



City of Kingston
Planning Committee
Agenda

2025-19
Wednesday, October 1, 2025
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
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.

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.

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-25-041) is attached.

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

Exhibit A

File Number: D09-007-2024

1054 Highway 2

Exhibit B

File Number: D09-005-2024

790 Highway 2

- 3. Call to Order
- 4. Approval of the Agenda
- 5. Confirmation of Minutes
- 6. Disclosure of Pecuniary Interest
- 7. Delegations
- 8. Briefings
- 9. Business
- 10. Motions
- 11. Notices of Motion
- 12. Other Business
- 13. Correspondence

- 1. Correspondence received September 18 - September 22, 2025 regarding 1054 Highway 2
- 2. Correspondence received September 18 - September 24, 2025 regarding 790 Highway 2

14. Date of Next Meeting

The next meeting of the Planning Committee is scheduled for Thursday,
October 2, 2025 at 6:00 p.m.

15. Adjournment

Planning Committee Updates

Approved Site Plan Items

- D11-023-2024 – 800 Princess Street
- D11-020-2019 – 212 Colborne Street
- D-11-030-2024 – 800 Princess Street
- D11-015-2025 – 355 Waterloo Drive
- D11-023-2024 – 800 Princess Street
- D11-005-2025 – 19 Crerar Boulevard
- D11-008-2024 – 705 Arlington Park Place
- D11-031-2023 – 565 Princess Street
- D11-007-2024 – 1645 Sydenham Road
- D11-029-2024 – 209 Dalton Avenue

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. Written decision issued on July 25, 2025.
2. 1637 Boardwalk Drive - Minor Variance D13-020-2025 - Application submitted to the OLT on August 22, 2025. Merrit hearing being scheduled.
3. 92 Napier Street - OPA/ZBA/DPS D35-006-2024 - Appeal received Friday, September 5.

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-25-041**

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:	October 1, 2025
Subject:	Community Meeting Report
File Numbers:	D09-007-2024 and D09-005-2024

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote increased supply and affordability of housing.

Theme: 2. Lead Environmental Stewardship and Climate Action

Goal: 2.3 Maintain the City's natural heritage and environmental assets.

Theme: 3. Build an Active and Connected Community

Goal: 3.4 Improve road condition, performance, and safety.

Theme: 4. Foster a Caring and Inclusive Community

Goal: 4.1 Enhance community safety and well-being.

Executive Summary:

The City of Kingston has received six applications from property owners for an Official Plan amendment requesting an urban boundary expansion to facilitate their proposed development. To gather input on these applications, Community Meetings are being held over three separate evenings at Planning Committee.

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The following is a Community Meeting Report enclosing information about the following urban boundary expansion applications that will be subject to a Community Meeting at Planning Committee, with a presentation by the applicant:

- Address: 1054 Highway 2 (File Number D09-007-2024)
- Address: 790 Highway 2 (File Number D09-005-2024)

The purpose of the Community Meeting is to provide applicants with an opportunity to present their proposals and receive feedback from the public and members of the Planning Committee.

No recommendations or decisions are being made at this Community Meeting. These Official Plan amendment applications are being reviewed holistically through the new Official Plan Project, in coordination with the Natural Heritage Study, the Integrated Mobility Plan and Utilities Kingston's Water and Wastewater Master Plan. Any recommendations on urban boundary expansion will be brought forward to the Planning Committee and Council at the same time as the new Official Plan in the summer of 2026. After Council's consideration, the final decision will be made by the Minister of Municipal Affairs and Housing.

As per Policy 2.1.3 of the Provincial Planning Statement, 2024, at the time of creating a new Official Plan and each Official Plan update, sufficient land is required to be made available to accommodate an appropriate 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, informed by provincial guidance. The city's growth projections to 2051 and associated land needs assessment studies indicate a need to expand the urban boundary by at least 745 hectares to accommodate new housing, businesses, industry, institutional uses, commercial uses, parks, and supportive uses, and associated infrastructure.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

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

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate & Emergency Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Jenna Morley, City Solicitor	Not required
Ian Semple, Commissioner, Transportation & Infrastructure Services	Not required

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Options/Discussion:**Non-Statutory Community Meeting**

The purpose of the Community Meeting is to provide the applicant with an opportunity to present a development proposal and to seek feedback from the public and members of Planning Committee before a recommendation is made. Anyone who attends a Community Meeting may present an oral submission, and/or provide a written submission on the proposals being presented.

A Community Meeting Form (completed by the applicant) and a standard map package showing the location of the subject site, and relevant Official Plan land use designation information, are included as an exhibit to this report, as follows:

- 1054 Highway 2, File Number D09-007-2024 (Exhibit A)
- 790 Highway 2, File Number D09-005-2024 (Exhibit B)

A key map showing all six urban boundary expansion applications is included as Exhibit C.

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.

Any recommendations on urban boundary expansion will be brought forward to the Planning Committee and Council at the same time as the new Official Plan in the summer of 2026. After Council’s consideration, the final decision will be made by the Minister of Municipal Affairs and Housing.

All persons who made oral or written submissions, or have requested notification in writing, will be given written notice of the future meeting(s) of the Planning Committee at which time the subject application will be considered. Anyone wishing to be notified of Council’s decision on the subject application must submit a written request to:

Tess Gilchrist, Senior Planner
The Corporation of the City of Kingston
Planning Services
216 Ontario Street
Kingston, ON, K7L 2Z3
613-546-4291 extension 3212
tgilchrist@cityofkingston.ca

Urban Boundary Expansion

Kingston is growing. In accordance with the findings of the [Community Area Land Needs Assessment and Intensification Analysis](#), the [Employment Area Lands Review](#), and the

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[Commercial Land Review & Strategic Directions](#) studies completed by Watson & Associates Economists Ltd., the city will need to expand its urban boundary by approximately 745 hectares to accommodate new housing, businesses, industry, institutional uses, commercial uses, parks, and supportive uses, and associated infrastructure to support the population and employment growth to the year 2051. The land needs assessment for residential uses takes into consideration a higher residential intensification target of 60% within the city's existing urban boundary (as compared to the existing intensification target of 40%). The land area calculation excludes significant natural heritage features protected from development. As such, the urban boundary expansion area is anticipated to be greater than 745 hectares.

On October 20, 2024, the new Provincial Planning Statement (PPS, 2024) came into effect. PPS, 2024 included significant changes to the process for expanding settlement areas by removing the concept of a municipal comprehensive review and allowing for expansion requests to be submitted to a municipality at any time.

Policy 2.3.2.1 of PPS, 2024 requires municipalities to consider the following when identifying an urban boundary expansion:

- the need to designate and plan for additional land to accommodate an appropriate range and mix of land uses;
- if there is sufficient capacity in existing or planned infrastructure and public service facilities;
- whether the applicable lands comprise specialty crop areas;
- the evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;
- whether the new or expanded settlement area complies with the minimum distance separation formulae;
- whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and
- the new or expanded settlement area provides for the phased progression of urban development.

Policy 2.3.2.2 of PPS, 2024 states that, despite the second bullet point above, municipalities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available.

Policy 2.1.3 of PPS, 2024 provides that, at the time of creating a new Official Plan and each Official Plan update, "sufficient land shall be made available to accommodate an appropriate 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, informed by provincial guidance."

Through [Report Number 24-072](#), Council endorsed seven critical public interests for the Official Plan and the Integrated Mobility Plan projects to guide the anticipated growth: Placemaking and

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Community Connections, Social Equity & Accessibility, Housing for All, Complete Communities & Economic Prosperity, Climate Change Mitigation, Protection and Enhancement of Natural Heritage Systems, and Transportation for All Ages and Abilities.

In keeping these critical public interests in mind and in addition to the tests for an urban boundary expansion included in PPS, 2024, staff developed the following set of local criteria to evaluate lands for inclusion in an expanded urban boundary, as presented in [Report Number PC-24-051](#):

- Consideration of lands that are contiguous to the existing urban boundary so as to minimize the linear expansion of infrastructure needed to support the projected growth;
- Consideration of land use compatibility;
- Exclusion of significant natural heritage features from the developable area to protect these features over the long-term;
- Exclusion of lands designated Prime Agricultural Area in the current Official Plan to protect agricultural lands (even though permitted by PPS, 2024 where avoidance is not possible);
- Proximity and convenient access to Highway 401 where an urban boundary expansion is intended to include industrial areas;
- Consideration of appropriate phasing to allow for fiscally responsible investments in infrastructure to support the envisioned growth;
- Creation of complete communities and complete neighbourhoods that include a range of housing options and a diverse mix of uses where residents can find most of what they need locally; and
- Minimizing any potential impacts to significant built heritage resources.

An urban boundary expansion is a critical decision that will need to balance growth with environmental conservation, community well-being and long-term sustainability.

As communicated to Council previously, the city received Notices of Intent from 21 property owners identifying their interest in submitting an Official Plan Amendment (OPA) for an urban boundary expansion in conjunction with the Official Plan Project. To date, the city has received six applications from property owners for an OPA requesting an urban boundary expansion to facilitate their proposed development. These applications are being reviewed holistically through the new Official Plan Project, in coordination with the Natural Heritage Study, the Integrated Mobility Plan and Utilities Kingston's Water and Wastewater Master Plan.

Any recommendations on the OPA applications requesting an urban boundary expansion will be brought forward to the Planning Committee and Council at the same time as the new Official Plan in the summer of 2026. After Council's consideration, the final decision will be made by the Minister of Municipal Affairs and Housing.

Where lands are recommended to be brought into the urban boundary through the Official Plan project, appropriate phasing policies will be established to align with the infrastructure considerations. The actual development of any urban boundary expansion lands will depend on

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the outcomes of the Integrated Mobility Plan and the Water and Wastewater Master Plan, and it is likely that these lands will not be developed for a number of years until they can be supported by the necessary infrastructure, including water, wastewater, hydro and gas.

Public Comments

Staff have received several inquiries and comments on the Official Plan amendment applications at 1054 Highway 2 and 790 Highway 2. Written correspondence received is included in Exhibits D and E, respectively.

In addition, staff have received comments regarding the potential urban boundary expansion through the ongoing Natural Heritage Study and the Official Plan project. These comments are being reviewed and considered in an integrated manner as part of the overall process associated with those projects alongside the Official Plan amendment applications.

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*.

Climate Risk Considerations

An urban boundary expansion is a critical decision that will need to balance growth with environmental conservation, community well-being and long-term sustainability. In this context, climate change considerations will need to be integrated alongside the findings of the ongoing Natural Heritage Study to guide resilient and responsible planning.

Indigenization, Inclusion, Diversity, Equity & Accessibility (IIDEA) Considerations

As part of the Official Plan project, staff will be engaging with Indigenous communities regarding an urban boundary expansion. Council has endorsed seven critical public interests to guide all aspects of the Official Plan project, including social equity and accessibility, which will be fundamental in shaping the outcomes of the plan.

Existing Policy/By-Law:

Planning Act

Provincial Planning Statement, 2024

City of Kingston Official Plan

Notice Provisions:

A notice of the Community Meeting was provided by advertisement in The Kingston Whig-Standard 20 days in advance of the meeting. Notices were sent by mail to all property owners (according to the latest Assessment Rolls) within 120 metres of the subject properties and

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notice signs were posted on the subject properties. Notice was also emailed to all residents who have submitted written comments on the proposed Official Plan amendment applications or requested notification.

A courtesy notice was placed in the Kingston Whig-Standard on September 23, 2025.

Financial Considerations:

None

Contacts:

Sukriti Agarwal, Manager, Policy Planning, 613-546-4291 extension 3217

Tess Gilchrist, Senior Planner, Planning Services, 613-546-4291 extension 3212

Other City of Kingston Staff Consulted:

None

Exhibits Attached:

Exhibit A	Community Meeting Form, Map Package, and Application Materials for 1054 Highway 2 (File Number D09-007-2024)
Exhibit B	Community Meeting Form, Map Package, and Application Materials for 790 Highway 2 (File Number D09-005-2024)
Exhibit C	Urban Boundary Expansion Applications Key Map
Exhibit D	Public Comments D09-007-2024 (1054 Highway 2)
Exhibit E	Public Comments D09-005-2024 (790 Highway 2)



City of Kingston Community Meeting Form

Note to Applicant: This Form is to be completed by the Applicant and is intended to provide a detailed description of the site, locational context and the proposed application as the basis for a Community Meeting at Planning Committee. The only supplementary information that will be provided by Staff for the Community Meeting is a map package (location, Official Plan, zoning, etc). Please keep residents and members of Planning Committee in mind when completing this form by ensuring that all information is thorough, detailed and understandable. Where a field is not applicable to the site or proposal, please indicate "N/A". Since this Form will be attached as an exhibit to a staff report, this Form must be completed in a manner that is accessible. Please refrain from using formatting or tables that are not accessible. If this form is completed in a manner that is not accessible, it may result in delays to the timing of the Community Meeting and may require staff to make amendments or adjustments prior to attaching the form as an exhibit to a staff report.

Owner/Application Information

Owner: Braebury

Applicant (if Owner is not the Applicant): Fotenn Planning + Design

Site Characteristics

Site address:

- 1054 Highway 2, Kingston

Site area:

- 62 hectares

Description of existing use and buildings on site (height, floor area, units, bedrooms, parking spaces, setbacks, etc.):

- Currently contains rural uses, including treed areas and limited agricultural uses

Official Plan designation:

- Rural and Environmental Protection Area

Zoning by-law (zone and other relevant schedules and overlays):



- Rural (RU) Zone and Environmental Protection Area (EPA), Kingston Zoning By-law 2022-62

Existing number of trees:

- Unknown

Number of existing trees to be retained:

- Mature trees will be retained wherever feasible

Description of heritage status (not a heritage building, listed, designated or located in a heritage conservation district):

- No heritage status

Description of Surrounding Uses and Buildings

East: Residential, Rural

West: Residential, Rural, Institutional

North: Institutional, Vacant lands, Rural

South: Residential

Description of Proposal

Summary description of the proposal (use, height, floor area, setbacks, units, bedrooms, condominium, rental, affordability level, parking and bike spaces, will existing building or any existing features be retained/renovated/demolished etc.):

The applicant is seeking to bring the subject lands into the City's urban settlement area boundary and to redesignate the lands Housing District on Schedule 2 City Structure, and Residential on Schedule 3A Land Use of the official plan to facilitate the development of a mixed-use community. The proposed development is envisioned as a new complete community in the City's east end, incorporating a mix of commercial and residential uses, with a variety of housing types and built forms to meet the needs of current and future residents of the City. The proposed community is intended to be a new destination in the City, with a distinct sense of place.

The proposed development will include a variety of dwelling types, including single-detached, townhouse and apartment dwellings. Neighbourhood commercial uses will be permitted on the ground floor of mixed use buildings to provide basic needs within walking distance of residential uses. Parks, open spaces, including a multi-use path, and transit



facilities are proposed to encourage active transportation and transit use by residents and visitors of the community.

Type of Application:

- Official Plan Amendment

Proposed use:

- Residential, Commercial, Open Space

Proposed number and type of residential units and bedrooms (if residential):

- Residential density target: 61 units per net hectare

Proposed gross floor area (of each use):

- N/A

Proposed height:

- N/A

Proposed setbacks:

- N/A

Proposed number of vehicular parking spaces (include breakdown of occupant, visitor, car-share, accessible, etc.):

- N/A

Proposed number of bicycle parking spaces:

- N/A

Proposed landscaped open space:

- N/A

Proposed amenity area (if residential):

- N/A

Proposed number of trees to be planted:



- N/A

Description of how the application conforms with the Official Plan:

- In preparation for the 5-year review to Kingston's official plan, City Council initiated a municipal comprehensive review (MCR), in accordance with the PPS 2020. The MCR is a series of inter-related studies intended to provide a solid foundation for the development of land use planning policies for the updated official plan. The first of these studies was a Population, Housing and Employment Forecast, prepared by Watson & Associates Economists Ltd. (Watson). Council endorsed Watson's recommended "Medium Growth" scenario for Kingston's population in December 2023. Following Council's endorsement of the population projections, Watson, along with Dillon Consulting (Dillon), advanced additional studies examining the residential, commercial and employment land area needed to accommodate the projected population growth. Through this exercise, Watson determined that the urban boundary must expand by at least 340 hectares to accommodate the community area needed for Kingston's projected population. The proposed official plan amendment seeks to add land to the City of Kingston's serviced area to contribute to the supply of low density, medium density and high density residential units needed in Kingston East.
- Please see the submitted Planning Justification Report for additional details.

If located in an area that is subject to Official Plan policies related to source water, natural heritage system, natural heritage features and areas, hazards, cultural heritage resources, areas of archaeological potential, or areas of archaeological significance, description of how the proposal will conform with the policies:

- An Environmental Impact Statement was prepared by Ainley Group, dated May 2025, in support of the proposal. The report was prepared to provide documentation regarding the environmental features of the subject property, to provide an overview of potential impacts from the undertaking on the study area environment in consideration of Provincial and municipal planning policies, and to provide recommendations for any future studies requirements which should be completed in support of detailed design. The report concludes that an expansion of the urban boundary of the City of Kingston would be acceptable with regards to the natural heritage features present on the subject property. It is noted that the timing of report submission requires that some additional studies (i.e. amphibian surveys, migratory and breeding bird surveys) be incorporated in an EIS addendum / supplemental documentation. Any additional recommendations for mitigation measures will be identified within this EIS addendum.
- Please see the submitted Planning Justification Report for additional details.



