ground floor commercial spaces are functional to avoid the constraints found in Williamsville. Staff shared that the policies within Williamsville Main Street have been revised to require minimum floor-to-ceiling heights of 4.5 metres to ensure functional commercial opportunities. The context of enabling commercial uses through a minor variance application is different than requiring ground floor commercial uses, such as within Williamsville, in that these applications will be requested by the property owner and are anticipated to utilize existing structures rather than being contained within purpose-built buildings.

## **Strategic Corridor Analysis – Update – Slide 24 (Discussion)**

The following questions and comments were received on the Strategic Corridor Analysis:

- A comment was received indicating that 'New Road 1' was meant to improve access to businesses in the area and that it was never meant to be considered as an arterial road. Staff shared that while 'New Road 1' would improve access for local businesses and provide road frontage to currently undeveloped industrial parcels, [Report to Council 19-143](#) indicated that 'New Road 1' would benefit the transportation network by providing relief to Division Street and Montreal Street. The 2019 modelling did contemplate 'New Road 1' as an arterial road.
- Are the updates to the transportation modelling based on 2019 information or updated information? What are the implications of work-from-home opportunities on transit? Staff shared that the model has been re-calibrated with recent traffic counts and 2019 Household Travel Survey results. This reflects the opening of Waaban Crossing and associated travel patterns. The City's full transportation model has not been updated but it has been calibrated to include anticipated developments in Williamsville and more recent traffic counts. Staff mentioned that the 2019 modelling considered the Household Travel Survey. It is observed



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that transit ridership is returning closer to pre-pandemic levels, as current ridership is now at 87% of pre-pandemic levels. Staff anticipate that ridership will continue to increase as service levels also return to pre-pandemic levels. Staff anticipate ridership levels will continue to increase, even with consideration of work from home and hybrid work environments.

- Vehicles can currently utilize Hickson Avenue and Harvey Street to traverse through the Old Industrial Area, which is similar to the configuration and function of 'New Road 1'. Was this route considered as an alternative to 'New Road 1' in the current modelling? Staff shared that these existing roads are factored into the model. The modelling shows that vehicles would favour 'New Road 1' and not utilize Hickson Avenue and Harvey Street route to the same degree. The Hickson Avenue and Harvey Street route is not a suitable replacement for 'New Road 1' as it does not increase capacity along Montreal Street and Division Street. 'New Road 1' would serve a different function than the Hickson Avenue and Harvey Street route.
- A recommendation was received that 'New Road 1' should become an active transportation corridor, and that residents be made to use the park-and-ride at Montreal Street and Highway 401. The focus needs to shift to transit, specifically for those commuting from outside municipalities. Staff noted that they are not pursuing the 55% auto-share scenario, as there is very clear emphasis and direction that active transportation and transit need to be the focus of this network. With the anticipated growth, staff are seeing capacity challenges with Division Street and Montreal Street. Park-and-ride lots outside of the study area boundary are not anticipated to form part of the recommendations, however, may be considered as part of broader transportation projects in the future.
- A recommendation was received to convert all former rail corridors into active transportation corridors as this would foster more direct connections through the study area. This could encourage residents from adjacent municipalities to engage in active transportation, rather than driving downtown. Staff acknowledged the active transportation potential of the former railways.
- The former rail corridors present challenges for east and west connections through the study area. Is there an opportunity to transition portions of the study area to a more traditional 'grid' street network? Staff noted that it is difficult to implement a grid street network within an existing developed area, however, this could be further explored for the interior road networks associated with larger intensification areas.



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- Feedback was received to extend Patrick Street farther north to intersect with 'New Road 1', which would allow people to better utilize the local streets to travel through the area.
- There was concern with induced demand associated with 'New Road 1'. The Waaban Crossing has encouraged more vehicles to use the bridge than was anticipated. 'New Road 1' would be a similar situation, encouraging more traffic to use the new route. It is important to ensure that servicing and transportation options are evaluated in advance of planned growth to avoid what happened in Williamsville. Staff responded that the transportation options are being evaluated as part of the Secondary Plan to ensure that the transportation networks can support the planned growth. The impacts of 'New Road 1' will be further assessed in the micro-simulation phase of the modelling.
- A question was raised regarding the increase in population associated with the anticipated redevelopment of NKT. Staff indicated that this information would be provided as a follow-up.
- Does the transportation plan assess the impacts of technological improvements, such as the eventual inclusion of driverless cars? Staff responded that it appears to be in the horizon, however staff are not able to build it into the modelling at this time.
- Clarification around the model and inclusion of active transportation and transit improvements. Staff responded that two scenarios were tested. One scenario contemplated modest investments in active transportation and transit and assumed vehicle trips similar to the 2019 Household Travel Survey. The second scenario contemplated significant investments in active transportation and transit to facilitate a reduction in vehicle trips. The current phase of work involves preparing recommendations to improve the active transportation and transit networks to ensure these networks can accommodate the anticipated growth and facilitate a reduction in vehicle trips.
- A follow-up question was received relating to the opportunity for park-and-rides. Staff noted that the priority is to shift people away from vehicular trips by encouraging more active transportation and transit ridership. Parking policy will form part of the recommendations to reduce vehicle trips.
- Are there opportunities to extend transit to external areas, for example, Inverary or Sydenham? Staff noted that this is outside of the scope of the NKT Secondary Plan. A Rural Commuter Transit Study is being undertaken by the City for rural



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Kingston and neighbouring municipalities. In addition, the existing park-and-ride lot at Montreal Street and Highway 401 allows individuals to use this option as they come into the city.

- A general question was received about the anticipated timeline for the construction of new residential buildings within the intensification areas. Staff indicated that it is too early to say. The original planning horizon for the project was 2036, however, it is unlikely that full built-out would occur within the next 13 years.

## Discussion Question 5 was as follows:

Draft Cycling Comfort Analysis (Slide 40): Staff are looking to generally confirm if this reflects the cycling comfort for routes within NKT?

The following questions and comments were received:

- A comment was received that it is important to plan for recreational cycling opportunities and not just cycle-commuting opportunities and that every former railway should be turned into a cycling trail.
- The K&P trail is a sidewalk, where people walk their dogs, this should be included in the Existing Sidewalks map.
- The cycling facilities as part of the Waaban Crossing and pathways within Belle Park should also be included.
- Is there an opportunity to reduce speed limits? Staff noted that this is something that is being investigated, more specifically within neighbourhood areas. Currently, roads have a speed limit of 50km/h, if not otherwise posted. Council has asked staff to review neighbourhood area speed limit reductions, which establishes a speed limit for a particular neighbourhood boundary. The City is currently testing this approach within two neighbourhoods and this is an option that can also be investigated for NKT.
- Feedback was received around the potential inclusion of traffic calming measures and barriers within the neighbourhood to make it less attractive for outside traffic to be routed through the neighbourhood. Staff shared that it is important to ensure that roads are connected, especially for emergency services.
- Has there been consideration for what streets would be appropriate as pedestrian only streets? Staff shared that pedestrian only streets can be further explored as part of internal circulation routes within larger intensification areas;



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however, the Transportation Plan would not be recommending any existing municipal streets be converted to pedestrian only.

- At this time, Council has confirmed that the southern portion of the Wellington Street Extension (WSE) is not required and will not be constructed. Could a future Council re-open this discussion? Staff indicated that Council could direct Staff to report back on any item. However, currently, staff are not contemplating the WSE South lands for the purpose of a road. If Council were to re-evaluate this approach in the future, a full Environmental Assessment process would be required, which has various opportunities for public consultation.
- A statement around the removal of the WSE South lands and making it more attractive for redevelopment was received. Staff indicated that there is a significant number of Brownfields sites in this area, which factors into the rationale for increased heights, density and varied built form.

## 6. General Question and Answer Period

- Are the 111 development applications within NKT between 2020 and 2023 proportional to the rest of the City? Staff noted that it is an indication of development interest within the area, but that staff did not compare the rates of development applications to other neighbourhoods within the municipality.
- To what extent do we want to excavate the heritage of the area and integrate it into the plan? Staff shared that the NKT Secondary Plan includes a Cultural Heritage Study (CHS). A draft of the CHS was released for public comment in 2019 and is in the process of being revised. The CHS will help inform a strategy to protect the heritage resources in NKT while accommodating additional growth. Staff shared that the CHS does provide recommendations around protected views, the proposed Main Street designation, etc. However, there have been several rounds of provincial changes that need to be reflected in the revised CHS.
- How is Indigenous consultation occurring? Staff confirmed that there is a working group member who is a representative of the Indigenous community, however was not present at the meeting. Future opportunities for engagement are planned in the next round of public consultation in early 2024.
- What strategy is being developed for housing and low-income earners? Staff shared the main intent of the secondary plan is to supply a wide range of housing options. In addition, staff identified that the City has advanced a separate study to investigate financial incentives for affordable housing. It is anticipated that the study will be presented to Council in Q1 of 2024.



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- Will there be an opportunity to provide input into the Financial Incentives Study? Staff mentioned that they will follow up on this.
- There is an incredible influx of new people within this area which has the potential to displace lower-income households. It is therefore important to identify areas for non-market and affordable housing. Staff shared that Housing Services will be completing an affordable housing locational analysis at a city-wide scale in the near future, rather than focusing on the neighbourhood level within NKT.
- Is there opportunity for Division Street to have high-rise buildings, instead of along Montreal Street? Staff indicated that there are constraints along Division Street. It is a built-up area, with several existing encroachments into the right-of-way. Montreal Street presents additional redevelopment opportunities due to various Brownfields sites with larger parcel sizes. The existing residential designated areas would be capped at 3 storeys. However, this does not prohibit site-specific applications in the future.

## 7. Next steps

The next CWG meeting is anticipated to be scheduled in early 2024.

**The meeting ended at 3:45pm.**





# Meeting Notes

**Project:** North King's Town (NKT) Secondary Plan  
Community Working Group

**Location:** 1211 John Counter Boulevard and Microsoft Teams

**Date:** Friday, April 14, 2023

**Time:** 1:00pm-3:10pm

## Participants:

City of Kingston Staff: Sukriti Agarwal, Niall Oddie, Niki Van Vugt (Planning Services)  
Ian Semple, Matt Kussin, Scott Bagg (Transportation Services)

Community Working Group: Susan Mockler (MAAC), Greg Tilson (Public Representative), Jamie Swift (Public Representative), Anne Lougheed (Public Representative), Amie Krasnozon (Public Representative), Richard Moulton (Public Representative), Michael Dakin (Cataraqui Region Conservation Authority), Roger Healy (Public Representative), Wendy Bellamy (Greater Kingston Chamber of Commerce)

Regrets: Mary Farrar (Public Representative), Mandy Wilson (Indigenous Community); Donna Gillespie (Kingston Economic Development Corporation); Councillor Gregory Ridge (King's Town District); Councillor Brandon Tozzo (Kingscourt-Rideau District)

## 1. Meeting started at 1:06pm

## 2. Meeting Objectives

A brief welcome was provided by City staff. The objectives of the meeting were stated, which were to introduce staff and the Community Working Group (CWG) members; provide background information on the project and status updates of technical studies; and seek feedback and input on discussion questions.

## 3. Introductions

There was a brief round of introductions at the beginning of the meeting in a round table format to understand the background and interests of the CWG members.

## 4. Presentation/Questions

Niall Oddie and Niki Van Vugt provided a presentation that summarized Phase 1 of the NKT Secondary Plan and highlighted the various technical studies associated with



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Phase 2, being the current phase of NKT. A status update was provided for each technical study to advise the group of current work. Finally, a tentative project timeline was presented with future consultation opportunities.

The following questions were received on the presentation:

- a) What is the boundary of NKT and the boundary of the proposed Main Street designation on Montreal Street? Staff responded that the boundary of NKT was described as generally being Division Street, John Counter Boulevard, Great Cataraqui River and an irregular boundary along the southern limit generally adjacent to Queen Street. The Main Street designation along Montreal Street is proposed generally between Raglan Road and James Street.
- b) Why was a growth estimate used rather than a population forecast for the 2018 growth numbers? Staff responded the 2018 growth estimate was completed for the purpose of completing the servicing, transportation, and land use components of Phase 2. A population forecast would instead be used when the municipality undertakes official plan updates.
- c) Is there any intention to discontinue the Brownfields CIP? Staff responded that they are not aware of any plans to discontinue the Brownfields CIP at this time. The Financial and Implementation Plan will be reviewing the financial components later in the process.
- d) Is this a complete restart of the NKT project or a re-initiation? Staff responded that NKT is being re-initiated and not completely restarting the work. There was a lot of good work and progress made prior to the project being put on pause, but there are components that need to be updated as we move forward.
- e) What is considered within the definition of 'Active Transportation'? Staff responded Active Transportation facilities and accessible components include off-road pathways, on-road or in-boulevard cycling facilities, as well as sidewalks. Existing pathways, in parks or otherwise, and other infrastructure used for walking, rolling or cycling. The Active Transportation component will be looking at opportunities for enhanced transportation connections at a network level within NKT. We would not typically be looking at a site-specific level through a secondary plan.
- f) Would the proposed residential developments encompass affordable housing/accessible housing/other types of housing (e.g., mixed use)? Staff responded that in the 2018 draft, the bulk of the intensification was proposed along Montreal and Rideau Streets. It is anticipated that those development sites would be multi-unit apartments and would include barrier-free units. The affordable housing piece is a topic staff are working through right now. Staff are now looking to bring forward a Community Benefits Charge by-law that would



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require developers to pay a charge for developments greater than 5 storeys and greater than 10 units, with a portion of those funds being allocated to affordable housing projects within the municipality. Further, the City is working on a Financial Incentive study to support affordable housing options.

- g) What is the general process of getting a Secondary Plan approved, is an amendment to the Official Plan required? Staff responded that an Official Plan amendment will be required to implement the policies that are being informed by the technical studies.
- h) There was a question mark on the Wellington Street Extension on one of the maps. Is the WSE still being contemplated? Staff responded that the image was taken from the draft Transportation Study, which was completed prior to the additional modelling prepared by Dillion in 2019. The modelling completed by Dillon determined that the southern portion of the WSE was not required but that additional analysis was required on the northern portion of the WSE.

## 5. Discussion Questions

Discussion Question #1: Phase 1 focused on the existing conditions for North King's Town and established a vision to guide future growth. As North King's Town has been on hold for a couple of years, what has changed within the study area since 2019 that should be taken into account? This should include positive aspects as well as areas that could be improved.

- The Waaban Crossing is now in place. While the traffic signaling at Montreal Street and John Counter Boulevard (JCB) is in favour of east/west movement, the expanded intersection is challenging for pedestrians. Is this still being worked out? Staff responded that the entire intersection at JCB and Montreal Street, is constructed in interim state and is anticipated to look more like Highway 15/Gore Road once complete with cycling cross rides and pedestrian infrastructure. More active transportation is anticipated along the park/shoreline to Belle Park. This work is part of the Waaban Crossing and separate from NKT.
- Were the Waaban Crossing intersections budgeted when the bridge was initially decided upon? Staff noted that this was included within the project scope and budget.
- Some high-end businesses appeared to have been established before the pandemic but have faded away. There have been a few new businesses (Daughters General/Bailey Broom/Pizza Monster) established within the study area in recent years as well. It was noted that having businesses integrated into the existing community works well and results in more organic growth, however it was noted that this works with smaller scale businesses where the building is comparable to existing houses.



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- Walkable built form allows for a decrease in traffic. The intersection of John and Patrick Streets is busy but there is no stop sign from Concession Street to Ordnance Street. Other areas that have been flagged include the intersections of Raglan Road and Montreal Street, and Bagot Street and Charles Street.
- Saint Vincent De Paul (SVDP) are open to developing the adjacent property on Bagot Street (595 Bagot Street) for housing. SVDP are open to talking about diverse housing use for the site. The site is located within the commercial area. Staff indicated that the land use plan is being refined as it relates to height and density. SVDP has been identified as a group for which staff will be connecting with to understand what is feasible.
- The Boiler Room has relocated from the long-term location at the Woolen Mill to the JSM complex, which reduces the recreational opportunities within the study area.
- Repurposing of Providence Manor would be one of the biggest projects to provide a wide variety of housing options within the community. The site was noted as having an appropriate location on Montreal Street and proximity to downtown amenities and transit options.
- From an AODA perspective, disability also encompasses those with addictions/mental health. Has there been any consideration about how to meet those member's needs, in terms of developing Belle Island where numerous encampments are located? Staff responded that they will touch base internally with Housing and Social Services staff and report back on any strategies in place. Belle Island is not identified for development.
- Waaban Crossing was expected to change land use and transportation patterns.
- It has been interesting to observe businesses come and go in the industrial area over the years.
- The tannery application is a component which is not fully established quite yet.
- The legislative changes to the *Planning Act*, *Development Charges Act*, and *Heritage Act* will have a big impact on how this plan will proceed.
- 15-minute communities would be great for the NKT area.
- There are branches of old trails that can be used for active transportation connections (e.g., old rail trails for the K&P which are flat/accessible).



# Meeting Notes

- Westons has sold and the city has purchased Coca-Cola for the purpose of a fire/ambulance station. The Beer Store is sold. Staff noted that they do not have any information on the Coca-Cola site and therefore cannot confirm this comment.
- The Integrated Care Hub (ICH) is located right near the K&P trail and Belle Park. Some people are intimidated by this location and the pathways.

Jumped forward to Discussion Question #3: The most recent Household Travel Survey (2019) indicates that residents of North King's Town have higher rates of walking, cycling and transit than City-wide average. If you could make a few changes within the NKT area to continue to encourage current and new residents to use sustainable modes of travel, what would they be?

- Montreal Street has bike lanes painted on either side, however there are vehicles pulled over into the bike lanes.
- Condition of Montreal Street for cycling is difficult with potholes, catch basins, grit, traffic, etc.
- K&P trail is more comfortable and accessible to families with small children. We need to ensure that there are cycling facilities on all traveled roads, for everyone, versus just a specific few.
- Bagot Street is a good alternative cycling street as there is low speed and traffic volumes. There is no need for a protected bike lane.
- There is a switchback at Rideaucrest to access the water. The property north of Rideaucrest is underutilized.
- Connecting parks together with active transportation is good.
- Street closures have been successful in portions of the city with KCAT.
- Traffic calming and activation of the street is occurring near Regi on Thomas Street. Kids are starting to use this and it is becoming successful.

Discussion Question #4: It is recognized that there has been strong community interest in NKT since Phase 1, while also recognizing that will be individuals are new to the neighbourhood or who were not previously engaged. We'd like to ensure that we are engaging in effective and meaningful public consultation. As noted in the presentation, it is anticipated that will be an Open House / Workshop scheduled in Early Summer. Can



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you recommend other consultation opportunities that would help engage the community?

- Success of a previous NKT consultation event at Doug Fluhrer was due to the community interest around the Wellington Street extension, and partly because the event was held in the place that the community wanted protected.
- The new Broom Factory venue should be considered as an event venue.
- Suggestions for potential for events and pop-ups include the Memorial Centre Farmer's Market, as it is on the outer edge of the NKT study area.
- Skeleton Park Arts Festival could be an event space, it was done in the past. The date of the event this year is the June 24 weekend.
- Jane's Walks are occurring in the first weekend of May.

## 6. Next steps

CWG members were requested to email in any additional responses or comments to the discussion questions to the project team, especially relating to Question #2 that sought feedback on desired heights through the Urban Village and also current concerns within the community.

Follow-up CWG meeting to be scheduled once Phase 2 technical studies have progressed further along.

**Meeting ended at 3:10pm**



# Meeting Notes

A follow up meeting was held on April 21, 2023 for members who were not able to attend the April 14, 2023 meeting. The following notes reflect the discussions during the follow up meeting.

**Location:** Microsoft Teams  
**Date:** Friday, April 21, 2023  
**Time:** 1:00pm-2:30pm

## Participants:

City of Kingston Staff: Sukriti Agarwal, Niall Oddie, Niki Van Vugt (Planning Services)

Community Working Group: Mary Farrar (Public Representative), Mandy Wilson (Indigenous Community)

Regrets: Gunnar Heissler (Kingston Heritage Properties Committee);  
Jessica Campbell (Kingston Environmental Advisory Committee);

## 1. Meeting started at 1:00pm

## 2. Introductions

There was a brief round of introductions at the beginning of the meeting.

## 3. Presentation

The same presentation from April 14, 2023 was provided on April 21, 2023.

The following comments were received on the presentation:

- Metal Craft Marine site should be designated industrial, not residential.
- The Bailey Broom project has enlivened the area.
- New residential development (City Flats) is upcoming to 10 Cataraqui Street.
- Building heights should be limited to mid-rise, which was clarified as meaning up to 10 storeys in height.
- Additional components that should be considered in the Cultural Heritage Study include:
  - Willows in Doug Fluhrer Park as these were an important recreation component for industrial workers to relax after shifts;
  - Railway cottages up by the train station, across the road.



# Meeting Notes

- The area around the Integrated Care Hub is a distinct area.
- Is the northern portion of the Wellington Street Extension required? Results from the previous survey with industrial park owners suggested they did not want the roadway. It was suggested that an east/west connection would be more important than a north/south connection. Staff responded that the 2019 modelling indicated there was a benefit to the northern portion of the Wellington Street Extension but that additional modelling and analysis was required.
- More trees should be incorporated within the study area to combat climate change. Corridors for wildlife and people should be included. This could be done by incorporating 'Little Forests' or Myowaki Forests, which promote dense and diverse plantings. These could include fruit trees to promote food security as well.

## 4. Discussion questions

Please refer to the notes from the April 14, 2023 meeting for the discussion questions.

### Discussion Question #1

- What is the plan for the old train station? Staff responded that the Cultural Heritage Study recommends that it be preserved in situ.
- Will the Outer Station be a hub? There is an existing trail that goes through the site and should be retained. Staff noted that the Montreal Street and Rideau Street intersection is intended to be the main hub of NKT, however the Outer Station is included within the Urban Village designation which permits a range of uses. Recommendation to have a pathway through the Outer Station site can be further considered.
- Hostile architecture should not be brought forward as it is exclusionary and results in anti-homeless architecture. It is important to ensure different types of accessible benches/rest stops are included when additional roads/pathways are added.

### Discussion Question #2:

- Higher buildings are more appropriate near the Waaban Crossing. Mid-rise is more appropriate along Montreal and Rideau Streets. Mid-rise was clarified as being up to 10 storeys.





# Meeting Notes

- A diverse range of bird species utilize Belle Island. Building heights should be limited to 10-12 storeys near Waaban Crossing to avoid conflicts with bird migratory patterns.

## Discussion Question #4:

- It would be great to have a cycling tour to explore the community.

## **5. Next steps**

CWG members were requested to email in any additional responses or comments to the discussion questions to the project team, especially relating to Question #3.

Follow-up CWG meeting to be scheduled once Phase 2 technical studies have progressed further along.

**Meeting ended at 2:30pm**



# Meeting Notes

**Project:** North King's Town (NKT) Secondary Plan  
Community Working Group Meeting

**Location:** 1211 John Counter Boulevard and Microsoft Teams

**Date:** Friday, March 22, 2024

**Time:** 1:00 pm-3:10 pm

**Participants:**

City of Kingston Staff: Tim Park, Sukriti Agarwal, Niall Oddie, Niki Van Vugt (Planning Services), Matt Kussin (Transportation & Transit), Joel Konrad and Phil Prell (Heritage Services)

Community Working Group: Susan Mockler (MAAC), Greg Tilson (Public Representative), Jamie Swift (Public Representative), Roger Healy (Public Representative), Wendy Bellamy (Greater Kingston Chamber of Commerce), Mary Farrar (Public Representative), Councillor Gregory Ridge (King's Town District), Councillor Brandon Tozzo (Kingscourt-Rideau District), Michael Dakin (CRCA)

Regrets: Mandy Wilson (Indigenous Community); Gunnar Heissler (Heritage Properties Committee), Anne Lougheed (Public Representative), Amie Krasnozou (KFL&A Public Health), Richard Moulton (Public Representative); Jessica Campbell (Kingston Environmental Advisory Forum); Donna Gillespie (KEDCO).

## 1. The meeting started at 1:00 pm

## 2. Meeting Objectives

A brief welcome was provided by City staff. The objectives of the meeting were stated, which were to provide status updates on technical studies and seek feedback on updated draft material ahead of a public Open House planned for April 10, 2024.

## 3. Introductions

There was a brief round of introductions at the beginning of the meeting in a round table format.

