



**City of Kingston**  
**Planning Committee Meeting Number 18-2015**  
**Addendum**

Thursday November 5, 2015  
6:30 p.m., Council Chamber, City Hall

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**Correspondence**

- a) Correspondence received from Ms. J. Gower, dated October 25, 2015 regarding the application for a Zoning By-Law Amendment and Amendment to Community Improvement Plan Project Areas 1A, B and C for 223 Princess Street.

Schedule Page 1

- b) Correspondence received from Mr. D. Imator, dated October 27, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 2

- c) Correspondence received from Mr. K. Dantzer, dated October 27, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 3 - 4

- d) Correspondence received from Mr. M. Rowghani, dated October 27, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 5 - 6

- e) Correspondence received from Ms. B. Carr dated October 27, 2015 regarding the Five Year Update to the Official Plan.

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- f) Correspondence received from Ms. N. Roberts dated October 27, 2015 regarding the Five Year Update to the Official Plan.

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- g) Correspondence received from Ms. J. Bowie dated October 27, 2015 regarding the Five Year Update to the Official Plan.

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- h) Correspondence received from Mr. M. Rowghani, dated October 27, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 10

- i) Correspondence received from Councillor M<sup>c</sup>Laren, dated October 22, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 11 - 13

- j) Correspondence received from Ms. H. Mabee, dated October 27, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 14

- k) Correspondence received from Infrastructure Ontario and Hydro One Networks Inc.'s, dated October 28, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 15 - 17

- l) Correspondence received from Mr. J. Grenville, dated October 29, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 18

- m) Correspondence received from Mr. H. Wevers, dated October 28, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 19 - 20

- n) Correspondence received from Mr. K. Dantzer, dated October 28, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 21 - 22

- o) Correspondence received from Mr. M. Lloyd, dated October 28, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 23

- p) Correspondence received from Mr. M. Rogalsky, dated October 29, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 24

- q) Correspondence received from Wellington X, dated November 1, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 25 - 26

- r) Correspondence received from Mr. M. Cole-Hamilton, dated October 29, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 27 - 31

- s) Correspondence received from Ms. Christine Sypnowich, President, Barriefield Village Association dated November 2, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 32 - 35

- t) Correspondence received from Ms. C. London, dated November 2, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 36

- u) Correspondence received from Ms. B. Bell, dated November 2, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 37

- v) Correspondence received from Ms. Jaffer, Ms. A. Lougheed and Ms. L Murray, dated November 2, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 38 - 41

- w) Correspondence received from Mr. K. Dantzer, dated November 3, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 42

- x) Correspondence received from Ms. E. MacDonald, dated November 5, 2015 regarding the application for a Zoning By-Law Amendment and Amendment to Community Improvement Plan Project Areas 1A, B and C for 223 Princess Street.

Schedule Pages 43

- y) Correspondence received from Mr. S. Evans, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 44

- z) Correspondence received from Ms. T. Dawes, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 45 - 46

**aa)** Correspondence received from Mr. R. Kiley, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 47

**bb)** Correspondence received from Ms. M. McDiarmid, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 48

**cc)** Correspondence received from Mr. Z. Keeping, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

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**dd)** Correspondence received from Ms. C. Brown, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 50

**ee)** Correspondence received from Ms. H. Kaufman, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

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**ff)** Correspondence received from Mr. D. Bull, Frontenac Heritage Foundation, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 52 - 55

**gg)** Correspondence received from Mr. C. Oldfield, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 56

**hh)** Correspondence received from Ms. D. Dowling, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 57

**ii)** Correspondence received from Ms. B. Carr & Mr. D. Craig, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 58 - 59

**jj)** Correspondence received from King's Towns Development Corporation, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

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Schedule Pages 60 - 62

**kk)** Correspondence received from Mr. K. Dantzer, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 63 - 64

**ll)** Correspondence received from Mr. G. Tilson, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 65

**mm)** Correspondence received from KLF&A Food Policy Council, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 66 - 67

**nn)** Correspondence received from Ms. C. Grossutti, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 68 - 71

**oo)** Correspondence received from Mr. P. Rose, dated November 4, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 72 - 74

**pp)** Correspondence received from Ms. G. Pharand, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 75

**qq)** Correspondence received from Ms. J. Allen, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 76

**rr)** Correspondence received from Mr. K. Bowers, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 77

**ss)** Correspondence received from KFL&A Public Health, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 78 - 90

**tt)** Correspondence received from Councillor Osanic, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 91 - 92

**uu)** Correspondence received from Mr. P. Butler, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 93

**vv)** Correspondence received from Springer Group of Companies, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 94 - 98

**ww)** Correspondence received from Student Village Housing Inc, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 99 - 103

**xx)** Correspondence received from Ms. M. Farrar, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 104

**yy)** Correspondence received from Quay Developments (Kingston) Limited, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 105 - 107

**zz)** Correspondence received from 1213439 Ontario Inc. dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 108 - 110

**aaa)** Correspondence received from Ms. A. Clifford, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 111

**bbb)** Correspondence received from Weston Consulting, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 112 - 113

- ccc)** Correspondence received from King's Town Development Corporation, with respect to the property located at 790 Highway No. 2, Kingston, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 114 - 116

- ddd)** Correspondence received from Kingston Home Builders, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 117

- eee)** Correspondence received from Kingston Coalition for Active Transportation, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 118 - 128

- fff)** Correspondence received from Ms. C.Booth, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 129 - 130

- ggg)** Correspondence received from Mr. S. Fraser, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Page 131

- hhh)** Correspondence received from Mr. G. Lodge, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 132 - 133

- iii)** Correspondence received from Ms. S. Jaffer, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

Schedule Pages 134 - 135

- jjj)** Correspondence received from Ms. V. Schmolka, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

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- kkk)** Correspondence received from Ms. A. Lougheed, dated November 5, 2015 regarding the Five Year Update to the Official Plan.

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## Blumenberg, Catalina

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**Subject:** FW: current proposal for old Capitol Theatre property

**From:** [Jean Gower](#)  
**Sent:** Sunday, October 25, 2015 1:54 PM  
**To:** [Jbolognone@cityofkingston.ca](mailto:Jbolognone@cityofkingston.ca)  
**Subject:** current proposal for old Capitol Theatre property

John Bolognone, Clerk, City of Kingston

Dear Mr. Bolognone,

Please convey my letter below to all members of Kingston City Council and all members of the City Planning Committee:

It has come to my attention that the images at the July public meeting for the building being proposed for the old Capitol Theater property were not all to scale. This might not have given an accurate impression of what the applicant could ultimately build there. The phrase “sticks out like a sore thumb” comes to mind. Apparently the actual current proposal could leave Kingston with an ugly sight visible for many kilometers in all directions.

What happened to the principle that nothing new in the core area should be higher than City Hall?

I wish to register my objections to altering Kingston’s Official Plan to accommodate this proposal in its current form.

Densification for Kingston – yes. Altering our Official Plan to allow a monstrosity – No.

Jean Gower, Kingston, ON [REDACTED]

## Blumenberg, Catalina

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**From:** Don Imator [REDACTED] >  
**Sent:** Monday, October 19, 2015 8:59 AM  
**To:** opzb\_update  
**Subject:** OP 2nd draft comment

Hello,

1 comment/question - in Section 4, Infrastructure and Transportation, Table 1, Official Plan Road Widenings, the entry for Princess Street has a From-To of Lake Ontario to Westerly Limit of City and a Designated Width of 20-25m.

Is this wording from the original City OP where the westerly limit was the CN tracks/ Counter Street? For the 4-lane portions of Princess, 25m is quite narrow and may be hard to fit in all of the desired infrastructure and amenities. Consideration for increasing recommended ROW widths on Princess (even west of Bath Road) should be considered to allow future upgrades for bike lanes, sidewalks, boulevard, etc.

Thanks,  
Dom

## Blumenberg, Catalina

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**From:** Ken Dantzer [REDACTED] >  
**Sent:** Tuesday, October 06, 2015 12:01 PM  
**To:** Quittkat, Rachel  
**Cc:** 'Jordan '  
**Subject:** RE: Five-Year Update to the Official Plan - 2nd Draft

Rachel,

1. I regularly have difficulty with discussions with the city circulating around misunderstandings of the definition of:

-Affordable

-What I call 'Below Affordable'

-Subsidized, social

Terms which are used interchangeably in many City documents and communications.

In review of the draft, we have a unique opportunity to define these terms for additional clarity, as opposed to lumping them all together.