Description of amendment(s) required to the Zoning By-law:

- The lands will be subject to future applications for zoning by-law amendment in support of the proposed development.

Other information that would be valuable for a Community Meeting:

- The purpose of the application is to demonstrate the appropriateness of the lands to be brought into the urban boundary of the City of Kingston. The Community Area Land Needs Assessment and Intensification Analysis, the Employment Area Lands Review, and the Commercial Land Review & Strategic Directions have determined that the city does not have enough land within the current urban boundary to accommodate the city's growth forecast to the year 2051. To accommodate new housing, businesses, industry, institutional uses, commercial uses, parks, and supportive uses, and associated infrastructure to support the population and employment growth, the city will need to expand its urban boundary by approximately 745 hectares.
- The Kingston urban settlement boundary area predominantly includes lands on full services, where development will be directed to achieve greater sustainability. The subject lands represent a logical expansion of the urban boundary, being contiguous to the existing urban boundary, minimizing the linear expansion of infrastructure to support the proposed growth, and excludes prime agricultural areas. The proposed development represents a complete community, including a range of housing options and a diverse mix of uses where residents can find most of what they need locally. Consideration has been made for potential impacts to built and natural heritage features.
- The lands will be subject to future applications for draft plan of subdivision and zoning by-law amendment in support of the proposed development. These applications will be informed but the detailed design stage.

List of Drawings/Studies Submitted

- Conceptual Plan, Ainley, 10.29.2024;
- Connectivity Plan, Ainley, 10.31.2024;
- Environmental Impact Statement, Ainley, 05.28.2025;
- Planning Justification Report, Fotenn, 10.31.2024;
- Serviceability Feasibility Report, Ainley, 10.28.2024;
- Stormwater Management Study, Ainley, 10.31.2024;
- Traffic Feasibility Report, Ainley, 10.31.2024.

Community Meeting Form Prepared by: Fotenn Planning + Design



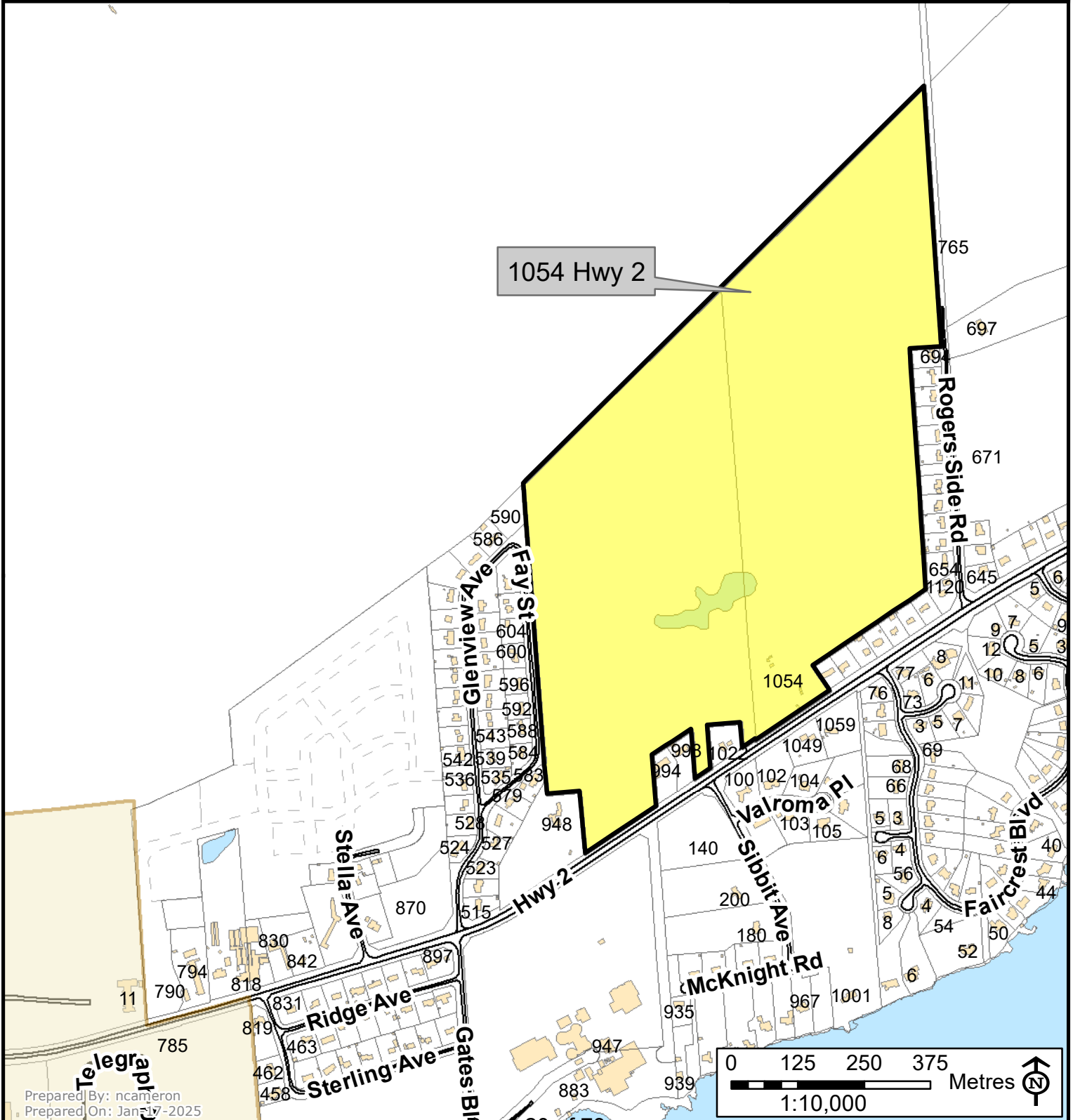
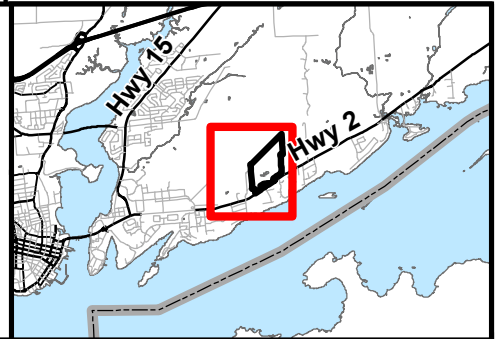
Date: September 8, 2025



Planning Committee
Urban Boundary

Address: 1054 Hwy 2
File Number: D09-007-2024

- Subject Lands
- Existing Urban Boundary

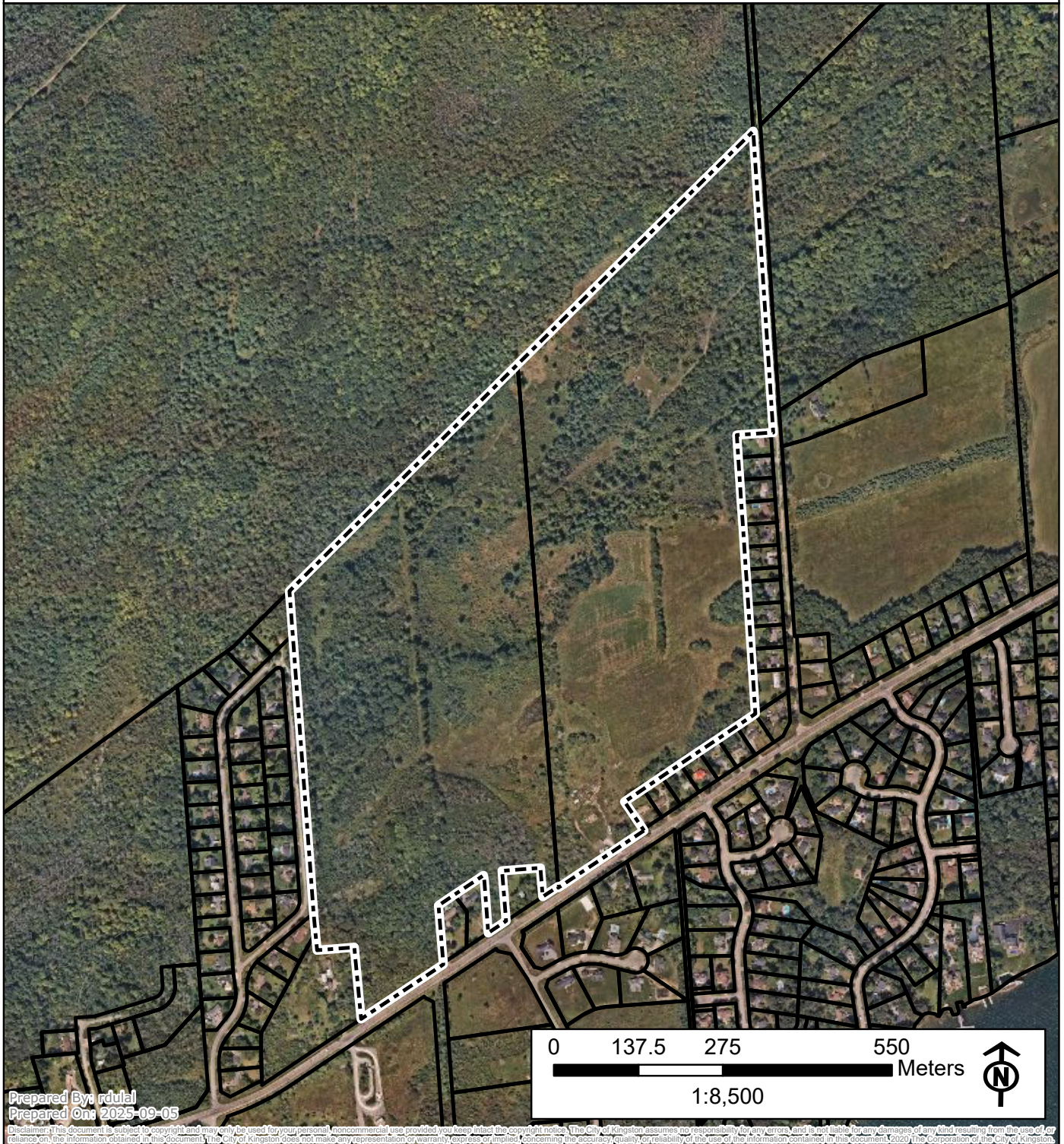


Prepared By: ncameron
Prepared On: Jan 17 - 2025



City of Kingston
Neighbourhood Context
Address: 1054 Hwy 2
File Number: D09-007-2024

-  Subject Lands
-  Property Boundaries
-  Proposed Parcels

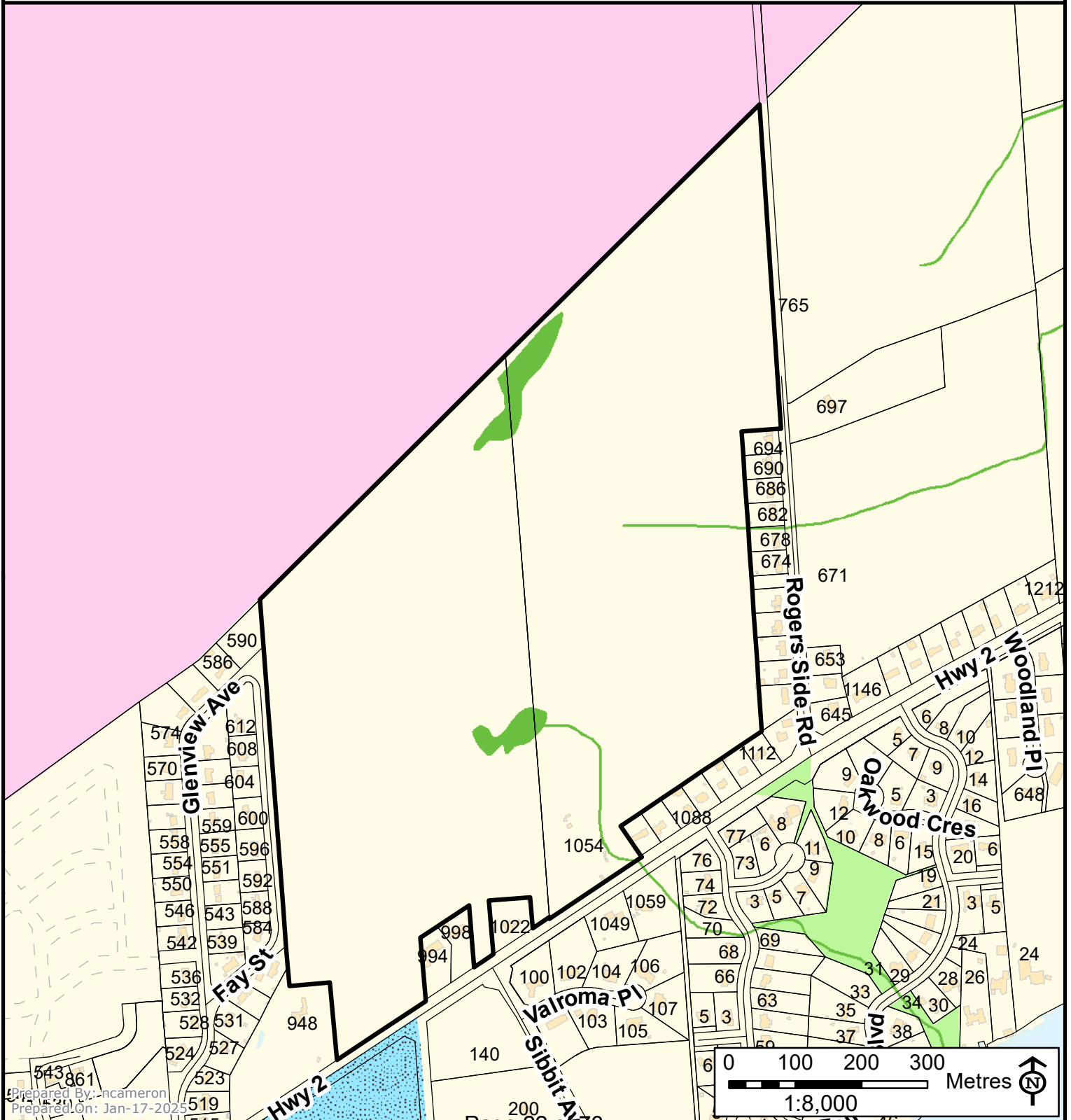




Planning Committee
Official Plan, Existing Land Use

Address: 1054 Hwy 2
File Number: D09-007-2024

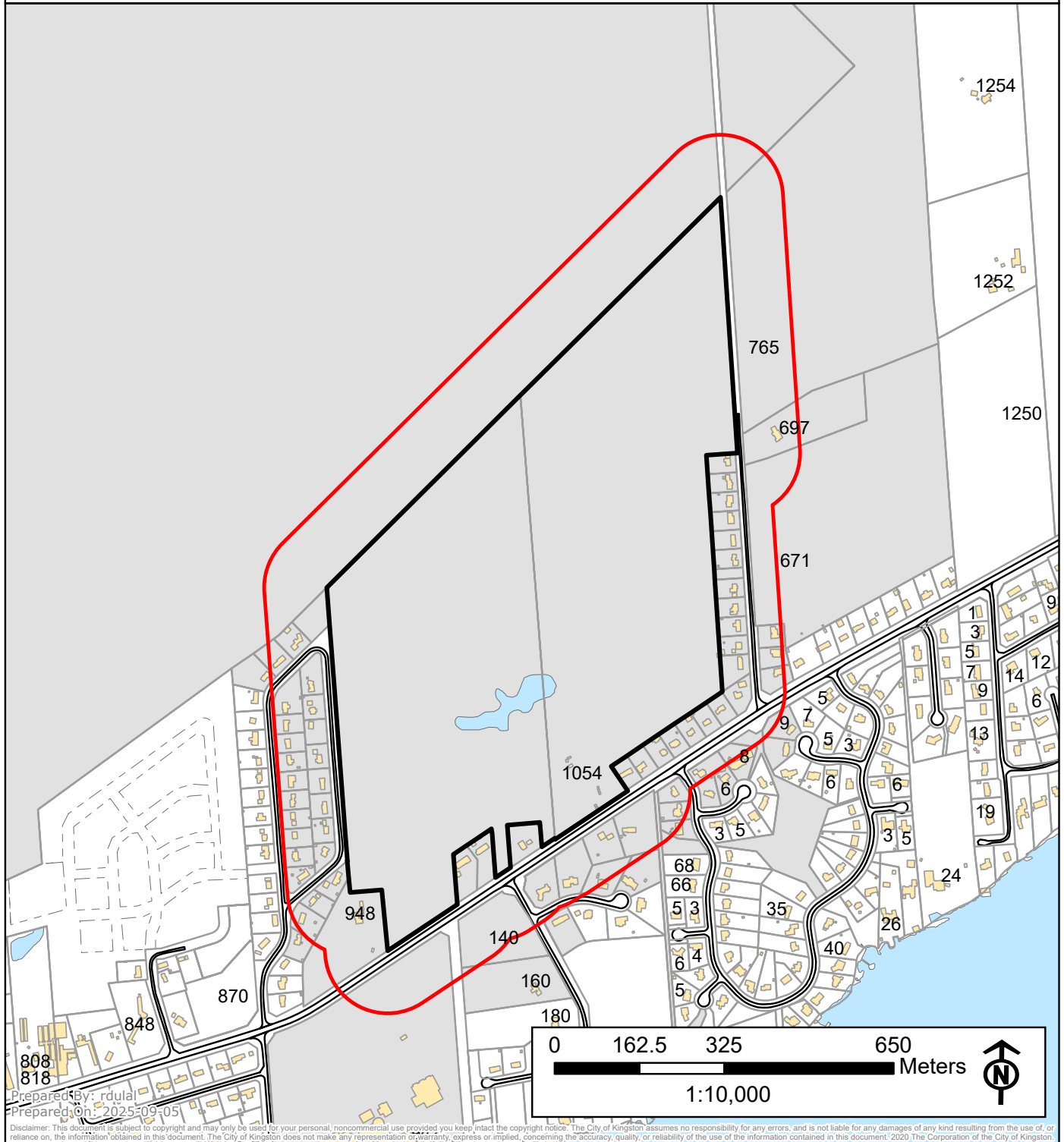
- Subject Lands
- Environmental Protection Area
- Institutional
- Open Space
- Rural Lands
- Waste Management Industrial Area