## 4. Presentation/Questions

Sukriti Agarwal, Niall Oddie, Niki Van Vugt, and Matt Kussin provided a presentation that summarized the updates to Phase 2 of the NKT Secondary Plan. A status update was provided for the Land Use Plan, Transportation Plan, Cultural Heritage Study and



# Meeting Notes

Servicing Study to advise the group on current work. Finally, an updated project timeline was presented with future consultation opportunities.

## 5. Questions and Comments

The following staff responses were provided to questions and comments received from the CWG on the presentation materials:

- Question: Has NKT considered a land use designation or density for the Tannery Lands?

Response: Staff responded that the lands are shown as being 'Subject to OLT Appeal' on the maps. If the Ontario Land Tribunal (OLT) were to approve the development application for the Tannery Lands, the decision would establish designations and density. If the Tribunal does not approve the development application, the existing Official Plan designation and site-specific zoning will continue to apply. NKT has not provided any recommendations for the Tannery Lands.

- Question: Can additional information be provided on the intent of the commercial Intensification Areas along the east side of Montreal Street, north of Railway Street?

Response: Staff responded that the intent was to allow flexibility for these properties to add commercial uses to support future residential units within the surrounding area. The existing zoning would permit 3 residential units per lot, which would be maintained in the future.

- Question: Is the owner of a property within an Intensification Area required to pursue development, or can they maintain the existing building as-is?

Response: Staff responded that property owners would have the option to pursue redevelopment, but they would not be required to make any changes to their property.

- Question: How does NKT propose to conserve and protect trees?

Response: Staff responded that the injury or destruction of trees is currently regulated through the City's Tree By-Law. Development applications are required to submit tree preservation and planting plans to demonstrate which trees can be maintained and which trees need to be removed due to development. Tree planting requirements and compensation are determined from these plans. Further, minimum landscaped open space and planting strip requirements can be incorporated into the future zoning framework for the intensification areas.



# Meeting Notes

- Question: How is indigenous consultation with KILN being pursued as part of NKT and was the update to the Building Height Plan a result of consultation?

Response: Staff responded that consultation with the broader indigenous community will be occurring in April and any feedback received would be considered within the final NKT materials. Staff had met with a representative from KILN regarding the appropriate approach/format for the consultation. Feedback from the KILN representative was considered in the decision to reconsider building heights around 610 Montreal Street.

- Question: Is future investment within Belle Park being contemplated to ensure recreational opportunities for the future NKT population?

Response: Staff responded that NKT will not include recommendations for Belle Park, and that any investment in Belle Park would be in accordance with the Belle Park Master Plan. The City would seek parkland dedication through future development applications, in accordance with the City's Parkland Dedication By-law and the *Planning Act*.

- Question: What will the right-of-way width be along Montreal Street?

Response: Staff responded that the Official Plan has established a planned right-of-way width of 26.2 metres on Montreal Street between Stephen and Railway Streets, and 30.5 metres on Montreal Street between Railway Street and John Counter Boulevard. It is anticipated that buildings would be required to maintain a minimum front setback of two to three metres in addition to those right-of-way widths. The intent is to ensure the sidewalks through the Intensification Areas remain clear for pedestrian movements and are not congested with street furniture, commercial signs, patios, etc.

- Question: The transportation modelling appears to show a limited benefit of New Road #1 (NR1). NR1 would require significant financial costs and negatively impact a scenic portion of the K&P Trail. Is NR1 required?

Response: Staff responded that at this time, the results and findings of the updated modelling are being presented. A specific recommendation about the future of this corridor is not being presented at this stage of the project.

- Question: A portion of the traffic congestion on Division Street and Montreal Street is attributed to commuter traffic from adjacent municipalities. Can NKT recommend Park and Rides at Highway 401 to encourage these individuals to use public transportation?



# Meeting Notes

Response: Staff responded that the Secondary Plan is intended to focus on growth and recommendations within the study area boundary. Broader city-wide transportation issues are more appropriately considered through updates to the city-wide Transportation Plan and future planning processes for Kingston Transit.

- Question: Is there an estimated capital cost for the construction of NR1?

Response: Staff responded that a cost estimate is not available at this time, however, additional information may be available through future NKT work.

- Question: Does the transportation modelling factor in transit usage, or does it focus only on cars for NR1?

Response: Staff responded that transit usage is considered through the overall mode-split and potential delay is considered in the transportation model by testing transit movements through key intersections.

- Question: Research has shown that when roads are constructed, drivers will utilize them. How does the model consider induced demand?

Response: Staff responded that the model does not specifically account for potential induced demand associated with constructing a new road (i.e. NR1). The model uses policy-based mode share scenarios to test the impacts on the network, factoring in the growth that is planned.

- Question: Will the development potential of the identified Intensification Areas abutting NR1 be impacted if the road is not constructed?

Response: Staff responded that site access to the properties abutting the potential NR1 is a consideration of the potential future vision of the corridor. While most of the identified Intensification Areas abutting NR1 have some degree of frontage on existing municipal roads that can be used for access, NR1 would increase flexibility and reduce development constraints. NR1 is not necessarily required to develop the identified Intensification Areas, but future road segments or extensions through this corridor could provide benefits for access.

- Question: Does the recommended pedestrian network include a sidewalk along the west side of Division Street, south of John Counter Boulevard?

Response: Staff responded that the recommended pedestrian network does identify a sidewalk at that location. Staff indicated that some recommendations have already been approved within the capital budget, whereas most



# Meeting Notes

recommendations would require future funding commitments. One of the next steps for NKT is to prioritize the recommendations to assist in developing future funding requests.

- Question: When is the intersection of Stephen Street and Patrick Street receiving upgrades?

Response: Staff indicated the location had committed funding and construction is anticipated within two to three years. Similarly, the intersection of Division Street at Guy Street / Russell Street also had committed funding with construction anticipated within 2024 or 2025.

- Question: Is there an opportunity to implement trails within Belle Park?

Response: Staff responded that the recommended network maps being prepared through NKT were focused more on transportation and moving people from one location to another, rather than recreational trails. Future improvements within Belle Park would be subject to the Belle Park Master Plan, rather than through NKT.

- Question: Why are 'desire lines' identified separately from pathways on the recommended network maps?

Response: Staff responded that these are privately owned lands where staff have identified a desire for a connection to the broader transportation network. These connections have been shown conceptually to ensure flexibility as they will need to be negotiated through the development application process.

- Comment: There were several comments of support for the recommended pedestrian, cycling and transit network maps as it was clear a variety of alternatives to private automobiles were being considered. Staff appreciated this feedback.

- Question: When will the recommendations from the Servicing Study be available for review?

Response: Staff noted that the load calculations had been prepared by the consultants and were in the process of being reviewed by Utilities Kingston. It was anticipated that the modelling results would be provided to the consultant in the coming weeks, with draft recommendations available in the next three months.



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- Question: Is there any way to factor stormwater management into the design of parking lots, such as the use of permeable pavement?

Response: Staff responded that the stormwater management recommendations include a variety of Low Impact Development features, which include approaches like permeable pavement, rain gardens, infiltration trenches, etc. There are a variety of approaches that developers can use to achieve the recommended stormwater management targets.

- Question: Will there be future Community Working Group meetings as part of NKT?

Response: Staff responded that a further CWG meeting is anticipated after comments from the April consultations have been reviewed and considered. It is anticipated a future CWG meeting would occur in mid-June to see feedback on the recommended draft studies.

## 6. Next steps

1. Open House scheduled for April 10, 2024.
2. Indigenous consultation occurring April 2024.
3. The next CWG meeting is anticipated to be scheduled mid-June 2024.

**The meeting ended at 3:10pm.**

## **North King's Town Specific Policy Area Consistency with Vision Statement and Planning Principles**

### **Vision Statement**

The following vision statement was prepared as part of Phase 1 of the North King's Town (NKT) project:

“North King's Town is at the heart of Kingston's 21st century community, building on a legacy of providing great places for people to live, work, and play, and fostering innovative growth that continues to diversify the city's economy and enhance its quality of life. It is a place for the arts and industry; a hub for recreation and community services, supporting active and accessible daily life; and home to walkable neighbourhoods, with strong connections to jobs, amenities, open spaces, the waterfront, and neighbouring communities so residents from a variety of backgrounds and income levels can grow, thrive, and age in place. North King's Town is a resilient and sustainable community that values and protects the urban wilderness adjacent to the Great Cataraqui River, and honours its rich and diverse cultural heritage, including the spiritual connections that Indigenous Peoples have with the area.”

The concept of 'live, work and play' forms the basis of the proposed Mixed Use designation that is proposed widely throughout the study area. This designation, combined with the proposed NKT Specific Policy Area policies, intend to create opportunities for compact, walkable communities with strong public realms. The Mixed Use designation, combined with the proposed Main Street Commercial designation along Montreal Street, would provide opportunities for new jobs and amenities within walking distance of residential neighbourhoods. The Great Cataraqui River would continue to be protected from development. Recommended improvements to the pedestrian and cycling networks would enhance public access to and along the shoreline. The cultural heritage of NKT would be protected by ensuring development applications include heritage impact assessments, archaeological assessments and design studies, as appropriate. Further, a new protected view to the Great Cataraqui River has been identified, together with a proposed expansion to the St. Lawrence Ward Heritage Character Area and a recommendation to pursue a future heritage conservation district study for the area. The NKT project has incorporated comments received from the local Indigenous community relating to biodiversity, food security, and housing options.



## **NKT Planning Principles:**

The following planning principles were developed as part of Phase 1 of the NKT project to guide future policy development:

**a) To create a welcoming and inclusive setting for people to gather, recreate, work, and live;**

Public comments received through the project confirmed that for many, NKT already is a welcoming and diverse neighbourhood for people to live, work and play. NKT builds upon this by respecting the character of the area and directing redevelopment to areas appropriate for intensification and infill. NKT maintains the existing Environmental Protection Areas while expanding the Open Space network. Future recreational opportunities would be explored through parkland dedication associated with development applications. The proposed Mixed Use and Main Street Commercial designations would provide additional commercial opportunities within walking distance of existing and planned residential uses. The Mobility Plan provides a series of recommendations to the various transportation networks to improve how residents will move through the area, including substantial improvements to the pedestrian and cycling networks to improve connectivity and safety.

**b) To enhance options for movement within North King's Town, to the waterfront, and to surrounding neighbourhoods, with an emphasis on active transportation and transit;**

The NKT Mobility Plan has identified various opportunities to enhance the pedestrian, cycling and transit networks to encourage sustainable forms of transportation throughout the study area. Sidewalk connections and road widenings are contemplated through future redevelopments to provide a connected streetscape to enhance the public realm and accessibility. Multi-use pathways have been identified to improve access to and along the waterfront, including connections to the Waaban Crossing. Crosswalks, intersection improvements and speed limit reductions are proposed to improve safety for pedestrians and cyclists. East/west transit routes are recommended to complement the existing north/south express transit routes within NKT which will enhance connectivity with the broader transit network.

**c) To cluster new development to create hubs of activity and investment, and a compact, walkable, built form;**

NKT has identified a series of intensification areas, which are generally concentrated along Montreal Street. Two main nodes are proposed around the intersections of Montreal Street and John Counter Boulevard and Montreal Street, Rideau Street and Railway Street. Development within these nodes will

be mixed use with building heights ranging between four to 15 storeys, with the potential to increase up to 20 storeys in a centralized location through a site-specific minor variance application. The built form will be situated close to the street with minimum setbacks to animate the pedestrian realm and contribute to compact, walkable built form. Additional commercial opportunities are proposed within walking distance of existing residential areas to further encourage active transportation and walkable environments.

**d) To plan for compact mixed-use intensification around nodes and corridors.**

As noted above, NKT proposes compact mixed-use development along Montreal Street and within two main nodes of redevelopment. These areas would be located within the proposed Mixed Use designation, which promotes density, greater building heights and a mixture of compatible uses. The variety of uses and planned active transportation and transit improvements within the proposed intensification areas will encourage a compact and walkable built form.

**e) To diversify the economic and employment base and enhance customer access to businesses**

The Mixed Use and Main Street Commercial designations proposed within NKT would enable a broad range of commercial uses which will enhance the economic and employment base within NKT. The mixed use nature of these commercial opportunities, combined with proximity to existing residential areas, will ensure businesses are accessible by customers. Built form policies will direct appropriate ground floor conditions, such as minimum ceiling heights and glazing requirements, within mixed use areas to help ensure attractive and functional commercial spaces. Existing industrial uses within the northern portion of the study area would remain, and new zoning regulations would promote land use compatibility by requiring minimum separation distances between industrial and sensitive uses.

**f) To conserve natural and cultural heritage resources and protect public access to open spaces and the waterfront**

Natural heritage resources will be protected by maintaining the Environmental Protection Area designation and existing natural heritage protection measures within the Official Plan and zoning by-law. The Open Space designation will be expanded to recognize existing uses at Veteran's Field and along the Waterfront Pathway. The majority of the shoreline along the Great Cataraqui River is held in public ownership and recommendations within the Mobility Plan would improve public access to and along these lands.

Cultural heritage would be protected through new Official Plan policies to require development within intensification area to provide heritage impact assessments,

archaeological assessments and urban design studies, where appropriate. Further, the protected views of the Great Cataraqui River would be adjusted and the St. Lawrence Ward Heritage Character Area would be expanded, with a recommended for a future heritage conservation district study area. Further, specific policy guidance for the development of the Outer Station has been provided to ensure cultural heritage resources will be appropriately conserved.

**g) To respect Indigenous traditions and use of the land, and honour the Belle Island Accord**

Comments received from the local Indigenous community focused on: environmental protection, especially along the shoreline and aquatic habitats of the Great Cataraqui River; the need for more housing, including affordable housing; concerns about gentrification and displacement of community members; the need for more 'third places' for residents to connect and socialize; and impacts to Belle Island.

As mentioned above, all Environmental Protection Areas have been maintained within NKT and nearly the entire shoreline of the Great Cataraqui River is held in public ownership and protected from development. Improvements to stormwater management practices and continued investments within the wastewater network will improve aquatic habitats. The identified intensification areas hold the potential to generate a significant number of new residential units within a variety of built forms, which will assist in providing housing options for residents. Further, 'third places' would be permitted in a variety of existing land use designations and throughout the proposed Mixed Use designation and associated zones. Belle Island and Belle Park have not been identified for development.

**h) To support arts and cultural uses and activities;**

The proposed Mixed Use zones to implement the Mixed Use designation will permit a variety of uses that will support arts and cultural activities, such as: community centre; creativity centre; entertainment establishment; fitness centre; library; museum; place of worship; production studio; and workshop.

**i) To implement sustainable and resilient plans, technologies, and design approaches.**

NKT policies encourage sustainable building designs and technologies within redevelopment applications, however recent changes to the *Planning Act* place limitations on what municipalities can require through development applications through the Site Plan Control process. NKT will encourage development applications to utilize enhanced stormwater management techniques to reduce runoff volumes, increase infiltration and improve the quality of water entering the Great Cataraqui River.

**j) To provide a wide variety of housing options.**

The identified intensification areas will provide a variety of housing options that serve to increase density within the urban area and in proximity to express transit routes. Built form will include low-rise, mid-rise and high-rise developments and may include ground floor commercial uses. Overall, opportunities for approximately 7,380 residential units have been modelled within NKT.

**k) To identify opportunities for residential intensification, primarily through the redevelopment of larger, vacant or underutilized parcels of land.**

The intensification areas were selected based on their size, utilization, location and development interest and generally can be described as larger, vacant or underutilized parcels of land. Parcels that are smaller in size or with active commercial or residential uses were also included where these parcels were located in proximity to larger, vacant or underutilized parcels or where they are in proximity to the Montreal Street and John Counter Boulevard or Montreal Street, Rideau Street and Railway Street nodes.

## North King's Town Specific Policy Area

### Employment Land Removal Rationale

#### North King's Town – Specific Policy Area

As part of the proposed Official Plan and Zoning By-Law amendment related to the North King's Town (NKT) project, a few properties are proposed to be redesignated from a General Industrial or a Business Park Industrial designation to a new Mixed Use designation to allow for intensification. The rationale for these changes is provided below.

#### **Provincial Planning Statement, 2024 (PPS, 2024)**

The Provincial Planning Statement, 2024 (PPS, 2024) has refined the definition of “employment area” to focus on uses that cannot locate in mixed use areas, such as heavy industry, manufacturing and large-scale warehousing. The PPS, 2024 directs other industrial uses that can be located in proximity to sensitive uses without adverse effects to strategic growth areas and mixed use areas where frequent transit service is available, outside of “employment areas”. The new definition of an “employment area” is as follows.

“Employment area: means those areas designated in an official plan for clusters of business and economic activities including manufacturing, research and development in connection with manufacturing, warehousing, goods movement, associated retail and office, and ancillary facilities. An employment area also includes areas of land described by subsection 1(1.1) of the Planning Act. Uses that are excluded from employment areas are institutional and commercial, including retail and office not associated with the primary employment use listed above.”

PPS, 2024 now permits planning authorities to consider the removal of land from employment areas at any time and removes the requirement for a comprehensive review. The tests to be met include that:

- a) there is an identified need for the removal and the land is not required for employment area uses over the long term;
- b) the proposed uses would not negatively impact the overall viability of the employment area by:
  1. avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with policy 3.5;

2. maintaining access to major goods movement facilities and corridors;
- c) existing or planned infrastructure and public service facilities are available to accommodate the proposed uses; and
- d) the municipality has sufficient employment lands to accommodate projected employment growth to the horizon of the approved official plan.

The application of these tests is anticipated to rely on targets contained in official plans, which is discussed further below.

As part of the protection of employment areas from incompatible uses, Section 2.8.1.3 of the PPS, 2024 directs development “within 300 metres of employment areas to avoid, or where avoidance is not possible, minimize and mitigate potential impacts on the long-term viability of employment uses within existing or planned employment areas”.

## Official Plan

Section 3.6.5 of the Official Plan provides direction on the redesignation of employment lands and indicates that these requests will only be considered at the time of a comprehensive review and will only be supported when Council is satisfied that the lands are not required for employment uses over the long term and that there is a need for the redesignation. This language was consistent with the direction of the Provincial Policy Statement, 2014 and has not been updated to be consistent with the revised direction provided by the PPS, 2024.

Section 3.6.5 of the Official Plan provides the following criteria to assess redesignation requests:

- a. the proposal will only be considered in conjunction with a review that addresses the following matters to the satisfaction of Council:
  - the land is not required for employment purposes over the long-term;
  - there is a need for the conversion;
  - the intensity, characteristics and impacts associated with the proposed use will not detrimentally impact the viability, desirability, or the proper servicing of existing and future surrounding land uses;
  - the site’s physical and natural characteristics, development constraints, and location will justify the consideration of non-employment uses on the subject lands; and
  - redesignation of employment areas abutting major transportation corridors, including railways, highways and major arterial roads is discouraged.
- b. in addition to subsection a. above, the proposed redesignation must meet the following conditions:

- the amount of land affected is minor in area based on the projected employment area land requirements within the planning horizon of this Plan;
  - the development of the subject lands is demonstrated to the satisfaction of Council not to be feasible for employment area uses within the planning horizon of this Plan;
  - there are no alternative sites, designated and approved for the proposed use elsewhere in the City;
  - the proposal will have a beneficial impact on the surrounding uses and broader community; and,
  - the development of the subject lands for non-employment uses will meet a public need identified by Council resolution.
- c. in addition to subsection a. and b., the site of the proposed conversion must meet the following criteria:
- the site is located on the fringe of a designated Employment Area;
  - the site is surrounded by non-employment uses on at least three sides;
  - the conversion would be consistent/supportive of the City's objectives as described in this Plan;
  - the conversion would not contravene any of the City's objectives as described in this Plan;
  - the site offers limited market choice for industrial development due to size, configuration, physical conditions, and other constraints; and,
  - the site does not offer practical or feasible potential for future expansion onto existing or neighbouring employment lands.
- d. in addition to subsections a., b., and c. above, if the proposed re-designation is to a commercial designation, then the following applies:
- a Commercial Inventory Assessment, as described in Section 3.4.9 of this Plan, must be undertaken by the applicant to the satisfaction of the City; and,
  - if the proposed commercial development is greater than 5,000 square metres and is outside the Central Business District, the applicant must satisfy the provisions of Section 3.4.10 of this Plan.

## Proposal and Rationale

The NKT project proposes to remove approximately 18 hectares of land from an industrial land use designation, which represents a minor amount of employment land contemplated for development within the planning horizon of the current Official Plan. The majority of the lands proposed for removal from an industrial land use designation have been vacant or underutilized for a number of years. which suggests that development of the lands for employment purposes is not feasible. The lands are

located in proximity to existing residential uses and the conversion to non-employment uses may reduce existing and future land use compatibility conflicts. The proposed Zoning By-Law amendment would include the incorporation of requirements related to separation distances between sensitive uses and Class 1, 2 or 3 industrial uses as per the Province’s D-Series Guidelines.

While this amendment is proposed outside of a comprehensive review (which is no longer a requirement of PPS, 2024), it is supported by the recently completed Employment Area Lands Review, which is a supporting document for the City’s new Official Plan project, and represents the same analysis that would have been undertaken during a comprehensive review. Additional information on the findings of the Employment Area Lands Review is provided in the following section.

The employment lands proposed for redesignation are located on the southern fringe of the Old Industrial Area and are generally surrounded on three sides by non-employment uses. The proposed removal of these lands from an industrial land use designation would support the City’s objectives to provide mixed use intensification and increase the supply of housing within the urban area of the municipality, support transit ridership, promote active transportation, and contribute to more efficient delivery of services. Supporting amendments are proposed to the zoning by-law which would implement minimum separation distances between sensitive uses and Class 1, 2, or 3 industrial uses, thereby ensuring land use compatibility and ensuring no adverse effects for surrounding employment uses.

The removal of these lands from an industrial land use designation is being sought to promote mixed use development within the urban area of the city, along express transit and active transportation routes and within walking distance of open space and recreational facilities, which would contribute to a more efficient use of the land. The redevelopment of these lands for mixed uses would benefit the broader community by increasing housing options within the city, directly supporting one of Council’s strategic priorities.

Table 1 below includes a list of the properties proposed for removal from an industrial land use designation.

**Table 1 – List of properties proposed for removal from an industrial land use designation.**

<b>Property Address</b>	<b>Existing Use</b>	<b>Existing Land Use Designation</b>	<b>Rationale for Removal</b>
856 Montreal Street	Automobile Repair Shop	General Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses.



Property Address	Existing Use	Existing Land Use Designation	Rationale for Removal
810 Montreal Street	Vacant	General Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses. Property has been vacant for prolonged period. Contains protected heritage buildings.
688 Montreal Street	Residential	General Industrial	Property contains a residential use, which is not permitted within an Employment Area. Reduced parcel size is a constraint to industrial uses. Directly adjacent to sensitive land use.
686 Montreal Street	Residential	General Industrial	Property contains a residential use, which is not permitted within an Employment Area. Reduced parcel size is a constraint to industrial uses. Directly adjacent to sensitive land use.
684 Montreal Street	Residential	General Industrial	Property contains a residential use, which is not permitted within an Employment Area. Reduced parcel size is a constraint to industrial uses. Directly adjacent to sensitive land use.
670 Montreal Street	Vacant	Business Park Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses. Property has been vacant for prolonged period.
664 Montreal Street	Retail Store	General Industrial	Property contains a retail store, which is not permitted within an Employment Area.
662 Montreal Street	Retail Store and Residential	General Industrial	Property contains a retail store and residential

<b>Property Address</b>	<b>Existing Use</b>	<b>Existing Land Use Designation</b>	<b>Rationale for Removal</b>
			uses, which are not permitted within an Employment Area.
604-606 Montreal Street	Residential	Business Park Industrial	Property contains a residential use, which is not permitted within an Employment Area. Reduced parcel size is a constraint to industrial uses. Directly adjacent to sensitive land use.
600-602 Montreal Street	Vacant	Business Park Industrial	Property has been vacant for prolonged period. Reduced parcel size is a constraint to industrial uses. Directly adjacent to sensitive land use.
603 Montreal Street	Vacant	General Industrial	Property has been vacant for prolonged period. Reduced parcel size is a constraint to industrial uses. Directly adjacent to sensitive land use.
594-598 Montreal Street	Vacant	Business Park Industrial	Property has been vacant for prolonged period. Reduced parcel size is a constraint to industrial uses. Proximity to adjacent sensitive use.
576 Montreal Street	Vacant	Business Park Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses.
575 Montreal Street	Retail Store, Automobile Repair Shop	General Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses. Property contains a retail store, which may not be permitted within an Employment Area.
553 Montreal Street	Automobile Repair Shop	General Industrial	Reduced parcel size is a constraint to industrial uses.