Further, what this document defines 'affordable' as is quite different than what other departments refer to (ie: some city documents refer to affordable as being in relation to the CMHC AMR (Average Market Rent) I invite the opportunity to discuss.

2. Can you please provide a sample calculation of 3.3.10.?

Thank you,

Ken Dantzer

CaraCo Development Corporation

Kingston's Leader in Lifestyle Development

P: 613-542-8400 ext. 109

F: 613-544-9931

E: [ken@caraco.net](mailto:ken@caraco.net)

P.O. Box 70, Glenburnie, ON, K0H 1S0

[www.caraco.net](http://www.caraco.net)

-----Original Message-----

From: Quittkat, Rachel [<mailto:rquittkat@cityofkingston.ca>]

Sent: October-06-15 10:05 AM

To: Ken Dantzer <[ken@caraco.net](mailto:ken@caraco.net)>

Subject: RE: Five-Year Update to the Official Plan - 2nd Draft

Hi Ken,

Seems like the link is missing from the webpage today for some reason. Thanks for pointing that out and I'll see it gets fixed asap.

Here is the direct link to the documents.

<https://www.cityofkingston.ca/business/planning-and-development/official-plan/update/draft-report>

Rachel

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From: Ken Dantzer [ken@caraco.net]  
Sent: Tuesday, October 06, 2015 9:12 AM  
To: Quittkat,Rachel  
Subject: RE: Five-Year Update to the Official Plan - 2nd Draft

Rachel,  
I am having trouble discerning a link to the second draft, can you please clarify or send me one?

Thank you,  
Ken Dantzer  
CaraCo Development Corporation  
Kingston's Leader in Lifestyle Development  
P: 613-542-8400 ext. 109  
F: 613-544-9931  
E: [ken@caraco.net](mailto:ken@caraco.net)  
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From: Quittkat,Rachel [<mailto:rquittkat@cityofkingston.ca>] On Behalf Of opzb\_update  
Sent: October-05-15 10:36 AM  
Subject: Five-Year Update to the Official Plan - 2nd Draft

Good Morning,

Today, we are introducing the second draft of the updated Official Plan.

Over the summer, we released the first draft of the Official Plan for public input, and compiled several hundred comments, questions, emails, letters, and other forms of submissions on the draft content. Since then, we have been revising text, updating mapping, and developing new policy to reflect all the feedback we gathered during the first round of consultation.

From today, October 5, until November 5, 2015, we will have the second draft posted at [www.cityofkingston.ca/OPUpdate](http://www.cityofkingston.ca/OPUpdate) and also available in hard copy for viewing at the Central, Calvin Park, Kingscourt, Isabel Turner, and Pittsburg branches of the Public Library. Viewing copies will also be available at City Hall and the 1211 John Counter Blvd offices.

Now is the time to have a second look at what we've proposed based on your contributions, and provide on-the-record comments and submissions.

To finish up this round of fall public consultation there will be an upcoming Public Meeting at the Planning Committee where we will be presenting the highlights of the changes to the Official Plan and you will also be able to ask questions and make comments. Details are listed below:

Public Meeting- Official Plan Update  
Planning Committee  
6:30 p.m. on November 5, 2015  
City Hall

## **Is Kingston going to be the most "sustainable" city on the continent?**

### A Review of Kingston's Official Plan

Throughout this comprehensive and integrated plan the word "sustainable" is used 51 times in order to tag the type of plan that is intended to guide development in Kingston until 2026.

According to the "[UN Sustainable Development](#)" document, the phrase "sustainable development" means: "development which meets the needs of the present without compromising the ability of future generations to meet their own needs". For sustainable development, this document calls for the convergence of the "three pillars of economic development, social equity, and environmental protection".

Furthermore, the UN's 2030 Agenda ( [Transforming Our World: the 2030 Agenda for Sustainable Development](#)) has set 17 goals including taking "urgent action to combat climate change and its impacts".

Kingston's official plan has based the "Sustainable Kingston Plan" definition for "Sustainable Development" on similar pillars.

This plan has set ambitious goals and intends "transforming the City of Kingston into one of the foremost sustainable cities on the continent." When it comes to "Sustainable Development" it intends to "reduce energy, land or resource consumption in order to reduce greenhouse gas emissions with the objective that all new buildings are carbon neutral by 2020."

In this review, I will focus on ambitious goals and comment on their feasibility.

As mentioned before, one of the 2030 Agenda goals calls for taking urgent action to fight climate change which is one of the toughest challenges that humanity is facing in the 21st century. In this matter, it is expected that the City of Kingston will make necessary efforts and assign resources to ensure that it can meet its green house gas emission reduction target by 2020. Unfortunately, there is evidence that the City is not doing enough to meet its goal:

1.1- According to the Kingston Climate Action Plan of 2011, 30 percent of green house gas emission was generated by the transportation sector in this community. However, the city has not initiated leadership by example by promoting the use of hybrid vehicles in order to reduce fuel consumption in the transportation sector. Instead, the Official Plan is planning to make about 16 major road expansions which means that planners have predicted the need of more roads for accommodating more cars in the near future and as a result "business as usual". It is interesting to know that 35 to 50 percent of cabs in Kingston are hybrids depending on the companies they are affiliated with, versus only 4 percent in Toronto. These numbers can be a source of inspiration for the City of Kingston.

1.2- The City is not doing enough to enforce even its own by- law with regard to green house gas emission reduction. In 2008 the City prohibited car idling. However, so far there is not even one traffic sign in the city to raise awareness of the existence of this by-law. As a result many cars idle in different part of the city probably without knowing that they are violating the law.

1.3- City Council has set its priorities for 2015-2018. In this regard, six priorities have been identified that council will focus on. Green house gas emission reduction is not directly and seriously addressed in any of these priorities, with the exception of intensifying urban forest and green space.

2- "Carbon neutrality" can be achieved in two ways. First, by generating a portion of the energy required by each building in order to offset the green house gas emissions that occupants will produce. Second, by buying "carbon offsets". Both ways are optional and not mandated.

In the new building code only energy conservation is mandated for new buildings. However, when it comes to the use of renewable energy technologies, the building code is lagging behind - compare to the British Columbia building code that has mandated the construction of solar hot water heaters as part of the infrastructure of new buildings. The official plan cannot ask more than what the building code requires for new buildings. It can promote or subsidise renewable energies which will help to make buildings "carbon neutral" by 2020.

The official plan has done a good job of attempting to avoid urban sprawl and making the city more compact and more efficient in order to conserve resources and energy. However, when it comes to dealing with climate change, one can expect that city council would put more effort and more resources towards achieving the GHG emission reduction target by 2020. One of the ways to do this is to aggressively promote renewable energy.

The Ontario government has allowed municipalities to "[Enter into Municipal Capital Facilities Agreements for Electricity Generation](#)". Initiatives like this would help the City to become one of the most sustainable cities in Canada.

Mahmood Rowghani

Graduate architect and city planner

[m](#) 

Kingston, Oct. 18/15

## Blumenberg, Catalina

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**From:** Barb Carr [REDACTED] >  
**Sent:** Tuesday, October 13, 2015 3:33 PM  
**To:** opzb\_update  
**Subject:** RE: Five-Year Update to the Official Plan - 2nd Draft

Hello:

Thank you for the opportunity to review the second draft of the updated Official Plan.

I'm happy to see that many of the recommendations from a meeting I attended have been incorporated into the plan.

Two things to note:

1. I live in Barriefield Village, so am concerned about development in the area around the village, which would also impact the UNESCO Heritage area. Could the list of streets where high density development cannot take place (section 3.3.C.2) also include Highway 15 and Hwy 2 in the vicinity of Barriefield Village? At present these vacant lands are owned by the DND or the City (the rock garden park), but they (especially the DND lands) might pass into private hands in the future.
2. A suggestion was made at the meeting I attended about putting in some kind of limit on how easily City Council can grant exemptions to the Official Plan. There was some frustration expressed at the fact that stable neighbourhoods, for example, could be protected in the Plan, but that City Council might overrule that in favour of a developer. Is there something in this draft that addresses that concern?

Thanks very much.

Barb Carr

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From: [opzb\\_update@cityofkingston.ca](mailto:opzb_update@cityofkingston.ca)  
Subject: Five-Year Update to the Official Plan - 2nd Draft  
Date: Mon, 5 Oct 2015 14:35:56 +0000  
To:

Good Morning,

Today, we are introducing the second draft of the updated Official Plan.

Over the summer, we released the first draft of the Official Plan for public input, and compiled several hundred comments, questions, emails, letters, and other forms of submissions on the draft content. Since then, we have been revising text, updating mapping, and developing new policy to reflect all the feedback we gathered during the first round of consultation.