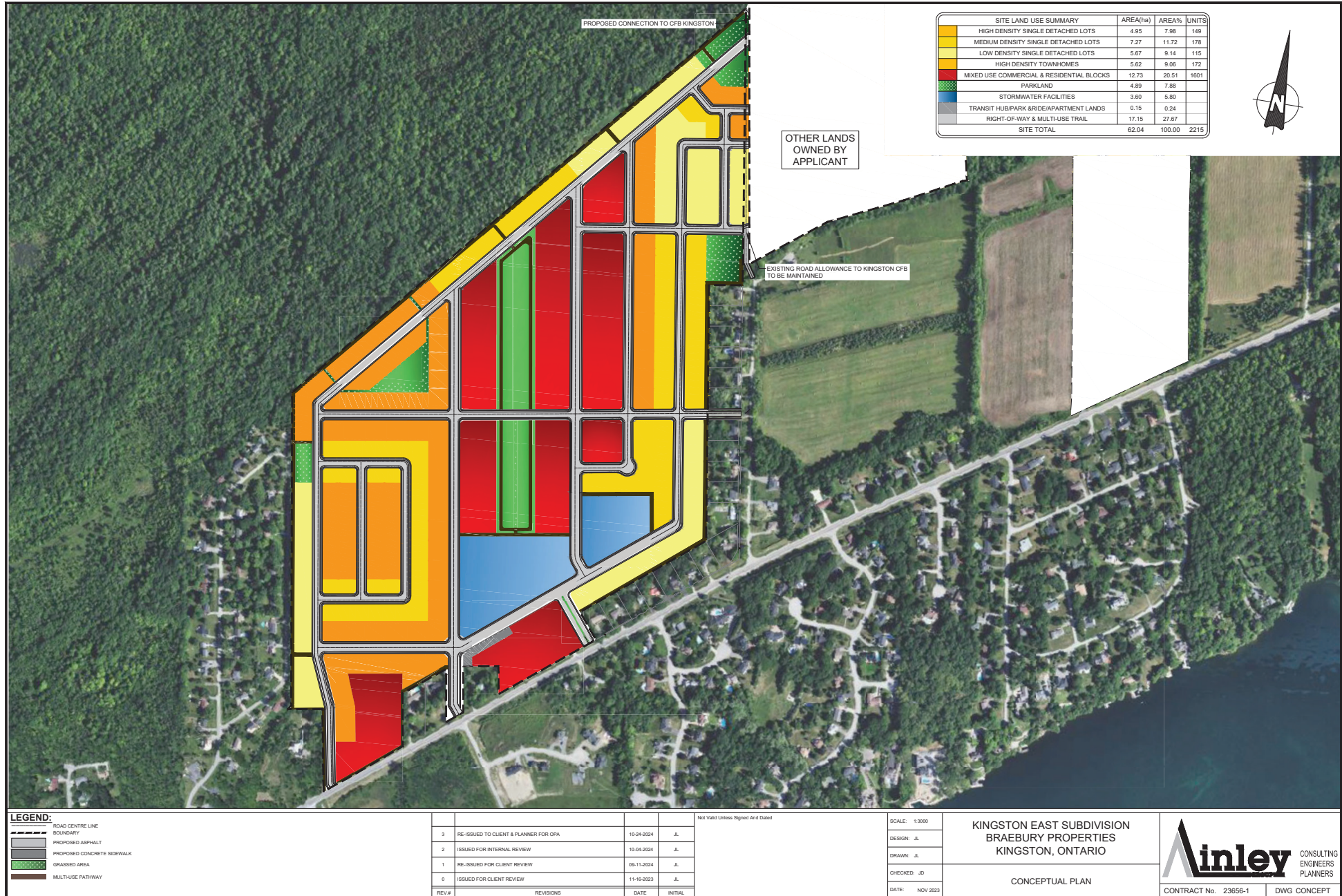




Planning Committee
Public Notification Map
Address: 1054 Hwy 2
File Number: D09-007-2024

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







City of Kingston Community Meeting Form

Note to Applicant: This Form is to be completed by the Applicant and is intended to provide a detailed description of the site, locational context and the proposed application as the basis for a Community Meeting at Planning Committee. The only supplementary information that will be provided by Staff for the Community Meeting is a map package (location, Official Plan, zoning, etc). Please keep residents and members of Planning Committee in mind when completing this form by ensuring that all information is thorough, detailed and understandable. Where a field is not applicable to the site or proposal, please indicate "N/A". Since this Form will be attached as an exhibit to a staff report, this Form must be completed in a manner that is accessible. Please refrain from using formatting or tables that are not accessible. If this form is completed in a manner that is not accessible, it may result in delays to the timing of the Community Meeting and may require staff to make amendments or adjustments prior to attaching the form as an exhibit to a staff report.

Owner/Application Information

Owner: King's Town Development Corporation

Applicant (if Owner is not the Applicant): Fotenn Planning + Design

Site Characteristics

Site address: 790 Highway 2 East, Kingston

Site area: ±22.3 hectares

Description of existing use and buildings on site (height, floor area, units, bedrooms, parking spaces, setbacks, etc): Vacant

Official Plan designation: Rural (Schedule 3A)

Zoning by-law (zone and other relevant schedules and overlays): RU Zone (By-law 2022-62) & CH-2 Zone (By-law 32-74)

Existing number of trees: Unknown, to be confirmed through future tree inventory at appropriate stage in planning process

Number of existing trees to be retained: Unknown, to be confirmed through future tree preservation plan at appropriate stage in planning process

Description of heritage status (not a heritage building, listed, designated or located in a heritage conservation district): Not a designated heritage site

Description of Surrounding Uses and Buildings

East: Residential

West: CFB Kingston

North: CFB Kingston

South: Commercial & Residential

Description of Proposal

Summary description of the proposal: The concept proposes a diverse mix of residential uses and densities, including single-detached, semi-detached, townhouses, and medium-density apartment dwellings, as well as a commercial block along Highway 2 East. The proposed medium density apartment dwellings assume a six-storey building height. It should be noted that a revised concept was submitted to the City of Kingston in August 2025, which reduced the overall proposed density of the development by approximately 37%. Based on those revisions a total of 959 units are proposed, representing a net density of approximately 43 units per gross hectare.

The proposal includes a four (4) park blocks, as well as a street network feature a multi-use trail throughout the site. The parkland areas account for approximately 2.42 hectares (11%) of the overall site. A large stormwater management block is proposed at the southeast corner of the site, which would also feature a walking trail connected to the broader multi-use path network.

There are no specific details regarding parking, setbacks, or precise buildings heights at this time. Should the subject lands be brought into the City's Urban Boundary, those details would be further refined in the future through more detailed planning approvals processes and would be open to additional public consultation.

Type of Application: Official Plan Amendment (Urban Boundary Expansion)

Proposed use: Mixed-Use (Residential and Commercial)

Proposed number and type of residential units and bedrooms (if residential): A total of 959 residential units, including 109 single-detached dwellings, 26 semi-detached dwellings, 104 townhouse dwellings, and 720 apartment dwellings.

Proposed gross floor area (of each use): Unknown at this time

Proposed height: Maximum 6 storeys

Proposed setbacks:

Front: Unknown at this time

Interior: Unknown at this time

Exterior: Unknown at this time

Rear: Unknown at this time

Proposed number of vehicular parking spaces (include breakdown of occupant, visitor, car-share, accessible, etc): Unknown at this time

Proposed number of bicycle parking spaces: Unknown at this time

Proposed landscaped open space: Unknown at this time, however a total of 2.42 hectares of parkland is proposed.

Proposed amenity area (if residential): Unknown at this time

Proposed number of trees to be planted: Unknown at this time

Description of how the application conforms with the Official Plan: An Official Plan Amendment is required to facilitate an expansion of the urban boundary, bringing these lands into the *Housing District* in the City Structure Map (Schedule 2) and re-designating them as *Residential* in the Land Use Map (Schedule 3A) of the Official Plan. Through the ongoing Municipal Comprehensive Review (MCR) process, the City of Kingston is anticipated to update the Official Plan to expand the urban boundary to accommodate projected residential and employment growth through 2051.

The current iteration of the City of Kingston Official Plan (OP) predates the drafting of the policies of the 2024 PPS and therefore does not necessarily reflect the latest policy direction established by the Province of Ontario. Nonetheless, the OP outlines various criteria for assessing new urban settlement boundary expansion requests. The most relevant policies are outlined under Section 2.4. The subject application is intended to provide the necessary information for the City to assess the appropriateness of the proposed boundary expansion at the location of the subject lands.

The proposed urban settlement area boundary expansion will support the City's ability to maintain an adequate supply of land to accommodate planned future growth. It is anticipated that a Master Servicing Plan will be prepared in coordination with the updates to the City's Official Plan to ensure that any lands brought into the urban boundary can be appropriately serviced.

The proposed settlement boundary expansion will form part of a broader MCR process, led by the City of Kingston, to determine the need and justification for additional lands

within the urban boundary. Watson & Associates has completed a series of studies on behalf of the City which have determined there is current and future need for additional lands to accommodate housing in the City. A Functional Servicing Report has been prepared which confirms the subject lands can be serviced, which will contribute to the broader servicing study for the City. Neither the subject lands nor adjacent lands are used for agricultural purposes. As such, there will be no loss of prime agricultural lands.

The proposed boundary expansion seeks to add 22.2 hectares of community area land to the City of Kingston's serviced area. This will allow for the creation of 959 residential homes, having a gross density of approximately 43 units per hectare. The proposed settlement boundary expansion will contribute to the supply and mix of low and medium density residential units needed in Kingston East without exceeding the allocated number of units in this sub-area (as determined by Watson & Associates).

The proposed expansion has been reviewed against the applicable policies of the 2024 PPS, the City of Kingston Official Plan, and the City's local settlement expansion criteria. It is our opinion that the proposal is consistent with, conforms to, and satisfies all applicable policies and criteria for settlement area boundary expansions.

For further details and information, please refer to the Planning Justification Report and supporting materials submitted as part of the complete application package.

If located in an area that is subject to Official Plan policies related to source water, natural heritage system, natural heritage features and areas, hazards, cultural heritage resources, areas of archaeological potential, or areas of archaeological significance, description of how the proposal will conform with the policies: As per Schedule 8A of the City's Official Plan (OP), almost the entirety of the subject lands are designated as significant woodland. A 'Scoped Natural Heritage Assessment' was prepared as part of the original submission package, and has subsequently been updated with a more comprehensive 'Natural Heritage Impact Assessment' (NHIA) in August 2025.

The NHIA states that the current OP mapping of woodlands is based on a computer-based algorithm and 2004 aerial imagery. It is implied by the OP and the Cataraqui Region Conservation Authority (CRCA) that the mapping is subject to change as a result of mapping errors.

The NHIA found that approximately 10.3% of the property contains woodlands that were deemed significant for size and core habitat, due to their applicable connection to the adjacent CFB Kingston woodland. The CFB Kingston woodlands are separated from the woodlands on the subject property by an eight-foot-tall chain-link fence and an approximately 8-metre-wide cleared access route, which results in some fragmentation. If the subject woodlands were removed, the remaining CFB Kingston woodlands would still be significant for size and core habitat.

The NHIA also evaluated other important natural heritage features on the property. A brief summary of those findings is outlined below. Please refer to the original report for further details.

The NHIA found that there are no provincially significant wetlands (PSW's) within 120 metres of the subject lands. Eight (8) unevaluated wetland patches were identified on or adjacent to the subject lands, but none were large enough to meet the minimum thresholds for wildlife habitat. All wetland patches are a result of man-made construction activities. No area's of natural or scientific interest (ANSI's) are located on or within 120 metres of the subject lands. There is no fish habitat, riparian corridors, or valleylands on the subject lands. Minimum or no significant wildlife habitat was identified on the subject lands, pending additional field work to be completed for certain species such as (but not limited to) bats, migratory birds, and woodland raptors.

Description of amendment(s) required to the Zoning By-law: None at this time, however a future zoning by-law amendment application would be required if the subject lands are brought into the City's Urban Boundary

Other information that would be valuable for a Community Meeting: N/A

List of Drawings/Studies Submitted

- Concept Plan, dated October 2024
 - Revised Concept Plan, dated August 2025
- Functional Servicing Report, dated October 2024
- Scoped Natural Heritage Assessment, dated August 2024
 - Natural Heritage Impact Assessment, dated August 2025
- Topographic Survey, dated December 2008
- Traffic Impact Study, dated December 2024
- Planning Justification Report, dated October 2024
- Resubmission Cover Letter, dated August 2025

Community Meeting Form Prepared by: Fotenn Planning + Design

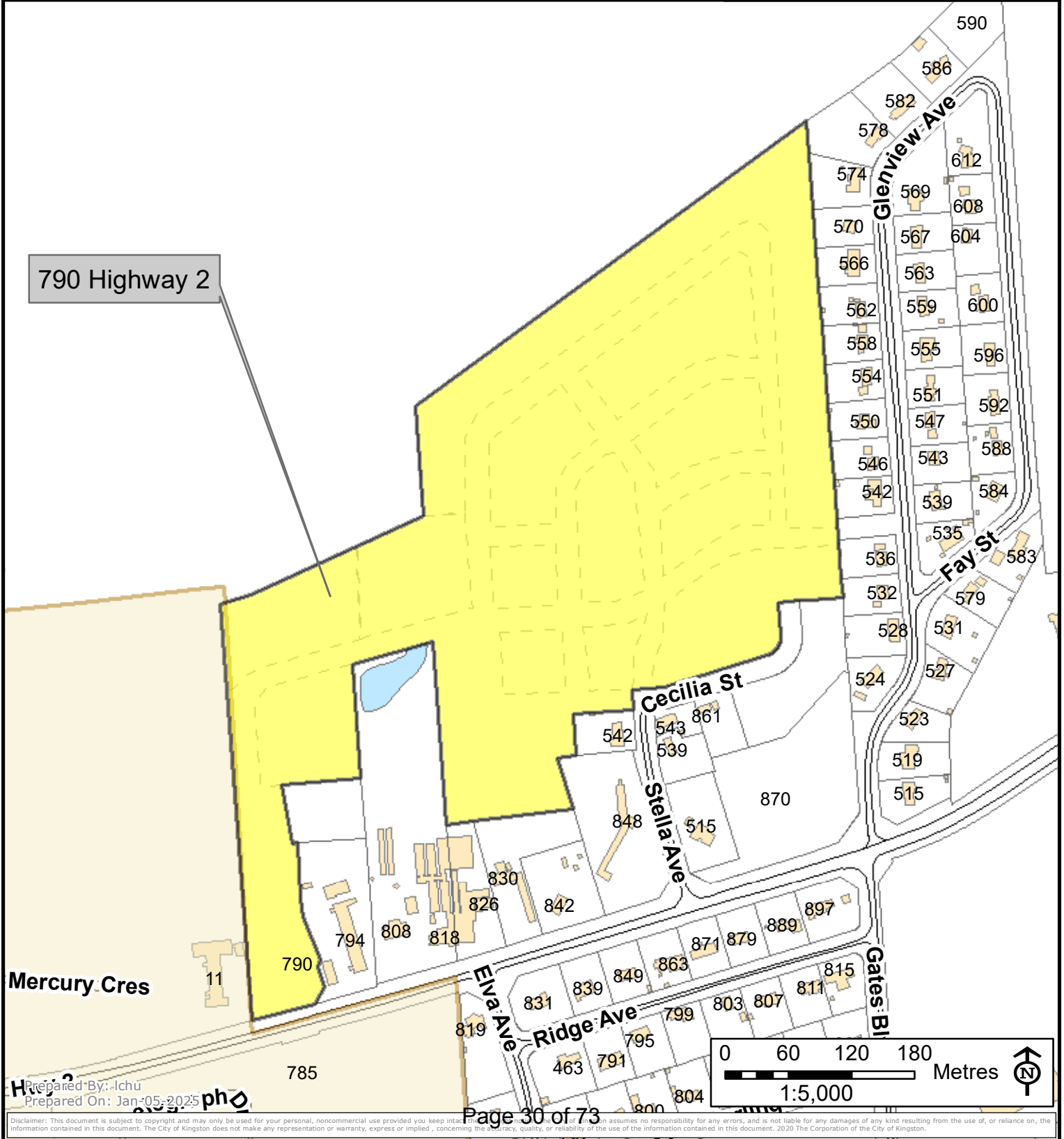
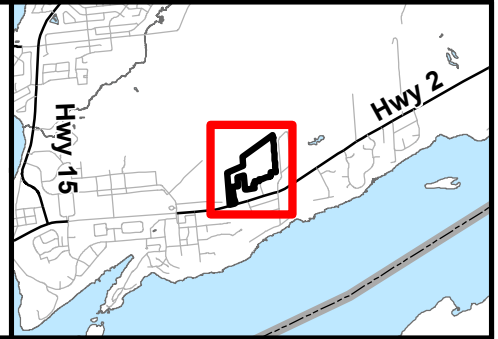
Date: September 8, 2025