<b>Property Address</b>	<b>Existing Use</b>	<b>Existing Land Use Designation</b>	<b>Rationale for Removal</b>
541 - 549 Montreal Street	Light Industrial	General Industrial	Reduced parcel size is a constraint to industrial uses.
546 Montreal Street	Vacant	Business Park Industrial	Property has been vacant for prolonged period. Proximity to adjacent sensitive use.
537 Montreal Street	Unknown – potentially Residential	General Industrial	Property potentially contains a residential use, which is not permitted within an Employment Area. Reduced parcel size is a constraint to industrial uses.
469 – 533 Montreal Street	Institutional and Office	General Industrial	Institutional and Office uses are not permitted within an Employment Area.
445 Montreal Street	Contractor’s yard	General Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses.
439 Montreal Street	Transportation Depot	General Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses.
425 Montreal Street	Automobile Repair Shop	General Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses.
000 Montreal Street	Vacant	Business Park Industrial	Reduced parcel size is a constraint to industrial uses. Proximity to sensitive land use.
000 Montreal Street	Open Space	General Industrial	Recreational facilities are not permitted within an Employment Area. Property does not have road frontage.
000 Montreal Street	Community Centre	General Industrial	Associated with the Royal Canadian Legion, which is not permitted within an Employment

<b>Property Address</b>	<b>Existing Use</b>	<b>Existing Land Use Designation</b>	<b>Rationale for Removal</b>
			Area. Property does not have road frontage.
468 Rideau Street	Light Industrial	General Industrial	Directly adjacent to sensitive land use and likely constrained for industrial uses.
40 – 44 Hickson Avenue	Residential	General Industrial	Property contains a residential use, which is not permitted within an Employment Area. Reduced parcel size is a constraint to industrial uses. Directly adjacent to sensitive land use.
15-21 McKenna Avenue	Residential	General Industrial	Property contains a residential use, which is not permitted within an Employment Area. Reduced parcel size is a constraint to industrial uses. Directly adjacent to sensitive land use.

It is staff's understanding that the new PPS, 2024 policies related to the removal of lands from "employment areas" are limited to areas with traditional industrial land uses such as manufacturing, warehousing, goods movement and related uses. A number of the uses that are excluded from the new definition of "employment area" are permitted within the existing Business Park Industrial and General Industrial designations that apply to the lands contemplated for conversion, including, but not limited to, automobile sales and service, community facilities, offices and institutional uses.

Through the new Official Plan project, the City will be creating new protected industrial areas as per the new definition of "employment area" included in PPS, 2024 that are not constrained and are well separated from sensitive uses to maintain the long-term operational and economic viability of the planned uses and function of these areas.

In response to Official Plan policy 3.6.5.d, a separate market justification study and impact assessment for these conversion lands has not been prepared as the commercial uses associated with these lands are primarily intended to support the future residential uses within the mixed use developments and surrounding neighbourhoods. The commercial uses associated with these conversion lands are not intended to compete with the commercial uses within the Central Business District. As

discussed within Report Number 24-223, the City has recently undertaken a Commercial Land Review, which confirms that the City will require additional commercial lands to support future growth..

### **Employment Area Land Review**

As discussed within Report Number 24-221, Waston & Associates was retained to prepare the Employment Area Lands Review (EALR), which is a key background study for the Official Plan project. The EALR provides a comprehensive review of City-owned and privately owned employment land within the city to ensure that an adequate supply of employment land is designated to accommodate long-term demand.

Through this work, the EALR identified a series of lands where an employment designation would not be appropriate in the future, given the amended definition of “Employment Area”, surrounding land uses, site access constraints, proximity to Highway 401 and other factors. The EALR contemplated the removal of certain lands within NKT located within an industrial land use designation and determined that these vacant and underutilized lands were not well situated for employment uses and would be more appropriate within a non-employment designation.



**City of Kingston  
Report to Planning Committee  
Report Number PC-25-003**

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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:** December 5, 2024  
**Subject:** Recommendation Report  
**File Number:** D35-005-2018  
**Address:** 327, 333, and 339 Select Drive  
**District:** District 8 – Meadowbrook - Strathcona  
**Application Type:** Zoning By-Law Amendment and Draft Plan of Subdivision  
**Owner:** GCL Developments Ltd.  
**Applicant:** Arcadis Professional Services (Canada) Inc.

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**Council Strategic Plan Alignment:**

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote increased supply and affordability of housing.

**Executive Summary:**

The following is a report recommending approval to the Planning Committee regarding applications for zoning by-law amendments and draft plan of subdivision submitted by Arcadis Professional Services (Canada) Inc., on behalf of GCL Developments Ltd., with respect to the subject site located at 327, 333, and 339 Select Drive.

Situated at the east end of Select Drive, the 1.07 hectare (10,671 square metre), square-shaped site is currently vacant. It is designated Arterial Commercial in the City of Kingston Official Plan. The site is referred to as a Red Exception in that it is zoned a site-specific General Commercial Zone 'C2-1' in Zoning By-Law Number 76-26, as amended and Arterial Commercial (CA) in

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Kingston Zoning By-Law Number 2022-62, as amended. The site is bounded by a grocery store and retail uses to the north, a motel to the east, a low-rise residential neighbourhood to the south, and a self-storage business to the west.

The applicant is proposing to intensify this under-utilized and well-positioned property as a residential development comprised of 51 townhomes, to be structured in a form of freehold ownership known as a Common Elements condominium. To facilitate this development, a site-specific re-zoning is proposed with provisions tailored to the proposed layout. The townhomes would be approved through a Plan of Subdivision consisting of 10 blocks, 8 of which contain the townhomes, with the remaining 2 blocks consisting of a private road and a private parkette for resident use. The private road would provide two access points into the site, each from Select Drive.

After the draft plan of subdivision conditions have been fulfilled and registration of the Final Plan of Subdivision has taken place, two future applications would be made to implement the condominium structure. The first would entail Part Lot Control to create the individual townhome parcels (known as Parcels of Tied Land), each with an interest in Common Elements such as the private road and parkette. The second would be an application for Final Plan of Condominium, through which the condominium plan and agreement would be drafted and registered to title.

It is important to note that proposals are to be assessed under the Official Plan policy in place at the time the application was made, but the current provincial policy in place at the time a decision is made. The proposal is consistent with the intent of both the 2024 Provincial Planning 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 services.

**Recommendation:**

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

**That** the applications for zoning by-law amendments and draft plan of subdivision (File Number D35-005-2018) submitted by Arcadis Professional Services (Canada) Inc., on behalf of GCL Developments Ltd., for the property municipally known as 327, 333, and 339 Select Drive, 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-25-003; and

**That** the draft plan of subdivision be subject to the conditions as per Exhibit B (Draft Plan of Subdivision Conditions) to Report Number PC-25-003; and

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**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**

**p.p.**

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, these applications were subject to a pre-application meeting, which was held on February 13, 2018, with Planning Services and various other departments and agencies. Following the pre-application process, an application was submitted by the applicant and was deemed to be complete as of November 26, 2018. A Community Meeting was held at Planning Committee on February 21, 2019. A summary of the feedback received at the Community Meeting is provided in the Public Comments section of this Report.

In accordance with the *Planning Act* in effect at that time, this application was subject to a decision by Council on or before March 29, 2019, which was 150 days after a complete application was received (currently, the Act requires a decision on such applications in 90 days). In the absence of a decision by Council in this timeframe, the applicant was entitled to exercise their right to appeal to the Local Planning Appeal Tribunal (LPAT) or its successor, the Ontario

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Land Tribunal (OLT). The applicant has continued to work with City staff and adjacent landowners primarily to resolve issues related to noise mitigation, and also to adapt the proposal to the current Kingston Zoning By-Law 2022-62 following its adoption.

**Site Characteristics**

The subject site is located on the east end of Select Drive, on the south side of the road. Select Drive is directly accessible from Princess Street via Futures Gate and is designated a Local Road on Schedule 4 of the Official Plan. The subject site consists of three separate parcels that are municipally addressed as 327, 333 and 339 Select Drive. Combined, the three properties are 1.07 hectares in area with approximately 106 metres of frontage on Select Drive. For the purposes of this application, the subject site includes all 3 parcels.

The subject site is currently vacant and is surrounded by a mix of commercial and residential uses. Retail uses (including a grocery store) are found immediately north of subject property, generally fronting onto Princess Street. To the east is a motel, to the south is the Waterloo Village neighbourhood (comprised of single and semi-detached homes), and to the west is a self storage facility. There are no known development constraints on the land that would inhibit its development, and it is ideally located in an area with abundant commercial services and public transit connections, including express transit routes.

**Proposed Application and Submission**

The applicant is requesting a zoning by-law amendment to rezone the lands from the current Red Exception, (a site-specific General Commercial Zone 'C2-1' in Zoning By-Law Number 76-26, which exists alongside the Arterial Commercial (CA) in Kingston Zoning By-Law 2022-62) to a site-specific Urban Multi-Residential Zone 1 (URM1) in the Kingston Zoning By-Law 2022-62. The existing zoning does not support the form of residential development proposed, making an amendment necessary.

The proposed development would be comprised of a total of 51 townhouses each containing 3 bedrooms, all with frontage along a private road taking access from Select Drive. Given the size of the site, the resulting density is approximately 48 units per net hectare. The site has been designed with a view to ensuring a positive transition to the adjacent low-rise residential neighbourhood to the south, with the 3-storey back-to-back townhomes positioned in the middle of the site, with 2-storey townhomes around the periphery. This ensures that overlook and privacy concerns onto adjoining properties are kept to a minimum.

All homes have a single-car garage and driveway, both sized to meet the By-Law's minimum size requirements and thus accommodate a standard vehicle. The development is further supported by 8 visitor spaces, which include one universally accessible space. The subdivision also caters to the needs of pedestrians, with a 1.1-metre-wide sidewalk connecting to the sidewalk on Select Drive at both access points.

While the townhomes on the perimeter of the site are afforded 6-metre-long rear yards serving as outdoor amenity space, the proposed development also provides residents with a generous private

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parkette nearly 660 square metres in size. It is large enough to accommodate seating areas, passive play areas, and a playground if desired. The parkette, along with the private road and visitor parking spaces, would be common property under the care and control of a condominium corporation, with each townhouse plot being freehold, but with an interest in the condominium.

An amending by-law has been created to facilitate the townhouse development, containing tailored site-specific provisions. These site-specific provisions primarily enable the back-to-back townhouse building typology, but also permit design changes that were necessary to accommodate noise mitigation measures (such as wing walls). The requested site-specific provisions enable the City and the development community to bring forward new housing in an efficient and cost-effective manner, without compromising the intent of the new Zoning By-Law. All requested site-specific exceptions are described in further detail in the Zoning By-Law discussion below.

While the site's redevelopment would necessitate the loss of several of the 24 trees onsite (23 in good health, 1 in fair health), the applicant will be looking to retain as many as possible, particularly in the proposed parkette. Due to the lengthy duration of this application, a condition has been included in the Draft Plan of Subdivision Conditions requiring submission of an updated tree inventory, preservation plan, and planting plan for new trees. The number of new trees to be planted is therefore yet to be determined as the final number will be influenced by the updated inventory, as well as the parkette design. The planting plan for all landscaped areas will be in accordance with the City of Kingston Tree By-Law and will be further reviewed at the time of Final Plan of Subdivision.

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

- Planning Report (Demonstration Report and Zoning Justification)
- Conceptual Site Plan
- Draft Plan of Subdivision and Condominium
- Floor Plans and Architectural Elevations
- Grading Plan
- Servicing Plan
- Servicing Report
- Stormwater Management Report
- Tree Inventory
- Transportation Brief
- Acoustical Report
- Archaeological Report

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.

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### **Provincial Planning Statement**

The Provincial Planning Statement (2024) 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 a settlement area, where growth is to take the form of higher density development patterns that optimize municipal 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 51 new homes that each cater to families due to their 3-bedroom layout. This configuration will provide a much-needed mix of housing supply, and the site's location along a major arterial road in an area served by public transit will allow residents to easily access commercial amenities and other services.

The site is not anticipated to impact or be impacted by natural or human-made hazards. A detailed review of the applicable PPS policies is attached in Exhibit F.

### **Official Plan Considerations**

The subject property is located within a Corridor (Schedule 2-A – City Structure) and designated Arterial Commercial in the Official Plan. There is frontage onto a local road (Select Drive) and there are no natural heritage features on the subject lands.

Lands designated Arterial Commercial can develop with a wide variety of commercial uses, but underutilized or outmoded commercial sites can redevelop with medium and high-density residential development subject to the tests within the Official Plan. The proposed development is considered medium density residential and is subject to a specific set of locational criteria. The location of the townhomes provide a suitable transition to the residential neighbourhood to the south, with taller 3-storey back-to-back building typologies in the centre of the site and lower 2-storey buildings on the periphery. All units are within walking distance of an abundance of commercial uses, and the area is well serviced by transit, including express routes.

The mixed-use proposal is compatible with the surrounding area, and there are no adverse impacts from shadowing, overlook, architectural incompatibility, or visual intrusion. The site's redevelopment is permitted by the Plan in an area where re-development and intensification is encouraged, and the built form is appropriately scaled to transition to the existing nearby residential uses. There are no cultural heritage or environmental resources in the area that may be impacted. The site has been carefully designed with appropriate noise mitigation measures to buffer the townhouse units from noise sources emanating from surrounding commercial properties.

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Feasibility has been demonstrated for water, wastewater, and stormwater services. There are no built heritage, natural heritage, or natural hazard concerns. The future final plan of subdivision and condominium will review these matters in detail.

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

**Zoning By-Law Discussion**

The property is currently subject to a Red Exception, which has the effect of designating the site with a site-specific General Commercial Zone ‘C2-1’ in Zoning By-Law Number 76-26, and Arterial Commercial (CA) in Kingston Zoning By-Law 2022-62 (Exhibit I). in the Kingston Zoning By-Law. These zones primarily permit commercial uses with limited residential opportunities, but its designation of Arterial Commercial in the Official Plan enables both commercial and residential development, provided the residential uses are adjacent to a Residential designated area, and that they offer adequate amenity space, protection from noise and other impacts, and active transportation linkages exist. The Official Plan requires that introduction of residential uses into Arterial Commercial areas be subject to a rezoning 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.

Development on the subject property is proposed to be facilitated by re-zoning to Urban Multi-Residential 1 (URM1), with a site-specific exception (E178) to enable the 51-unit condominium townhouse subdivision. These site-specific exceptions are primarily intended to permit the back-to-back townhouse building typology, along with permitting noise-related mitigation features such as wing walls extending past the front and rear face of certain townhouses that will buffer those homes from external noise sources.

**Table 1 – Requested Relief from URM1 Zone and Parking Provisions**

Provision	URM1 Zone	Proposed E178	Relief Requested from the URM1 Zone
Minimum lot area (square metres)	Semi-detached house and townhouse: 180 square metres per dwelling unit	Interior townhouse: 159 square metres  Exterior townhouse: 204 square metres  Back-to-back interior townhouse: 99 square metres  Back-to-back exterior townhouse: 123 square metres	Yes (for interior townhouses and both interior and exterior back-to-back townhouses)

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Minimum lot frontage (metres)	Semi-detached house and townhouse: 7.5 metres	Interior townhouse: 6 metres Exterior townhouse: 7.5 metres Back-to-back interior townhouse: 6.4 metres Back-to-back exterior townhouse: 7.9 metres	Yes (for interior townhouses and interior back-to-back townhouses)
Maximum height	10.7 metres	Townhouse: 8.0 metres Back-to-back townhouse: 11.5 metres	Yes (for back-to-back townhouses)
Minimum rear setback	The greater of: (a) 7.5 metres (b) 25% of the lot depth  Note: Section 6.21.1 states that despite the required rear setback of the applicable Zone, where multiple lots are developed with back-to-back townhouses, the minimum rear setback is 0 metres.	Townhouse: 6.0 metres. Back-to-back townhouse: 0 metres.	Yes (for townhouse only)
Minimum exterior setback	Semi-detached house, townhouse: 5 metres	Townhouse: 3.3 metres Back-to-back townhouse: 3.0 metres	Yes (for both townhouse types)
Minimum interior setback	Semi-detached house, townhouse: (a) 1.8 metres (b) where a common party wall is located along a lot line: 0 metres	Townhouse: 1.2 metres. Setback of 0 metres where a party wall exists Back-to-back townhouse: 1.2 metres. Setback of 0 metres where a party wall exists	Yes (for both townhouse types)
Minimum landscaped open space	30%	Townhouse: 30% Back-to-back townhouse: 16%	Yes (only for back-to-back townhouse)

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Maximum lot coverage	45%	Townhouse: 58% Back-to-back townhouse: 62%	Yes (for both townhouse types)
<b>Provision</b>	<b>Parking, Loading and Bike Provisions</b>	<b>Proposed E178</b>	<b>Relief Requested from the Parking Provision</b>
Maximum cumulative width of all driveways on a lot within the required front setback or exterior setback (metres)	The lesser of 6 metres or 40% of the length of the applicable street line (2.4 metres), provided that the minimum width of the driveway is 3.0 metres	3.6 metres (60% of the applicable street line).	Yes (for both townhouse types)

**Discussion of Requested Relief**

The requested relief for lot area, setbacks, frontage, landscaped open space, and lot coverage are primarily meant to facilitate smaller townhouse sizes on private services through a condominium plan. The development community has been gradually shifting to narrower building forms, which not only makes better use of land, but also reduces the overall cost of housing. As with higher-density development, it spreads servicing and infrastructure costs among a larger share of homes, thereby decreasing the cost borne per dwelling. Utilizing back-to-back townhouses in addition to typical townhouses further achieves the aim of making better use of land and providing much-needed housing in a compact form. The minor (80 centimeter) increase in building height is intended for the benefit of the back-to-back townhouses, and affords them a greater amount of living space, thus offsetting the lack of a rear yard.

The proposed reductions to frontage and setbacks do not materially impact the use and enjoyment of the individual townhouse units, and the applicant has been able to ensure a usable living space arranged in an efficient layout. The applicant is not proposing to reduce the required front yard setbacks and would maintain sufficient space for vehicular parking in compliance with the Zoning By-Law’s minimum parking space requirements. The proposed rear yard of the regular townhouses maintains ample room for outdoor private amenity area.



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Relief from exterior setbacks are requested to maximize the use of the parcel. As the exterior setbacks apply only to Select Drive, no adverse impacts are anticipated and development (including sound abatement wall) would still maintain sufficient distance from the sidewalk to allow plantings along the face of the wall. Minor relief of only 60 centimetres is requested from interior setbacks simply to enable the proposed built form. The proposed setback of 1.2 metres between townhouse blocks is consistent with the 1.2 metre setback required for new single-detached homes.

At a lot coverage of 58% for the standard townhouses, there is still abundant outdoor area and backyard space which can accommodate trees in all yards and still provides enough room for parking. Similarly, the proposed 62% lot coverage for the back-to-back townhomes still provides room for parking and trees, and its higher coverage amount is a reflection of this particular building form, in that the units do not have rear yards. For the same reason, the applicant is requesting that landscaped open space for the back-to-back townhouses be reduced to 16%, which is supportable given the provision of a 658 square metre parkette where ample greenspace will be provided for the development as a whole.

The applicant is not requesting a reduction to minimum driveway widths, but rather is seeking to allow driveways to take up slightly more (60 %) of the front yard than the permitted 40%. The resulting relief amounts to only 60 centimetres, which does not have any negatively impact the streetscape or ability to plant trees (which will be shown in a planting plan submitted as a condition of the plan of subdivision). As on-street parking would not be permitted on the private road, the requested relief allows for functional driveway space, in addition to the standard-size garages provided for each unit.

An important aspect of the proposed by-law amendment is that it contains a clause exempting noise mitigation components from applicable zone provisions, namely front and rear setbacks, and lot coverage. This exemption is necessary to implement the results of the Acoustical Study, which required wing walls to be added in strategic locations on the front and rear of certain units to lessen the impact of noise emanating from off-site parcels.

### **Draft Plan of Subdivision Conditions**

The draft plan conditions are enclosed as Exhibit B. The conditions contain standard requirements reflective of an infill subdivision within the built-up area of the city, and which utilizes a private road. Some of the more notable conditions include:

- Condition 11 requires the submission of a geotechnical report prior to Final Plan approval and requires the recommendations of other studies related to servicing, noise, and stormwater management to be implemented to the satisfaction of the Municipality.
- Condition 14 requires the submission of Cash-in-Lieu of Parkland for all or a portion of the conveyance. Despite the applicant's provision of a parkette on-site, this is private and intended for resident use only. Cash-in-Lieu of Parkland is a financial contribution towards the provision and enhancement of publicly available parkland through the City.

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- Condition 15 requires the submission of a Tree Planting Plan to the satisfaction of the Municipality prior to Final Plan approval, appreciating that the proposed subdivision is not subject to Site Plan Control. Additionally, this condition also requires the submission of an updated Tree Inventory (which would be used to inform and support the development of a planting plan), given that 6 years have passed since the inventory was taken. An up-to-date inventory will capture any changes to tree health since March 2018.

### Other Applications

The site is not currently subject to any other applications. However, future applications would be necessary to implement the condominium ownership structure. After the plan of subdivision is registered to title and will likely entail submission of applications for Part Lot Control (to create Parcels of Tied Land for each townhome) along with a Plan of Condominium (to establish the condominium agreement and register the condominium plan on title). These applications would only occur following the successful fulfillment of the above-mentioned Draft Plan of Subdivision conditions, and the plan of subdivision has been registered to title.

### 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

The following is a summary of the public input received to date, including a summary of the feedback received at the Community Meeting on February 21, 2019. All original written public comments are available in Exhibit L of this report.

- Question: How will the separation between units in the back-to-back townhouses be constructed to ensure fire separation?

Response: This development will be required to obtain building permits. Through that process, the City's Building Services Department will review the proposed construction details for the townhouse blocks to ensure that Ontario Building Code requirements for fire separation are met.

- Question: Will a narrower private road impact service and maintenance, such as garbage collection and snow removal?

Response: The applicant intends to make use of City waste collection services, and as such, the City's Solid Waste division has reviewed the proposed development and confirmed that collection services (including garbage and recycling) can be provided to all units as currently configured. At the request of Solid Waste staff, the proposal was modified to provide a designated collection area for two specific townhouses on the southwest side to ensure collection vehicles do not have to back in or out to service those

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units. While Public Works has no concerns with the ability to provide City snow clearing services, the applicant has indicated their intention to provide private snow clearing services and would remove snow from the site as opposed to storing it on-site. This would be managed by the eventual condominium corporation.

- Question: Will on-street parking be available?

Response: On-street parking on the private road would not be available, as parking would conflict with the fire route (which is required to be 6 metres wide) and impede the two-way functionality of the roadway. The applicant has therefore ensured that each townhouse has enough parking for two vehicles, and 8 dedicated visitor parking would be provided despite not being required for townhouse developments. Parking spaces on each driveway and in every garage have been designed to meet minimum size requirements, and the only zoning relief being sought would enable driveways to be at least 3.3 metres wide and thus be easily usable. This attention to parking availability will help offset the need for on-street parking.

- Question: Will parking spaces for electric vehicles be available?

Response: The applicant is not currently considering dedicated electric vehicle parking spaces, but parking spaces at each townhouse could make use of electrical outlets to charge a vehicle, as is common practice in other homes throughout the city.

- Question: What is the construction timeline?

Response: Construction timelines vary according to a variety of factors, but the applicant has advised that the building typologies proposed are not difficult to construct, so site works could theoretically begin as soon as the owner was ready, and all necessary approvals are in place.

- Question: How is stormwater being managed? There is concern over the small yards not providing enough space to manage drainage effectively, particularly where the site backs onto the residential neighbourhood to the south.

Response: The applicant provided a stormwater management report which was reviewed and preliminarily accepted by the City, with detailed plans and reports to be provided as a condition of Final Plan of Subdivision. The design demonstrates that stormwater management is feasible, and post-development flows would not exceed pre-development flows. The proposed design ensures that no additional flows will be sent to the rear yards of the townhomes on the perimeter of the site, and drainage along the periphery would be managed by a combination of swales and an underground pipe. While the swales serve as the primary form of stormwater management around the perimeter of the site, the underground perforated pipe running along the southern edge provides an additional form of protection as it would discharge any excess flows directly into the City's stormwater system. Drainage on the remainder of the site (including front yards and the private road)

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would be conveyed directly into the City's stormwater system by way of oversized pipes beneath the private road.

- Question: Will bike parking be provided?