## Blumenberg,Catalina

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**From:** Nancy <[REDACTED]>  
**Sent:** Monday, October 19, 2015 5:31 PM  
**To:** opzb\_update  
**Cc:** Osanic,Lisa  
**Subject:** Official Plan

Re : comments on the proposed Official Plan Update.

I would like to suggest that that part of the area known as 655 Graceland Ave. , which lies at the junction of Bath Road and Bayridge Drive, be reclassified from "Residential" to "Open Space". The area in question would be defined by the boundaries of Forest Hill Drive East and the CN Rail Main Line bordering Bath Road. The goal of "Open Space" is (3.8) to "contribute to city's quality of life & sense of space". This property is privately owned but again, according to the Plan (3.8.8) "may be acquired through purchase, donation ....expropriation." This acquisition would achieve 2 goals - it would ensure that no residential units could be built here in close proximity to railway tracks. The growing threat of train wrecks cannot be ignored. In this area, in such an event, the difficulty in providing aid, where access is limited, is a problem. Secondly, it would provide the green space denied the residents of Forest Hill Drive East when Kingston Township elected to take a cash payment in lieu of such land. Access to the area could be provided in a pathway in the vicinity of Graceland Avenue. The area in question is a drainage area, is attractive to wild life and a natural buffer between the railway noise and the existing residential area, thereby contributing to the quality of life we all hope for and as defined in our "Goal".

Thank you, Nancy Roberts [REDACTED].



## Blumenberg,Catalina

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**From:** JOAN BOWIE [REDACTED] >  
**Sent:** Wednesday, October 14, 2015 4:30 PM  
**To:** Quittkat,Rachel; Agnew,Paige  
**Cc:** John Grenville; Neill,Jim; Rob Fonger  
**Subject:** Queen's Comprehensive Housing Review  
**Attachments:** Comprehensive Housing Report FINAL October 2015.pdf; ATT00001.htm

Hi Paige and Rachel,

Today I received the Comprehensive Housing Review (attached below) from Joan Jones at Student Community Relations. She said it would be posted soon on some Queen's websites and we may share it now. I don't think it is much different than the original we received and it may have little relevance to the new OP. They do mention starting consultations for a comprehensive housing strategy this year. I hope they look for input from Planning and the community.

I think it is an important document for Planning Staff and Planning Committee since it provides some current information about the state of student housing. Currently there appears to be no shortage. Developers in their applications tell us that there is a shortage and therefore ask for and usually receive an increased density. The report also tells us that students want live close to the main campus which is no surprise.

"University-owned properties adjacent to the campus have not experienced vacancies (all units were fully rented prior to February 1st, 2014), however a number of landlords who share information with Community Housing report they are experiencing unusual vacancies and are resorting to shorter term leases and other non-standard arrangements. p30

While there have been a number of larger developments, the construction of several new smaller projects has also influenced the available housing supply – for example, the Kings Town Development at 464 Frontenac Street features compact, stacked townhouses that provide seven 2-bedroom units and fourteen 4-bedroom units. **This site alone will absorb more than half the enrollment increase from the 2013/14 academic year.** p30"

I am concerned that the WMSS fulfills its goals and I do not think it will succeed if we continue to build student residences with hundreds of beds all along Princess St. They are not needed and are in the wrong place in my opinion. I hope that Queen's works with the city to develop an appropriate student housing plan north of the main campus.

Cheers, Joan

## Blumenberg, Catalina

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**From:** [REDACTED]  
**Sent:** Monday, October 26, 2015 7:07 PM  
**To:** Quittkat, Rachel  
**Subject:** Official Plan review

Hello,

I believe the following sites would help the city planners to make necessary changes to the Official Plan draft in order to make city of Kingston a more sustainable city by reducing GHG emissions as planned in Kingston Climate Action Plan.

Thank you and good luck.

Mahmood Rowghani

Graduate architect and urban planner

Solar water heating panels in Nova Scotia

<http://www.fcm.ca/home/awards/fcm-sustainable-communities-awards/2015-winners/2015-energy-program.htm>

Green Municipal Fund for Transportation Sector

<http://www.fcm.ca/home/programs/green-municipal-fund/what-we-fund/projects/transportation-funding.htm>

Hybrid buses in Town of Banff Alberta

<http://www.fcm.ca/home/awards/fcm-sustainable-communities-awards/past-winners/2009-winners/2009-transportation.htm>

City of Vancouver electric vehicles (EV) initiative

<http://www.fcm.ca/home/awards/fcm-sustainable-communities-awards/2014-winners/2014-transportation.htm>

## Blumenberg, Catalina

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**From:** Quittkat, Rachel on behalf of opzb\_update  
**Sent:** Friday, October 23, 2015 3:21 PM  
**To:** McLaren, Jeff  
**Cc:** Newman, Greg  
**Subject:** RE: Section 9.11.2

Hello Councillor McLaren,

Thank you for writing in to comment on the proposed change as part of the 5 Year Update to the Official Plan. We will include your comment as part of the public meeting correspondence for consideration, and will follow up once we have had an opportunity to review.

Regards,

Rachel Quittkat  
City of Kingston

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**From:** McLaren, Jeff  
**Sent:** Thursday, October 22, 2015 9:05 PM  
**To:** opzb\_update  
**Subject:** Section 9.11.2

Hello,

The Proposed amendment to section 9.11.2 is not wise and will limit access to numbers that are materially relevant to planning

There is a proposed change to the OP to limit the use of cost-benefit analysis in section 9.11.2:

9.11.2. **If development is being proposed that this not in accordance with the phasing strategy for an area, then the**The City may require that a costbenefit analysis be prepared in conjunction with any application for development approval in order to assess the impact of the proposal on municipal operating and capital costs over both the short term and long term. Any such analysis will clearly state the assumptions made with respect to the treatment of marginal and average costs, and the identification and quantification of any relevant and reasonable expectations regarding revenue and cost accruals.

Any change should replace “may” with “will”:

9.11.2 The City **will may** require that a costbenefit analysis be prepared in conjunction with any application for development approval in order to assess the impact of the proposal on municipal operating and capital costs over both the short term and long term. Any such analysis will clearly state the assumptions made with respect to the treatment of marginal and average costs, and the identification and quantification of any relevant and reasonable expectations regarding revenue and cost accruals.

Here are some of my reasons:

Development applications for the city are like investment proposals for an investor. Both require resource to be put in for the hope of greater returns. Development applications like all investment proposals should be subject to a rigorous cost-benefit analysis so that the City and by extension all of Kingston can develop in the best and most cost effective way possible.

This is important because now that we have a permanent urban boundary there is a limited amount of developable land and we should make sure that if the land is developed it be developed with the highest and best use. Because our land use approvals should benefit all of us, going forward, development applications ought now be thought of as investments opportunities the City *may* invest in if it is a sound investment. Like all good investors, we should see a cost benefit analysis for the whole life of the proposed development. In this way the City could determine if an application is a net benefit or a net detriment to residents' tax burdens. This can easily be determined by comparing the tax rate of return over the life time of the investment with the total costs to the City's budget from the investment. This is fiscal prudence.

Obtaining a good financial cost benefit analysis is way to one measure and judge a development's fiscally prudence.

This is doubly important because Kingston is a relatively high tax jurisdiction and our taxation level will only get higher if we do not start discerning prudent and imprudent investments. As a first step we must start seeing a fiscal cost-benefit analysis of every development application that has a potential to drain City resources. We should want analyses of proposals that show costs to the city are less than or equal to tax revenue from the proposal over the entire life of the development.

We do not want development proposals that will need to be subsidized by the tax dollars of the rest of us in perpetuity. New development that fails a fiscal cost benefit analysis drives up taxes for all of us by a higher rate than would have been had we not approved the development. If such applications are approved this means that taxes from existing tax payers will subsidize the new development over its entire life.

Some of the more obvious and direct capital and operating costs to the city are road lighting, street sweeping, and painting; snow clearing, public transit, landscaping, garbage collection and recycling pick up; crack filling, pothole filling, micro re-surfacing, road reconstruction and repaving. We also have the increased costs for fire protection, police enforcement, ambulance calls, as well as funding for more recreation centres, libraries, parks and other amenities. Since sometimes the future tax revenue from a proposed development does not cover the future costs to the city and since the short fall is always made up by raising the taxes on all the rest of us a good principle of sustainable, fiscally prudent urban planning should say: each new development should pay for itself over its entire life cycle.