Planning Committee
Urban Boundary

Address: 790 Highway 2
File Number: D09-005-2024
Prepared On: Jan-05-2025

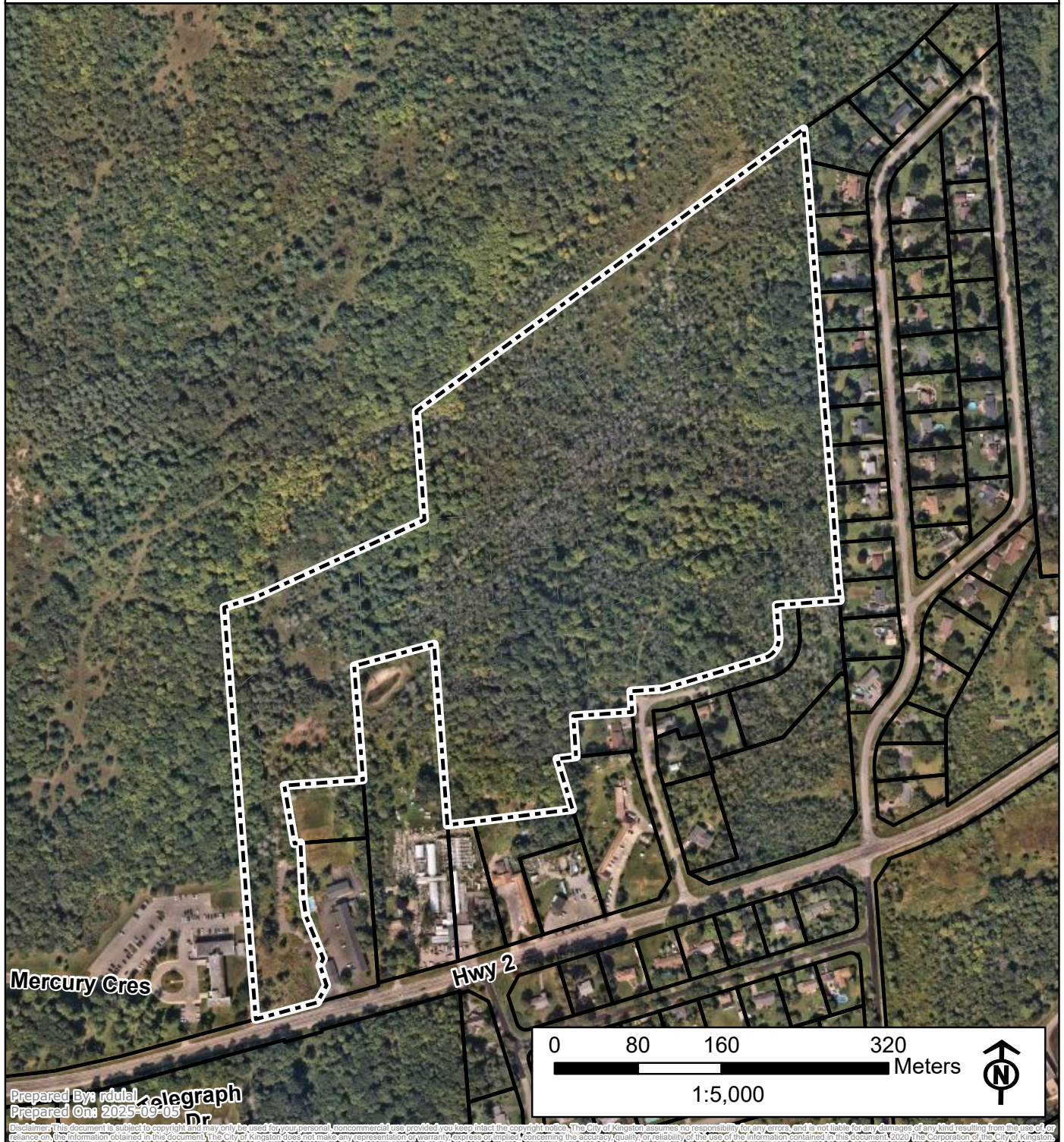
- Subject Lands
- Existing Urban Boundary





City of Kingston
Neighbourhood Context
Address: 790 Hwy 2
File Number: D09-005-2024

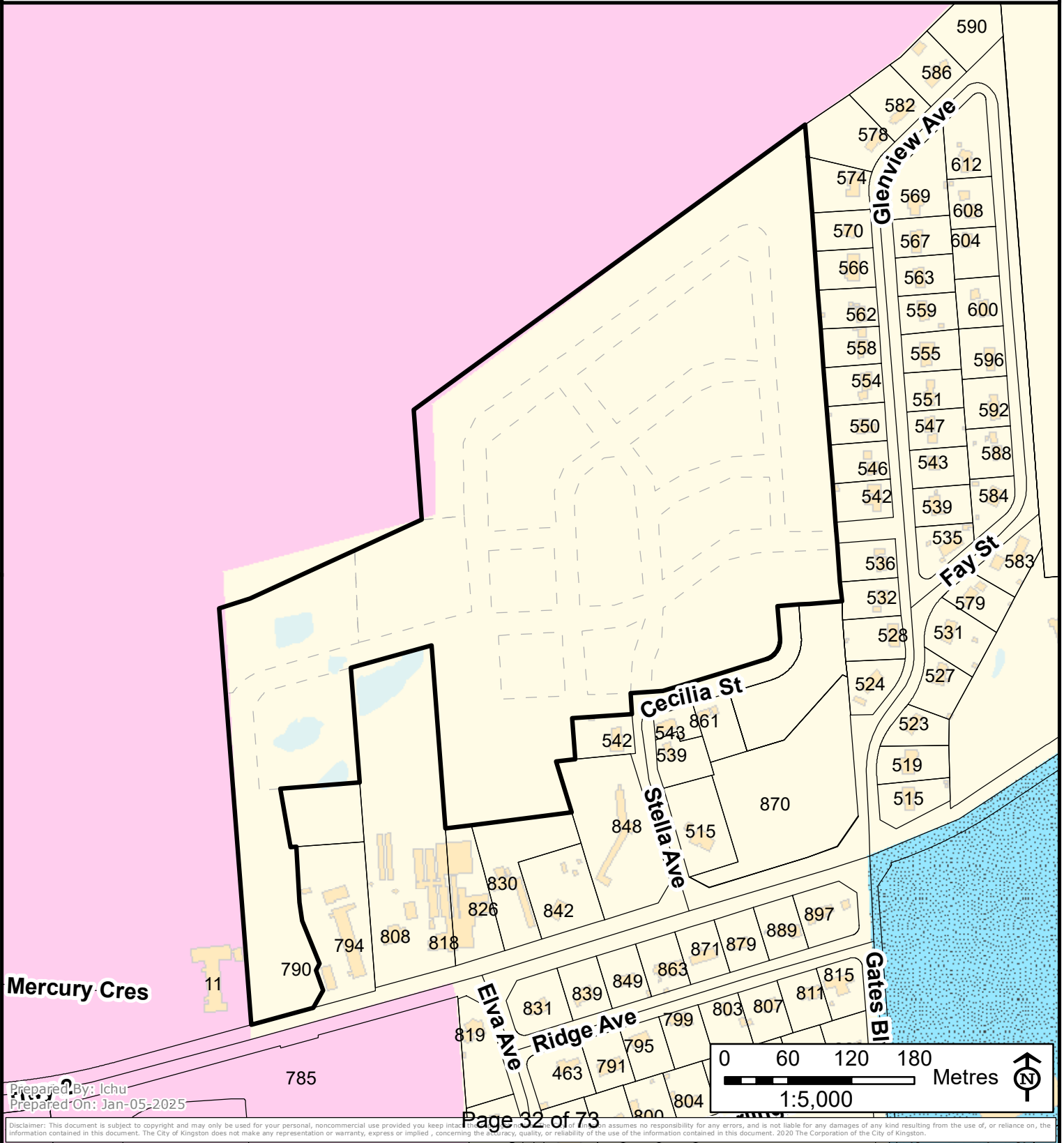
- Subject Lands
- Property Boundaries
- Proposed Parcels





Planning Committee
Official Plan, Existing Land Use
Address: 790 Highway 2
File Number: D09-005-2024
Prepared On: Jan-05-2025

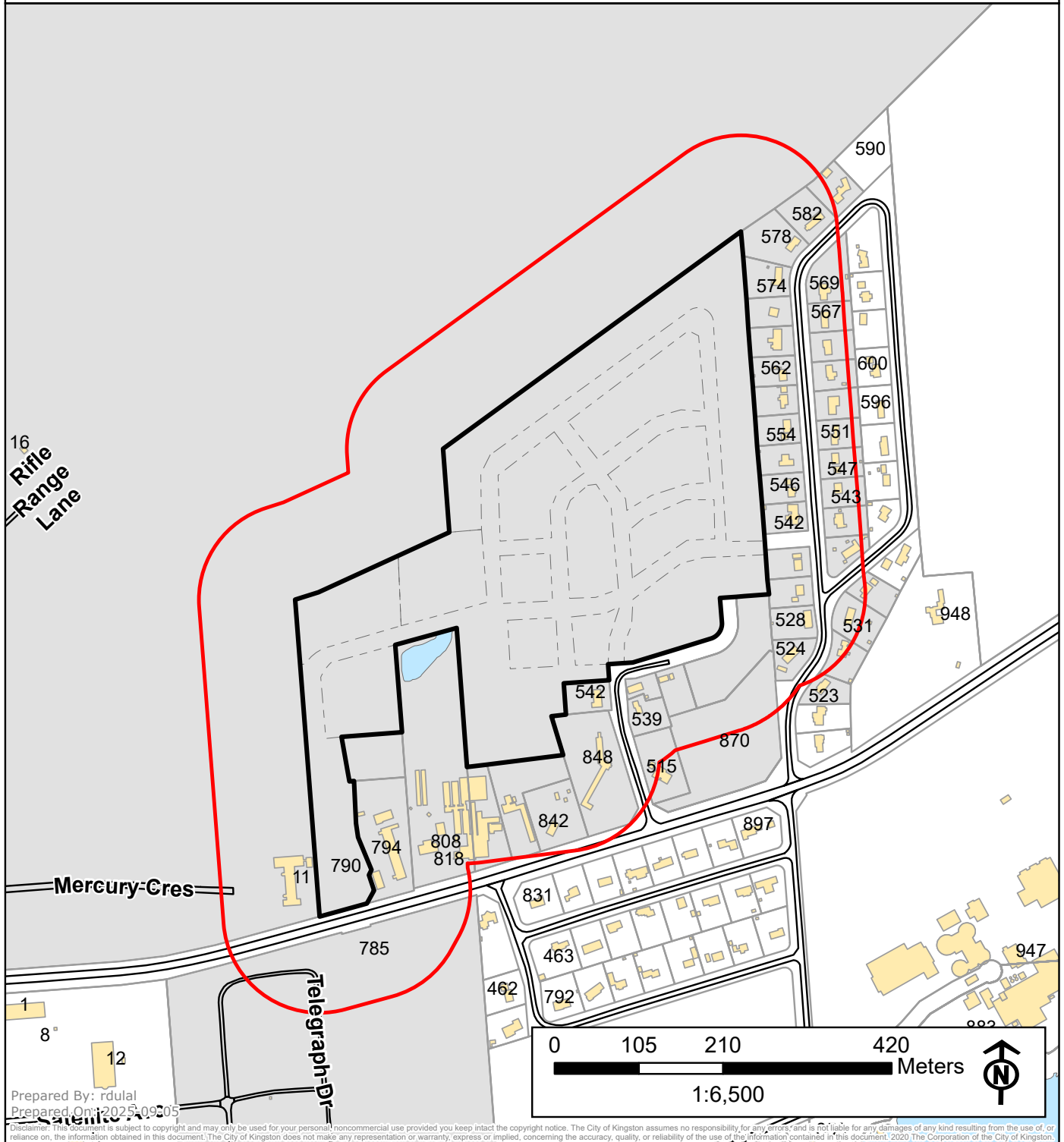
- Subject Lands
- Institutional
- Rural Lands
- Waste Management Industrial Area





Planning Committee
Public Notification Map
Address: 790 Hwy 2
File Number: D09-005-2024

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



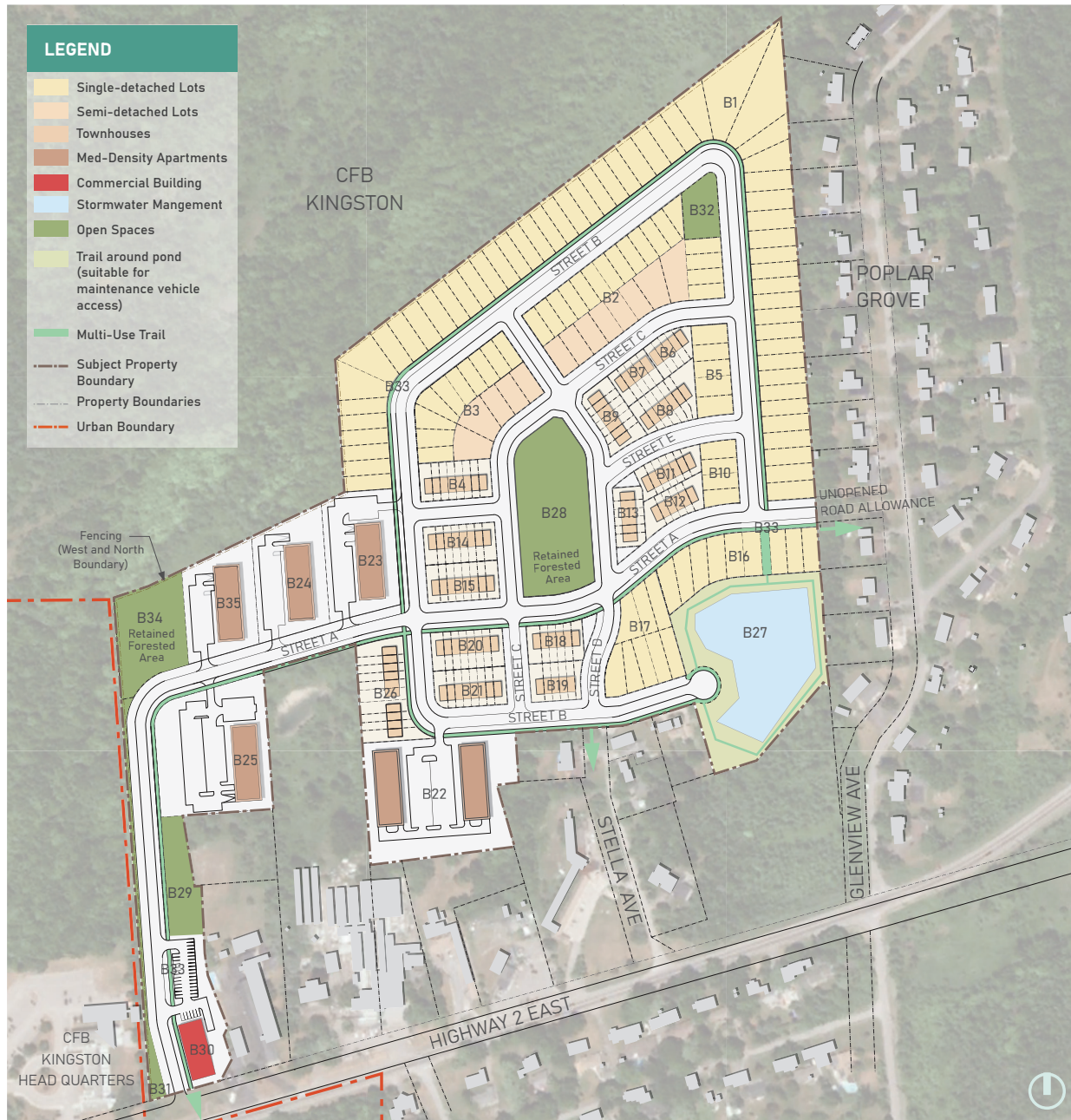
Prepared By: rdulal
Prepared On: 2025-09-05

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790 HIGHWAY 2 EAST

KINGSTON, ON

Concept Plan



SUMMARY

SINGLES = 109 Units
SEMIS = 26 Units
TOWNHOUSES = 104 Units
MED-DENSITY = 720 Units
TOTAL UNITS= 959 Units
TOTAL AREA= 22.3 HA
DENSITY= 43 UNITS/HA
TOTAL PARKLAND= 2.2 HA
REQUIRED
PARKLAND= 2.42 HA (11%)

Notes:

1. An average unit size of 800 ft² is used for calculations for the Medium Density Buildings.
2. An 85% efficiency is used to calculate all units.
3. The Medium Density Building Apartments are 6 Storeys.
4. Assumes two-units per semi-detached lot shown.
5. The Commercial Building has a Building Footprint of 900m² (9,687.5 ft²).
6. Parkland area inclusive of parks, parkettes, open spaces, and multi-use trail areas.
7. For Block 27, the stormwater management pond is approximately 0.78ha and the trail around the pond is 0.61ha.
8. Fencing to be provided along the western boundary with CFB Kingston Lands.