Response: Each townhouse offers options for bike parking. The Zoning By-Law was recently amended to allow more flexibility with regards to locating bike parking for houses, semi-detached houses, and townhouses, appreciating that they typically have private and secure space available in garages, vestibules, and/or yards to accommodate a bike.

- Question: What is the total number of bedrooms?

Response: Overall, the site would have 149 bedrooms. All townhouses with the exception of two back-to-back units in Block G would have three bedrooms. The back-to-back townhouses are typically three storeys in height, but the two end units in Block G (adjacent to Select Drive) had to be reduced in height to avoid the need for a sound abatement wall three storeys high. As a consequence, these two end units in Block G accommodate only one bedroom each.

- Question: Concern over the amount of density being proposed. How can you fit that many units on this land? Why allow this much density here when many other units are proposed elsewhere on other properties?

Response: The Province requires municipalities to direct growth within existing urban areas, with particular focus on vacant and under-utilized parcels in order to make better use of existing infrastructure and services. The subject site is situated in an area that is well served by public transit and in close proximity to commercial amenities. It therefore presents an ideal opportunity to situate additional residential development that will help the City address the housing shortage.

The proposed design requires relatively minimal relief from zone provisions, and density has not been added at the expense of key ingredients for quality of life, such as amenity space. A sizable parkette has been provided in the southeast corner for the private use of residents on-site, which presents opportunities for a children's playground and passive recreation.

- Question: This site was expected to remain commercial and there is no desire to see higher density residential development that could impact privacy and land value.

Response: Zoning is always subject to change, provided the appropriate provincial processes are followed. The purpose of a zoning application is to prove the land in question can support the proposed change. Furthermore, the Official Plan directs any proposal for medium or high density residential on lands designated Arterial Commercial to go through a re-zoning process. The proposed development was not allowed as-of-right and the developer was required to prove (through the submission of studies ranging

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from servicing and stormwater management to traffic impact), that such a change would be possible. As an under-utilized site with existing municipal servicing and available transportation connections, the subject lands are well positioned and meet provincial requirements that new development be directed to existing built-up areas.

The subject site was designed in a manner that positions new development as sensitively as possible, given the presence of adjacent low-rise homes to the south. This is accomplished by situating the taller three-storey townhomes in the centre of the site, with lower townhomes along the periphery that are consistent with the two-storey form of adjacent homes.

### **Effect of Public Input on Draft By-Law and Draft Conditions**

While the density has been reduced slightly since the initial submission, the overall proposal has not changed significantly due to public feedback. The proposal has, however, been modified primarily through the addition of noise mitigation. The applicant spent substantial time attempting to work with surrounding businesses to mitigate the effects of noise emanating from those properties. Mitigation of noise at the source was not possible, thus requiring the owner to re-design the site to include noise mitigation along Select Drive.

This mitigation required the removal of windows from the north facade of townhouses along Select Drive, and extension of those façades to create a number of “wing walls” that extend past the front and rear face of each townhouse. These wing walls help to deflect noise away from the front and rear facades as well as some rear yards. The resulting form has the appearance of a wall along Select Drive, with openings for the private road. These openings required a series of slightly smaller wing walls to be added to the front face of several townhouse units further within the site. Two back-to-back townhouse units along Select Drive were reduced from three to two storeys to ensure the Select Drive streetscape was not defined by a wall three storeys high. Each of these physical enhancements were recommended by the Acoustical Study submitted by the applicant, which the City had peer reviewed by a third party.

To address streetscape concerns along Select Drive, the applicant has – despite the City’s inability to assess or control design and landscaping – provided drawings to show how the wall could be treated. The proposed design would see wall materials vary in texture, but relies heavily on landscaping, namely trees. The applicant would submit a more detailed planting plan confirming number, location, and species of tree for review by the City prior to Final Plan of Subdivision approval.

### **Conclusion**

The proposed development at 327, 333, and 339 Select Drive of 51 townhomes makes good use of an under-utilized, fully serviced property within the City’s Urban Boundary. Infill residential development at higher densities is supported by both the Provincial Planning 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 near an arterial road with ready access to some of the City’s main commercial shopping areas, and the

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presence of express transit service makes connections throughout the entire urban area quick and easy.

The proposed zoning by-law amendment and draft plan of subdivision necessary to enable this development was supported by several studies submitted by qualified professionals. These studies were reviewed and accepted by City staff, recognizing that detailed elements of site design will be required prior to approval of the Final Plan of Subdivision. 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.

**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 Planning Statement, 2024

**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 140 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 November 26, 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, two 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

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**Financial Considerations:**

None

**Contacts:**

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

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

**Other City of Kingston Staff Consulted:**

None

**Exhibits Attached:**

- Exhibit A Draft By-Law and Schedule A and B to Amend Zoning By-Law Number 2022-62
- Exhibit B Proposed Draft Plan of Subdivision Conditions
- Exhibit C Proposed Draft Plan of Subdivision
- Exhibit D Key Map
- Exhibit E Neighbourhood Context
- Exhibit F Consistency with the Provincial Planning Statement
- Exhibit G Official Plan, Land Use
- Exhibit H Conformity with the Official Plan
- Exhibit I Zoning By-Law Number 2022-62
- Exhibit J Site Photographs
- Exhibit K Public Notice Notification Map
- Exhibit L Public Comments
- Exhibit M Proposed Conceptual Site Plan
- Exhibit N Proposed Conceptual Select Drive Streetscape
- Exhibit O Proposed Conceptual Parkette Rendering

**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 E178, (327-339 Select Drive))**

**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;

**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 ‘URM1’, 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 E178, as shown on Schedule “B” attached to and forming part of this By-Law;
  - 1.3. By adding the following Exception Number E178 in Section 21 – Exceptions, as follows:

“**E178.** 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 159 square metres per **dwelling unit** for a Townhouse and 99 square metres per **dwelling unit** for a back-to-back **townhouse**.



- (b) The minimum **lot frontage** is 6 metres for a **townhouse** and 6.4 metres for a back-to-back **townhouse**;
  - (c) The maximum **height** for a back-to-back **townhouse** is 11.5 metres;
  - (d) The minimum **rear setback** is 6 metres for a **townhouse**;
  - (e) The minimum **exterior setback** is 3.3 metres for a **townhouse** and 3 metres for a back-to-back **townhouse**;
  - (f) The minimum **interior setback** for a **townhouse** where the lot line is not a common party wall is 1.2 metres;
  - (g) The minimum **landscaped open space** for a back-to-back **townhouse** is 16%;
  - (h) The maximum **lot coverage** is 58% for a **townhouse** and 62% for a back-to-back **townhouse**;
  - (i) The maximum cumulative width of all **driveways** on a **lot** within the required **front setback** is 3.6 metres;
  - (j) Building components added for the primary purpose of noise mitigation such as a wing-wall are not subject to the **lot coverage** or **setback** provisions of this By-law.
2. The lands shown on Scheduled "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: 339 Select Drive  
File Number: D35-005-2018

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

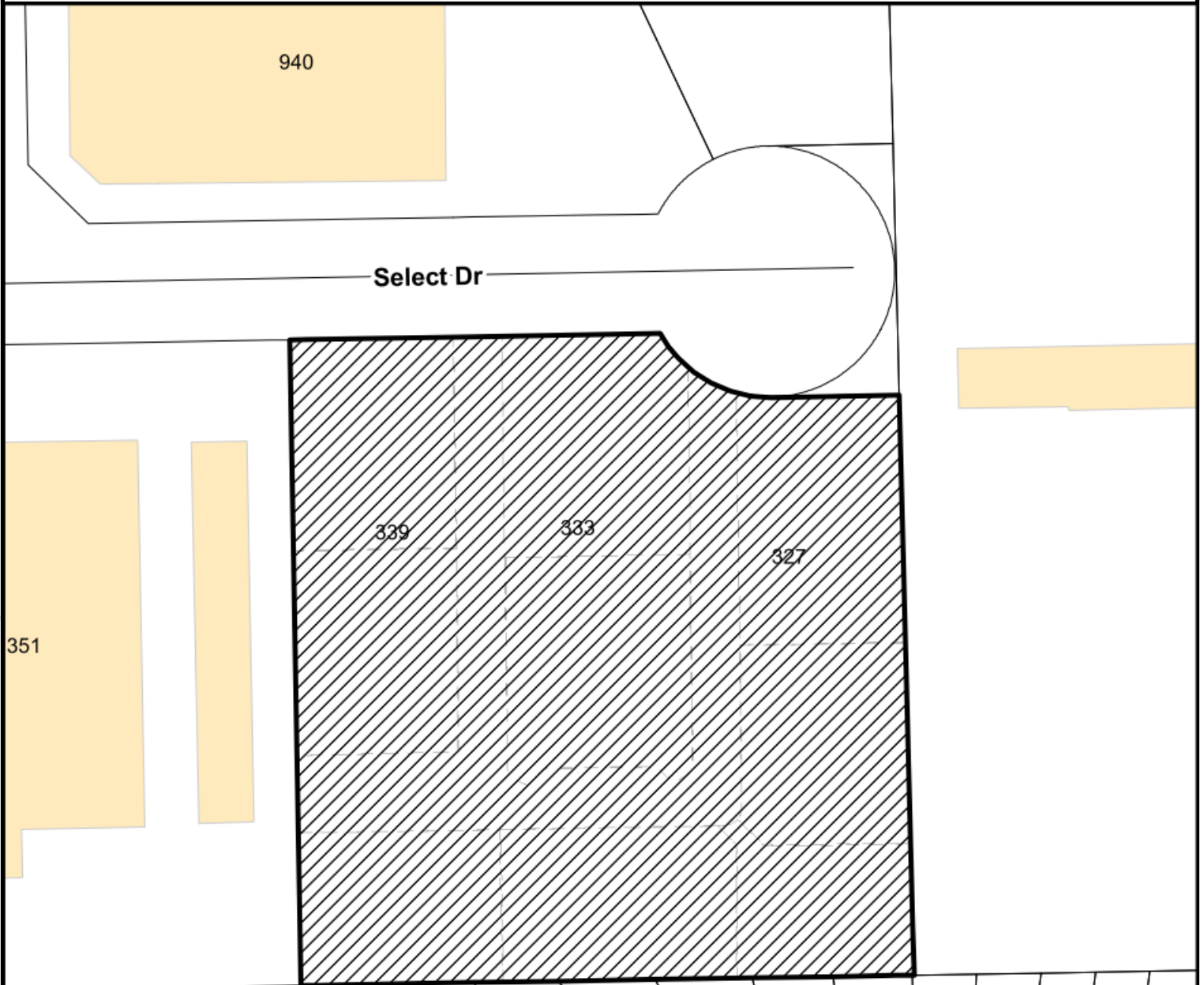
 Lands to be Rezoned from NA to URM1

**Certificate of Authentication**

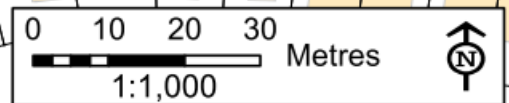
This is Schedule 'A' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 202\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



Prepared By: ncameron  
Prepared On: Nov-08-2024





# Schedule 'B' to By-Law Number

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

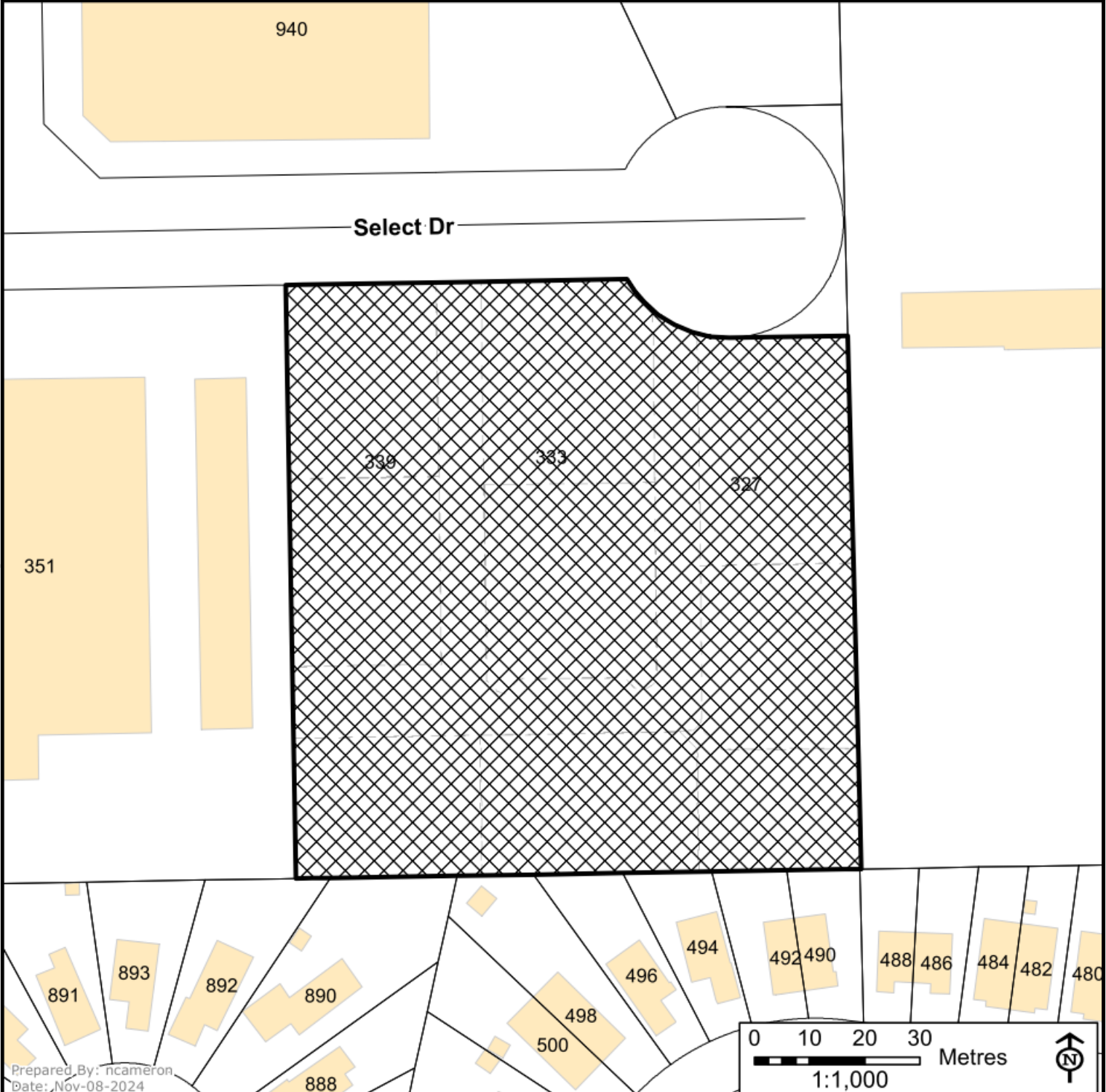
Address: 339 Select Drive  
File Number: D35-005-2018

Lands to be added as E178

## Certificate of Authentication

This is Schedule 'B' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 202\_.

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



Standard Conditions Of Draft Plan Approval

**1. Approved Draft Plan:**

That this approval applies to the Draft Plan of Subdivision, prepared by Hopkins Chitty Land Surveyors Inc., dated May 14, 2024 which shows the following:

- Eight residential blocks (Blocks 1-8);
- One block for a parkette (Block 9); and
- One block for roadways and common elements (Block 10).

**2. Streets and Civic Addressing:**

- That Prior to Final Approval**, the Owner shall submit proposed street names for approval by the Planning Services Department and shall be included on the first submission of the engineering drawings. The Streets within this Plan shall be named to the satisfaction of the City, in consultation with the Planning Services Department, in accordance with the City's Civic Addressing and Road Naming By-law.
- That Prior to Final Plan Approval**, the Owner shall provide confirmation that civic addresses have been assigned to the proposed lots and blocks by the City's Planning Services Department, in accordance with the City's Civic Addressing and Road Naming By-Law. The Owner shall be advised that the civic addresses are tentative until such time that the final plan is registered and the final lot layout has been confirmed.
- For lots with more than one road frontage, the lots will be addressed on the road frontage on which primary vehicular access is situated. Prior to applying for a building permit the Owner shall confirm with the Planning Services Department the appropriate road frontage where primary vehicular access is to be provided and shall confirm the approved civic address in order to comply with the City's Civic Addressing and Road Naming By-Law and emergency response requirements.
- That the Owner shall agree that the location and design of any **construction access** shall be approved by the Municipality and/or the appropriate authority.

**3. Reserves and Easements:**

- That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority free of all charges and encumbrances.

**4. Financial Requirements:**

- That the Owner agrees in writing to satisfy all the requirements, financial and otherwise, of the Municipality concerning all provisions of municipal services but not limited to including fencing, lighting, landscaping, sidewalks, roads, installation of underground services, provisions of drainage and noise mitigation where required.

- (b) **That Prior to Final Plan Approval**, the Owner shall submit for the Municipality's approval a detailed breakdown of the construction costs for the works associated with the development of this Plan, including any cash surcharges or special levies. The construction costs shall be prepared and stamped by a professional engineer. The cost estimate shall be submitted in the Municipality's standard format for incorporation into the Subdivision Agreements.
- (c) That the Owner shall bear the expense of all off site works resulting from the approved public works design where such works are not subsidized under the Policies and By-Laws of the Municipality.
- (d) That the Owner agrees to reimburse the Municipality for the cost of any Peer Reviews of the Studies / Reports submitted in support of the proposed Plan of Subdivision.

**5. Subdivision Agreement:**

- (a) That the Owner shall enter into the Municipality's standard Subdivision Agreement which shall list all approved plans and municipal conditions as required by the Municipality for the development of this Plan.
- (b) The Subdivision Agreement between the Owner and the Municipality be registered against the lands to which it applies once the Plan of Subdivision has been registered.
- (c) That the Subdivision Agreement shall contain all necessary warning clauses and notices to purchasers resulting from, but not necessarily restricted to, the design and provision of services, including the requirement to provide and maintain private site specific works as necessary.

**6. Engineering Drawings:**

- (a) **That Prior to Final Plan Approval**, the Owner shall submit for approval, subdivision design drawings, including design plans for all public works and services, prepared and certified by a Professional Engineer and designed pursuant to the Municipality's Subdivision Design Guidelines and to the satisfaction of the Municipality. Such plans are to form part of the Subdivision Agreement.
- (b) **That Prior to Final Plan Approval**, the Owner shall submit a digital listing of the approved subdivision design drawings in the Municipality's standard format for incorporation into the Subdivision Agreement.

**7. Revisions to Draft Plan:**

- (a) That any further subdivision of Blocks or additional road patterns on the Plan shall be completed to the satisfaction of the Municipality.
- (b) **That Prior to Final Plan Approval** of any part of the Plan, the Owner shall submit a revised Plan, if required, to reflect any significant alterations caused from this Draft Plan Approval.

- (c) That where final engineering design(s) result in minor variations to the Plan (e.g., in the configuration of road allowances and lotting, number of lots, etc.), these may be reflected in the Final Plan to the satisfaction of the Municipality.

**8. Zoning By-Law Compliance:**

- (a) That the lands within this Draft Plan shall be appropriately zoned by a Zoning By-Law which has come into effect in accordance with the provisions of the *Planning Act*.
- (b) **That Prior to Final Plan Approval**, the Owner shall submit a Surveyor's Certificate which confirms that the lots and blocks within this Plan conform to the minimum lot frontage and lot area requirements of the applicable Zoning By-Law.

**9. Required Studies:**

- (a) **That Prior to Final Plan Approval**, the Owner shall submit a **Geotechnical Study**, certified by a Professional Engineer, to the satisfaction of the Municipality. The recommendations of the Geotechnical Study shall be incorporated into the Subdivision Agreement and the Subdivision Agreement shall contain provisions whereby the Owner agrees to implement the Study recommendations to the satisfaction of the Municipality.
- (b) **That Prior to Final Plan Approval**, the Owner shall demonstrate that the soil and groundwater quality of the property is compatible with a residential land use as defined by the generic criteria listed within the Guideline for Use at Contaminated Sites in Ontario (MOE, rev. 1997). The acceptable method for this demonstration would be a **Phase I Environmental Site Assessment (ESA)** performed in accordance with CSA standard Z768-01 and any required follow up investigations (Phase II ESA) or remediation. The recommendations of the Study shall be incorporated into the Subdivision Agreement and the Subdivision Agreement shall contain provisions whereby the Owner agrees to implement the Study recommendations to the satisfaction of the Municipality.

Should site remediation be required to meet the applicable soil and ground water criteria set out in applicable guidelines, the Owner shall submit to the Municipality **Prior to Final Plan Approval**, a copy of the Record of Site Condition acknowledged by a Provincial Officer of the Ministry of the Environment.

The Owner shall provide a certificate by a qualified professional that all lands within the Plan and any lands and easements external to the Plan to be dedicated to the Municipality, meet the applicable soil and ground water criteria.

- (c) **That Prior to Final Plan Approval** all recommendations of the Servicing Study shall be incorporated into the Subdivision Agreement and the Subdivision Agreement shall contain provisions whereby the Owner agrees to implement the Study recommendations to the satisfaction of the Municipality.
- (d) **That Prior to Final Plan Approval**, a **Stormwater Management Report** and implementing plans for the development shall be prepared by a qualified Professional Engineer, to the satisfaction of the Municipality. Such plans shall be included in the Subdivision Agreement. The Owner shall carry out the recommendations of the report, at his expense, to the satisfaction of the Municipality.
- (e) **That Prior to Final Plan Approval**, the Owner shall submit a detailed **Noise Impact Study** prepared to the satisfaction of the Municipality and the Ministry of Environment. The recommendations of the Study shall be incorporated into the Subdivision Agreement



and the Subdivision Agreement shall contain provisions whereby the Owner agrees to implement the Study recommendations to the satisfaction of the Municipality.

#### 10. Archaeological Assessment:

- (a) That in the event that deeply buried or previously undiscovered archaeological deposits are discovered in the course of development or site alteration, all work must immediately cease and the site must be secured. The Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism ([archaeology@ontario.ca](mailto:archaeology@ontario.ca)) and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.
- (b) That in the event that human remains are encountered, all work must immediately cease and the site must be secured. The Kingston Police (613-549-4660), the Office of the Chief Coroner as a part of the Ontario Ministry of the Solicitor General (1-877-991-9959), the Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism ([archaeology@ontario.ca](mailto:archaeology@ontario.ca)), and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.

#### 11. Stormwater Management:

- (a) **That Prior to Final Plan Approval**, the Owner shall submit lot grading and drainage plans, and erosion and sediment control plans prepared by a qualified Professional Engineer for the Owner, to the satisfaction of the Municipality. The approved plans shall be included in the Subdivision Agreement between the Owner and Municipality.
- (b) **Prior to Final Plan Approval and Prior to any Works Commencing on the Site**, the Owner shall submit for approval by the Municipality, a detailed engineering report(s) that describes the storm drainage system for the proposed development, which shall include:
  - i) plans illustrating how this drainage system will be tied into the surrounding drainage systems, and indicating whether it is part of an overall drainage scheme, the design capacity of the receiving system and how external flows will be accommodated;
  - ii) the location and description of all outlets and other facilities;
  - iii) storm water management techniques which may be required to control minor and major flows;
  - iv) proposed methods of controlling or minimizing erosion and siltation on-site and in downstream areas during and after construction;
  - v) overall grading plans for the subject lands; and
  - vi) storm water management practices to be used to treat storm water, to mitigate the impacts of development on the quality and quantity of ground and surface water resources as it relates to fish and their habitat.
- (c) That the Owner shall agree to maintain all storm water management and erosion and sedimentation control structures operating and in good repair during the construction period.

**12. Parkland Conveyance / Open Space / Environmental Protection Areas:**

- (a) That prior to Final Plan approval, the applicant shall provide cash-in-lieu of parkland dedication in accordance with By-Law 2022-145. The submission of a market appraisal by a certified appraiser will be required to determine land valuation and must reflect any change in property designation or zoning.