I believe applying the principle will keep Kingston from making a costly mistake. Starting as soon as possible we should see that a rigorous, complete and comprehensive cost benefit analysis of all future capital and operating costs be done for all development applications that have a potential to need unfair subsidies from all the rest of us over the proposal's entire life cycle.

In this way we can be more certain of each investment opportunity as each development application comes in. In this way we can reduce future tax increase. In this way we can make Kingston a more sustainable city: a city that approves development which meets the needs of the present without compromising the ability of future generations to meet their own needs.

**Jeff McLaren**

(613) 888-4327

[www.jeffmclaren.ca](http://www.jeffmclaren.ca)

I also make myself  
available Sundays  
from **4:00 to 5:00 PM**  
at the **Chit-Chat Café**  
in the Frontenac Mall



## Blumenberg, Catalina

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**From:** Quittkat, Rachel on behalf of opzb\_update  
**Sent:** Tuesday, October 27, 2015 10:34 AM  
**To:** 'Holly Mabee'  
**Subject:** RE: Land Use Plan question

Hello,

The property at 671 Brock St. is designated as Residential in the Official Plan, and this will remain the same designation in the Five Year Update to the Official Plan. There is not currently a development application to change the Official Plan designation or the Zoning on the property.

All publically funded schools are typically designated as Residential, and are also permitted in Rural and Hamlet designations.

If you have more questions regarding the future use of the property, it would be best to contact the Algonquin Lakeshore Catholic School Board who are the owners of the property.

Would you like me to forward this correspondence to the Planning Committee for consideration at the Public Meeting for the Five Year Update to the Official Plan?

Regards,

Rachel Quittkat  
City of Kingston

**From:** Holly Mabee [REDACTED]  
[REDACTED] October 24, 2015 11:17 AM  
**To:** opzb\_update  
**Subject:** Land Use Plan question

Hello

I would like details about the Official Plan with regard to the property where St. Joseph and St. Mary Catholic school location. The school is now permanently closed. Does the city have a plan for how that property will be used or rezoned?

Please let me know what is the plan, if any, and who I can contact to get more information,

Thank you,  
Holly Mabee

October 28, 2015

Rachel Quittkat  
Manager, Projects  
Planning, Building & Licensing Services  
Community Services Group  
City of Kingston  
216 Ontario Street  
Kingston, ON K7L 2Z3

Via email: [rquittkat@cityofkingston.ca](mailto:rquittkat@cityofkingston.ca)

**RE: City of Kingston – Second Draft of the Official Plan, October 2015  
Implications for electricity generation facilities and transmission and  
distribution systems**

Dear Ms. Quittkat,

FOTENN Consultants Inc., on behalf of Infrastructure Ontario (IO) and Hydro One Networks Inc. (HONI), has reviewed the second draft of the **City of Kingston’s Official Plan Review**. Infrastructure Ontario is the strategic manager of the provincial government’s real property, which includes hydro corridor lands, and has a mandate of maintaining and optimizing value of the portfolio. This letter identifies issues and recommendations related to the second Draft of the Official Plan Review in order to ensure the protection of hydro corridor lands for their primary intended use, the transmission and distribution of electricity, while facilitating appropriate secondary land uses.

#### **OUTSTANDING ISSUES**

##### **1. Consistent Terminology**

Our previous letter dated August 11, 2015 reviewed the first draft of the Official Plan Review, and requested a number of changes related to terminology. Specifically, we requested that the terms “utility”, “utilities”, and “energy generation systems” be defined so that we could understand the implications of the policies referring to these terms.

**Requested Change 1:** Upon review of the second draft, we find that there is still some confusion about how these and other related terms are being used. We request that staff review the use of terms related to energy generation systems and transmission and distribution systems to ensure consistency and that definitions are provided where appropriate.

## 2. Section 6.2 Energy Conservation and Production

Policy 6.2.10 states that “In situations when the City has approval powers, the implementing zoning by-law will regulate energy generation systems regarding such matters as site area, massing, scale, site coverage, building or structural height, setbacks, mutual separation, parking and buffering provisions. Site plan review may also be required.”

**Requested Change 2:** We request that flexibility be maintained for energy generation systems and transmission and distribution systems projects initiated by IO and/or HONI. We suggest the following wording:

“In situations when the City has approval powers, the implementing zoning by-law will regulate energy generation systems regarding such matters as site area, massing, scale, site coverage, building or structural height, setbacks, mutual separation, parking and buffering provisions. Site plan review may also be required. **This policy does not apply to Provincial energy generation systems and transmission and distribution systems.**”

We would request that this letter be included as part of the record of submission on the Official Plan Review and that we be notified of any decisions regarding these matters.

Contact information is as follows:

Tate Kelly  
Planning Coordinator  
Infrastructure Ontario  
1 Dundas St. W., Suite 2000  
Toronto, ON M5G 2L5  
Tel: 416.327.1925 | Fax: 416.212.1131  
[Tate.Kelly@infrastructureontario.ca](mailto:Tate.Kelly@infrastructureontario.ca)

Mike Dror, MPL  
Planner  
FOTENN Consultants Inc.  
223 McLeod Street  
Ottawa, ON K2P 0Z8  
Tel: 613.730.5709 x288  
[dror@fotenn.com](mailto:dror@fotenn.com)



We thank Staff for considering our comments and recommendations. Please contact us if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Tate Kelly".

Tate Kelly  
Planning Coordinator

cc. Patrick Grace, IO  
Enza Cancilla, HONI  
Carl Furney, FOTENN

## Blumenberg, Catalina

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**From:** John Grenville [REDACTED] >  
**Sent:** Thursday, October 29, 2015 9:00 AM  
**To:** Quittkat, Rachel  
**Cc:** 'Rob Fonger'; Joan Bowie; Sue Bazely; 'Pat Hodge'  
**Subject:** Density Bonus Section of the Official Plan

Hi Rachel – I have had little time yet to review the draft OP in detail. However, I have just read the changes to the density bonus section that lists the community benefits (9.5.25). I am pleased to see that some attention has been paid to that section. I would, however, like to see a stronger statement relating to its use. The blatant disregard by the Planning Department of this section in three instances in Williamsville District (363-367 Johnson Street, 637-655 Johnson Street and 663 Princess Street) is very disturbing.

I am puzzled by the suggestion that underground parking is a community benefit – “providing public and/or underground parking, in contexts where these types of parking meet the City’s objectives” (9.5.25.f) I could not find anything in the OP that identified the City’s objectives with respect to underground parking. My experience is that underground parking is solely to the developer’s benefit so that that the property can be more intensely developed. In the case of 501 Frontenac, the proposed site plan shows a ramp to the underground parking built on the lot line, immediately adjacent to single family residential housing. The ramp to the underground parking is one of the most intrusive elements of the development and has resulted in significant over-building above ground. The same can be said of the development at the corner of Victoria and Princess. Even if the OP had a clear identification of the City’s objectives with respect to underground parking, the reference to underground parking as a community benefit can easily be misconstrued. The list of community benefits is not intended to be exhaustive and in instances where underground parking is requested or recommended by the community at the statutory public meeting, it can be considered. I cannot find another city in Ontario (except possibly London) that includes underground parking in the list of community benefits. I am requesting that it be removed from Kingston’s list of community benefits in this section.

John Grenville  
[REDACTED] Street  
Kingston, ON [REDACTED]  
[REDACTED]  
[REDACTED]

## Blumenberg, Catalina

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**From:** Henrik Wevers [REDACTED]  
**Sent:** Wednesday, October 28, 2015 4:54 PM  
**To:** opzb\_update  
**Cc:** Robert Wolfe  
**Subject:** Re: Don't forget to Comment on the 2nd Draft!

I have two comments on the 2nd. draft and I hope they might contribute to the final draft.

1. In schedule 7-b natural heritage area A I would strongly urge that Esther March Bay which borders on the donated land by the Graham family to the former Kingston Township will be designated "locally designated wetland". The bay at its western end is shallow and marshy and is a prominent secluded breeding area for land and water based wildlife. It is currently part of public open space but that would be better designated as environmental protected area with the bay and marsh as wetland.

2. The Aragon Road is a true heritage road and should receive some recognition as such. I made a presentation to the Heritage Committee and trust that this might also have been tabled as Official Plan input. I hope it will receive some consideration at the second draft update.