BLOCKS	TPOLOGY	AREA	UNITS
B1	SINGLES	3.44 ha	56
B2	SINGLES + SEMIS	1.04 ha	17 + 16
B3	SINGLES + SEMIS	0.66 ha	10 + 10
B4	TOWNHOUSES	0.18 ha	8
B5	SINGLES	0.21 ha	5
B6	TOWNHOUSES	0.10 ha	5
B7	TOWNHOUSES	0.10 ha	5
B8	TOWNHOUSES	0.18 ha	7
B9	TOWNHOUSES	0.16 ha	7
B10	SINGLES	0.15 ha	4
B11	TOWNHOUSES	0.13 ha	7
B12	TOWNHOUSES	0.13 ha	6
B13	TOWNHOUSES	0.11 ha	6
B14	TOWNHOUSES	0.18 ha	8
B15	TOWNHOUSES	0.18 ha	8
B16	SINGLES	0.48 ha	9
B17	SINGLES	0.41 ha	8
B18	TOWNHOUSES	0.14 ha	6
B19	TOWNHOUSES	0.12 ha	5
B20	TOWNHOUSES	0.18 ha	8
B21	TOWNHOUSES	0.17 ha	8
B22	MEDIUM DENSITY	1.11 ha	120+120
B23	MEDIUM DENSITY	0.57 ha	120
B24	MEDIUM DENSITY	0.54 ha	120
B25	MEDIUM DENSITY	0.91 ha	120
B26	TOWNHOUSES	0.33 ha	10
B27	STORMWATER MGMT	1.40 ha	N/A
B28	CENTRAL PARK	0.75 ha	N/A
B29	PARK	0.23 ha	N/A
B30	COMMERCIAL AREA	0.39 ha	N/A
B31	OPEN SPACE	0.13 ha	N/A
B32	PARKETTE	0.13 ha	N/A
B33	MULTI-USE TRAIL	0.75 ha	N/A
B34	PARK	0.43 ha	N/A
B35	MEDIUM DENSITY	0.48 ha	120

CLIENT
KING'S TOWN DEVELOPMENT CORPORATION

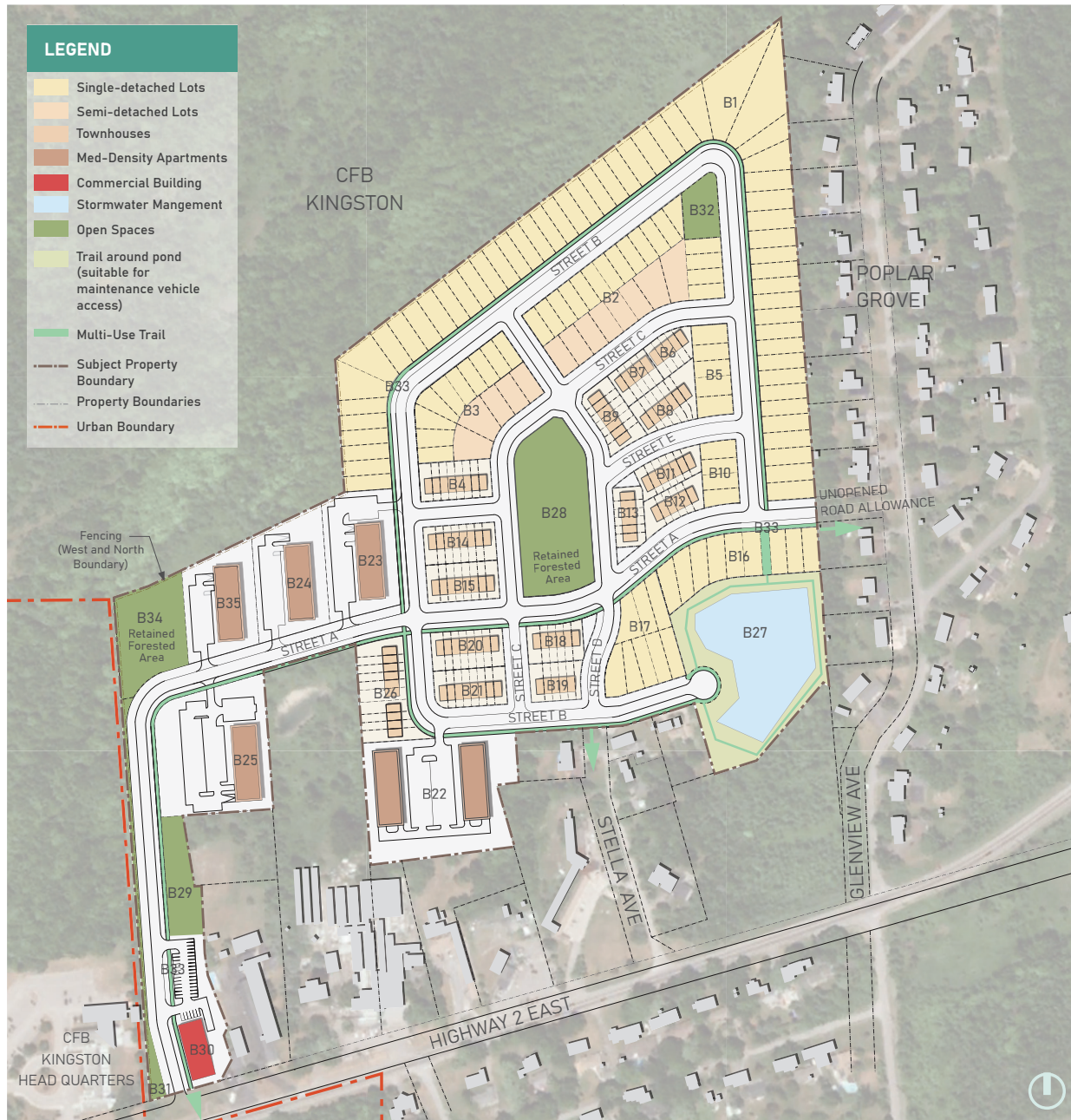
DATE
2025.08.22

FOTENN
Planning + Design

790 HIGHWAY 2 EAST

KINGSTON, ON

Concept Plan



SEMI-DETACHED



SINGLE-DETACHED



TOWNHOUSES



TOWNHOUSES



MEDIUM DENSITY / MID-RISE



MEDIUM DENSITY / MID-RISE



OPEN SPACES

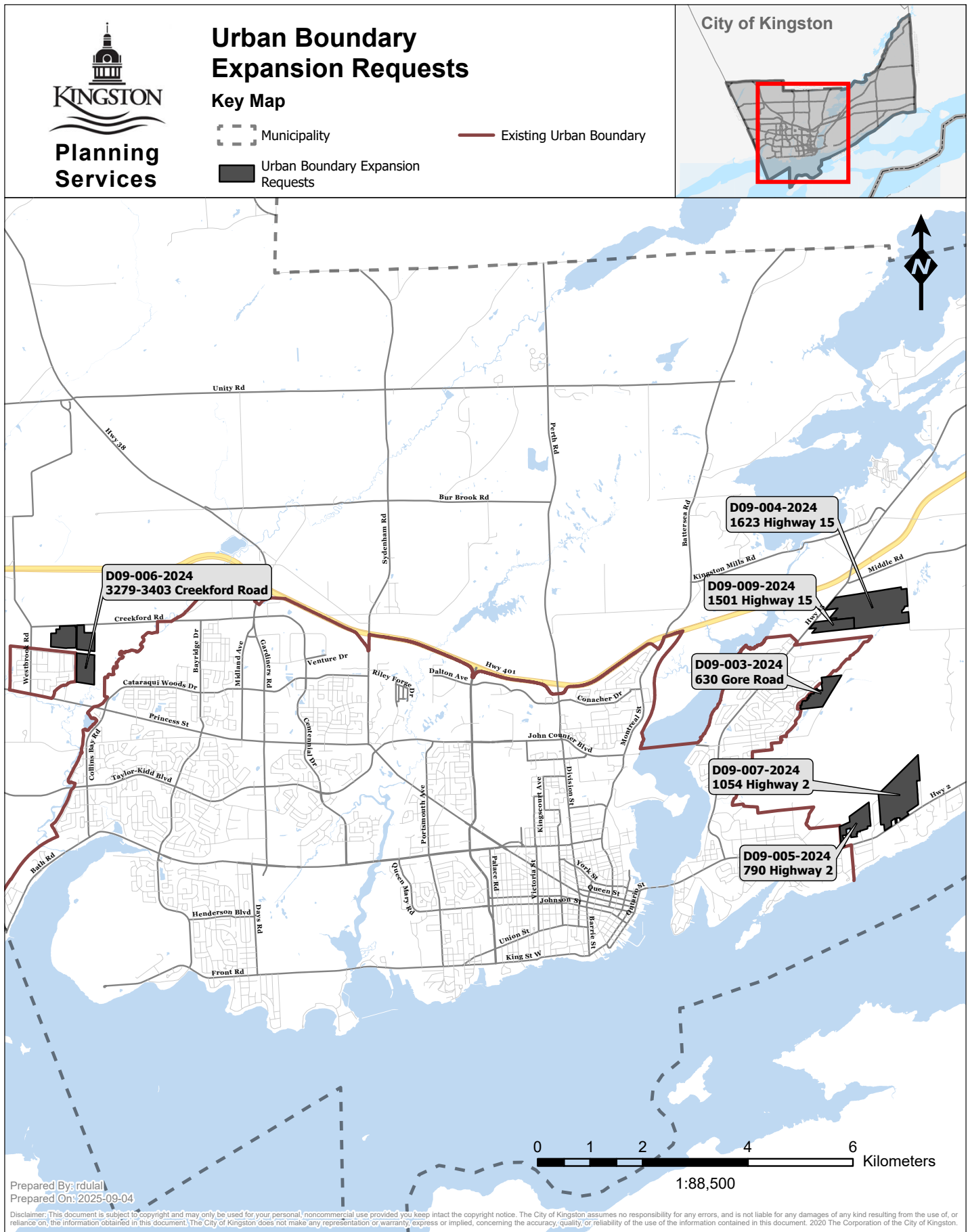


MULTI-USE PATHWAY

CLIENT
KING'S TOWN DEVELOPMENT CORPORATION

DATE
2025.08.22

FOTENN
Planning + Design





Re: File D09-007-2024 - 1054 Highway 2

From Gilchrist,Tess <tgilchrist@cityofkingston.ca>

Date Fri 7/11/2025 2:30 PM

To [REDACTED]

📎 1 attachment (6 MB)

Planning-Committee_Meeting-17-2024_Report-PC-24-051 _Growth-Analysis.pdf;

Hello Jamie,

The new Official Plan Project is currently underway and is being coordinated with the Integrated Mobility Plan (formerly the Transportation Master Plan). More information on these two projects is available in the [Get Involved Kingston](#) website. I would also encourage you to sign up for updates on the right hand side, under the "Stay Informed" banner.

There have been a series of background studies completed in support of the new Official Plan Project. To accommodate new housing, businesses, industry, institutional uses, commercial uses, parks, and supportive uses, and associated infrastructure to support the population and employment growth, the city will need to expand its urban boundary by approximately 745 hectares.

I have attached a Report to Planning Committee from September, 19, 2024 which outlines the Urban Boundary Expansion Study Area (Exhibit B, last page), as well as the local criteria to evaluate lands for inclusion in an expanded urban boundary (page 4 of 15).

Please let me know if you have any further questions.

Thanks,



Tess Gilchrist, RPP, MCIP (she/her/hers)

Senior Planner
Planning Services

City of Kingston
Located at: 1211 John Counter Boulevard
216 Ontario Street Kingston, ON K7L 2Z3
613-546-4291 ext. 3212
tgilchrist@cityofkingston.ca



The City of Kingston acknowledges that we are on the traditional homeland of the Anishinaabe, Haudenosaunee and the Huron-Wendat, and thanks these nations for their care and stewardship over this shared land.

From: [REDACTED]
Sent: Thursday, July 3, 2025 7:22 PM
To: Gilchrist,Tess <tgilchrist@cityofkingston.ca>
Subject: Re: File D09-007-2024 - 1054 Highway 2

You don't often get email from [REDACTED] [Learn why this is important](#)

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Tess,

Additionally;
How they will be scoring these parcels of land for consideration in the boundary expansion, and how many hectares are required to meet their future growth needs?

Thanks again,
Jamie Kenny

Get [Outlook for iOS](#)

From: [REDACTED]
Sent: Thursday, July 3, 2025 7:02:03 PM
To: Gilchrist,Tess <tgilchrist@cityofkingston.ca>
Subject: Re: File D09-007-2024 - 1054 Highway 2

Hello Tess,

Very interesting, when will the next Official Plan review be taking place that will consider the boundary changes?

Thanks again,
Jamie Kenny

Get [Outlook for iOS](#)

From: Gilchrist,Tess <tgilchrist@cityofkingston.ca>
Sent: Thursday, July 3, 2025 4:48:49 PM
To: [REDACTED]
Subject: Re: File D09-007-2024 - 1054 Highway 2

Good afternoon, Jamie - thank you for your comments.

I have added your name and email to the Notification List pertaining to 1054 Highway 2.

The Official Plan Amendment (OPA) Application for 1054 Highway 2 is requesting to be considered for an urban boundary expansion for the purpose of a future residential subdivision. I have attached a copy of the Concept Plan, but please note this is a high-level proposal and not an application for a Plan of Subdivision at this time.

All OPA's requesting to be considered for urban boundary expansion are being reviewed holistically through new Official Plan Project.

For your general reference, there are 5 complete OPA's requesting to be considered for urban boundary expansion through the new OP Project:

- D09-003-2024 - 630 Gore Road
- D09-004-2024 - 1623 Highway 15
- D09-005-2024 - 790 Highway 2
- D09-006-2024 - 3279-3403 Creekford Road
- D09-007-2024 - 1054 Highway 2

I am the File Planner on these 5 OPA's and welcome any inquiries.

We are anticipating holding a Community Meeting in the fall to review the urban boundary expansion, as part of the new Official Plan Project.

You can also sign up for Official Plan Project updates on the [Get Involved Kingston](#) website.

I will send another update via email to the Notification List when new information is available regarding 630 Gore Road.

Thank you,



Tess Gilchrist, RPP, MCIP (she/her/hers)

Senior Planner
Planning Services

City of Kingston
Located at: 1211 John Counter Boulevard
216 Ontario Street Kingston, ON K7L 2Z3
613-546-4291 ext. 3212
tgilchrist@cityofkingston.ca



The City of Kingston acknowledges that we are on the traditional homeland of the Anishinaabe, Haudenosaunee and the Huron-Wendat, and thanks these nations for their care and stewardship over this shared land.

From: [REDACTED]
Sent: Thursday, June 26, 2025 5:46 PM
To: Gilchrist, Tess <tgilchrist@cityofkingston.ca>
Subject: File D09-007-2024

You don't often get email from [REDACTED] [Learn why this is important](#)

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Hello Tess,

I am the owner of : 1112 Hwy 2 East, Kingston ON

I am hoping to see the proposed plan..

I am very concerned about the idea of having a subdivision put in; as I was always under the impression it was rural land and would remain this way.

Thanks in advance,
Jamie Kenny



Get [Outlook for iOS](#)

24 January 2025

Planning Services
City of Kingston
216 Ontario Street
Kingston, ON K7L 2Z3

Reference: Official Plan Amendment
City File No: D09-005-2024
Address 790 Highway 2
King's Town Development Corporation

Attention: Tim Park
Director Planning Services

Dear Mr. Park,

We received a letter via Canada Post from the City of Kingston on 16 January 2025, dated 14 January 2025 pertaining to an application for rezoning of land which would be used for a new multi-residential subdivision.

A public notice sign board has been put up on Highway 2 at #790 between the Super 8 motel and CFB Kingston Headquarters. A second sign board was also put up at the corner of Stella Ave and Cecilia Street. These notice boards were erected on Monday 20th January 2025.

There are a number of homes that would be directly impacted on Glenview Ave (Polular Grove) but no notice board is visible in the community at the time of this letter. It also must be noted that the notice indicates that public meeting dates are still to be determined.

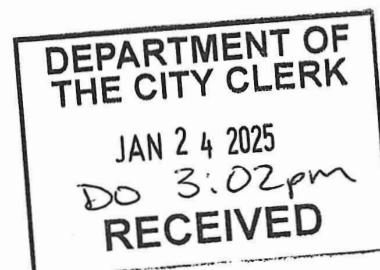
Please accept this letter as my written confirmation that I wish to be notified by the City of Kingston on any decision to amend the Official Plan.

Thank you in advance.



Marcel Scouten
Resident/Owner

[REDACTED]
[REDACTED]
543 Stella Ave
Corner Lot Stella Ave/Cecilia St
Kingston ON K7L-4V1



2025/01/28

Francois Champagne

539 Stella Avenue

Kingston, On

K7L4V1



To whom it may concern

I am writing to express my reservations regarding the proposed housing development (790 Highway 2) in our neighbourhood. While I understand the need for affordable housing in our city, I believe that this project would have a detrimental impact on our community.

First and foremost, the proposed development is simply too large for our area. Will have a negative impact on our artesian wells and others negative impact that I can't just describe in this letter.

For these reasons I would like to be notified of any decision of the City of Kingston on the proposed Official Plan Amendment (City File No: D09-005-2024).

Regard.

A handwritten signature in blue ink, appearing to read 'Francois Champagne', written over the printed name.