**13. Tree Inventory / Street Trees:**

- (a) That prior to any grubbing/clearing or construction on parcels of land not defined as roadways or servicing easements on the draft plan, the Owner shall receive final approval from the Municipality for a Tree Preservation plan prepared for the subject lands. The final approved tree inventory plan shall be prepared by an ISA Certified Arborist, and shall set out the surveyed locations of all trees on the site. The tree inventory shall list the species, caliper size, condition, crown radius and indicate whether the tree is to be retained or removed. If trees 6 inches (150 mm) or more in diameter are to be removed from the subject lands, the developer will abide by the conditions of the tree removal permit under the Tree By-Law 2018-05 which may, at the Supervisor of Forestry's discretion, include a tree preservation plan, a tree replacement plan or cash compensation for the value of the trees to be removed. If the tree is to be removed a rationale for this action must be noted. If significant trees or groups of trees are identified to be retained in the tree inventory, a tree preservation plan will be required prior to final approval at the discretion of the Municipality. This plan shall be reviewed and approved by the Municipality and be included as a schedule to the Subdivision Agreement. Requirements for the tree preservation plan are noted in the subdivision design guidelines produced by the Municipality.
- (b) **That Prior to Final Plan Approval**, the Owner shall submit an updated Tree Inventory prepared by a qualified professional, to the satisfaction of the Municipality.
- (c) **That Prior to Final Plan Approval**, the Owner shall submit a Street Tree Planting Plan prepared by a Landscape Architect to the satisfaction of the Municipality.
- (d) **That Prior to Final Plan Approval**, the Owner shall submit a Tree Preservation Plan prepared by a Landscape Architect to the satisfaction of the Municipality.

**14. Canada Post - Community Mail Boxes:**

- (a) That prior to Final Plan Approval, the Owner shall, in consultation with and to the satisfaction of Canada Post, identify the location of community mail boxes within the Plan, and shall identify such locations on drawings for approval by the City.
- (b) That prior to Final Plan Approval, the Owner shall, in consultation with and to the satisfaction of the City, provide detailed design plans for the community mail boxes including a landscape plan showing street furniture and complimentary architectural features.
- (c) That the Owner shall provide a suitable temporary community mailbox location(s) until the curbs, sidewalks and final grading have been completed at the permanent location(s).
- (d) That prior to Final Plan Approval, the Owner shall enter into a Community Mailbox Developer Agreement and pay the Address Activation Fee with Canada Post Corporation for the installation of Community Mail Boxes as required by Canada Post.
- (e) That the Owner shall identify in all offers of purchase and sale, or lease for all lots and blocks within this Plan that mail delivery will be provided via a community mail box, provided that the Owner has paid for the activation and equipment installation of the community mail box, and the locations of all community mail boxes within this Plan. A Notice to Purchasers shall also be included in the Subdivision Agreement to this effect.
- (f) That the Owner shall, prior to offering any units for sale, to display a map on the wall of the sales office in a place readily accessible to potential homeowners that indicates the location of all Community Mail Boxes within the development, as approved by Canada Post.
- (g) That the Owner shall provide the following for each Community Mail Box site and to include these requirements on the appropriate drawings:
  - i) Any required walkway across the boulevard, per municipal standards;
  - ii) Any required curb depressions for wheelchair access, with an opening of at least two metres (consult Canada Post for detailed specifications); and
  - iii) A Community Mailbox concrete base pad per Canada Post specifications.

**15. Bell Canada Requirements:**

- (a) That the Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.
- (b) That the Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

- (c) That the Owner shall provide Bell Canada with servicing plans/CUP at their earliest convenience to [planninganddevelopment@bell.ca](mailto:planninganddevelopment@bell.ca) to confirm the provision of communication/telecommunication infrastructure needed to service the development.
- (d) That the Owner shall provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure. If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

**16. Enbridge Gas Requirements:**

- (a) That as a condition of final approval, the Owner/Developer provide to Enbridge the necessary easements and/or agreements required by Enbridge for the provision of gas services for this project, in a form satisfactory to Enbridge.

**17. Utilities Requirements:**

- (a) **Prior to Final Plan Approval**, the Owner shall satisfy all technical, financial and other requirements of Utilities Kingston regarding the design, installation, connection and/or expansion of electric distribution services, gas distribution services, water distribution services and sanitary sewer distribution services, or any other related matters.
- (b) The Owner shall agree to design, purchase materials, and install a buried hydro distribution system, compatible with the existing and/or proposed systems in surrounding Plans, all in accordance with the latest standards and specifications of Utilities Kingston and the Municipality.
- (c) Prior to testing and disinfection of the large water services, the Owner shall provide to Utilities Kingston, for its review and written approval, a watermain testing, disinfection and final connection plan that has been prepared by a professional engineer. The plan shall include details about where the testing water is fed from and how the Ministry of the Environment, Conservation and Parks' disinfection requirements will be followed, including a consistent feed of chlorine. It shall also include a description about how the final tie-in will occur. The water service shall be terminated with a meter and backflow preventer within thirty (30) days of the final connection, or the Owner will be required to repeat the testing.

**18. Warning Clauses:**

That the Owner shall cause the following warning clauses to be included in a schedule to all offers of purchase and sale, or lease for all lots / blocks within this Plan

- (a) within the entire subdivision plan:
  - "Purchasers and/or tenants are advised that despite the inclusion of noise control features within both the development area and the individual building units, noise levels, including from construction activities, may be of concern and occasionally interfere with some activities of the dwelling occupants."

- “Purchasers and/or tenants are advised that the proposed finished lot and/or block grading may not meet Municipality of Kingston lot grading criteria in certain areas to facilitate preservation of existing vegetation and to maintain existing adjacent topographical conditions.”
- “Purchasers and/or tenants are advised that mail delivery will be from a designated community mailbox, the location of which will be identified by the Owner prior to any home closings.”
- “Purchasers and/or tenants are advised that Ownership includes a share in a Common Elements Condominium which shall own the private roads.”
- “Purchasers and/or tenants are advised that the roads and pathways within the development are privately owned by the Condominium Corporation and will not be assumed by the Municipality. There will be no municipal snowplowing or maintenance of any kind.”

(b) abutting a transit route:

- “Purchasers and/or tenants are advised that the following streets are used as transit routes: Midland Avenue and Tivoli Avenue.

**19. Model Homes:**

That where the Owner proposes to proceed with the construction of a model home(s) prior to registration of the Plan, the Owner shall enter into an Agreement with the Municipality, setting out the conditions, and shall fulfill all relevant conditions of that Agreement prior to issuance of a building permit.

**20. General Conditions:**

- (a) That prior to Final Plan Approval, the Applicant will submit a detailed account of how each Condition of Draft Plan Approval has been satisfied.
- (b) That the Owner shall pay any and all outstanding application fees to the Planning and Development Department, in accordance with the Municipality’s Tariff of Fees By-Law.
- (c) That when requesting Final Approval from the Municipality, the Owner shall accompany such request with the required number of originals and copies of the Final Plan, together with a surveyor’s certificate stating that the lots/blocks thereon conform to the frontage and area to the requirements of the Zoning By-Law.
- (d) That the Owner agrees to remove any driveways and buildings on site, which are not approved to be maintained as part of the Plan; any modification to off-site driveways required to accommodate this Plan shall be coordinated and completed at the cost of the Owner.
- (e) That the Owner shall agree that all lots or blocks to be left vacant shall be graded, seeded, maintained and signed to prohibit dumping and trespassing prior to assumption of the works by the municipality.

- (f) **That Prior to Final Plan Approval**, the Owner shall pay the proportionate share of the cost of any external municipal services, temporary and/or permanent, built or proposed, that have been designed and oversized by others to accommodate the subject plan.
- (g) That the Owner shall agree to erect fencing in the locations and of the types as shown on the approved subdivision works drawings and as required by the Municipality.
- (h) The Owner shall agree that no building permits, with the exception of model homes, will be applied for until the Municipality is satisfied that adequate access, municipal water, sanitary and storm services are available.

## 21. Clearance Letters:

- (a) **That Prior to Final Plan Approval**, the approval authority shall advise that all Conditions of Draft Plan Approval have been satisfied; the clearance memorandum shall include a brief statement detailing how each Condition has been met.
- (b) **That Prior to Final Plan Approval**, the City is to be advised in writing by Canada Post the method by which Condition 16 has been satisfied.

## 22. Lapsing Provisions:

- (a) That pursuant to Section 51(32) of the *Planning Act*, this Draft Plan Approval shall lapse at the expiration of **three (3) years from the date of issuance of Draft Plan Approval** if final approval has not been given, unless an extension is requested by the Owner and, subject to review, granted by the approval authority.
- (b) That pursuant to Section 51(33) of the *Planning Act*, the Owner may submit a request to the approval authority for an extension to this Draft Plan Approval. The extension period shall be for a maximum of two (2) years and must be submitted prior to the lapsing of Draft Plan Approval. Further extensions may be considered at the discretion of the approval authority where there are extenuating circumstances.

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**Notes To Draft Plan Approval:**

1. It is the Applicant's responsibility to fulfil the foregoing Conditions of Draft Plan Approval and to ensure that the required clearance letters are forwarded by the appropriate agencies to the Planning and Development Department of the City of Kingston.
2. **Prior to Final Plan Approval**, the Applicant shall submit to the Municipality of Kingston for review four (4) draft copies of all Reference Plans and Surveys and three (3) draft copies of the Final M- Plan.
3. When requesting final approval, such a request must be directed to the Planning and Development Department and be accompanied with:
  - Eight (8) mylars and four (4) paper prints of the completed Final M-Plan,
  - four (4) copies of all Reference Plans and (4) copies of all Conveyance Documents for all easements and lands being conveyed to the Municipality; and,
  - a Surveyor's Certificate to the effect that the lots and blocks on the Plan conform to the Zoning By-Law.
4. All measurements in subdivision final plans must be presented in metric units.
6. The Final Plan approved by the Municipality must be registered within thirty (30) days or the Municipality may, under Subsection 51(59) of the *Planning Act*, withdraw its approval.

**PLAN 13M-**

I CERTIFY THAT THIS PLAN IS REGISTERED IN THE LAND TITLES OFFICE FOR THE LAND TITLES DIVISION OF FRONTENAC No. 13 AT \_\_\_\_\_ O'CLOCK ON THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024 AND ENTERED IN THE REGISTER FOR PROPERTY IDENTIFICATION NUMBER 36085-###(L) AND THE REQUIRED CONSENTS ARE REGISTERED AS PLAN DOCUMENT AS PLAN DOCUMENT No. FC \_\_\_\_\_

\_\_\_\_\_  
REPRESENTATIVE FOR LAND REGISTRAR

THIS PLAN OF SUBDIVISION COMPRISES OF:  
ALL OF PIN 36085-0016 (R/D)

**PLAN OF SUBDIVISION OF LOTS 15, 16 AND 17 REGISTERED PLAN No. 1949 CITY OF KINGSTON COUNTY OF FRONTENAC**

SCALE: 1 : 300

**METRIC**  
DISTANCES & COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

HOPKINS CHITTY LAND SURVEYORS INC.  
2024

**SURVEYOR'S CERTIFICATE**

I CERTIFY THAT:  
1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYORS' ACT AND THE REGULATIONS MADE UNDER THEM.  
2. THE SURVEY WAS COMPLETED ON THE \_\_\_\_\_ TH DAY OF \_\_\_\_\_, 2024.

DATE: \_\_\_\_\_  
LESLIE V. HIGGINSON  
ONTARIO LAND SURVEYOR

THIS PLAN OF SURVEY RELATES TO AOLS SUBMISSION FORM NUMBER \_\_\_\_\_

**OWNER'S CERTIFICATE**

THIS IS TO CERTIFY THAT:  
1. BLOCKS 1 TO 10 BOTH INCLUSIVE AND THE 0.3 RESERVES, NAMELY BLOCKS 16 TO 13 HAVE BEEN LAID OUT IN ACCORDANCE TO OUR INSTRUCTIONS.

DATED THE \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.

ANDY DEVELOPMENT LTD.  
ANDY DEVELOPMENT - PRESIDENT  
(I HAVE THE AUTHORITY TO SIGN THE CORPORATION)

**MUNICIPAL CERTIFICATE:**

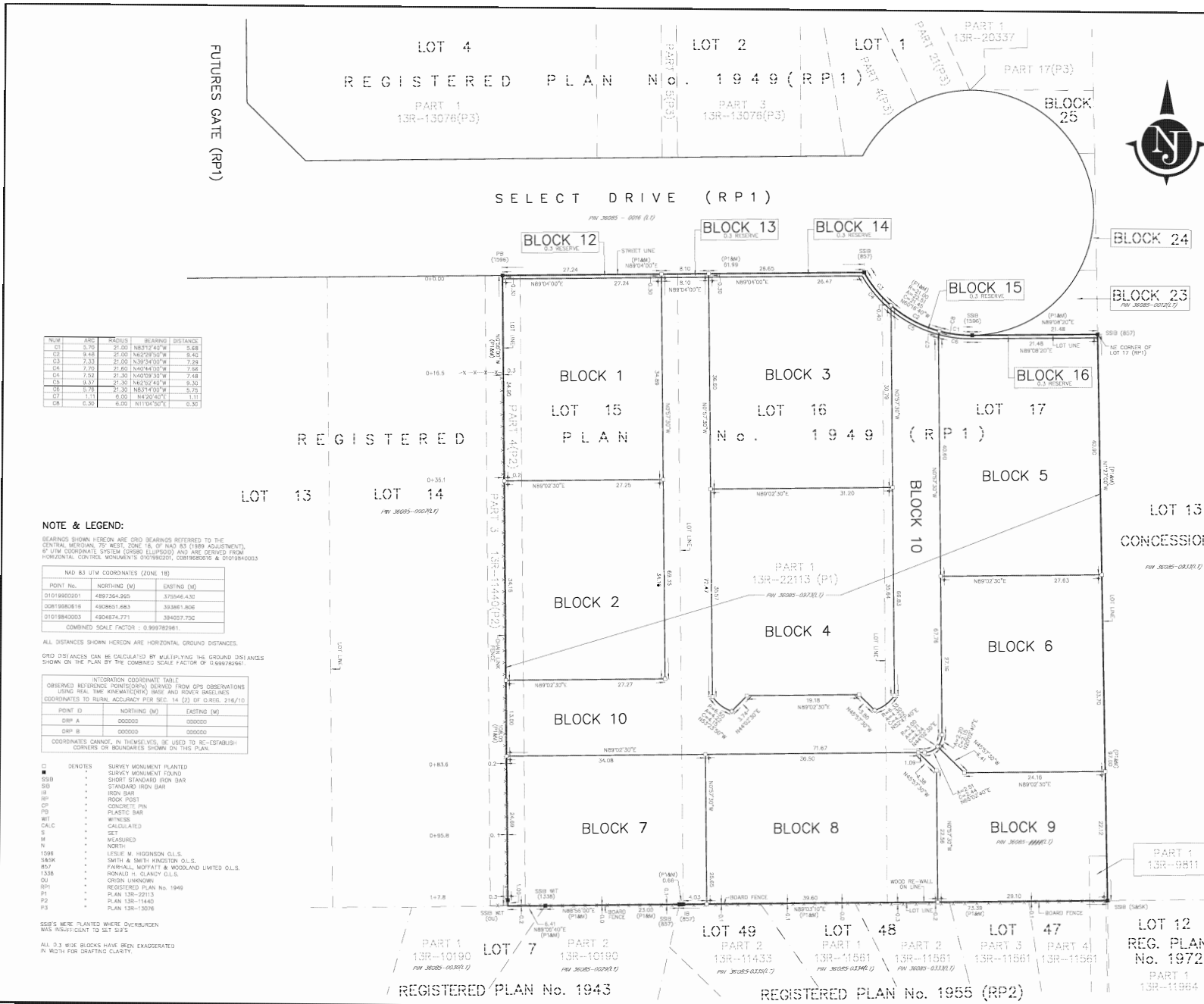
APPROVED UNDER SECTION 51 OF THE PLANNING ACT BY THE COUNCIL OF THE CORPORATION OF THE CITY OF KINGSTON.

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2024.

MAYOR (BRYAN PATERSON) CITY CLERK (JANET JAMES)

DATED MAY 14, 2024

PARTY CHIEF:	INSTRUMENT:	CHECKED BY:	PLAN BY:
HOPKINS CHITTY LAND SURVEYORS INC.			
224 CHURCH STREET SUITE 102 KINGSTON, ONTARIO K7P 0G2 (613) 544-0255 (416) 554-3513 www.hopkchitty.com			
FILE: RP 1949-15,16,17	2020-0767GND SB		



POINT	ARC	BEARING	BEARING	DISTANCE
C1	5.70	27.00	N83°12'42"W	3.68
C2	9.48	27.00	N82°29'50"W	9.40
C3	7.33	27.00	N83°04'50"W	7.29
C4	7.70	27.60	N80°44'00"W	7.68
C5	7.92	27.50	N80°09'30"W	7.88
C6	9.37	27.30	N82°52'49"W	9.30
C7	5.70	27.30	N83°14'00"W	5.75
C8	11.11	6.00	N89°02'40"E	11.11
C9	6.30	6.00	N11°04'30"E	0.30

**NOTE & LEGEND:**

BEARINGS SHOWN HEREON ARE GRID BEARINGS REFERRED TO THE CENTRAL MERIDIAN 75° WEST ZONE 18, OF NAD 83 (1984 ADJUSTMENT) BY UTM COORDINATE SYSTEM (GRID 18UHQ00) AND ARE DERIVED FROM HORIZONTAL CONTROL MONUMENTS 0101962001, 0086680018 & 0101940003

NAD 83 UTM COORDINATES (ZONE 18)		
POINT No.	NORTHING (M)	EASTING (M)
0101940001	4897364.999	379346.430
0081980016	4808657.883	380861.808
0101940003	4804874.771	384023.790

COMBINED SCALE FACTOR: 0.999782961

ALL DISTANCES SHOWN HEREON ARE HORIZONTAL GROUND DISTANCES. GRID DISTANCES CAN BE CALCULATED BY MULTIPLYING THE GROUND DISTANCES SHOWN ON THE PLAN BY THE COMBINED SCALE FACTOR OF 0.999782961

INTERSECTION COORDINATE TABLE		
POINT ID	NORTHING (M)	EASTING (M)
DWP A	000003	000000
DWP B	000003	000000

COORDINATES CANNOT, IN THEMSELVES, BE USED TO RE-ESTABLISH CORNERS OR BOUNDARIES SHOWN ON THIS PLAN.

- CD DENOTES SURVEY MONUMENT PLANTED
- SSB SURVEY MONUMENT FOUND
  - SSB SHORT STANDARD IRON BAR
  - SB STANDARD IRON BAR
  - IB IRON BAR
  - RP IRON ROD
  - CP CONCRETE PIN
  - PE PLASTIC EMBLEM
  - WT WITNESS
  - CALC CALCULATED
  - S SET
  - M MEASURED
  - N NORTH
  - 1998 LESLIE M. HIGGINSON O.L.S.
  - 1904 SMITH & SMITH KINGSTON O.L.S.
  - 857 FAIRHALL, MOFFATT & WOODLAND LIMITED O.L.S.
  - 1358 RONALD H. CLANCY G.L.S.
  - OU ORIGIN UNKNOWN
  - RP1 REGISTERED PLAN No. 1949
  - P1 PLAN 13R-22113
  - P2 PLAN 13R-11440
  - P3 PLAN 13R-13076

SSB'S WERE PLANTED WHERE OVERLAP/BLIND WAS INSUFFICIENT TO SET P1, P2

ALL 0.3 WIDE BLOCKS HAVE BEEN EXAGGERATED IN WIDTH FOR DRAFTING CLARITY

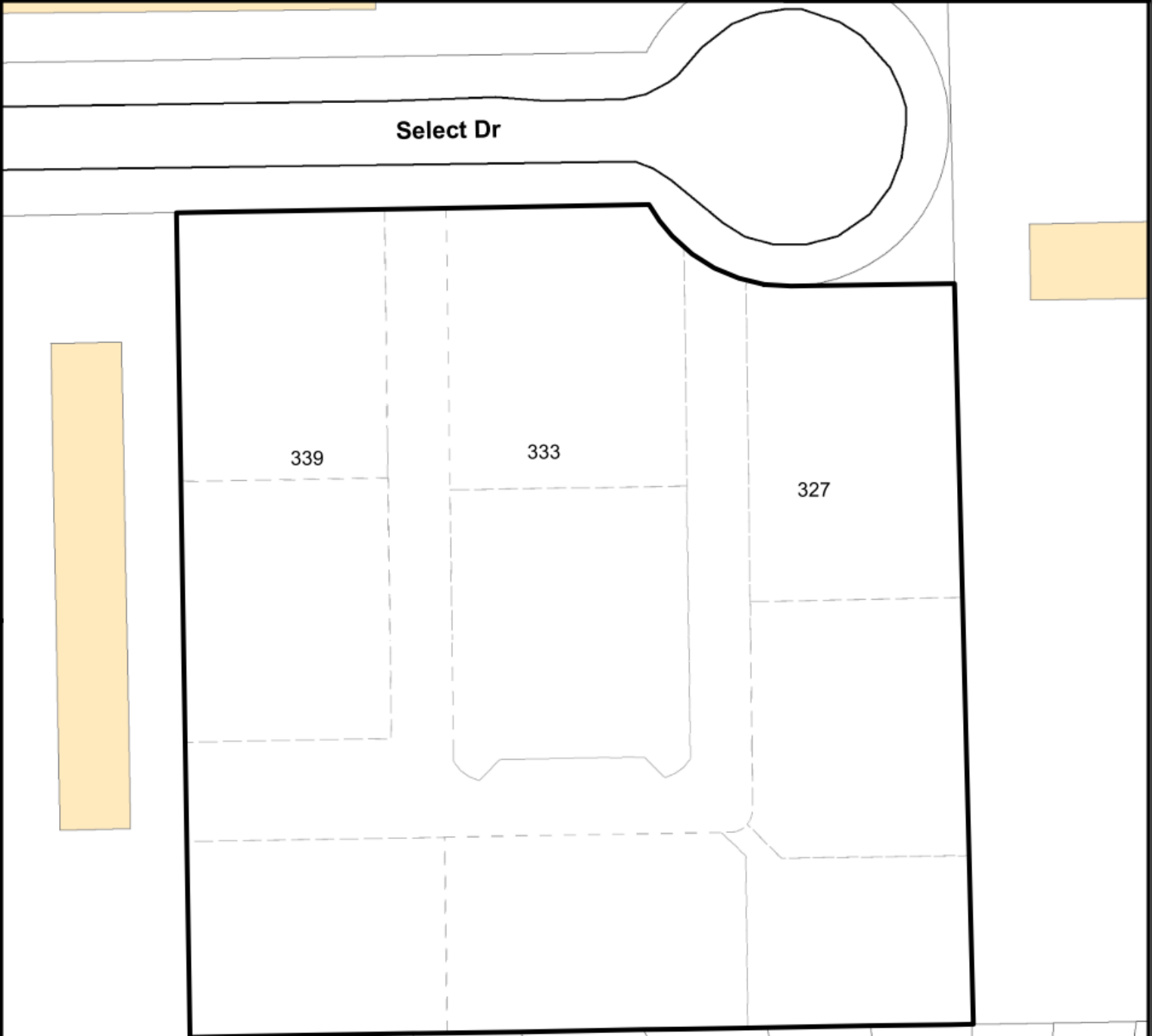
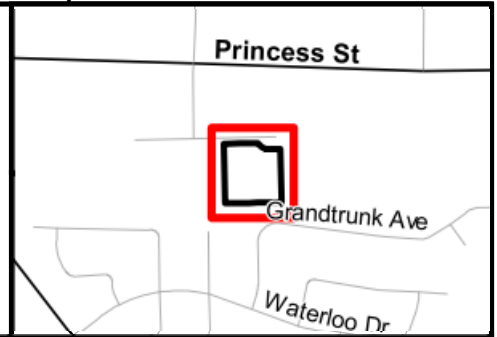




# Planning Committee Key Map

Address: 339 Select Drive  
File Number: D35-005-2018  
Prepared On: Nov-08-2024

 Subject Lands



Prepared By: ncameron  
Prepared On: Nov-08-2024



# Planning Committee Neighbourhood Context

Address: 339 Select Drive  
File Number: D35-005-2018  
Prepared On: Nov-08-2024

- Subject Lands
- Property Boundaries
- Proposed Parcels



Prepared By: ncameron  
Prepared On: Nov-08-2024

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

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
2.1.6	<p>Planning authorities should support the achievement of complete communities by:</p> <p>a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;</p> <p>b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and</p> <p>c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.</p>	Planning for People and Homes	<p>The proposed subdivision will provide 51 new homes in both a standard townhouse style and back-to-back townhouse typology. The development will include pedestrian walkways, and is adjacent to local and express transit routes; this is a development pattern that is supportive of both transit and active transportation, and enables easy access to facilities and amenities across the city. Forty-nine of the 51 units will provide three bedroom layouts, thus providing more compact and affordable housing options for larger families.</p> <p>The proposed redevelopment will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). This development will strengthen the city's mix of housing, and by doing so in a compact form on smaller lots, it will provide more affordable housing option when compared to traditional single-detached suburban development.</p>
2.2.1	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents</p>	Housing	<p>The proposal represents an efficient development pattern in the form of a subdivision with medium-density residential and commercial uses within the</p>