For much more detail see this website:

Aragon Road History <https://aragonroadhistory.wordpress.com/>

and especially:

<https://aragonroadhistory.wordpress.com/2015/07/15/heritage-road-and-park-maintenance/>

<https://aragonroadhistory.wordpress.com/2015/01/30/kingston-waterfront-master-plan/>

<https://aragonroadhistory.wordpress.com/trees-along-the-aragon-road/>

<https://aragonroadhistory.wordpress.com/littoral-zone/>

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**From:** Quittkat, Rachel <[rquittkat@cityofkingston.ca](mailto:rquittkat@cityofkingston.ca)> on behalf of opzb\_update <[opzb\\_update@cityofkingston.ca](mailto:opzb_update@cityofkingston.ca)>

**Sent:** October-28-15 2:29 PM

**Subject:** Don't forget to Comment on the 2nd Draft!

Hello,

The [second draft of the Five Year Update](#) to the Official Plan is posted on the City of Kingston website and also available in hard copy for viewing at the Central, Calvin Park, Kingscourt, Isabel Turner and Pittsburg branches of the Public Library. Viewing copies are also available at City Hall and the 1211 John Counter Blvd offices.

This is the formal consultation period under the Planning Act and it may be the best time to submit feedback, in particular if you have not provided us with any feedback on the Official Plan yet.

A Public Meeting at the Planning Committee will be presenting the highlights of the changes to the Official Plan and you will also be able to ask questions and make comments if you attend. Details are listed below:

Public Meeting– Official Plan Update  
Planning committee meeting, City Hall  
6:30 p.m. on November 5, 2015

All correspondence received before **3 p.m. on November 5**, will be included for Planning Committee consideration at the Public Meeting that evening.

Regards,

Rachel Quittkat  
Manager, Projects  
Planning, Building & Licensing Services  
Community Services Group  
City of Kingston  
216 Ontario Street  
Kingston, ON K7L 2Z3  
613-546-4291 ext. 3282



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## Blumenberg, Catalina

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**From:** Ken Dantzer [REDACTED] >  
**Sent:** Wednesday, October 28, 2015 5:08 PM  
**To:** opzb\_update  
**Subject:** RE: Don't forget to Comment on the 2nd Draft!

Rachel,

Summary of previous comments:

1. I regularly have difficulty with discussions with the city circulating around misunderstandings of the definition of:

-Affordable

-What I call 'Below Affordable'

-Subsidized, social

Terms which are used interchangeably in many City documents and communications.

In review of the draft, we have a unique opportunity to define these terms for additional clarity, as opposed to lumping them all together.

Further, what this document defines 'affordable' as is quite different than what other departments refer to (ie: some city documents refer to affordable as being in relation to the CMHC AMR (Average Market Rent) I invite the opportunity to discuss.

2. Can you please provide a sample calculation of 3.3.10.?

3. Schedule 3B shows the land surrounding the Elginburg quarry as Rural and EPA. Remind me if the current application for quarry expansion include an OPA for both of these changes in designation?
4. Schedule 3B, can you please clarify what the 'Q' symbol means on the Elginburg quarry?
5. Provincial and Municipal policy appears vague on inactive quarries expiry. I would be interested in more specific wording added to the review that speaks to the timely rehabilitation of existing quarries to ensure old quarry's and/or phased quarry developments clean up behind themselves in an expedient timeframe.

Has there been any change to these areas?

Thank you,

**Ken Dantzer**

**CaraCo Development Corporation**

*Kingston's Leader in Lifestyle Development*

**P:** 613-542-8400 ext. 109

**F:** 613-544-9931

[REDACTED]  
P.O. Box 70, Glenburnie, ON, K0H 1S0

**[www.caraco.net](http://www.caraco.net)**

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**From:** Quittkat, Rachel [<mailto:rquittkat@cityofkingston.ca>] **On Behalf Of** opzb\_update  
**Sent:** October-28-15 2:29 PM  
**Subject:** Don't forget to Comment on the 2nd Draft!

Hello,

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Turner and Pittsburg branches of the Public Library. Viewing copies are also available at City Hall and the 1211 John Counter Blvd offices.

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Regards,

Rachel Quittkat  
Manager, Projects  
Planning, Building & Licensing Services  
Community Services Group  
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## Blumenberg, Catalina

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**From:** Marie Lloyd [REDACTED]om>  
**Sent:** Thursday, October 29, 2015 9:16 AM  
**To:** opzb\_update  
**Cc:** Greg Tilson  
**Subject:** Wellington Street Extension

Regarding the Wellington Street Extension

As a Kingston resident, I vehemently object to the proposed extension. It is disruptive with as many liabilities-or more -than its alleged benefits.

Once done, it cannot and will not be undone. The Precautionary Principle is a fine guideline for viewing this extension, which is a hole torn through the city's

entrails.

More creative solutions and more forethought with less disastrous side effects are worthy of this city, with its many talented and capable citizens, including urban planners.

Please keep me informed when further information on this is available.

Sincerely, Marie Lloyd.

## Blumenberg, Catalina

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**From:** Matt Rogalsky [REDACTED] >  
**Sent:** Thursday, October 29, 2015 10:01 AM  
**To:** opzb\_update  
**Cc:** Allen, Richard; George, Kevin; Osanic, Lisa; Turner, Laura; Schell, Elizabeth; Candon, Adam; Holland, Mary Rita; McLaren, Jeff; Neill, Jim; Stroud, Peter; Hutchison, Rob; Boehme, Ryan N.; Mayor of Kingston  
**Subject:** in support of Doug Fluhrer Park - don't touch it!

To the Mayor, City staff and councillors:

Kingston is a city that has squandered much of what could have been a beautiful waterfront. Yes, we have some decent green spaces which are at a distance from the downtown area, but in the heart of Kingston it is very difficult to find any accessible waterfront which has significant park space attached. Doug Fluhrer Park is one of those remaining places: a charming stretch of land which offers a relatively peaceful walk along the Cataraqui River, removed to some extent from the busy streets above.

It is difficult to believe that the City would seriously consider putting a busy new roadway through that park, which would actually be wider than the park at its narrowest point. This would have the effect of ruining the peace of the place. It would be as bad as or worse than the lakefront park below Queen's University, which suffers tremendously from the high volume of traffic on King St.

The proponents of the Wellington St extension want us to believe that a new motor vehicle corridor to the downtown is needed to alleviate traffic congestion. From my own experience as a driver and a cyclist, I cannot believe this. If drivers suffer any inconvenience at all, it is only at peak periods which last a very short time. Ruining a great waterfront park to save some drivers a few minutes on their commute is terribly short-sighted.

I and my family make excellent use of Doug Fluhrer Park. We live on Main St and frequently take evening walks down to the river. I will often go out of my way to ride through it on my bike, if I am headed for downtown shopping. It is a lovely space because of its isolation from roadways. I encourage all councillors to maintain and enhance what waterfront park spaces we have, and resist privileging motorists over local residents who value Doug Fluhrer Park just as it is.

I hope by now you have seen the music video which my group The Gertrudes made to highlight the Park. It's called Anglin Bay Blues and you can find it here: <https://vimeo.com/142999389>. All those children in the video live in my neighbourhood and also make regular use of the space. Don't ruin it for them, or their kids!

Sincerely  
Dr Matt Rogalsky  
[REDACTED]



Below please find WellingtonX's responses to the second draft of Kingston's Official Plan. While we recognize that some elements of the Plan have been improved, we have grave concerns with the issues listed below.

1. In response to many complaints from Kingston residents, city planners have removed the word "generally" in the second draft of the OP where references to the 30 metre setback occur, but we are concerned that it has been replaced with something worse. The (new) phrase in bold seems to be weakening the protection of waterfront.

### 2.8.3.

*The City recognizes its waterfront areas along Lake Ontario, the St. Lawrence River, the Great Cataraqui River and the Rideau Canal as important public resources and will acquire waterfront lands wherever and whenever it is feasible. The City seeks to protect the shoreline ecology by way of a natural area setback buffer of 30 metres or a "ribbon of life" adjacent to the water; **however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.***

### 3.9.2

*Maintaining or adding natural vegetation along lakes, rivers and streams helps to protect water quality, minimize soil erosion, provide fish habitat and wildlife habitat and contribute to the aesthetic of the City. Natural shorelines are often referred to as a "Ribbon of Life" along the water.*

*Public and private agencies, as well as residents, are encouraged to protect the "Ribbon of Life" along waterbodies and watercourses. New development must be set back a minimum of 30 meters from all waterbodies and watercourses; **however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.** In some cases a greater setback may be required to address water quality, natural hazards or natural heritage requirements.*

It may be that the word "legally" here refers to already approved development projects. That's what would normally be grandfathered and maybe it would be acceptable to specify that. However, we worry that "legally" could cover anything that Council approves so that there would be, in effect, no ribbon of life protection at all.