Francois Champagne

Thank you

OPA DO9-005-2024

Feb 18, 25

790 Highway 2

Kings Town Development Corp.

OP- Rural

ZBL- General Rural Area
2022-62

Proposed 122 units per ha

low, med & high density residential

Attn: Tess Gilchrist- Senior Planner

I would like to be notified on the
decision on the OPA for this file

My concerns are as follows:

- the existing urban boundary is not legible on the key map
- I fully support residential development given the policies of the Province & proximity to Ravensview & existing services
- main concern is traffic with a connection to Stella Ave & Glenview Ave
- sightlines are extremely poor from Glenview on Hwy 2 given the curve & grade coming from the east
- the roads are historically not to city standards
- will servicing extend into Glenview & roads brought up to standard
- status of ex. firing range on the base is proximity to this development
- loss of privacy for Glenview residents

I would like to read a copy of the Planning
Justification Report.

These are my preliminary comments. Thank you
Tudy Gruvel

* Please email me once you receive this letter *

RECEIVED
FEB 24 2025
RETURNED



Re: YG220K - Urban Boundary Expansion Applications

From Gilchrist, Tess <tgilchrist@cityofkingston.ca>

Date Fri 6/27/2025 3:10 PM

To [REDACTED]

Cc Kussin, Matt <mkussin@cityofkingston.ca>; Agarwal, Sukriti <sagarwal@cityofkingston.ca>; Gelila Mekonnen [REDACTED]; Agnew, Paige <pagnew@cityofkingston.ca>; Park, Tim <tpark@cityofkingston.ca>; Flaherty, Laura <lflaherty@cityofkingston.ca>; Boehme, Ryan N. <rboehme@cityofkingston.ca>

 1 attachment (6 MB)

Planning-Committee_Meeting-17-2024_Report-PC-24-051 _Growth-Analysis.pdf;

Hello John,

Thank you for continuing to share your comments and concerns with us.

One point I'd like to clarify is that the applications at 790 Highway 2 and 1054 Highway 2 are applications for Official Plan Amendment (OPA) and are seeking to be included in an urban boundary expansion through the new Official Plan Project.

I have attached Planning Committee Report Number PC-24-051, which outlines a set of local criteria that were created to evaluate lands for inclusion in an expanded boundary (Page 4 of 15).

You are correct that land use compatibility (Bullet #2) is a major consideration when evaluating the areas identified within the Proposed Urban Boundary Expansion Study Area (as shown on Exhibit B, last page of the Report).

All OPA Applications requesting to be included in an urban boundary expansion are being reviewed under the new Official Plan Project.

We are anticipating holding a Community Meeting in the fall to review all of the urban boundary expansion applications, as part of the new Official Plan Project.

Any recommendations to Council on the urban boundary expansion component of the new Official Plan are not anticipated until spring of 2026.

If you haven't done so already, please sign up to receive updates on the [new Official Plan Project](#), including opportunities for public engagement.

Please feel free to send your questions in to me any time - and if you'd like to speak over the phone, I am available week days.

Thank you,



Tess Gilchrist, RPP, MCIP (she/her/hers)

Senior Planner
Planning Services

City of Kingston
Located at: 1211 John Counter Boulevard
216 Ontario Street Kingston, ON K7L 2Z3
613-546-4291 ext. 3212
tgilchrist@cityofkingston.ca



The City of Kingston acknowledges that we are on the traditional homeland of the Anishinaabe, Haudenosaunee and the Huron-Wendat, and thanks these nations for their care and stewardship over this shared land.

From: [REDACTED]
Sent: Monday, June 23, 2025 10:11 AM
To: Gilchrist, Tess <tgilchrist@cityofkingston.ca>
Cc: Kussin, Matt <mkussin@cityofkingston.ca>; Agarwal, Sukriti <sagarwal@cityofkingston.ca>; Gelila Mekonnen [REDACTED] Agnew, Paige <pagnew@cityofkingston.ca>; Park, Tim <tpark@cityofkingston.ca>; Flaherty, Laura <lflaherty@cityofkingston.ca>; Boehme, Ryan N. <rboehme@cityofkingston.ca>
Subject: Re: YG220K - Urban Boundary Expansion Applications

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Hello Tess and thank you for your detailed reply to my email and thanks as well to everyone that has been in communication on this subject and for taking the time to read and respond to our concerns.

There are definitely numerous factors to consider in any proposed zoning change, number one should be the effect on the residents that are adjacent to the proposed change, in fact the Ontario government regulations state this here <https://www.ontario.ca/document/citizens-guide-land-use-planning/zoning-bylaws#section-4>. Notably bullet 6 below;

Site plan control bylaws

Site plan control bylaws are not zoning bylaws. They are used to establish areas where site plan control will be applied. These areas must be described in the official plan.

Site plan control is used to ensure that:

- developments are built and maintained in the way that council approved
- new developments meet certain standards of quality and appearance
- there is safe and easy access for pedestrians and vehicles
- the appearance and design features of buildings, and their sustainable design, are satisfactory
- there is adequate landscaping and drainage
- **nearby properties are protected from incompatible development**

I think a good argument could be made that the proposed developments are not compatible with any of the rural homes that currently exist in our area.

I am happy to hear that detailed hydrology will be looked at at some point during the evaluation process, I am concerned that it is not first and foremost as it is critical to the lives of every homeowner on well water that the security of our water supply be guaranteed. I am also concerned that work could begin before the hydrology piece is addressed, we have already seen work begin on Gore rd where no permits were authorized. Regardless of the results of a future hydrology evaluation, the question of who will be responsible for any future well water issues if they arise as a result of these developments must also be answered. The impact on all residents who rely on well water would be extremely severe, there can be no question if there is a problem as to who will be responsible for compensation to residents, what form that will take and how water service would be restored.

Additionally, although I am sure this has been raised by CFB Kingston, the proximity of any high rise development at 790 and 1052 hwy 2 to the military firing ranges must be considered. With full respect to our military members for the work they do it must be noted that this range is extremely active and that safety incidents do occur. We have experienced them ourselves with an incident that occurred on 10 Apr 2021, machine gun tracer rounds flew through the trees behind our house, MP investigation case file # GO 2021-8756 . Our neighbours across the street have had tracer rounds fly over their house and another home further south of our location on Glenview had a round penetrate the roof structure. Given the elevation that any multi level development would have above the firing range it would be virtually impossible to build any kind of berm to prevent rounds from a negligent discharge from entering those structures if those rounds escaped the range in their direction. Further, the rounds would have been fired from a location close enough to those structures as to be lethal. I am not sure who would be held responsible if an incident occurred down the road but knowingly placing homes at a raised elevation within the lethal range of live military weapons must be carefully considered. The low rise homes in place now have a much lower chance of being hit but it has still happened, there is no way to guarantee it won't again but the probability of a higher elevation structure being hit would be substantially higher.

In closing, thank you again for your reply, I look forward to discussing this at a future meeting, cheers.

John Frandsen
574 Glenview Ave

On Tue, May 27, 2025 at 5:11 PM Gilchrist,Tess <tgilchrist@cityofkingston.ca> wrote:
Thank you for your email, Mr. Frandsen.

All applications for urban boundary expansion were prepared by the property owners and submitted to the City. The City is required to review all complete applications submitted under the Planning Act. These applications are only to be considered for an expansion and the materials provided are highly conceptual at this stage. Future development applications would be required to review the details of a residential subdivision, if the lands are included in an boundary expansion through the new Official Plan project (which is subject to approval by Council and the Minister of Municipal Affairs and Housing).

The projects you noted at 500 Gore Road, 1587 Hwy 2 and 24 King Pitt Road are for lands on partial services (municipal water and private septic) and are not typical development proposals for an urban boundary expansion. I would also note that these properties did not submit an official plan amendment application to be considered for urban boundary expansion, after providing an initial Notice of Intent.

The applications at 790 and 1054 Hwy 2 are proposed at densities more typical of development on full municipal services, which is why they contrast so markedly with those projects mentioned above.

One of the assessment criteria when reviewing urban boundary expansion is the lands' proximity to the existing urban boundary and the City's ability to service (water, sanitary, power, gas, transit, etc.) the lands over the projected growth horizon (2051). The City is balancing potential urban boundary expansion areas with development intensification within the existing urban boundary in order to accommodate future growth. It is a complex balance to strike, but one of the main goals of the new Official Plan work being done right now is to direct residential, commercial, institutional and employment growth in the appropriate form and locations within the City.

All urban boundary expansion applications are being reviewed in collaboration with Utilities Kingston and the City's Integrated Mobility Plan (Transportation Master Plan). This will be ongoing for the next few months, and will include review of the concept plans, proposed densities and technical studies that have been submitted in support of these applications.

Detailed hydrology study would not take place until a future development stage.

All residents are encouraged to participate in the new Official Plan project and will be informed about any upcoming community consultations sessions through Get Involved Kingston and direct email, if you have signed up for notifications.

Staff have been receiving comments from other members of the community as well on these applications, and would be happy to schedule a meeting to run through questions and comments. We will be in touch with the meeting details. At this time, we are potentially looking at the second half of June.

Thank you,



Tess Gilchrist, RPP, MCIP (she/her/hers)

Senior Planner
Planning Services

City of Kingston
Located at: 1211 John Counter Boulevard
216 Ontario Street Kingston, ON K7L 2Z3
613-546-4291 ext. 3212
tgilchrist@cityofkingston.ca



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From: Flaherty, Laura <lflaherty@cityofkingston.ca>
Sent: Wednesday, May 21, 2025 6:58 AM
To: Boehme, Ryan N. <rboehme@cityofkingston.ca>; [REDACTED]
Cc: Kussin, Matt <mkussin@cityofkingston.ca>; Agarwal, Sukriti <sagarwal@cityofkingston.ca>; Gilchrist, Tess <tgilchrist@cityofkingston.ca>; Gelila Mekonnen [REDACTED]
Agnew, Paige <pagnew@cityofkingston.ca>; **Park, Tim** <tpark@cityofkingston.ca>
Subject: RE: YG220K - Urban Boundary Expansion Applications

Good morning,

Thanks John and Councillor Boehme for providing this feedback and for the follow up questions.

A few of our key staff members on this work are away from the office this week for work related to the YG220K projects, so we will provide a response to you next week upon their return.

Thanks,
Laura



Laura Flaherty (MacCormick), MCIP RPP
(she/her/hers)

Project Manager, Planning Services

City of Kingston
216 Ontario Street Kingston, ON K7L 2Z3
(613) 546-4291 extension 3157
lflaherty@cityofkingston.ca

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Personal information, as defined by the Municipal Freedom of Information and Protection of Privacy Act (MFIPPA), including (but not limited to), names, addresses, opinions and comments, is collected under the authority of the Municipal Act, 2001, and in accordance with MFIPPA, the Planning Act, and all other relevant legislation. Personal information may form part of meeting agendas and minutes, and therefore will be made available to members of the public at the meetings, through requests, and through the website of the Corporation of the City of Kingston. Your name, mailing address and property address will be made available to the public through DASH, the City's online Development and Services Hub. Questions regarding the collection, use, and disclosure of this personal information may be directed to Tim Park, Director of Planning Services.

From: Boehme, Ryan N. <rboehme@cityofkingston.ca>
Sent: May 20, 2025 5:38 PM
To: [REDACTED] Flaherty, Laura <lflaherty@cityofkingston.ca>
Cc: Kussin, Matt <mkussin@cityofkingston.ca>; Agarwal, Sukriti <sagarwal@cityofkingston.ca>; Gilchrist, Tess

<tgilchrist@cityofkingston.ca>; Gelila Mekonnen

Subject: RE: YG220K - Urban Boundary Expansion Applications

Hi John,

Those are very important points!

I think it needs to be said, that I have heard from many of your neighbours as well, they are not against a development, but they would like to have a say that matters along the way, and would like to see a reduction in the density of this project. I'm hopeful staff can carry this message forward in discussions on this file moving forward to try to make it fit better with the surrounding area.

Ryan

From: [REDACTED]

Sent: May 15, 2025 5:33 PM

To: Flaherty, Laura <lflaherty@cityofkingston.ca>

Cc: Kussin, Matt <mkussin@cityofkingston.ca>; Agarwal, Sukriti <sagarwal@cityofkingston.ca>; Gilchrist, Tess <tgilchrist@cityofkingston.ca>; Gelila Mekonnen [REDACTED]

Boehme, Ryan N. <rboehme@cityofkingston.ca>

Subject: Re: YG220K - Urban Boundary Expansion Applications

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Laura, thankyou for your response and for yourself, Matt and Gelila taking the time to meet with me. I have some follow questions/comments that I have inserted into your email as I am looking for a bit more detail on steps that will be taken along what must be considered a critical path for a project/projects of this magnitude. My responses are all in blue coloring.

Thanks again for taking the time to meet with us and providing your feedback on the Official Plan and Integrated Mobility Plan projects. As promised, I am sending a follow up email to confirm the process for the urban boundary expansion applications that the City has received on Hwy 2 (790 Hwy 2 and 1054 Hwy 2).

As discussed during our meeting on 12 Apr, the density of the projects at 790 and 1052 Hwy 2 are the highest density of all the urban expansion projects being considered. To lump these two projects in as part of the urban expansion as a whole feels wrong to me because they are unique in their extreme density and proximity to long existing residential housing in a rural zone. My question is why exactly are these projects being considered at this density in the first place in these locations? Is it simply because of their proximity to City water and sewer? Why is the density so extremely different from the projects at 500 Gore rd, 1587 Hwy 2 and 24 King Pitt rd? Those projects fit into the rural landscape perfectly and will have very little if any negative effect on existing homeowners. Who will speak on our behalf against this extreme density? It feels like these two projects are all gloves off WRT whatever the developer wants and too bad for the residents that get trampled in the process. What is being asked for is completely unreasonable density wise in this location and should only be considered in a location that does not border long existing rural residents. There are numerous other locations

identified in the urban boundary documents that would be much better suited with zero impact on existing residents.

Both applications are currently going through a technical review process where staff and external agencies are reviewing the materials that have been submitted by the applicants. This technical review process will be ongoing for the next few months to ensure that the information can be coordinated and reviewed through the ongoing Natural Heritage Study, the Integrated Mobility Plan project and the Water + Wastewater Master Plan project.

I have not seen any mention of a study that will address the security of our well water supply, this is obviously a critical item for all the residents that will be bordered by the new construction that is being proposed. What agency is responsible for ensuring our water supply remains clean and plentiful and if it is affected, who will be responsible for compensating residents and replacing their water supply? We have had excellent quality clean, plentiful and free water here for over 70 years.

Will there be a study to consider the negative effects the suggested density will have on the existing resident's property values or mental health? We all purchased our homes in this location because it is rural and was bordered by rural lands. We all took for granted that any new builds would follow rural building guidelines not extreme density urban guidelines. By changing the zoning to urban in the discussed locations you are in effect creating a bubble of rural homes surrounded by extremely high density subdivisions. No one in my neighborhood purchased their home with any idea they would someday be required to live next to such density, we are rural because we chose to be. I can tell you the stress of this situation is affecting my physical and mental health at the moment and is surely affecting my neighbours as well.

Will there be a study that takes into consideration where high density subdivisions should be located to ensure they do not exacerbate the already difficult traffic situations that exist in the east end especially at rush hours? Your official plan document states that the city will not be able to build sufficient roadways to accommodate the traffic that will be created from extremely high density builds. This will be true if they are built in the wrong locations. If on the other hand they are built in close proximity to our main express routes, Hwy 401 and others, then there will be much less of an issue. It seems to me that before any high density projects are considered by the city, the traffic piece should be considered first. Why even look at projects in locations that will cause traffic problems if those same projects could be completed in locations that will easily allow for the increased traffic volume they will produce? It seems completely out of sync with what is currently happening and brings me back to my previous question of why such high density in our location?

We expect to hold a community meeting in the fall on the urban boundary expansion applications at Planning Committee and will send out notice of this meeting through mail and email (we have added your email address to the notification list). There will be a presentation of the applications at that time and the opportunity for the public to provide feedback.

I am hopeful that my and others that are contacting you will receive a response to the concerns we share well in advance of this community meeting. I applaud the city and yourselves for the effort that such a complex task that is in front of you will require and hope and pray that your efforts will be considerate of the long existing residents that live in the rural zones that are being affected by this plan. We the residents will need you, the intelligent decision makers to be considerate of not just meeting numbers WRT housing requirements but also whom and what is being affected and how. I am hopeful that we will be fairly considered in all decisions directly affecting our area, numbers alone

cannot be the only factor, we the residents, the taxpayer must be considered and our rights and way of life respected.

No decisions will be made on the urban boundary expansion applications until the Official Plan project is being considered by Council. At this time, we are anticipating Council consideration of the Official Plan project and the urban boundary expansion applications in the summer of 2026. The Minister of Municipal Affairs and Housing has the final decision-making authority on these matters, so any decisions of Council on these matters would then require MMAH approval.

Thankyou for taking the time to engage with myself and others in this subdivision. The clock is ticking very quickly on the decisions that will affect residents of Poplar Grove and the city as a whole. I am sure you can feel the pressure on your side and I don't wish to add to it but as you can surely understand, myself and my neighbours are very concerned we will be swept aside in the interest of numbers and expansion. I implore you and your team to always consider what is best for the whole. If there is a win-win solution to the challenges ahead, those are the solutions we will respect and understand.

Regards, John Frandsen.