Policy Number	Policy	Category	Consistency with the Policy
	<p>of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;</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 wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and</li> <li>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in</li> </ol>		<p>City's urban boundary. It exceeds the City's minimum targets for medium-density housing as defined in the Official Plan. This form of compact housing on smaller lots will provide a more affordable housing option, especially for larger families. The provision of townhomes (most with three bedrooms) helps fill a much-needed gap in the City's new housing stock, thus ensuring that a variety of options are available in the local market.</p> <p>The subdivision application proposes development of a vacant and underutilized site within the urban boundary on fully serviced lands. The provision of new residential uses at medium density efficiently utilizes existing services and infrastructure and minimizes land consumption.</p> <p>The development is proximate to local and express transit routes, allowing residents quick and easy access to all areas of the City. The development also proposes connections to the city sidewalk system on Select Drive, thus ensuring easy access to transit stops on Princess Street.</p>

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	<p>accordance with policy 2.3.1.3;</p> <p>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</p> <p>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</p>		
2.3.1.1	Settlement areas shall be the focus of growth and development.	Settlement Areas	The property is located on full municipal services within the City's urban boundary.
2.3.1.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) optimize existing and planned infrastructure and public service facilities;</p> <p>c) support active transportation;</p> <p>d) are transit-supportive, as appropriate; and</p> <p>e) are freight-supportive.</p>	Settlement Areas	<p>The intensification of the large and underutilized lot in the urban boundary represents a more efficient use of land. Through submission materials the application has demonstrated the development can utilize existing municipal infrastructure without requiring expansion. Intensification within this existing built-up area and in proximity to an arterial road will minimize negative impacts to climate change, and adequate stormwater management practices will be implemented to prepare for the impacts of a changing climate on the site. The proposed development</p>

Policy Number	Policy	Category	Consistency with the Policy
			will be transit and active transportation supportive thanks to proximity to local and express routes and sidewalk connections.
2.3.1.3	Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	Settlement Areas	The introduction of 51 new homes in a traditional townhouse configuration and more compact back-to-back typology will result in additional density on a lot in close proximity to abundant commercial services and public transit operating within the Princess Street corridor. Such development ensures that existing municipal services are optimized.
2.3.1.4	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	Settlement Areas	Minimum densities are established in the Kingston Official Plan and have been met by the development.
2.3.1.5	Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.	Settlement Areas	The subject lands are located within a built-up residential and commercial area and near to an arterial road which is built up with a variety of uses. The proposed lots can be serviced by existing infrastructure, and exceed the City's medium density targets by providing 48 residential units per net hectare.
2.4.1.1	Planning authorities are encouraged to identify and focus growth and	Strategic Growth Areas	The proposed development would make efficient use of a vacant parcel near to the

Policy Number	Policy	Category	Consistency with the Policy
	development in strategic growth areas.		city's key Princess Street corridor, where residents can access many commercial amenities and make use of local and express transit routes.
2.4.1.2	To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned: a) to accommodate significant population and employment growth; b) as focal areas for education, commercial, recreational, and cultural uses; c) to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and d) to support affordable, accessible, and equitable housing.	Strategic Growth Areas	The proposed development not only achieves medium density at a rate of 48 units per net hectare, but 49 of the 51 units each provide three bedrooms, thus accommodating new population growth in key corridor that serves as a major transit route within the broader network. The proposed units are in a compact form and will be affordable relative to traditional single-detached suburban development.
2.4.1.3	Planning authorities should: a) prioritize planning and investment for infrastructure and public service facilities in strategic growth areas; b) identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas; c) permit development and intensification in strategic growth areas to support the achievement of complete	Strategic Growth Areas	The proposal would see 51 residential units constructed on a vacant and underutilized property near to the Princess Street corridor within which the City is encouraging new development at higher densities. At 48 units per net hectare, this would make more efficient use of not only the land but also existing infrastructure and public services in the area. The site was previously zoned for commercial uses, but has not been developed

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	<p>communities and a compact built form;</p> <p>d) consider a student housing strategy when planning for strategic growth areas; and</p> <p>e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.</p>		<p>with any commercial uses, making a transition to commercial supportable, especially given that it is situated on the edge of a pre-existing residential neighbourhood.</p>
2.9.1	<p>Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</p> <p>a) support the achievement of compact, transit-supportive, and complete communities;</p> <p>b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;</p> <p>c) support energy conservation and efficiency;</p> <p>d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and</p> <p>e) take into consideration any additional approaches</p>	Energy Conservation, Air Quality and Climate Change	<p>The proposed development considers climate change impact by making efficient use of vacant land at a density of 48 units per net hectare in an area with municipal services and where local and express transit routes exist. The compact townhouse typologies are inherently more environmentally friendly as they utilize less building materials and minimize heat loss when compared to traditional single-detached suburban development.</p>



<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.		
3.6.8	<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, retrofitted as appropriate, feasible and financially viable over their full life cycle;</li> <li>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</li> <li>c) minimize erosion and changes in water balance including through 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;</li> <li>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</li> <li>g) align with any comprehensive municipal plans for stormwater management that consider</li> </ul>	Sewage, Water and Stormwater	<p>The development was supported by detailed reports addressing servicing and stormwater management. These reports demonstrated that development of the site was feasible, and detail how the site would be serviced. Development of this site would see existing municipal services optimized, but the stormwater management plan also calls for some flows to be managed through pervious landscaped areas and swales, rather than discharging all flows immediately into the city storm system.</p>

<b>Policy Number</b>	<b>Policy</b>	<b>Category</b>	<b>Consistency with the Policy</b>
	cumulative impacts of stormwater from development on a watershed scale.		
3.9.1	<p>Healthy, active, and inclusive communities should be promoted by:</p> <p>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</p> <p>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</p> <p>c) providing opportunities for public access to shorelines; and d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.</p>	Public Spaces, Recreation, Parks, Trails and Open Space	<p>The site is planned to connect to the sidewalk system on Select Drive, thus providing pedestrian connections to surrounding commercial areas, and most importantly, local and express bus routes on Princess Street.</p> <p>The subdivision plan calls for one block nearly 660 square metres in area to be devoted to a private parkette for resident use. The park is envisaged to cater to all ages and both passive and active recreational pursuits, including children's play areas.</p>
4.6.2	Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential	Cultural Heritage and Archaeology	Development of the site was supported by the submission of a Stage 1 archaeological assessment to demonstrate that the land was clear of any historic and

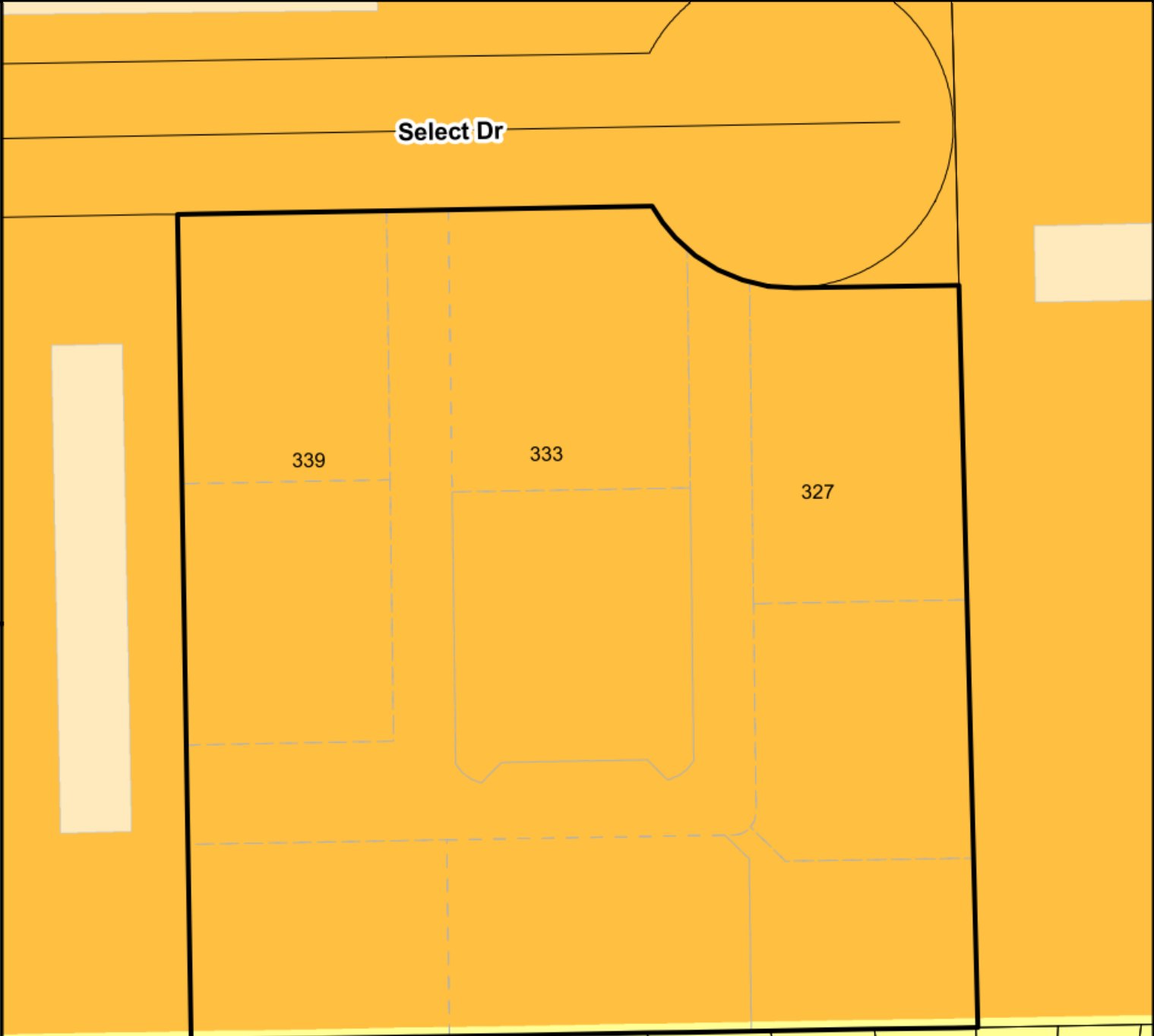
Policy Number	Policy	Category	Consistency with the Policy
	unless the significant archaeological resources have been conserved.		composite archaeological resources.



Planning Committee  
**Official Plan, Existing Land Use**

Address: 339 Select Drive  
File Number: D35-005-2018  
Prepared On: Nov-08-2024

- Subject Lands
- ARTERIAL COMMERCIAL
- RESIDENTIAL



Prepared By: ncameron  
Prepared On: Nov-08-2024 890

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**Demonstration of Conformity to the Official Plan**

<b>Policy</b>	<b>Category</b>	<b>Review</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> <ul style="list-style-type: none"> <li>a. appropriate (minimum) densities;</li> <li>b. land use patterns that foster transit and active transportation;</li> <li>c. enhanced access to public amenities and spaces for all residents, visitors and workers;</li> <li>d. opportunities for sharing resources such as parking, utilities, and the land base for locally grown produce, in the form of urban agriculture, as well as educational, recreational or cultural assets;</li> <li>e. direction of new development and key land uses to areas where they can best result in sustainable practices;</li> <li>g. maximized use of investments in infrastructure and public amenities;</li> <li>h. strategies that will revitalize both neighbourhoods and employment areas, and</li> </ul>	<p>Urban Areas - Focus of Growth</p>	<p>The introduction of this 51 unit townhouse development represents appropriate infill development in relation to its context and strategic policy direction in the Official Plan regarding growth management.</p> <p>The lands are located within the City’s defined urban boundary where additional density is needed and desirable. The application proposes medium density residential development in a location that meets the criteria of the Official Plan and will increase the overall urban density as a result.</p> <p>The subject lands are located near existing transit stops along Princess Street, including local route 4 and express transit routes 501 and 502. There is an established network of sidewalks in the area along Select Drive, Futures Gate, and Princess Street, and the proposed development will connect to them, thus making use of the existing active transportation network.</p> <p>The subject property is on full municipal services and is in proximity to commercial amenities and would contain its own park to serve the recreational needs of residents. Excellent transit connections make major destinations and community facilities within easy reach.</p> <p>The redevelopment of these underutilized lands from a vacant lot to a residential development will</p>

<b>Policy</b>	<b>Category</b>	<b>Review</b>
<p>rehabilitate brownfield sites for re-use;</p> <p>i. climate positive development;</p> <p>j. encouraging a mix of land uses that provide for employment, education, personal service and convenience retail in close proximity to residential land uses, subject to compatibility matters as outlined in Section 2.7; and,</p>		<p>contribute to this neighbourhood in a compatible manner.</p> <p>The proposed residential use is located in very close proximity to a wide variety of existing commercial services, and the proposed layout is compatible with not only those commercial uses but also the adjoining residential neighbourhood to the south. The site has been configured in a manner that achieves the criteria of land use compatibility as defined in the Official Plan.</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</li> </ul>	<p>Development Review</p>	<p>a. A detailed in the Stormwater Management Report, the site has been designed to control post-development run-off to pre-development levels through controlled release and on-site storage. Thanks to oversized pipes beneath the private road and a perforated storage pipe controlling overflow in the swales along the southern property line, flows will be controlled such that they do not exceed the allowable release rates into the City storm water system.</p> <p>b. and c. The proposal includes landscaped open space areas and a 660 square metre park in the southeastern corner of the site. As a condition of approval, the applicant will be required to submit a detailed planting plan showing the location of all trees, and the applicant intends to pay particular detail to landscaping along the required sound abatement wall on Select Drive to improve the streetscape. Due to the length of time since the tree</p>

Policy	Category	Review
<p>management practices 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>c. design, landscaping, and streetscaping practices that reduce the quantity of impermeable surfaces;</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>g. the creation of a mix of uses that support increased access to healthy foods;</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>inventory was prepared, a new inventory is required as a condition of Final Plan approval, which will inform the required number of trees to be planted. This approach will enhance the streetscape, moderate the immediate environment, and balance and break up built-up areas.</p> <p>f. The proposal encourages a multi-modal approach to transportation through the provision of sidewalks and bike parking, and its location along major transit routes and within walking distance to a range of commercial uses.</p> <p>g. The property is in proximity to grocery stores and restaurants along Princess Street.</p> <p>i. The subject property is within the urban boundary and on full municipal services.</p> <p>k. The zoning by-law amendment and draft plan of subdivision allow for the development of 51 new homes in a location that is desirable for infill and intensification based on the policy direction in the Official Plan.</p>

<b>Policy</b>	<b>Category</b>	<b>Review</b>
<p><b>2.2.4.</b> The Urban Boundary 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 infrastructure has been planned. The land within the Urban Boundary will be the focus of growth and development 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 Urban Boundary is subject to site-specific urban growth management policies. The Special Planning Area sites are also within the Urban Boundary and are now committed to a substantial land use but could accommodate future growth.</p>	<p>Urban Boundary</p>	<p>The property is within the City’s defined urban boundary and is fully serviced. The application will provide 51 new homes within an existing built-up area.</p>
<p><b>2.2.6</b> Business Districts are primarily intended to accommodate employment opportunities. These include General Industrial and Business Park Industrial designations, as well as the Waste Management Industrial designation and limited retail and service commercial uses that serve business activities. The Norman Rogers Airport is also recognized as being in</p>	<p>Business Districts</p>	<p>The proposed residential uses are permitted as per the Arterial Commercial designation as set out in Section 3.</p> <p>The proposal satisfies the standards for Business Districts in that the proposal:</p> <ul style="list-style-type: none"> <li>• was found to be compatible development (see Section 2.7);</li> <li>• treats the streetwall to the greatest degree possible, given the requirement for noise mitigation measures in the form of a sound abatement wall.</li> </ul>



<b>Policy</b>	<b>Category</b>	<b>Review</b>
<p>a Business District under an Airport designation. Regional Commercial uses and some specialized quasi-commercial uses will be limited to the permitted uses for the specific designations, as described in Section 3. Standards in Business Districts will be sufficiently flexible to allow a ready response to new types of employment uses provided that:</p> <ul style="list-style-type: none"> <li>a. areas of interface with sensitive uses are addressed so that compatible development is achieved and there is no adverse effect on the sensitive use or to the proposed employment use(s);</li> <li>b. an upgraded visual appearance is maintained at gateways as defined in Section 8.11, along major roads and the interface with any Centre, Corridor or Housing District shown on Schedule 2;</li> <li>c. uses which may involve noise or odour are sufficiently separated, buffered, or screened in accordance with the Ministry of the Environment and Climate Change Guidelines (D-1 and D-6) or any such further regulation implemented</li> </ul>		<p>Extensive landscaping would be provided along the wall, along with some variety in materials for visual interest (see Section 8);</p> <ul style="list-style-type: none"> <li>• demonstrates that proposal will not result in noise and odour impacts (see Section 2.7.3);</li> <li>• can be accommodated within the existing road network (see Section 3.3.E.6).</li> </ul>

Policy	Category	Review
<p>by the City, as applicable;            d. uses which generate large amounts of traffic or have intensive on-site operations are located in areas that are able to accommodate, or can be improved to accommodate, such activity levels without adverse effects on the planned transportation system, the nearby Housing Districts, Centres or Corridors;</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	As noted, the property is within the City's defined urban boundary and is fully serviced. No expansion of water or sewer services are required to support the development.
<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</p>	Intensification	The proposal will provide 51 new homes on the subject lands (a vacant parcel) and will contribute to the residential density of the Urban Boundary. This represents a density of 48 units per net hectare, which falls within the medium density range in the Official Plan (characterized as being between 37.5 and 75 units per net hectare).

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brownfield sites, and through the implementation of area specific policy directives tied to Secondary Planning Areas and 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	The proposal will facilitate active transportation through its proximity to transit stops, new connections to municipal sidewalks, and the site's location within walking distance to commercial uses. The townhouse layouts provide ample space for bike parking, particularly within the garage available with each unit.
<b>2.3.17.</b> The City supports the City of Kingston and County of Frontenac Municipal Housing Strategy (2011) and the City of Kingston 10-Year Municipal Housing and Homelessness Plan (2013) in order to increase affordable housing in the City, and for it to be located primarily within the Urban Boundary in accordance with the directions of the Municipal Housing Strategy Locational Analysis Study (2012).	Affordable Housing	The application does not propose affordable units as defined by the Plan. The proposal introduces additional residential units into a low-vacancy market.
<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	Accessibility	The proposed development will be required to incorporate any applicable accessibility requirements of the Ontario Building Code. One accessible parking space will be provided within the visitor parking area, even though these requirements do not apply to townhouses with parking spaces

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<p>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.</p>		<p>accessed directly by a driveway according to section 7.2.4 of the Kingston Zoning By-Law.</p>
<p><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:</p> <ul style="list-style-type: none"> <li>a. reduce infrastructure and public facility costs;</li> <li>b. reduce energy consumption and greenhouse gas emissions;</li> <li>c. support active transportation and viable public transit;</li> <li>d. conserve agriculture and natural resources within the City; and</li> <li>e. reduce reliance on private vehicles.</li> </ul>	<p>Vision</p>	<p>The proposal optimizes the efficient use of the land as this infill development within the urban boundary, is on full municipal service and will provide a consolidated tax base on the lands. As presented, it will support the use of active transportation and public transit thus reducing reliance on private vehicles and related greenhouse gas emissions. No natural features will be impacted by this development.</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 proposal will contribute to an increase the City's net urban residential density and exceeds the minimum density established by the Plan.</p>

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<p><b>2.4.4.a.</b> New residential development and new secondary plans are subject to the following policies and minimum densities:</p> <p>b. for large-scale developments and greenfield areas, a minimum of 37.5 residential units per net hectare is established for new residential development in order to be transit supportive;</p>	<p>Minimum Residential Density</p>	<p>At 48 dwelling units per net hectare, the proposal satisfies the minimum density requirements for a large scale development.</p>
<p><b>2.4.5.a</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>Intensification Targets</p>	<p>The proposal represents intensification of underdeveloped lands within the Urban Boundary.</p>
<p><b>2.4.6.a</b> Urban development within the City will proceed in a planned and orderly manner. The Order of Development will be as follows:</p> <p>a. lands located within the Urban Boundary that have servicing capacity currently in place, including infill opportunities, brownfield sites and other vacant or under-utilized properties have the first priority for development;</p>	<p>Order of Development</p>	<p>The subject property is a vacant site within the urban boundary with available servicing capacity and as such should be prioritized for development.</p>

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<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>A Servicing Report has been prepared by IBI Group (now Arcadis) in support of the proposal. It confirms that there is adequate capacity within the existing municipal servicing infrastructure to accommodate the proposed subdivision.</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, more active forms of transportation will be aggressively promoted to maximize existing road capacity and improve environmental conditions.</p>	<p>Strategic Direction to Promote Active Transportation</p>	<p>The proposal does not require new municipal road infrastructure and will employ transit and active transportation through the subject property's location in relation to existing transit routes, and a walkable location in relation to commercial uses as well as an on-site park.</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</p>	<p>Transit Priority</p>	<p>The proposal will support transit usage through appropriate development of an underutilized site in a compatible built form, in close proximity to local (route 4) and express transit routes (501 and 502) on Princess Street.</p>

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uses, and appropriate development of underutilized and brownfield sites.		
<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.	Compatible Development and Land Use Change	The application demonstrates that the proposed development will be compatible with surrounding residential land uses, in terms of form and function. The built form is compatible with surrounding properties as detailed in this Exhibit, and the subject property can accommodate the townhouses as detailed below under Section 2.7.6.
<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 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.	Compatible Development and Land Use Change	The proposed development will be compatible with surrounding land uses as detailed under Section 2.7.3.  A Planning Justification Report was submitted with the application, which speaks to land use compatibility and the potential for adverse effects in conformity with Section 2.7.2.
<b>2.7.3.</b> The land use compatibility matters to be considered under Section 2.7.2 include, but are not limited to:  a. shadowing; b. loss of privacy due to intrusive overlook; c. increased levels of light pollution, noise,	Land Use Compatibility Measures	The proposed lot pattern and low-rise build out is not expected to result in shadow impacts. The townhouses are not expected to result in a loss of privacy due to intrusive overlook to adjacent residential uses, as lower two-storey units are situated along the perimeter of the site with the three-storey units centrally located to limit overlook potential.