**To city planners we ask, what is an example of the kind of activity that would be prevented within the setback, given this wording?**

**Why can we not have a more direct ruling: "this policy does not apply to projects already approved or built"?**

2. In section 3.10.1, the Environmentally Protected Area designation no longer includes the habitat of endangered and threatened species, nor habitat of species tracked by the Ministry of Natural Resources and Forestry.

**Why have these been removed?**

3. We appreciate that a new section 4.6.35.1 has been added (after 4.6.35 Major Road Extensions, in which the WSE, north and south sections, are still listed) which identifies that *“The proposed Wellington Street Extension, listed in Section 4.6.35 (e) and (g), will be examined through a future Secondary Planning process.”*

However, with respect to the secondary planning process we would like to propose a change to section 2.3.5.1.

*The following locations are prioritized for the preparation of secondary plans in accordance with the policies of Section 9.7.2. The City will pro-actively approach the owners of these lands to encourage and work with them to complete secondary plans:*

*b. the North King's Town area, which includes the Old Industrial and Inner Harbour areas;*

**It is crucial that residents/ tenants and users of these lands are consulted too (not just owners), especially given that the North King's Town secondary plan will affect industrial land and parkland.**

4. In Section 3.18.17.b (site specific policy for 8 Cataraqi St.) there are two references to the Wellington St. Extension:

- that the site design incorporates appropriate streetscaping treatment along the proposed Wellington Street extension. This treatment is to include hard and soft landscaping elements, in keeping with the importance of the Wellington Street extension being a major pedestrian and vehicular access to downtown.*

and:

*Pedestrian links from the pathway must connect through the site to any pedestrian systems built along Wellington Street.*

**We would like to see these references to the WSE removed.**

5. If the Rideau Canal site extends north from the LaSalle Causeway (section 3.10.A) and has UNESCO World Heritage Designation, then why does the Environmental Protection Area (described in section 3.10.A.1) extend north from Belle Island rather than the causeway? Shouldn't the EPA cover the entire canal?

6. In Sections 6.1.21 thru 6.1.24, MNR and CRCA roles in assessing the appropriateness of development/site alteration/EIAs within sensitive areas (Natural Heritage areas A & B) (or even the deletion of Heritage B areas from the schedule) are reduced from approval to consultation.

**Why?**

7. In Section 3.8.2 there is a new permitted use within an Open Space:

*(f) adaptive re-use of built heritage resources.*

**Why has this been added? Does it mean that buildings can be moved into green space?**

We have a few more items not included here that we look forward to discussing with you in person. Thank you for the opportunity to comment on this second draft of the OP.

Sayyida Jaffer, Anne Loughheed and Laura Murray  
for WellingtonX

## Feedback on Official Plan Update - Oct 2015

**First Reaction:** Sheer density. The volume of material to be read is frankly discouraging, let alone the style. Is this intentional?

### Section One

**Adjacent Lands (Natural Heritage) p. 5 et seq.** Specific distances have been replaced by one convenient blanket statement open to (convenient) interpretation.

**EIA, p. 17, bottom.** "...no negative impacts..." seems less strong than the former "...measures to maintain or improve...."

### Section 2

**p. 72, 2.8.3.:** From the word "however" at the start of the blue, the brave earlier sentences are emasculated.

### Section 3

**p.163, 3.9.2 et seq:** the word "generally" has been removed, good. The rest of the wording is dense but appears satisfactory.

**p. 172, 3.10.9** remove the word "Generally". It weakens the case for an EA in these circumstances.

**p. 228, 3.18.17 b.** .....that the site design incorporates appropriate streetscaping treatment along the proposed Wellington Street extension.

This treatment is to include hard and soft landscaping elements, in keeping with *the importance of the Wellington Street extension being a major pedestrian and vehicular access to downtown.* My italics.

See also item immediately below on p.2.

What follows is not from the Official Plan Update, but clearly relates to it, and equally clearly relates to the *proposed* (my emphasis) Wellington Street Extension:-

### **From Proposed amendments to Parkland Dedication By-Law**

#### **Reductions**

9. The City may reduce Parkland requirements for the conveyance of Environmental Protection Area for the purpose of obtaining a continuous open space corridor along the Great Cataraqui River **as set out in the City of Kingston's Official Plan.**

**10. When the proposed Development is on a land adjacent to a Major Water Body, the City may reduce Parkland requirements in exchange for the conveyance of Buffer Land as set out in the Natural Lands and Parkland Acquisition Policy. Any land parcel configuration, size or location that is deemed undesirable for conveyance shall be determined by the City.**

-----

What follows is a series of Official Plan extracts regarding the height of buildings. Considerable emphasis is laid on *not exceeding heights compatible with historic sections of the City, also views from and toward the City.* My emphasis.

However, the heights for the proposed development of the old Capitol cinema at 223 Princess Street and the as yet un-released plans for Homestead's building at Wellington and Queen are in clear contradiction.

### **Official Plan Update, Oct 2015**

Relationship to proposed developments at 223 Princess and corner of Queen and Wellington

#### **p. 224, 3.18.14**

The entire form (of the Quay) is intended to be compatible with the existing urban fabric by ensuring that the design of the development is appropriately broken down into a series of elements that relate to the existing architectural expression. The building components are to be oriented in response to the existing street pattern and orthogonal nature of surrounding development.

*The proposed development is to be designed with appropriate height to respect the general scale of buildings in the skyline as viewed from the water and the Causeway.*

**p. 233, 3.18.2 (a) re North Block Central Business District:** *With respect to building heights, the provisions of Section 10A apply, including the public meeting requirements, except that for building heights in excess of 25.5 metres, an urban design study will be required to show that the development would not overshadow surrounding buildings, that it would be compatible with the scale and massing of buildings which provide the built form context of the surrounding areas, and that it satisfies all other Plan policies.*

**p. 330, 7.3.D1. Lower Princess Street Heritage Character Area**

The Lower Princess Street Heritage Character Area recognizes the traditional downtown as a significant cultural heritage resource.

It includes the streetscape, courtyards and laneways, heritage buildings, landscape elements, as well as the pedestrian activity, civic and commercial functions that maintain the historic function of the area.

The arrangement of buildings, street orientation, pedestrian activity and continuity of height all contribute to the historic sense of place. It is the intent of this Plan to maintain the heritage integrity of the area with the application of the following heritage policies:

- a. buildings within the area will be encouraged to be maintained as functional heritage buildings;
- b. new buildings will reinforce and be compatible with the existing heritage buildings, and any upper storeys beyond the height of existing rooflines will be required to step back in accordance with the build-to plane provisions of Section 10.A.4.6 of this Plan;***
- c. the cultural heritage value of any building proposed for demolition shall be considered prior to its removal. Should demolition be approved, Section 7.1.8 of this Plan, pertaining to archival requirements, shall apply;
- d. building heights in the Lower Princess Street Heritage Character Area must comply with the provisions of Section 10A.4.6 of this Plan;***
- d. restoration of heritage façades and heritage attributes and the application of sympathetic materials and historic styles is encouraged;
- e. new development must protect the height of City Hall as the dominant feature of the area,*** and employ building materials that are compatible and sympathetic to the heritage character of the area; and,
- f. parking garages and structures must conform to the general design principles of this Plan and maintain the heritage character of the adjacent streetscape.

**p. 337, Urban Design - opening statement**

Urban design encompasses the arrangement of elements within the built and natural environment that contribute to *an individual's "sense of place" and appreciation of that place. It includes the relationship of buildings, landscape elements, and the spaces between them*, as well as streetscape features such as sidewalks and boulevard treatment, signage, and building setbacks.

It also encompasses the architectural design of structures within the built environment. Urban design is recognized as having both functional and aesthetic aspects. *While good urban design is important throughout the urban and rural areas of the City, it has particular relevance as a tool for achieving compatibility between areas containing cultural heritage resources and new development.*

**p. 339, 8.5.d** *Siting new buildings and structures in a manner that repeats and complements the siting and spacing of existing buildings, structures or landscaped areas in order to continue a pattern that is characteristic of surrounding neighbourhoods and heritage areas;*

**NB:** There seems some page numbering confusion within Sections 9 and 10, several Section 10 items appear within 9. Page numbers from here on are as shown in the Official Plan Update regardless of applicable Section.