On Thu, May 15, 2025 at 3:34 PM Flaherty,Laura <lflaherty@cityofkingston.ca> wrote:

Hi John,

Thanks again for taking the time to meet with us and providing your feedback on the Official Plan and Integrated Mobility Plan projects. As promised, I am sending a follow up email to confirm the process for the urban boundary expansion applications that the City has received on Hwy 2 (790 Hwy 2 and 1054 Hwy 2).

Both applications are currently going through a technical review process where staff and external agencies are reviewing the materials that have been submitted by the applicants. This technical review process will be ongoing for the next few months to ensure that the information can be coordinated and reviewed through the ongoing Natural Heritage Study, the Integrated Mobility Plan project and the Water + Wastewater Master Plan project.

We expect to hold a community meeting in the fall on the urban boundary expansion applications at Planning Committee and will send out notice of this meeting through mail and email (we have added your email address to the notification list). There will be a presentation of the applications at that time and the opportunity for the public to provide feedback.

No decisions will be made on the urban boundary expansion applications until the Official Plan project is being considered by Council. At this time, we are anticipating Council consideration of the Official Plan project and the urban boundary expansion applications in the summer of 2026. The Minister of Municipal Affairs and Housing has the final decision-making authority on these matters, so any decisions of Council on these matters would then require MMAH approval.

In the meantime, if you have comments or questions on either of the urban boundary expansion applications, you can contact Tess Gilchrist (copied on this email) – a Senior Planner in Planning Services.

Regards,
Laura



Laura Flaherty (MacCormick), MCIP RPP
(she/her/hers)

Project Manager, Planning Services

City of Kingston

216 Ontario Street Kingston, ON K7L 2Z3

(613) 546-4291 extension 3157

lflaherty@cityofkingston.ca

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Re: Proposed Developments on Highway 2

From Gilchrist, Tess <tgilchrist@cityofkingston.ca>

Date Fri 7/25/2025 4:59 PM

To [REDACTED] Boehme, Ryan N. <rboehme@cityofkingston.ca>

Cc responsibledevelopmentkingston@gmail.com <responsibledevelopmentkingston@gmail.com>

Thank you for your correspondence, Mr. Livesey.

It has been received and will be included in the public correspondence record for the two files on Highway 2, with your personal information redacted.

I have also added you to the Notification List for any updates pertaining to the applications on Highway 2.

If you haven't already done so, I would also encourage you to sign up for updates on the Get Involved Kingston page for the [New Official Plan and Integrated Mobility Plan](#) projects. We continue to review the Official Plan Amendment Applications for Urban Boundary Expansion through the New Official Plan project.

Have a nice weekend,



Tess Gilchrist, RPP, MCIP (she/her/hers)

Senior Planner
Planning Services

City of Kingston
Located at: 1211 John Counter Boulevard
216 Ontario Street Kingston, ON K7L 2Z3
613-546-4291 ext. 3212

tgilchrist@cityofkingston.ca



The City of Kingston acknowledges that we are on the traditional homeland of the Anishinaabe, Haudenosaunee and the Huron-Wendat, and thanks these nations for their care and stewardship over this shared land.

From: [REDACTED]

Sent: Tuesday, July 22, 2025 11:13 AM

To: Boehme, Ryan N. <rboehme@cityofkingston.ca>

Cc: Gilchrist, Tess <tgilchrist@cityofkingston.ca>; responsibledevelopmentkingston@gmail.com
<responsibledevelopmentkingston@gmail.com>

Subject: Proposed Developments on Highway 2

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

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Dear Councilor Boehme,

I am writing to you to express my concern regarding the two proposed developments on Highway 2 (at 790 and 1054 Highway 2).

Firstly, I am not opposed to development, however, it must be complementary and well-designed. Neither of the two schemes meet this criteria. In an area currently zoned "rural" the developers are proposed super-high-density projects, with a projected population of 10,000. This clearly makes no sense. There are many sites in Kingston much better suited for this kind of development.

Secondly, there isn't currently in infrastructure to handle such a dramatic increase in population. Rumour suggests that the City of Kingston is not planning upgrades to roads, schools, waste-water treatment, etc. to accommodate the thousands of new residents. As an example, the traffic in the area will be significantly impacted, as will the traffic on the bridge crossings (which for a variety of reasons can't currently handle the current demands).

Thirdly, the schemes seem to be mainly about optimizing density rather than providing amenities to the larger community. They do not appear to be by planning/urban design firms that are skilled in current residential development design. There is a general lack of greenspace in both schemes, and certainly no effort to buffer from existing communities or to acknowledge any existing environmental factors. What are the environmental standards being applied to these projects?

Fourthly, there is absolutely no need for tall buildings (above 10 storeys) in these areas. And certainly not 18 storey structures. We know that tall buildings can dramatically impact an area, as witnessed by the inappropriate Homestead tower in downtown Kingston. FYI, decades ago the Netherlands decided to mainly ban tall buildings (except in specific locations like downtown Rotterdam). The Dutch determined that there is no need for them, and the Netherlands produces very high quality housing and is very dense. Therefore, the towers should be removed from the schemes.

There is a place for well-designed high-density schemes (below 8-10 storeys) in sensitive areas, however, it means that the developers have to make more effort with the design and settle for less profit. I don't support extending the current urban boundary to accommodate these projects, there is a lot of land in Kingston much more suited for this kind of development. Even Highway 15 is better equipped to handle a high-density "village."

Regards.

Graham Livesey, BArch, MArch, PhD, FRAIC
Professor Emeritus of Architecture, University of Calgary
10 Oakwood Crescent
Kingston, Ontario, Canada, K7L 4V1
Tel: [REDACTED]



Re: Proposed Development at 790 Highway 2

From Gilchrist, Tess <tgilchrist@cityofkingston.ca>

Date Fri 7/25/2025 5:15 PM

To Shannon Neville [REDACTED]

Thank you for your email, Shannon.

I have added you to the Notification List for any updates pertaining to the applications on Highway 2.

The Official Plan Amendment Applications on Highway 2 are requesting to be included in an urban boundary expansion, through the new Official Plan Project.

We are anticipating holding a community meeting in the fall relating to urban boundary expansion, as part of the new Official Plan Project.

The Official Plan timeline is available on the project website:

<https://getinvolved.cityofkingston.ca/yg220k>.



Official Plan and Integrated Mobility Plan - Get Involved Kingston by Communications & Public Engagement

Join Matt Kussin and Laura Flaherty for an in-depth overview of YG220K. This presentation, adapted from the presentation shared at the April 24 public engagement session, dives into the City's first-ever aligned approach to the Official Plan and Integrated Mobility Plan, projecting

getinvolved.cityofkingston.ca

The first draft of the Official Plan is anticipated to be released sometime in August, with public engagement and consultation events happening throughout the fall.

For all supporting information for the Highway 2 OPA Applications, please click the following links:

- D09-005-2024 - [790 Highway 2](#)
- D09-007-2024 - [1054 Highway 2](#)

Once on the application page (after clicking the blue links above), click the "Record Info" drop down and select "Supporting Information".

Return to CityofKingston.ca Contact Us

DASH

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Search for Development Applications

Record D09-007-2024:
Official Plan Amendment (OPA)
Record Status: Received

Record Info

Record Details

Processing Status

Related Records

Supporting Information

From there you can click on the blue file name to view the supporting documents and plans.

Supporting Information						
To view documents and plans related to the application, please click on the details below.						
The maximum file size allowed is 100 MB. ade;adp;bat;chm;cmd;com;cpk;exe;hta;ins;isp;jar;jse;lib;lnk;mde;msc;mst;php;pif;scr;set;shb;sys;vb;vbe;vbs;vxd;wsc;wsf;wsh are disallowed file types to upload.						
Name	Type	Size	Latest Update	Upload Date	Action	Record Type and ID
Conceptual Plan, Ainley, 10.29.2024, 1054 Highway 2.pdf	Concept Plan	2.46 MB	04/28/2025	10/31/2024	Actions	Official Plan Amendment (OPA) - D09-007-2024
Connectivity Plan, Ainley, 10.31.2024, 1054 Highway 2.pdf	Other	2.87 MB	04/28/2025	10/31/2024	Actions	Official Plan Amendment (OPA) - D09-007-2024
Planning Justification Report, Fotenn, 10.31.2024, 1054 Highway 2.pdf	Planning Rationale (for amendments to the Official Plan)	2.48 MB	04/28/2025	10/31/2024	Actions	Official Plan Amendment (OPA) - D09-007-2024
Serviceability Feasibility Report, Ainley, 10.28.2024, 1054 Highway 2.pdf	Servicing Plan	4.89 MB	04/28/2025	10/31/2024	Actions	Official Plan Amendment (OPA) - D09-007-2024
Stormwater Management Study, Ainley, 10.31.2024, 1054 Highway 2.pdf	Storm Water Management Report	10.80 MB	04/28/2025	10/31/2024	Actions	Official Plan Amendment (OPA) - D09-007-2024
Traffic Feasibility Report, Ainley, 10.31.2024, 1054 Highway 2.pdf	Traffic Impact Study	5.50 MB	04/28/2025	10/31/2024	Actions	Official Plan Amendment (OPA) - D09-007-2024
Conceptual Plan, Ainley, 10.29.2024, 1054 Highway 2.pdf	Survey Plot/Plan	2.46 MB	04/28/2025	10/31/2024	Actions	Official Plan Amendment (OPA) - D09-007-2024
Environmental Impact Statement, Ainley, 05.28.25, 1054 Highway 2.pdf	Environmental Impact Study	20.09 MB	06/19/2025	05/28/2025	Actions	Official Plan Amendment (OPA) - D09-007-2024
OPA Notice - Complete Application (Public) - 1054 Hwy 2 (002).pdf	Notice of Complete Application	273.17 KB	06/24/2025	06/24/2025	Actions	Official Plan Amendment (OPA) - D09-007-2024

If you haven't already, please sign up for updates on the new OP and Integrated Mobility Plan Projects on the [Get Involved Kingston](#) webpage (right side - stay informed banner).

Thank you and have a nice weekend,



Tess Gilchrist, RPP, MCIP (she/her/hers)

Senior Planner
Planning Services

City of Kingston
Located at: 1211 John Counter Boulevard
216 Ontario Street Kingston, ON K7L 2Z3
613-546-4291 ext. 3212
tgilchrist@cityofkingston.ca



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From: Shannon Neville [REDACTED]
Sent: Monday, July 21, 2025 2:20 PM
To: Gilchrist,Tess <tgilchrist@cityofkingston.ca>
Subject: Proposed Development at 790 Highway 2

You don't often get email from [REDACTED] [Learn why this is important](#)

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Hi Tess,

I was recently made aware of a proposed development application for 790 Highway 2 which appears to involve a redesignation of the lands from rural, to become a part of future urban boundary. From the description of the proposal I've seen, which includes low, mid, and high rise development, I have some serious concerns as to the impact on my neighbourhood, traffic congestion, wildlife, etc.

Is there any information you can provide me with on this proposed development, status, etc? Will there be a public consultation?

Thanks in advance for your assistance.
Shannon Neville



City of Kingston: Objections to 790 Hwy 2 and 1054 Hwy 2 Development [Reference#: 250823-000105]

From contactus@cityofkingston.ca <contactus@cityofkingston.ca>

Date Mon 8/25/2025 10:53 AM

To [REDACTED]



PLEASE DO NOT REPLY WITHIN THIS BOX.

Subject: Objections to 790 Hwy 2 and 1054 Hwy 2 Development

Reference #: 250823-000105

(Lindsay) (08/25/2025 10:53 AM)

Good morning,

Thank you for your comments with respect to this Official Plan Amendment application. I have shared this with my colleague who has been assigned this file. If you have any questions, you can contact them directly at:

Email: TGilchrist@CityofKingston.ca

Telephone: 613-546-4291 ext. 3212

Please be advised that this email may form part of the public agendas and minutes, and therefore will be made available to members of the public at the meetings, through requests, and through the website of the Corporation of the City of Kingston. Contact information, such as phone numbers and email addresses, will be redacted from documents shared with the public.

Best,

Lindsay Reid

Senior Planner - Urban Designer

(Vanessa Schamer) (08/23/2025 04:04 PM)

Hi,

I've recently heard of plans to develop 790 Hwy 2 and 1054 Hwy 2. I strongly object to any re-zoning that would enable this to go forward. The East end of Kingston is rural and its inhabitants chose to live here for that reason, our family included. The new Official Plan mentioned focusing on developments within the existing urban boundaries and protecting the natural environment. These developments would go against these core principles.

As a general comment: People who live in Kingston enjoy that it's a small city with a lot of charm. It's rural areas are precious and need to be protected. If we wanted to live in big cities, we would move to Toronto, Montreal or Ottawa. I think it's an important and special aspect of Kingston, that it's small but charming with plenty to offer. Any effort to turn Kingston into the next big city goes against why many have chosen Kingston as their home.

In reference to -- <https://www.cityofkingston.ca/news/posts/city-of-kingston-notice-of-complete-application-jan-14/>

Thank you for passing this along to the relevant city officials.

Best,

Vanessa Schamer & Maxime Ferland

Please reply to this email or quote the reference # in future correspondence relating to this inquiry.

The City of Kingston acknowledges that we are on the traditional homeland of the Anishinaabe, Haudenosaunee and the Huron-Wendat, and thanks these nations for their care and stewardship over this shared land.

Sent 22/2025

City File DO9-007-2024

Location 1054 Hwy 2

I wish to be notified of the City of Kaysville
Official Plan Amendment in relation to
above.

Also consider this a written submission to object
to the proposal based on grounds of
environmental impacts, noise elements, traffic
density concerns, Hwy 2 speed limits, loss of
natural habitats for wildlife.

R. Toller

R. Toller

- Please confirm receipt.

To:
Tess Gilchrist
Sukriti Agarwal
Tim Park

Re: Urban Boundary Expansion Requests and the Future Development of the St. Lawrence Community.

I still have questions regarding the process by which the City plans to make decisions about the six applications for an Official Plan Amendment requesting an urban boundary expansion (UBE) to facilitate applicant's proposed development of their properties. In particular, I remain unclear as to how the UBE process is related to and informs the new Official Plan Project.

1. The way the UBE process is unfolding seems a very *ad hoc* approach to planning for future urban growth in Kingston. Rather than a process driven by the invited wish-lists of a handful of individual landowner/developers, shouldn't the process instead primarily be driven by sound planning principles implemented by City Planning staff?
2. As far back as the 2004 Urban Growth Strategy, the St. Lawrence Community (the area along Highway 2 from CFB Kingston to Abbey Dawn Road) was designated as a Comprehensive Analysis Policy Area requiring Infrastructure Planning. Has the City ever developed secondary plans to guide the future development of the St. Lawrence Community in a coherent, staged and coordinated manner? Where might I find planning documents that comprehensively address infrastructural needs (water, sewer, needed highway upgrades, schools, firehalls, community facilities, commercial retail and service development, etc.) that will be needed for the eventual development of the St. Lawrence Community? Allowing potential residential development on land at 790 and 1054 Highway 2 to accommodate over 10,000 new residents in the absence of a broader comprehensive conceptual plan for future development of the St. Lawrence Community, is putting an extraordinary cart before the horse.
3. To date, six UBE applications have been submitted. If all six were to be approved, would the new Official Plan simply show the current urban boundary extended to include just these six properties? Or, based on their training and professional expertise, will planning staff recommend an extension of the urban boundary that might be different and might encompass a larger contiguous area? For example, could the new boundary encompass the whole of the St. Lawrence Community?
4. My next question is with specific reference to the two applications for properties along Highway 2 East. To avoid leapfrogging, and for land within the new urban boundary to remain contiguous, how could the Planning Committee recommend approval of the application for 1054 if the application for 790 were to be denied? In other words, if 1054 is approved, then will 790 automatically be included in the new extended urban boundary?

5. I have always understood that to avoid further urban sprawl, the avoidance of leapfrogging is one of the core principles of sound urban planning. Besides the point raised in my previous paragraph, don't the 790 and 1054 applications both involve urban residential development leapfrogging over the CFB Kingston institutional lands? Also, what is the Department of National Defence view on the applications, especially the one for 790 Highway 2 that directly abuts and will overlook security sensitive areas of CFB Kingston?

Additionally, it is worth noting that a growing body of informed opinion suggests the City should revisit and revise the population and growth projections contained in the so-called Watson Report before approving extensions to the urban boundary, since several subsequent demographic-related developments will likely dampen population growth in Kingston.

I look forward to receiving a response to the above questions.

Sincerely,

John Holmes
Glenview Avenue

18 September 2025

Gilchrist,Tess

From: Ian Purcell [REDACTED]
Sent: September 24, 2025 6:14 PM
To: Gilchrist,Tess
Subject: Question Submission regarding 790 Hwy 2 Public Meeting October 1st

Caution: This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Good Evening

I noted in the traffic study prepared for this development that the sightline measurements for the intersection of Princess Mary and HWy #2 were listed but the same measurements for Glenview Ave. and Hwy 2 were not given. It is simply stated that they are sufficient to satisfy the regulations. Some years ago a hidden intersection sign was placed on the blind corner that precedes the Glenview/Highway 2 intersection (westbound) and, at that time, a Kingston Public Works supervisor indicated that there were only 160 meters of sightline for this intersection but the standards called for 180 meters.

Please direct this question to the appropriate person/department - What are the regulations regarding sightlines at this intersection and what are the actual measurements ?