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<p>odour, dust or vibration;</p> <p>d. increased and uncomfortable wind speed;</p> <p>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;</p> <p>f. environmental damage or degradation;</p> <p>g. diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded;</p> <p>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;</p> <p>i. visual intrusion that disrupts the streetscape or buildings;</p> <p>j. degradation of cultural heritage resources;</p> <p>k. architectural incompatibility in terms of scale, style, massing and colour;</p> <p>or,</p>		<p>An Acoustical Report prepared by IBI Group was submitted in support of the proposed development and peer reviewed by Jade Acoustics, who was contracted by the City to conduct a third-party assessment. The final peer-reviewed report identified noise control measures in the form of a sound abatement wall along Select Drive to mitigate the impact of noise from the grocery store to the north, as mitigation at the source was not possible. The proposed residential use is not anticipated to increase levels of light pollution, noise, odour, dust, or vibration.</p> <p>The proposed buildings, being two and three-storey townhouses, are not anticipated to affect wind speed in the area.</p> <p>A Transportation Brief prepared by IBI Group was submitted in support of the original proposal. It concluded that traffic generated by the proposed development can be safely accommodated on the adjacent road network.</p> <p>No environmental impact is anticipated a result of this development. Investigation by Ecological Services determined that this area does not meet the threshold for wetland evaluation.</p> <p>As demonstrated by the submitted feasibility assessments, the proposed development can be supported by existing service levels.</p> <p>The proposed development will not impact the ability of surrounding land uses to continue to function in an enjoyable and safe manner, and</p>



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<p>I. the loss or impairment of significant views of cultural heritage resources and natural features and areas to residents.</p>		<p>serve to provide new residential and commercial infill that is compatible with the surrounding area. The scale, height and massing of the zone provisions (with exception) serve to provide new built form that provides an appropriate transition between the subject site and surrounding areas, especially the established residential neighbourhood to the south.</p>
<p><b>2.7.4.</b> Mitigation measures may be used to achieve development and land use compatibility. Such measures may include one or more of the following:</p> <ul style="list-style-type: none"> <li>a. ensuring adequate setbacks and minimum yard requirements;</li> <li>b. establishing appropriate transition in building heights, coverage, and massing;</li> <li>c. requiring fencing, walls, or berming to create a visual screen;</li> <li>d. designing the building in a way that minimizes adverse effects; maintaining mature vegetation and/or additional new landscaping requirements;</li> <li>e. controlling access locations, driveways, service areas and activity areas; and,</li> <li>f. regulating location, treatment and size of accessory uses and structures, lighting,</li> </ul>	<p>Mitigation Measures</p>	<p>As described in Section 2.7.3, the proposal demonstrates compatible new infill. Measures included in the proposal that serve to mitigate possible impacts include:</p> <ul style="list-style-type: none"> <li>• The placement and massing of the built form to provide an appropriate transition between the site and adjacent residential areas due to placement of the higher and denser back-to-back townhouses in the centre of the site with the two-storey townhomes on the periphery;</li> <li>• An efficient townhouse layout that uses rear yards as a separation between the existing residential lots to the south.</li> <li>• The provision of a parkette in the southeast corner not only helps buffer the established neighbourhood from the townhomes but provides opportunity for trees to be maintained along the southern edge, in addition to potential new plantings.</li> <li>• New trees and enhanced landscaping along the street line to mitigate the effect of the blank sound abatement wall on the Select Drive streetscape.</li> </ul>

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<p>parking areas, garbage storage facilities and signage.</p> <p>Planning Act tools including zoning by-law standards, site plan control, development agreements and other measures will be used to implement mitigative measures that achieve compatible land use change and development.</p>		<ul style="list-style-type: none"> <li>• Providing an interconnected internal road system to limit the number of entry points off the municipal street and allow for an efficient use of lands.</li> </ul>
<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> <ol style="list-style-type: none"> <li>a. suitable scale, massing and density in relation to existing built fabric;</li> <li>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;</li> </ol>	<p>Land Use Compatibility Principles - Functional Needs</p>	<p>The proposed zoning performance standards have been prepared to be compatible with the surrounding neighbourhood. As described through this report, the proposed development will provide buildings of a scale, form and massing that is compatible with the surrounding area.</p> <p>The site will have an appropriate amount of landscaped open space including private yards, amenity spaces, and general landscaped areas around the buildings and adjacent to the streets. The provision of a nearly 660 square metre parkette provides additional amenity area and landscaped open space.</p> <p>The property size is adequate for the proposed use and density; it satisfies the minimum density requirements for existing built-up residential areas as per Section 2.4.4.a.</p> <p>The subject lands are adequate to house the proposed build out and appropriately configured to provide a desirable transition from Select</p>

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<p>c. adequate land area and appropriate site configuration or provision for land assembly, as required;</p> <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>Drive to the residential neighbourhood.</p> <p>As noted in this report, this proposal provides for the appropriate infill of this vacant and under-utilized property.</p> <p>The subdivision proposal provides a safe residential and commercial layout which includes an efficient road network, sidewalks and parking appropriate for the uses. Each townhouse lot will include an attached garage and driveway to accommodate on-site vehicles and bicycle parking.</p> <p>Building entries are clearly legible and thoughtfully located.</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>	<p>Stormwater Management</p>	<p>A Stormwater Management Report prepared by IBI Group was submitted in support of the proposed development. The site has been designed to control post-development run-off to pre-development levels through controlled release and on-site storage. Thanks to oversized pipes beneath the private road and a perforated storage pipe controlling overflow in the swales along the southern property line, flows will be controlled such that they do not exceed the allowable release rates into the City storm water system.</p>
<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,</p>	<p>Arterial Commercial – Residential Development</p>	<p>While this property is designated as Arterial Commercial land use in the Official Plan, the proposed residential development was found to satisfy the criteria set out in this provision.</p>

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<p>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. 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>The site is adjacent to a residential designated area, adequate residential amenity has been provided, and there are new sidewalks connecting to Select Drive that in turn link this development to the surrounding area and increase residents' access to public transit.</p> <p>The new development is subject to rezoning and Plan of Subdivision (in lieu of Site Plan Control).</p> <p>See the noted Sections 2.4, 2.7, 3.3.B.4, 3.3.C.3 and 8 of this table for more information on compliance.</p>
<p><b>3.3.B.4</b> In order to assess new medium density residential projects, the applicant must provide an analysis through a planning justification report. The analysis must address the location of the project. Generally, medium density</p>	<p>Medium Density Residential - Locational Criteria</p>	<p>The proposal generally satisfies the medium density locational criteria that apply to the townhouse portion of the development. The proposed townhouses are appropriate given the surrounding neighbourhood context which includes the Waterloo Village residential neighbourhood directly south of the subject lands. Waterloo</p>

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<p>residential projects will be located:</p> <ul style="list-style-type: none"> <li>a. on a site that is appropriate given the context of surrounding land uses;</li> <li>b. adjacent to, or within walking distance of, commercial areas;</li> <li>c. in an area that has access to public transit; and,</li> <li>d. within walking distance of parkland, open space or community facilities.</li> </ul>		<p>Village is made up of low-density (single and semi-detached) homes. The proposed medium density residential uses will provide an appropriate transition from this residential neighbourhood the Select Drive.</p> <p>The site is in walking distance and proximate to a variety of commercial uses to the north along Princess Street, and others along the remainder of Select Drive.</p> <p>The subject lands are serviced by Kingston Transit Route 4 which connects to the Cataraqui Centre Transfer Point, and express routes 501 and 502 which provide fast and easy access throughout the city, including directly into the downtown. There are bus stops on both sides of Princess Street at the intersection with Futures Gate.</p> <p>The property is slated to include a 660 square metre private parkette for resident use. The applicant has submitted conceptual designs showing that it can be programmed to provide active and passive recreational opportunities.</p>
<p><b>3.3.8</b> Within the Urban Boundary, intensification 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</p>	<p>Intensification</p>	<p>The proposed changes to building height and density on the subject lands are moderate and appropriate given its location at the north edge of the Waterloo Village neighbourhood, in close proximity to an existing transit route and walking distance to commercial uses and an on-site parkette.</p>

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use Centres or Corridors, as identified on Schedule 2.		
<p><b>3.3.10.</b> The City’s affordable housing initiatives are designed to support development of housing that is affordable for low and moderate income households and to help households transition out of core housing need. Affordable initiatives are designed to provide a full range of housing in terms of tenure, affordability, accessibility, and locations in different urban residential neighbourhoods, to increase choice for low and moderate income households. Such initiatives include:</p> <ul style="list-style-type: none"> <li>a. encouraging intensification and a mix of densities in new communities as a way to promote affordability; and,</li> <li>b. promoting the use of second residential units as affordable housing.</li> </ul>	Affordable Housing	The proposed development does not explicitly include affordable housing; it does add 51 new homes to the City’s housing stock.
<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</p>	New Development	Studies regarding the feasible capacity of existing municipal systems were conducted as part of the submission and any concerns identified by technical departments have been resolved.

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proposal, but also the potential for development that exists in the same service area.		
<b>4.3.1.</b> Stormwater management techniques must be used in the design and construction of all new development to control both the quantity and quality of stormwater runoff. The degree of control will depend on the conditions in the downstream receiving water bodies. This is to minimize the negative impacts of development on the downstream receiving water bodies, the aquatic environment, and fish habitat.	Stormwater Management	As per Section 2.8.5, stormwater runoff will be management on site through a combination of underground pipes and above-ground swales. This approach will introduce stormwater controls to address quality and quantity, as described through the submitted report.  Final details related to stormwater management will be secured through the Final Plan of Subdivision process.
<b>4.3.4.</b> For urban infill development 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 quality and quantity of water. Proponents must endeavour to improve the management of stormwater from the existing development areas.	Quality and Quantity of Water	As described in Section 2.8.5, a detailed stormwater management report was provided by IBI Group.  The detailed design of stormwater management system will be provided at the final plan of subdivision stage.
<b>4.6.3.</b> The reconstruction of existing roads and the construction of new roads within settlement areas are to include safe, convenient and accessible pedestrian facilities, such as sidewalks, corner ramps,	Pedestrian Facilities	Changes within the right of way such as those related to new access points will also be constructed to municipal standards.

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<p>pedestrian signals and crosswalks of universal design. The enhancement of roadways, sidewalks, sidewalk safety barriers, and transit facilities to maximize mobility and access for all will be required in all construction and reconstruction projects.</p>		
<p><b>4.6.4.</b> On new roads and on reconstructed roads, sidewalks are to be provided where feasible on both sides of urban arterial and collector roads running adjacent to developed lands and on local streets near schools, bus stops, and land uses that are major pedestrian trip generators. On new or reconstructed local roads, sidewalks must be installed on at least one side of the road. Sidewalk safety barriers on structures such as bridges are recommended.</p>	<p>Sidewalks Required</p>	<p>As part of this development, connections to the existing sidewalks on Select Drive will be constructed within the right-of-way to ensure pedestrian connectivity.</p>
<p><b>8.2</b> The Design Guidelines for New Communities establish the following guiding principles that should be used to ensure the development of successful communities:</p> <ul style="list-style-type: none"> <li>a. foster attractive communities and a sense of place;</li> <li>b. create compact, accessible, mixed-use communities;</li> <li>c. provide a variety of housing types;</li> </ul>	<p>Guiding Principles for Development of New Communities</p>	<p>The proposed development will provide a compatible addition to the surrounding area and result in an appropriate transition from commercial-based Select Drive to the low-rise residential Waterloo Village neighbourhood.</p> <p>The subdivision will accommodate 8 blocks for a total of 51 townhouses. The result is a varied and compact community that is a very efficient use of lands.</p>



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<ul style="list-style-type: none"> <li>d. provide access and visibility to open spaces;</li> <li>e. encourage environmentally sustainable development;</li> <li>f. create a street network for active transportation and transit;</li> <li>g. integrate and highlight cultural heritage resources; and,</li> <li>h. encourage spaces, services and facilities that highlight arts and culture in a manner that generates and sustains cultural vitality.</li> </ul>		<p>The proposal includes a mix of housing types including 2-storey traditional townhouses with rear yards and back-to-back townhouses. All but two units contain three bedrooms, providing compact housing opportunities for larger families.</p> <p>The proposed development allows for fluid vehicular movement through the site as well as regular connections to the existing road network and pedestrian connections to Select Drive.</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 active transportation:</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 developments that are context appropriate;</li> <li>c. foster attractive developments which add to the existing sense of place;</li> </ul>	<p>Guiding Principles for Development of Residential Lots</p>	<p>See Sections 2.6, 2.7.6 and 8.2.</p>

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<p>d. provide a variety of housing types;</p> <p>e. ensure compact, accessible mixed-use development;</p> <p>f. encourage environmentally sustainable development; and,</p> <p>g. integrate and highlight cultural heritage resources.</p>		
<p>8.4. Through the review of development 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>a. providing for age-friendly needs and the requirements of people with disabilities, and others requiring access supports through improved amenities such as parking, benches, and washrooms, clear signage, visual or auditory indicators, and other means as appropriate;</p> <p>b. improving public security through enhanced lighting, visibility of public areas, provision of entrance locations in well-traveled areas, and ease of access for emergency personnel or vehicles;</p>	<p>Accessibility and Safety</p>	<p>The proposed development will result in a medium-density residential subdivision containing built forms compatible with the surrounding area. The proposed development will complement and preserve the stability of surrounding communities.</p> <p>The policies of Section 2.6 have been reviewed above. The proposal will add to the existing sense of place within the west end of Kingston.</p> <p>The build-out will be subject to Final Plan of Subdivision and Building Permit where details related to accessibility and safety will be reviewed at a more detailed level.</p> <p>The concept plan and architectural drawings present a legible and intuitive layout with:</p> <ul style="list-style-type: none"> <li>• clearly identifiable points of entry to the site and each townhouse unit;</li> <li>• comprehensive and linked pedestrian and vehicular circulation from the site to the surrounding area;</li> <li>• open sight lines;</li> <li>• accessible visitor parking</li> </ul>

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<ul style="list-style-type: none"> <li>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;</li> <li>d. arranging public uses and amenities within a convenient walking distance;</li> <li>e. providing adequate walkway widths, visually permeable materials and structures, and landscaping elements that do not obstruct sightlines in the design of streetscapes, transportation facilities, or public buildings and places; and,</li> <li>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 development sites.</li> </ul>		
<p><b>8.6.</b> The City requires the design of new development to be visually compatible 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</p>	<p>New Development</p>	<p>The proposed development provides for a compatible new residential development within the surrounding area. See Sections 2.6 and 2.7.3.</p>

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<p>appropriate, that address the following:</p> <ul style="list-style-type: none"> <li>a. siting, scale and design of new development in relation to the characteristics of the surrounding neighbourhood or the significant cultural heritage resources including, scale, massing, setbacks, access, landscaped treatment, building materials, exterior design elements or features;</li> <li>b. protecting natural heritage features and areas and cultural heritage landscapes through the siting, design and review of new development;</li> <li>c. promoting innovation in building design to create an interesting and varied built environment, to increase sustainability by improving energy efficiency, and to deliver barrier-free accessibility;</li> <li>d. achieving compatibility in land use and with a predominant architectural style, street pattern or site arrangement where that style or arrangement forms a valuable component of the existing</li> </ul>		

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<p>neighbourhood or the cultural heritage value or interest of the identified area. Section 2.7 provides additional policy in this regard; and,</p> <p>e. encourage spaces, services and facilities that highlight arts and culture in a manner that generates and sustains cultural vitality.</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,</p>	<p>Zoning By-Law Amendments, Planning Committee/Council Considerations</p>	<p>The proposal conforms to applicable sections of the Plan as described through this table. No official plan amendment is required.</p> <p>The proposal represents a compatible intensification of the subject lands along Select Drive, as reviewed through Section 2.7. The recommended zoning by-law implements the density, building form and use, and thus provides for the future build out of the subdivision.</p>

Policy	Category	Review
<p>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 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><b>9.6.4</b> Plans of subdivision must conform to the policies of this Plan, and to the Provincial Policy Statement, as amended, and other requirements of senior</p>	<p>Land Division          Applicable Policies</p>	<p>The subject lands are located within the Urban Boundary and the proposed development will be serviced by existing municipal servicing infrastructure.</p>

<b>Policy</b>	<b>Category</b>	<b>Review</b>
<p>levels of government. Council must be satisfied that:</p> <ul style="list-style-type: none"> <li>a. the proposed subdivision can be adequately supplied with municipal infrastructure and services in an economic manner if located within the Urban Boundary, or if located outside any settlement areas, the proposal is adequately supplied with individual on-site water and sewage services;</li> <li>b. the proposed subdivision has been designed to integrate compatibly with transit and the broader transportation system, adjacent existing and planned land uses, and both the natural heritage system, and cultural heritage resources;</li> <li>c. the plan of subdivision has been designed so there are no negative impacts on the natural heritage features or areas and designed to avoid natural and human-made hazards;</li> <li>d. the proposed development addresses issues of energy conservation and sustainability;</li> <li>e. the proposed</li> </ul>		<p>The proposed subdivision has been designed to integrate with the adjacent roads and the immediate transit network. The subdivision seeks to provide a compatible transition between the commercial activity along Select Drive and the Waterloo Village neighbourhood beyond.</p> <p>The proposed development is not anticipated to have any negative impacts on the environment.</p> <p>The proposed subdivision seeks to intensify and redevelop an existing underutilized parcel of land within the City. The proposal will result in the improved use of existing infrastructure and land.</p> <p>The proposal will make efficient use of this vacant site within the City's urban boundary.</p> <p>As demonstrated above, the proposal has regard for and complies with the urban design polices in sections 8.2, 8.3 and 8.6.</p>

Policy	Category	Review
<p>subdivision is necessary, timely and in the public interest; and,</p> <p>f. the design of the proposed plan of subdivision meets accepted design principles and standards of the City, and has had adequate regard for any urban design guidelines, land acquisition programs, or other policy initiatives that are relevant to the area.</p>		



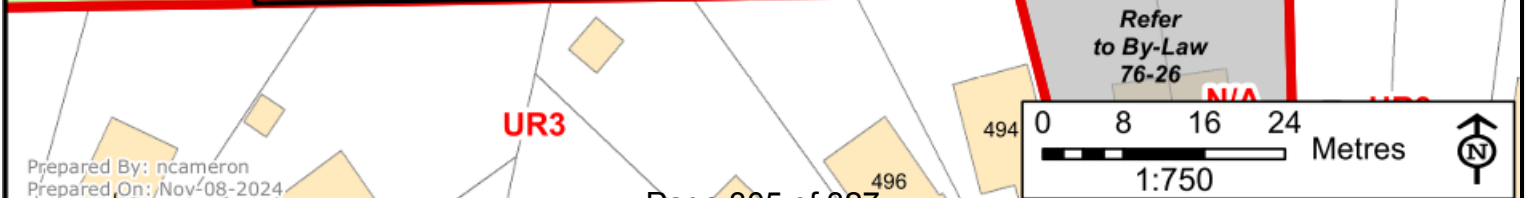
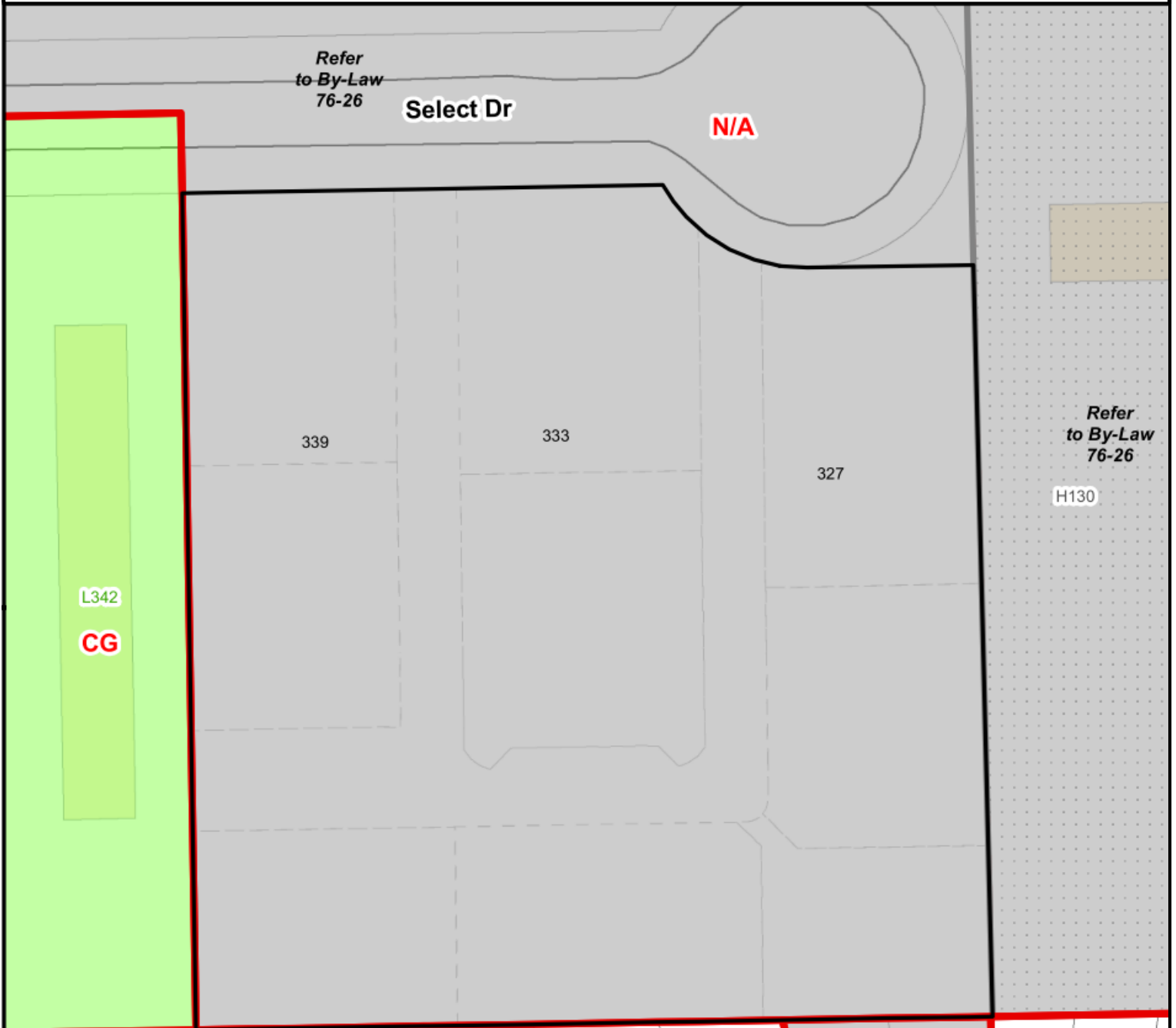


Planning  
Services

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

Address: 339 Select Drive  
File Number: D35-005-2018  
Prepared On: Nov-08-2024

- 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
- HoldingOverlay (HXXX)



## Site Photographs

The following photographs of the subject property were taken November 8, 2024.



**Figure 1:** The subject site, viewed from the north side of Select Drive, looking south.



**Figure 2:** Subject site viewed from the Select Drive cul-de-sac, looking west.



**Figure 2:** View of existing commercial development along the west side of the subject site. The neighbouring lands contain a self-storage facility, accessed from Select Drive. The public notice sign for this application is visible on the subject lands.



**Figure 3:** View of existing commercial development along the east side of the subject site. The neighbouring lands contain a motel, accessed from Princess Street.



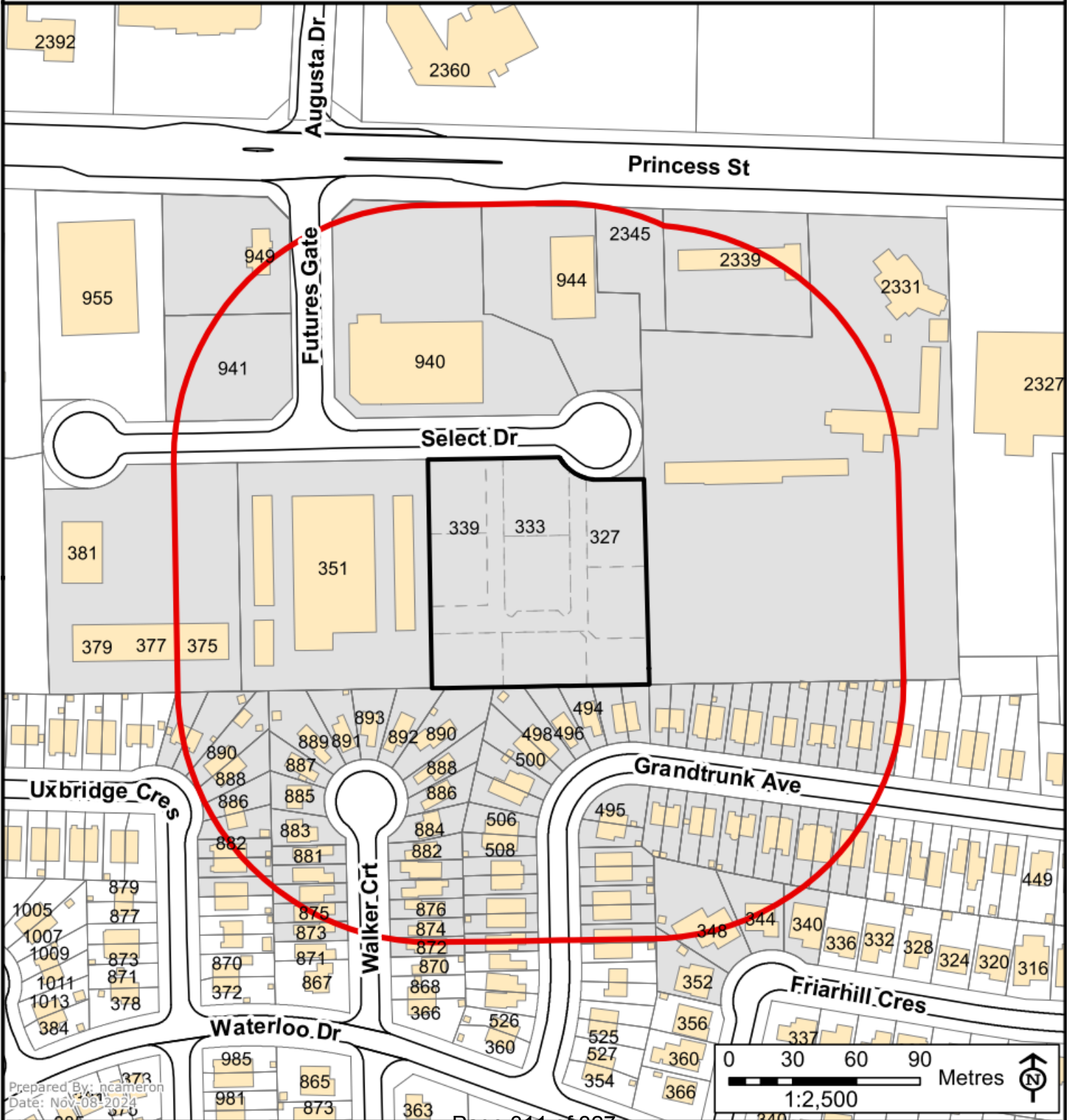
**Figure 3:** View of existing residential subdivision backing onto the south side of the subject site. The neighbouring lands contain several single and semi-detached homes along Grandtrunk Avenue.