**p. 352, 10A.2 Goal:** *To support the historic, commercial and civic function of the Downtown and Harbour Area by providing for a full and integrated range of commercial, hospitality, civic, and community uses as well as open space, and higher density residential uses that are compatible in scale and type to the historic core.*

**p. 352/358, 9.5.1 to 9.5.19 inclusive , By-Laws, Zoning.** These apply in their entirety so are not included here.

**p. 361, 9.5.26** *each proposal for an increase in height and density must be assessed on a case by case basis, and be supported by such additional information and studies as deemed appropriate by the City, in order that Council ensures that:*

*a. the development resulting from the application of increased height and density does not impose adverse effects on neighbouring uses, and meets the general intent and purpose of the principles in Section 2.6 and Section 2.7 and the urban design principles as outlined in Section 8 of this Plan;*

*b. the proposed increased height and density provision supports the strategic planning approach to guide and respond to development applications for change in areas of the City, as outlined in the policies of Section 2.6 of this Plan regarding stable areas and areas in transition*

**p. 361 9.5.30.** *The increase in density or height will be approved through an amendment to the zoning by-law.*

**p. 401, 10C.3.28.** *Any form of High Density Residential housing which conforms to the development, density and building height policies outlined below is permitted.*

**p. 402, 10C.3.30.** *The maximum building height in High Density Residential areas is eight storeys.*

**p. 355, 10A.2.16. View Corridors:** *Retention of views across the harbour to Kingston Fortifications including Fort Henry and the Fort Frederick, Murney, Shoal and Cathcart Martello Towers, is required in consultation with Parks Canada. The design or site arrangement of new buildings or structures must conserve views to the water, and where feasible, contribute to the improvement of the Waterfront Pathway in accordance with the policies of this Plan*

**p. 381, 10B.5.1. Re. East bank of the Cataraqui River:** All proposed development in the Marina area must be compatible with surrounding residential areas, the determination of which will be guided by the following:

c. *maintaining the views of the Great Cataraqui River/Rideau Canal and City of Kingston skyline, as well as the views from the water to the land, wherever feasible;*

**p. 387, 10B.12.3.** *again refers to development on the east bank of the Cataraqui River: proposed collector road (as shown on Schedule RC-1 that is adjacent to the Great Cataraqui River/Rideau Canal, north of Gore Road), which is to be developed as a scenic drive in accordance with the following design guidelines and policies views west to the Great Cataraqui River/Rideau Canal and the City of Kingston skyline from the road must be provided along its full length.*

**p. 442, 10E.1.29.** *The following policies apply to the height of buildings in the Williamsville Main Street: Buildings shall be no taller than 6 storeys unless the design of the building(s) can demonstrate a positive contribution to the community as a whole (i.e. gateway sites, landmark sites). In instances where minimal impacts occur on adjacent uses, additional height may be considered up to a maximum of 10 storeys (31.5 metres). Compatibility must be demonstrated through an Urban Design Study, and buildings taller than 6 storeys will be subject to a Zoning By-Law Amendment, and may also be subject to Height and Density Bonusing.*

**Schedule 9, Heritage Areas, Views etc. 223 Princess is on the line between Lower Princess and St. Lawrence Ward. It is unquestionably within Heritage Areas and will affect views both to and from them.**

**SCH DH2 and 3 Special Policy Areas - 223 Princess is slap in the middle of the Downtown and Harbour area. NB: The same remarks will apply to the Homestead proposal at Wellington and Queen Streets.**



**Submission to the Official Plan Review Process  
from the Barriefield Village Association**

The Barriefield Village Association is composed of residents and property owners in Barriefield Village. Our mandate, according to our bylaw, is ‘to conserve and protect the heritage character of Barriefield Village.’

The Barriefield Village Association is glad to see that the current draft of the Official Plan recognises the Barriefield Heritage Conservation District in s. 7.3.C.7, and sets out conservation guidelines. However, we have a number of concerns, as follows:

1. The Barriefield section of the Plan is brief (c.f. the Sydenham District section which is twice as long). It is inexplicable why many of the items noted in the Sydenham section (e.g. ‘a generally high standard of care and maintenance for buildings and landscapes’) that are equally applicable to Barriefield are not also in the Barriefield section.
2. The Barriefield section fails to mention key features of its heritage character – e.g.
  - its location on the Cataraqui River
  - its rural cultural heritage landscape
  - its proximity to the UNESCO-designated Fort Henry and Rideau Canal system and strong historical and associational links with the Rideau Canal, the Naval Dockyard and Fort Henry
  - the Bill Robb Rock Garden, maintained by community volunteers
  - St. Mark’s Church, c. 1843, the oldest church building still in use in the City of Kingston
  - Barriefield’s 200-year-old history and its robust sense of community and stewardship
  - The village was the first to be designated a Heritage Conservation District in Ontario
  - The many features that give Barriefield its 19<sup>th</sup> century rural village character, as follows:
    - A central ‘green’ adjacent to or within view of the church
    - Open spaces, grassy areas and other non-built features vital to its cultural heritage landscape
    - A large complement of historic houses, in a range of materials, most



made of wood and stone, a couple of brick, all sympathetically restored (many winning heritage prizes), along with several new houses built according to heritage guidelines

- A ‘manor house’ (Barriefield House)
  - A seat of local government (former Pittsburgh Township Hall – now a museum)
  - Clearly defined edges (water, rock garden, DND lands)
  - An integration of buildings and landscape (trees, lilacs)
  - Permeable views (of St. Mark’s, between buildings, of the water, surrounding fields, sky) both within and without the village
  - Institutional and commercial buildings
  - Former industrial lands (boatbuilding works)
  - Streets organized in a grid pattern with a main street and crossroads
3. The ‘landscaped buffer’ along Highway 15 is mentioned with no precise dimensions and gives no indication that it would be any different from the required buffer demarcating the residential areas from Highway 15 elsewhere in Kingston East. However, these open spaces are integral to the cultural heritage character of the village, as a rural, 19<sup>th</sup> century village and need to be protected more extensively; e.g. by being designated Open Space or at least with a more precise and generous allotment of protection than the mere allocation of a buffer.
4. Mention is made of protecting views of St. Mark’s Church from outside the village, but not from within the village other than from its frontage on Main Street.
5. One of the most important functions of the Official Plan is to make designations that determine land use. Changes to designations should be made in a process that involves public consultation. However, the current version of the OP leaves in place the unfortunate legacy of the 2009 Plan that finds surplus schools to ‘be developed in accordance with the Medium Density Residential Designation’ (see Residential Policies 10D.32h).

Just for background: in 2009, the Ministry of Municipal Affairs and Housing formally reviewed the Official Plan, as adopted by City Council By-law Number 2009-105, and submitted a number of proposed modifications to the Plan that were outlined in a letter to the City dated November 6, 2009. The City reviewed the proposed modifications, proposed a number of City-initiated technical changes and responded to the Ministry in a resolution passed by City Council at its meeting of December 1, 2009. The Ministry of Municipal Affairs and Housing then issued a Notice of Decision on January 6, 2010.

We understand that some of the ‘technical changes’ noted above, and proposed by the city in 2009, may have been the impetus for changing the long established ‘Institutional’ designation of the Horton School property which matched the existing zoning and the Barriefield Heritage District Plan. Perhaps this stark change to a generic ‘Residential’ OP designation was an oversight meant really to address other properties without consideration of the exigencies of the Heritage District of Barriefield. Nonetheless, the change in designation in 2009 was not prompted by the

property owner, nor the heritage committee, nor does it appear that consideration was given to the impact it would have in guiding the evolution of the Heritage District. There was certainly no process of public consultation, nor was there a heritage impact study or cultural heritage landscape study, all of which are standard practice for such a significant change.

Since the Barriefield Heritage Conservation District Plan discusses this important 'Open Space' as vital in protecting historic views, and forms a key part of the Village Green, it seems clear that at the very least a special OP designation – other than simply 'residential' – is appropriate for this and other lands in Barriefield that were changed abruptly on the last OP update.

As the municipal custodian of the Heritage District, the City is hereby requested to repair this unfortunate mistake before mitigation of incompatible development becomes impossible. The new owner of this property has shown a complete lack of interest in anything other than maximizing return on investment, as demonstrated several ways in his short tenure. Furthermore, the error of making the incompatible OP change in 2009 needlessly inflated the potential value of the property, to the benefit of no one, rendering it impossible for the property to be managed, for example, through community ownership.

Leaving the OP designation as Institutional would obviously be a significant improvement. Creating a Heritage category in the OP with more guidelines would be a better alternative, or designating the land Open Space. Failing that, a Special Study Area designation should be applied until a proper cultural heritage landscape study should be completed. While the current zoning remains for the moment 'Institutional', this error in the 2009 OP review has given fuel to a dangerous and perhaps reckless development proposal for these lands. It is apparent that a generic residential designation is the most damaging under the circumstances.