Thank you

Ian Purcell

531 Glenview Ave.

To:
Tess Gilchrist
Sukriti Agarwal
Tim Park

Re: Urban Boundary Expansion Requests and the Future Development of the St. Lawrence Community.

I still have questions regarding the process by which the City plans to make decisions about the six applications for an Official Plan Amendment requesting an urban boundary expansion (UBE) to facilitate applicant's proposed development of their properties. In particular, I remain unclear as to how the UBE process is related to and informs the new Official Plan Project.

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4. My next question is with specific reference to the two applications for properties along Highway 2 East. To avoid leapfrogging, and for land within the new urban boundary to remain contiguous, how could the Planning Committee recommend approval of the application for 1054 if the application for 790 were to be denied? In other words, if 1054 is approved, then will 790 automatically be included in the new extended urban boundary?

5. I have always understood that to avoid further urban sprawl, the avoidance of leapfrogging is one of the core principles of sound urban planning. Besides the point raised in my previous paragraph, don't the 790 and 1054 applications both involve urban residential development leapfrogging over the CFB Kingston institutional lands? Also, what is the Department of National Defence view on the applications, especially the one for 790 Highway 2 that directly abuts and will overlook security sensitive areas of CFB Kingston?

Additionally, it is worth noting that a growing body of informed opinion suggests the City should revisit and revise the population and growth projections contained in the so-called Watson Report before approving extensions to the urban boundary, since several subsequent demographic-related developments will likely dampen population growth in Kingston.

I look forward to receiving a response to the above questions.

Sincerely,

John Holmes
Glenview Avenue

18 September 2025

D09-005-2024

790 Hwy 2 East, Mixed-Use Development

King's Town Development Corp (beneficial owner Doornekamp Construction Ltd)

The proposed Urban Boundary extension and development application by King's Town Development to build another 1533 residential units in Kingston East comprising 86 singles, 60 semis, 94 townhouse, 240 med density apts, 1053 hi density apts at 790 Hwy 2 should be **denied** because:

1. the infrastructure, services and resources deficiencies in Kingston East are incapable of meeting the added demands,
2. the failure to recognize and remedy the losses the local neighbouring rural residents will suffer is unacceptable, and,
3. Hwy 2 cannot support the added commuting demands from these 1533 new residences without significant improvements.

Traffic Impact Study

The property will produce at least 1533 additional vehicles all of which will access Hwy 2 at 3 "unsignalized" intersections (its new road, Stella Ave, Glenview Ave) onto the two-lane highway. The developer's computer modelling software determination that the additional traffic demands on these intersections would be "minimal" and that the current road would "adequately support site generated traffic" (Traffic Study, Executive Summary) is untrue.

Current Hwy 2 traffic loads are indicative of commuter traffic from rural areas into the City of Kingston but with the other 2200 residential unit development proposed for 1054 Hwy 2 (D09-007-2024) likely 4000 new vehicles will be added on this same route. Hwy 2 is a detour route for traffic re-routed from Hwy 401 during closures (ie, Friday, 12 Sep '25).

The two named roads the developer intends to use as access points are low traffic areas due to the minimal development of rural homes because the homes are well drinking water and waste septic service dependant. Stella Ave is a narrow, dead-end gravel laneway with no culverts for SWM diversion and is not maintained by the city. Glenview Ave is a longer looped paved road also with low density single homes that are well drinking water and waste septic service dependant. Stella Ave will not support any development site traffic either during or after construction.

Hwy 2 is not capable of supporting the additional traffic loads in its present state and condition. Major investment is required to ensure this vital primary E/W 2-lane commuter artery can support the additional demands stemming from the new development applications submitted for review and approval.

CFB Kingston is essentially private property. CFB is not obligated to provide open access to the public. CFB can be shut down at any time at the discretion of the Base Commander or the Minister of National Defence to non-CFB Kingston persons. The traffic signals at the main access points to CFB are to control traffic speed and to ensure safe access to CFB work and living areas.

Transportation Demand Management (TDM)

The primary objective of the TDM is to “reduce single occupancy vehicle use and promote sustainable modes of transportation,” however, active transportation within a development is minimally important when it does not translate into safe convenient efficient alternative connections to take people to the places they need to go to access employment and services, in a convenient, reasonable, economical time frame.

There is no transit service within a convenient distance from the proposed development. Any pedestrian user will be required to walk along a soon-to-be high traffic arterial two-lane highway (Hwy 2) from one’s residence and up to one kilometre to the nearest transit stop. This is **not** reasonable for anyone with mobility challenges (including young children). Rte 12 runs on a half hour schedule. Express Rte 601A/602B accesses/departs CFB from Hwy 15 (Craftsman Blvd west) and the Hwy 2 main gate (Niagara Park Dr) another near kilometre from Craftsman Blvd east/Princess Mary Ave. Transit services would need to be extended into the furthest development (1054 Hwy 2) with an internal road network to accommodate the need for a loop and layup area for buses (and bathroom access).

The Waterfront Trail along Hwy 2 East may provide recreational access but cyclists must still cross a heavy traffic load arterial two-lane highway without any traffic control at the intersections. This trail does not provide an off highway cycling commuter route into the City of Kingston.

Environmental Impact Study

The developer has identified that there are no significant woodlands due to fragmentation. (PJR,pg 8, sect 4.2) What may once have been a significant woodland has been incrementally destroyed through the push of habitation and the increasing encroachment of urban residential expansion into rural areas. The tree canopy of 790 Hwy 2 is deemed part of a significant woodland but denigrated because the bulk of the “significant” woodland is part of the CFB Kingston training area and inaccessible to the public due to a 10ft high security property line fence and an 8 m wide cleared access route for military vehicle security patrols.

The property at 790 Hwy 2 has been essentially re-wilded to the benefit of wildlife, the tree canopy, and water courses that are most active during spring melt run-off and heavy rain

events. Although not a significant woodland, the developer has identified that there are at-risk tree species in the study area. The preliminary findings identified at-risk Black Ash saplings on the site but because there are no live adult trees they are not required to protect these young trees from extinction by brush cutter or bulldozer. They should be evaluated by a qualified arborist for health and viability then all efforts should be made to protect these at-risk trees and provide for their opportunity to grow into significant adult trees by lovingly and tenderly relocating them by a conservator arborist to a safe nurturing site until they can be replanted onto the new properties or donated to any local rural resident who has space on their property. The presence of at-risk saplings proves there is value to re-wilding including the integration of at-risk flora species and indigenous species to provide habitat for every wild living thing that is not on any current at-risk species list and therefore inconsequential. Don't further destroy what is already at risk instead rehabilitate the numbers of at-risk species.

Planning Justification Report

Kingston City Council has set its personal ambitious target to expand its full time residential population by 60,000 in 25 yrs as per the Needs Assessment completed by Watson & Associates to support and promote its ambition to be a big city by extending the urban boundary into neighbouring rural areas.

The anticipated residential expansion in Kingston East ignores the woeful underinvestment in infrastructure, services and resources by the City of Kingston. Kingston East is incapable of meeting the ambitious growth targets set upon it by the Watson & Associates report. The development bull unleashed on Kingston East (and Kingston in general) must be tethered until there is a well thought out plan to ensure the necessary infrastructure, services and resources are available. It is untenable to allow small pockets of surrounded rural residences after targeted urban expansion proposals irrevocably alter the landscape on which the immediate rural residential neighbours are located.

The requirement to “efficiently utilize land, optimize existing infrastructure” can be interpreted as cram as many people into as small a space as possible to maximize developer profit. “Complete communities” focuses on the density of development through diverse housing options regardless of location, proximity of, and accessibility to established services, resources, and employment from the singular development site. How does Kingston propose to grow the economy and promote employment growth beyond small businesses, self employment, service sector jobs to employers that pay above minimum wage, offer robust benefits packages, pensions, career & pay progression, diversify beyond government entities, etc? How does City Council plan to support and grow all the services that support the desired population growth in Kingston East?

The Watson report documents the physical land requirements to meet the growth expectations but does nothing to identify how the population growth will be achieved. There is a heavy disconnect between the houses and density developers crave to maximize profit vs the employment wage brackets of many Kingston inhabitants. Developers are single minded about producing “executive” “luxury” “forever” “dream” homes that exclude the “affordable” definition that meets the needs of Kingston residents. There is no indication of the target demographic sought by the developers, the age bracket, family composition, income level, occupations, career opportunities. This town is not Ottawa, Toronto, or Vancouver where incomes can support the real estate costs of living or have the transit services options to provide for lengthy commuting distances to the workplace. Developers in Kingston have big city price ambitions without the employment income levels to afford those prices for purchase and rent, but the developers are guaranteed a significant profit on every sale they make pushing every Kingstonian toward the limit of their financial means.

Infrastructure and Facilities (PJR, pg 21)

There is more to the infrastructure and facilities highlighted as important in the report and negates the importance of other critical infrastructure, facilities, and services that directly reflect the ability of an urban area to adequately support and foster population growth.

The proposal states that under the 2024 Provincial Planning Statement, Sect 2.3.2.1b) planning authorities may identify a new settlement area only where it has been demonstrated that the infrastructure and public service facilities to support development are planned or available (PJR, p14) but there is a long list of services not available or barely meet the minimum with no improvement commitments planned to meet the new demands in a reasonable amount of time.

Directly impacting 790 and 1054 Hwy 2 developments are the following deficiencies:

1. Hwy 2 is the two-lane primary E/W daily commuter arterial road
2. No traffic signals present or planned for merging vehicles or speed control east of CFB on Hwy 2
3. No sidewalks for pedestrians along N/S sides of Hwy 2 east of CFB
4. No crosswalks or crossing signals for pedestrians, cyclists, etc at unsignalized intersections along Hwy 2 east of CFB
5. No municipal sewer/sanitary and water services to residents along Hwy 2 northside east of CFB
6. No heating for residents east of CFB along Hwy 2 northside except with propane

7. No road maintenance of the narrow Stella Ave gravel laneway by City of Kingston that the developer expects to link into as one of 3 access points
8. No streetlights along Hwy 2 east of CFB (makes it great for star watching at night)
9. No transit services along Hwy 2 east of CFB.

Kingston East in general is deficient in the following infrastructure, facilities, and services:

- a. Family Drs (2 x clinics, **not enrolling new patients**)
- b. Fire Hall (1 x volunteer fire hall with 3 trucks)
- c. EMS (1 x station with two ambulances, County resource)
- d. Police (1 x car unit)
- e. Group Child Care [2 x public centers (GWP), 2 x school-based centers (GWP), 1 x private (KMFRC)]
- f. Schools [0 x French public elementary, 0 x French Catholic elementary, 0 x English Catholic high, 0 x French high, 0 x French Immersion high, 1x English public elementary (**oversubscribed**), 1 x English catholic elementary (**oversubscribed**), 1 x English public intermediate/ high]
- g. Transit [2 x GWP/Hwy 15 601/601 express services to downtown (with 601B/602A via CFB north side), 1 x GWP regular service to Coach Depot, 1 x regular service for CFB to Kingston Center]
- h. Commuter Arterial Roads (1 x two lane E/W Hwy 2, 1 x two lane N/S Hwy 15)
- i. Access Rtes to rest of Kingston (1 x two lane LaSalle Causeway, 1 x two lane Wabaaan Crossing, 1 x four lane Hwy 401)
- j. Cellular Service/Tower (0 x cellular tower, only 1 x bar cellular service)
- k. Grocery (2 x small footprint stores ie, Food Basics, Independent)
- l. Urgent Care (0 x clinic)
- m. Library (1 x PT)
- n. Community Center (1 x small facility)
- o. Waste treatment facility (Review deferred until possibly maybe **2036**)

The deficiencies above mean that Kingston East is **incapable** of supporting the development applications requiring urban boundary extensions and they should be **denied**.

Sect 4 Infrastructure and Transportation (PJR, pg32)

4.1.1 “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” (PJR,pg33)

4.1.2 “Limitations in the capacity of utility systems or of the transportation system will be recognized as effectively constraining the timing of proposed development.” (PJR, pg33)

Failures to make appropriate infrastructure investments in Kingston East in step with the dramatic residential development to date means the above have not and will not be met.

4.2.15 b) “ the impact of the new development on the Ravensview Wastewater Treatment Plant in terms of the plant capacity” (PJR, pg33)

The City of Kingston has deferred any proposed improvements to the Ravensview Waste Treatment plant identified in 2017 that would enhance service capacity for all of Kingston East until **2036**. (PJR pg 8, Sect 4.1). When do we reach the tipping point where the current plant will be overwhelmed and incapable of processing all its new intake given the dramatic residential expansion up to now and should all 5 urban boundary extensions and residential property development applications be approved? When will improvements to all water main and sanitary/sewage processing in Kingston East be a priority?

4.3.1 “The degree of control over quantity and quality of stormwater runoff will depend on the conditions in the downstream receiving water bodies.” (PJR,pg 33)

What about the downstream occupants of land spaces to the south of the developer’s property not served by any municipal SWM receiving excess SW runoff?

Local Expansion Criteria – Report PC-24-051 (JPR,pg16, sect 5.3)

The development proposal cites the following 7 critical public interests endorsed by Council to be met but there is no assurance this development project will meet them:

- a. Place making and Community Connections – there is park space and parkettes for young families, trails for human & dog walkers, but there is nothing for teenagers nor the retirees to induce community connections and activities year-round. There is no easy access to employment opportunities for teenagers.
- b. Social Equity & Accessibility – there is no access to transit east of CFB and anyone wishing to access transit must walk up to a kilometre along Hwy 2. Accessibility is insular within the confines of the site, but all meaningful employment, services, and resources are far beyond its property boundaries.
- c. Housing for All – the definition of affordable housing is diametrically polar between developers and families, singles, couples, retired couples, retired singles, low- and middle-income brackets and no guarantee this will be met.
- d. Complete Communities & Economic Prosperity – there is only one specialized employer in proximity (CFB) with a known salary chart for employees. There is no

other employment within a reasonable commuting distance to produce the incomes needed to pay for the residential units proposed by this developer.

- e. Climate Change Mitigation – How will the developer transition the residents away from fossil fuel energies (heating)? There is no SWM guarantee because there is allowance for some overflow into surrounding rural residential properties without similar mitigation options. This property development removes the water collection, absorption, filtration field needed for neighbouring rural residential properties to sustain the underground water table supply for drinking water wells.
- f. Protection and Enhancement of Natural Heritage systems – The developer is capitalizing on the compromised local environment and negated any value of at-risk species and manmade water features that contribute to the handling of water flows during spring melt run-off and any heavy rain events.
- g. Transportation for All Ages and Abilities – there is no safe accessible route for those with mobility challenges along Hwy 2 to the nearest transit stop shelter. Car usage will be ingrained as the needed mode of transport to access the rest of Kingston long before reasonable alternatives are realistically possible for this area.

The application claims that the proposed development complies with the Minimum Distance Separation formulae regarding agricultural areas but ignores the direct negative impact this development will inflict on the neighbouring rural residents that are dependent on septic services and well water for whom the water catchment, absorption, filtration, and replenishment of the water table are incorporated in the proposed development property. There is no recovery possible for these residents once that property is removed and no alternative without City of Kingston intervention. (PJR, p14)

Two of the three 18 storey high rise apartment buildings are appropriately located in line with the Provincial Plan (PJR, Pg 29, sect2.6.6) along the western property boundary with CFB Kingston. **This placement demonstrates the utterly profound ignorance of the developer and its agents of the land and its neighbours.** This location places these 18 storey high rise apartments overlooking the **active live ammunition firing range** that operates as required up to 18 hrs a day (for day and night firearms qualifications). These apartment buildings also provide intrusive overlook of sensitive military facilities. The natural treed setback on CFB behind the targets may not be enough to ensure the safety of the 18-storey high rise apartment dwellers. The entire northern boundary of the developer's property is shared with the active CFB military training area used for 24/7 operations so each resident backing onto this property line will be subject to all the noise and disruption generated by 24/7 military training thus contradicting the developer's claims that the proposal is compatible with the surrounding uses and therefore does **not**

represent an appropriate “rounding out of a developed area, and an infill of underutilized vacant lands.” (PJR pg30)

The applicant claims that the property can be “developed in the near term” and that it “stands alone as an opportunity for infill development” (PJR, p18) however it is ignoring the current infill residential construction projects underway: Barriefield Village (Barriefield Highlands), CFB Kingston (family quarters), 998 Hwy 15 (Riverview Shores), and 1274 Hwy 15 (small apartment building) in addition to the other 4 residential development proposals on the docket for Kingston East (D09-007-2024, D09-003-2024, D09-004-2024, D09-009-2024). We are booming!!!

The Watson Report has provided the developers the power to demand and expect every development application to be approved without any indication of the source and demographics of the anticipated new residents. What is the source of these people? How will their needs be met? What will their demands be on what type of infrastructure, services, and resources?

The raging testosterone fuelled development bull rampaging through Kingston must be tamed, controlled, and supervised. Development applications can no longer be rubberstamped due to flowery trigger words to meet an ambitious objective and development applications **cannot** be evaluated in isolation. Applications must be considered as part of the collective totality of all the submissions pending consideration plus those that have already been approved. Residential expansion in Kingston East has been continuously approved without the essential infrastructure investment needed to support the ongoing population expansion.

D09-005-2024 should **not** be entertained for consideration until protections are in place for all neighbouring rural residents and until Kingston East has the infrastructure and services in place to support the overwhelming new demands created by the selective Urban Boundary extension requests to enable this and another 4 new residential developments.

Karen O’Hanley
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Kingston East