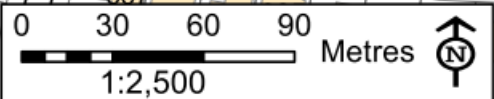
**Planning Committee**  
**Public Notice Notification Map**

Address: 339 Select Drive  
File Number: D35-005-2018  
Prepared On: Nov-08-2024

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



Prepared By: ncameron  
Date: Nov-08-2024



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**From:** [Pete Haagsma](#)  
**To:** [Sifat,Sajid](#)  
**Subject:** d35-005-2018 339 Select drive rezoning  
**Date:** February 21, 2019 6:28:55 PM

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My name is Pete Haagsma

I live at 494 Grandtrunk ave west, and will not be able to attend the meeting tonight

My property backs onto an empty field, 12 years ago when we purchased this property, Part of the appeal of this house was that it was adjacent to a commercial zoned vacant .  
It's hard to find a city lot today that doesn't look onto 6 houses in your back yard

At the very least we expected to see the back of commercial building once the land was sold and developed

51 units does not appeal to us and I don't see how you can fit that many units on that parcel of land

I am against the rezoning of this property when there is a 1000 units going in down the street at the old nortel land.

Cramming 51 units onto that land does very little for my privacy or property value

Please forward the minutes and any supporting documents presented at tonight's meeting

Thank you



**Pete Haagsma / President**

[Redacted]

**Haagsma Home Heating & Air Conditioning**

[Redacted]

[www.haagsmaheatandair.com](http://www.haagsmaheatandair.com)





**From:** [Joanne Vanherpt](#)  
**To:** [Sifat,Sajid](#)  
**Cc:** [McLaren,Jeff](#)  
**Subject:** Zoning change on 327, 333, &339 Select Drive  
**Date:** February 23, 2019 6:13:17 PM

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Hello Sajid,

My husband and I attended a public meeting on February 21, 2019 at which the proposal was presented to change land that is zoned as commercial to residential. A 51 unit condo development would be built on 3 former parcels of land that have been vacant. This land is behind our home on 496 Grandtrunk Ave West.

We felt for the most part that this a great proposal as presented. I do have some concerns as to the volume of units being erected on such a small parcel of land. As well the proposal was to have 3 story units and 2 story units, 8 townhouse blocks in total would be built. Will there be a privacy fence put in between our properties? Currently drainage analysis will need to be done as a standard requirement.

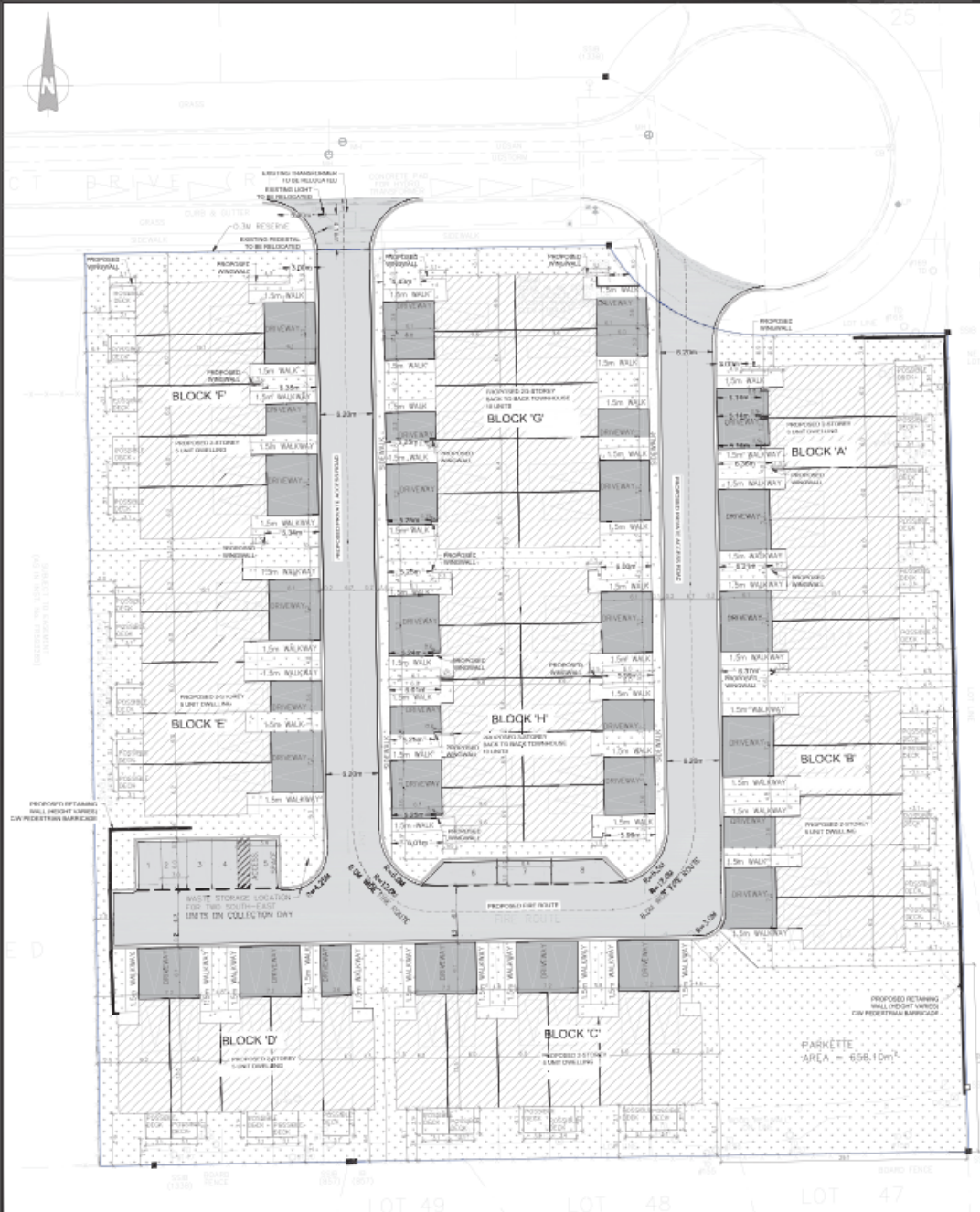
One of the concerns that we took from the meeting is that the two story dwellings (which we would like confirmation on), will only have a backyard with a proposed 20 foot depth. This is a concern for water drainage between the properties as these dwellings will be too close to our fence line and the existing berm.

Can you please review this development to ensure that we as property owners will be informed of any developments before construction begins.

Regards,

Joanne and Robert van Herpt





**LEGEND:**

- PROPOSED ASPHALT AREA
- PROPOSED LANDSCAPED AREA
- PROPOSED DRIVEWAY PAVEMENTS
- PROPOSED CONCRETE
- PROPOSED FIRE ROUTE
- PROPOSED RETAINING WALL

NO.	DATE	DESCRIPTION
1	2024.14.24	PROPOSED SUBMISSION
2	2024.11.17	PROPOSED SUBMISSION
3	2024.10.04	PROPOSED SUBMISSION
4	2019.03.02	PERMIT TO EXCAVATE
5	2019	As-built

**ARCADIS**  
81 Hopedale Court - Suite 6  
Kingston ON K7K 7K7 Canada  
Tel: 613 531 4444  
www.arcadis.com

**327-339 SELECT DRIVE,  
KINGSTON, ON**

**CONCEPTUAL SITE PLAN**

Drawn By:	WI	Scale:	1:250
Checked:	NA	Drawing Title:	116023
Date:	OCTOBER 2018	Project No.:	C-100





SELECT DRIVE, KINGSTON  
NORTH ELEVATION

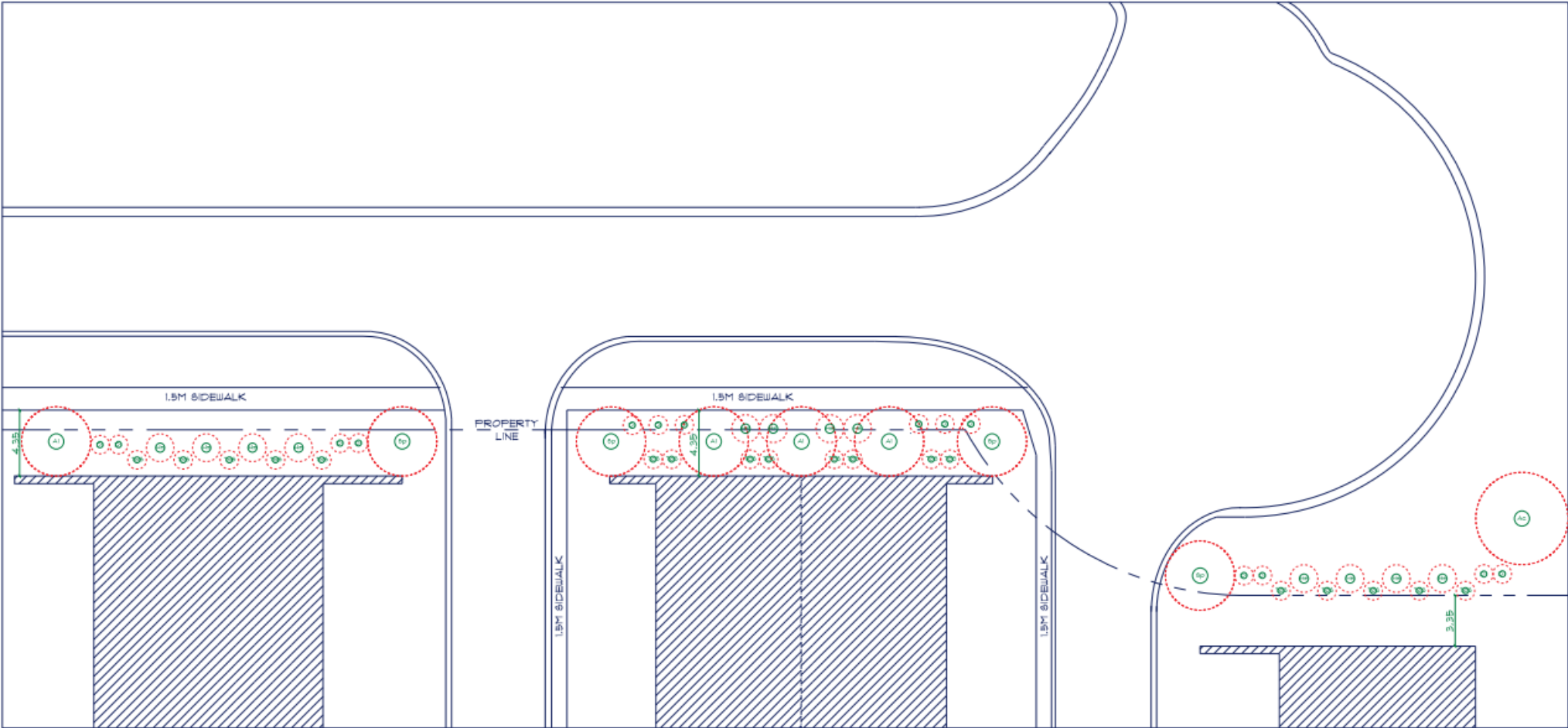
PLANTS USED

TREES:

- EMERALD ARBORVITAE
- PEKING LILAC
- ALLEGHENY SERVICEBERRY
- CANADIAN SERVICEBERRY

SHURBS:

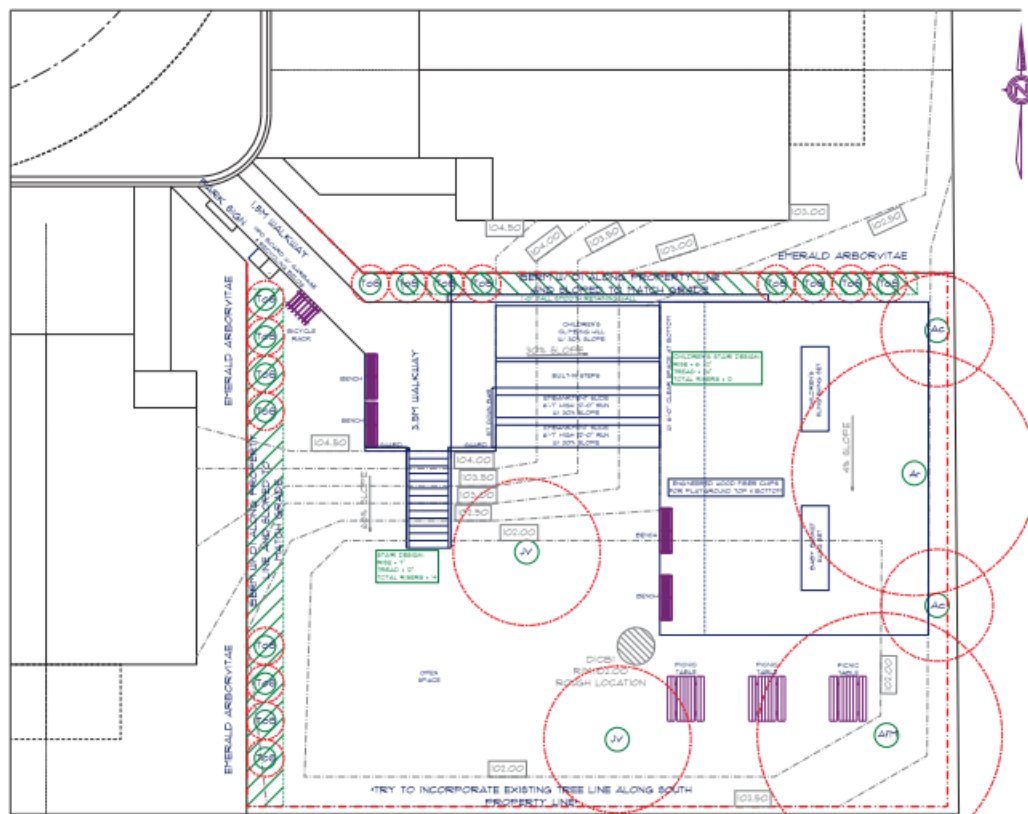
- BIG-LEAVED HYDRANGEA
- NIGHTGLOW BUSH HONEYSUCKLE






339 SELECT DRIVE - PROPOSED NORTH PLANTING  
 SCALE = 1:250

- MAX. CANOPY SIZE
- PROPOSED FENCE
- 0.610M TALL BERM

	SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME
TREES				
	Aj	4	Amelanchier laevis	Allegheny Serviceberry
	Ac	1	Amelanchier canadensis	Canadian Serviceberry Clump
	Sp	4	Syringa pekinensis	Peking Lilac
	ToS	18	Thuja occidentalis 'Smaragd'	Emerald Green Arborvitae
SHRUBS				
	Di	14	Diervilla lonicera	Northern Bush Honeysuckle
	Hm	12	Hydrangea macrophylla	Big-leaved Hydrangea



TOTAL PARKETTE AREA = 658.10 SQ.M  
 INTERLOCK WALKWAY AREA = 45.0 SQ.M  
 SOD AREA = 420.0 SQ.M  
 WOODCHIP AREA = 200 SQ.M  
 LENGTH OF TOTAL BERMS = 42.0M  
 NUMBER OF PICNIC TABLES = 3  
 NUMBER OF BENCHES = 4  
 NUMBER OF BICYCLE RACKS = 1  
 NUMBER OF TREES = 4  
 NUMBER OF SHRUBS = 2  
 EMERALD ARBOVITAE = 16  
 NUMBER OF BUSH HONEYSUCKLE = 18

-  = MAX. CANOPY SIZE
-  = PROPOSED FENCE
-  = 0.610M TALL BERM



**339 SELECT DRIVE - PROPOSED PARKETTE**  
 SCALE 1:200

	SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME
TREES	JV	2	Juniperus Virginiana	Eastern Red Cedar
	Ar	1	Acer Rubrum	Native Red Maple
	AFM	1	Acer X Freemanii Marmo	Marmo Freeman Maple
	ToS	16	Thuja occidentalis 'Smaragd'	Emerald Green Arbovitae
SHRUBS	DI	18	Derrilla Ionicera	Northern Bush Honeysuckle
	Ac	2	Amelanchier Canadensis	Canadian Serviceberry Clump

















## Planning Advisory Committee

### Meeting Notes

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**Members Present** Sam Davis, Donna Gillespie, Tony Gkotsis, Kelly Stevenson, Paul Martin

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**Staff Present** Sukriti Agarwal, Chanti Birdi

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**Regrets** Kimberly Fawcett Smith, Ibrahim Kettaneh

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**Meeting Date:** Wednesday, October 9, 2024 (1:00 p.m. – 2:00 p.m.)

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#### Item 1: Growth Allocations by Sub-Areas and Future Urban Boundary Expansion Review

Ms. Agarwal presented a summary of Growth Allocations and Urban Boundary Expansion Study Area work that was included in Report Number PC-24-051.

Ms. Agarwal explained that the population, housing and employment projections study was undertaken to support the new Official Plan project. The new Official Plan will plan to the year 2051, which is a 25 year horizon. The new Official Plan is intended to be brought to Council for endorsement in 2026.

Following completion of population, housing and employment projections work, a lands needs assessment was undertaken. This study examined the land available within the existing urban boundary and assessed whether the amount of land was sufficient to accommodate the projected residential and employment growth to the year 2051.

Mr. Martin asked how changes to Provincial policy, such as immigration policy, would impact the studies already undertaken. Ms. Agarwal indicated that projections are generally updated every five years and the current work will move forward based on the projections endorsed by Council on December 5, 2023. The projections presented at this meeting under Report 24-016 have formed the basis for related studies including Community Area Land Needs Assessment and Intensification Analysis, Employment Area Lands Review, Commercial Land Review & Strategic Directions, and Growth Allocations by Sub-Area.

Ms. Agarwal explained that the Community Area Lands Needs Assessment and Identification Analysis reviewed residential lands within the current urban boundary and

assessed how many residential units could be accommodated on those lands. The study determined that there is a shortfall of lands necessary to accommodate the anticipated need for residential units and supporting needs such as schools, parks, commercial uses and institutional uses. The study recommended expanding the urban boundary by 345 hectares to accommodate projected residential growth.

Ms. Agarwal indicated that following the Community Area Lands Needs Assessment and Identification Analysis, an Employment Area Lands Review was undertaken to assess the amount of land needed for employment uses including industrial uses, offices, and research and development facilities. The analysis found that approximately 400 hectares of land beyond the current urban boundary are needed to accommodate employment growth to the year 2051.

The Commercial Land Review and Strategic Directions report determined the need for additional commercial lands for inclusion within an expanded urban boundary. These land needs requirements were incorporated in the employment area and community area land needs.

Relating to residential policies within the new Official Plan, Mr. Martin inquired whether policies for mixed-use buildings would be different for different areas of the city (such as the central area versus more suburban areas). Ms. Agarwal explained that ground floor commercial uses in mixed-used buildings are currently only required in the Williamsville area and certain downtown areas. Policies regarding ground floor commercial use in mixed-use buildings will be further reviewed through the new Official Plan project. The direction within the new Official Plan is not yet known.

Following the land needs assessment, growth allocations by sub-area were undertaken. The sub-areas examined were Kingston North, Kingston West, Kingston Central and Kingston East. Anticipated growth by sub-area was reviewed.

Based on the land needs assessment, it has been determined that an urban boundary expansion of approximately 750 hectares is needed to accommodate the projected residential and employment growth and supporting uses. It is possible that more land will be needed once development constraints such as environmentally protected areas are accounted for.

Ms. Agarwal explained that the proposed Urban Boundary Expansion Study Area covers approximately 2,700 hectares of land which will be further refined based on Provincial and locally developed criteria. This new Official Plan will recommend sites for inclusion in the urban boundary for residential, commercial and employment uses.

Mr. Gkotsis asked whether employment land needs have been based on existing designations or whether potential redesignation have been accounted for, as a result of Provincial Planning Statement changes to the definition of employment areas. Ms. Agarwal explained that study recommendations are based on current land use designations, and considers potential redesignation of some properties for other uses, but that tweaks may be required as the Official Plan work moves forward. The study

has considered the recent changes made to the definition of employment areas in the new Provincial Planning Statement.

Ms. Agarwal highlighted that the new Provincial Planning Statement which came into effect on October 20, 2024, requires that the new Official Plan provide sufficient lands to accommodate a range and mix of land uses to meet projected needs for a time horizon of at least 20 years but not more than 30 years. The urban boundary expansion is necessary to plan for this growth.

Interest in having lands included in the urban boundary has been received by some private landowners. Those interested in having lands included in the boundary have been advised to submit a formal Official Plan amendment application with all required supporting studies including traffic, servicing, environmental impact assessment, and stormwater management. Applications are anticipated to be submitted later this year. It is expected that additional lands beyond the interest shown to-date will need to be considered. At this time, most landowners have shown interest in residential development, therefore, the City will need to explore additional lands for employment needs.

Staff will review Official Plan amendment applications proposing urban boundary expansion as they are received. Criteria for selecting sites for further consideration includes proximity to the existing urban boundary (contiguous lands), land use compatibility, exclusion of natural heritage features, exclusion of prime agricultural lands, proximity and access to Highway 401 (for industrial uses), consideration of archaeological resources, and phasing policies. Phasing is necessary to plan for related infrastructure over the next 25 years. Complete communities and complete neighbourhoods will be encouraged to promote walkable areas.

Mr. Martin sought input from Ms. Gillespie on the need for industrial lands. Ms. Gillespie noted that the current projections appear significant. Ms. Gillespie identified a key factor for location selection as being areas where transportation and transit are available or can be accommodated early on. Ease of transit for employees of future businesses is of key importance. Ms. Agarwal confirmed that in reviewing potential urban boundary expansion areas, proximity of freight routes, such as Highway 401, to employment areas would be considered. Ms. Gillespie noted the importance of reserving lands for employment uses in the future to avoid areas being developed with other uses such as residential.

Ms. Agarwal noted the new Provincial Planning Statement has narrowed the definition of employment areas to include only manufacturing, research and development associated with manufacturing, warehousing, and ancillary retail and office uses. Standalone office and retail uses are no longer considered employment uses. As per the Employment Area Lands Review, 320 hectares of land will be needed for industrial areas and an additional 80 hectares will be needed for uses previously allowed on employment lands, such as standalone offices.

Mr. Martin inquired about industrial park lands located within the former Kingston Township. Ms. Gillespie indicated that there are approximately 48 acres currently under

active discussion for development. An additional 35 acres are located on an east parcel which are currently unserviced and therefore may take 2 to 3 years before becoming available.

Mr. Gkotsis asked which meeting the related report was presented. Ms. Agarwal indicated that the Employment Area Lands Review report was presented to Council on September 3, 2024.

Ms. Gillespie provided further comment on the preferred location of new employment areas. In addition to the importance of available transit, Ms. Gillespie highlighted the importance of working with Utilities Kingston to ensure selected lands can be serviced. Ms. Agarwal explained that the Official Plan project will be coordinated with the Integrated Mobility Plan project (formerly the Transportation Master Plan) and the Utilities Kingston Water and Wastewater Master Plan. The project team will also work with external agencies that provide services to the City to help coordinate the urban boundary expansion. Mr. Martin noted that information and awareness on locations with servicing capacity would be a benefit.

Mr. Martin asked Mr. Gkotsis about the potential impact(s) of changes in Provincial immigration policies and impact on student intake. Mr. Martin noted that in meeting with members of the Kingston Rental Property Association, there appears to be some difficulty occupying rentals.

Mr. Gkotsis noted that there have been impacts on the number of international students enrolled, however, this is a trend which has continued since the COVID-19 pandemic and has impacted the university-sector across the Province.

Mr. Martin noted that the housing crisis includes an affordability crisis. It was noted that rental rates reflect the need for trades and supplies needed for new construction rentals. Mr. Martin commented that the studies needed to support development applications can be costly.

## **Item 2: Other Business**

None

The meeting adjourned at 1:49 p.m. The next meeting will be held virtually on January 8, 2025 at 1:00 p.m.