6. The current version of the OP makes repeated reference to intensification, with only one reference to countervailing considerations, e.g. at 2.3 Principles of Growth:

**The City supports intensification by redeveloping the existing built area through compatible infill development that respects cultural heritage resources, existing housing stock, and the stability of neighbourhoods.**

Respecting cultural heritage resources, existing housing stock and the stability of neighbourhoods is an important principle that should be elaborated and made stronger. Many communities within the City are concerned about the OP's blanket commitment to intensification, without due regard for its adverse impact on livable neighbourhoods and the conservation of heritage. Specific mention should be made here of Barriefield, which is particularly vulnerable to unsympathetic development. Thus, the following sentence should be added:

**'For example, in the Heritage Conservation District of Barriefield Village, intensification would **not** be suitable, given the rural, 19<sup>th</sup> century character of its**

cultural heritage landscapes, and the risk that new construction would swamp the existing heritage buildings, i.e. that Barriefield would reach the “tipping point” of new buildings outnumbering old.’

Related to this, 2.4.5 Intensification Targets which reads:

the redevelopment of vacant, underutilized, or brownfield sites and infill developments

Should be expanded as follows:

the redevelopment of vacant, underutilized, or brownfield sites and infill developments except where cultural heritage resources, existing housing stocks or stable neighbourhoods are at risk; e.g. the open spaces of Barriefield Village are integral to its cultural heritage landscapes and are **not** good candidates for redevelopment.

7. Also, Section 3.3.C.2 specifies where high density development will occur, i.e.

"be located on an arterial or collector road designed for public transit, except for: ..." with a list of streets where it will not occur.

Mention should be made of Highways 2 and 15 where they border Barriefield and the UNESCO-designated heritage sites of Fort Henry and the Rideau Canal system.

8. Finally, there are some typos – e.g. 19 century should be 19<sup>th</sup> century; St. Mark“s should be St. Mark’s.

Many thanks for your consideration of our input.

Barriefield is Kingston’s Heritage Village, a vital heritage resource that is crucial for the local tourist economy and to attract talent to come work, study and live in our wonderful city. At the Village’s 200<sup>th</sup> Anniversary Heritage Festival last year, over 2,000 people attended and oft-heard comments from visitors was the village’s rural character and the extent to which heritage properties and landscapes remained the dominant, distinguishing features of the Heritage District.

We trust that the Official Plan will take steps to ensure that Barriefield’s heritage is conserved, and that its wording will reflect a strong commitment to this important planning and policy goal.

Yours sincerely,

Christine Sypnowich  
President,  
Barriefield Village Association

## Blumenberg,Catalina

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**From:** C. London [REDACTED] >  
**Sent:** Monday, November 02, 2015 2:49 PM  
**To:** opzb\_update  
**Subject:** Comments on second draft of Wellington Official Plan

Hi there,

I'm keeping up to date about the new Official Plan and I hope that the next draft will be clearer about the 30-metre "ribbon of life" wording to ensure protection for wildlife in the area. Can the wording be made more clear? My family and I love to wander in that area looking for turtles and snakes and we would like to ensure that they be protected, regardless of what the city decides to do with that land. Thanks for reading and for all the work you are putting into this plan.

All the best,  
Cat London

[REDACTED]

## **Blumenberg,Catalina**

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**From:** Barbara Bell [REDACTED] m>  
**Sent:** Monday, November 02, 2015 7:03 PM  
**To:** opzb\_update  
**Subject:** Wellington Street Extension - second draft of OP

Please do NOT back away from protecting the waterfront! This is important.

Thank you,  
Barbara Bell

## Blumenberg, Catalina

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**From:** Quittkat, Rachel  
**Sent:** Monday, November 02, 2015 1:38 PM  
**To:** 'wellingtonx'  
**Cc:** Agnew, Paige; Newman, Greg  
**Subject:** RE: Official Plan update

Hello Anne, Sayyida and Laura,

I will pass your correspondence along to Planning Committee for their consideration, and I also wanted to try and answer some of your questions to clear up any misunderstandings before we meet on Wednesday and the public meeting Thursday.

1. The “ribbon of life” policy changes are intended to reflect the reality that there are existing lots of record within the “ribbon of life” where:
  - it is not physically possible to provide the 30 m setback
  - a building is already located in the 30 m setbackThe changes are intended to ensure that new development within lots where it is not physically possible to meet the setback requirements must locate as far back as the lot allows, and for existing buildings to not encroach further into the setback than the existing building. We can certainly look into refining the language further to clarify the provisions.
2. Endangered species and species at risk information has been further expanded and detailed in the new sections 6.1.6. to 6.1.8. The specific proposed change in 3.10.1. was suggested by CRCA, who advised that since either MNR or DFO are able to permit development in a species habitat based on certain conditions or criteria, it should not be included in the EPA designation where development is not permitted.
3. Thank you for the suggestion to the wording of this policy and we will consider making changes to reflect this. Public consultation is vital to the implementation of any new Secondary Planning areas. The intention of this policy was for the City to consult with owners of large parcels of privately held lands (i.e. in greenfield or brownfield situations), and it may not accurately reflect the circumstances of a built out area like the North King’s Town.
4. As this parcel is privately owned, it would be necessary to consult with the owners before making changes to the site specific policy. As well, this land is within the boundary of the proposed North King’s Town secondary planning area and may be impacted by the 2015 KTMP Update. The policy will remain as is until the outcome of the supporting studies has been established.
5. This is an administrative error from the 2010 version of the OP that will need to be corrected. The actual Rideau Canal WHS extends to the northern side of the Lasalle Causeway, and the policy will need to be changed to reflect this. As well, the mapping correlation between the Rideau WHS setback and the EPA lands is entirely coincidental in that they are both measured from at the 30 m high water mark. Rather than create a new map to show only the lands effected by the UNESCO WHS policies, it was convenient to link to the EPA designation. This may need to be changed to provide clarification.

It is important to note the “natural heritage” and “cultural heritage” are two separate classifications. The Rideau Corridor UNESCO WHS is “culturally” significant, whereas EPA lands are “naturally” significant. The Rideau Canal is Federally owned and administered by Parks Canada north of Belle Island, and Transport Canada south of Belle Island to the Lasalle Causeway.

6. This change originated from the Zoning Issues and Strategy Study (2013). The Zoning Issues and Strategy Study was prepared as part of the Comprehensive Zoning By-Law Review in order to identify the City’s zoning issues and opportunities and to provide professional direction for developing a new Comprehensive Zoning By-Law. The Study identified these environmental policies delegate authority to other agencies such as the CRCA and MNRF. It was suggested that this sub-delegation of authority could result in administrative challenges for the City and affect appeal rights provided through the Planning Act.. As the City is the approval authority for applications made under the Planning Act, we have proposed to revise the policies that delegate authority to agencies other than the City. This change has also been reviewed by CRCA and MNRF.
7. I understand that this provision has been developed from the 2014 PPS requirement for public service facilities to incorporate opportunities for adaptive re-use wherever feasible. Built heritage resources can include buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and are identified as being important to a community. Please also note that accessory uses and intensive facilities are also permitted under certain conditions to be located in Open Space designations.

If you have any other questions, feel free to let me know.

Regards,

Rachel Quittkat, CET  
Manager, Projects  
Planning, Building & Licensing Services  
Community Services Group  
City of Kingston  
216 Ontario Street  
Kingston, ON K7L 2Z3  
613-546-4291 ext. 3282

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**From:** wellingtonx [REDACTED]  
**Sent:** Sunday, November 01, 2015 5:05 PM  
**To:** Quittkat,Rachel; Agnew,Paige; Bolton,Sonya  
**Subject:** Official Plan update

Dear Rachel, Paige, and Sonya,

On Friday Rachel suggested that we email some questions about the second draft of the OP this weekend, as we were unable to meet with you last week. Here is a copy of the submission we sent to [opzb\\_update@cityofkingston.ca](mailto:opzb_update@cityofkingston.ca) as part of the formal consultation on this draft. We look forward to meeting with you on November 4th.

Below please find WellingtonX's responses to the second draft of Kingston's Official Plan. While we recognize that some elements of the Plan have been improved, we have grave concerns with the issues listed below.

1. In response to many complaints from Kingston residents, city planners have removed the word "generally" in the second draft of the OP where references to the 30 metre setback occur, but we are concerned that it has been replaced with something worse. The (new) phrase in bold seems to be weakening the protection of waterfront.

2.8.3.

*The City recognizes its waterfront areas along Lake Ontario, the St. Lawrence River, the Great Cataraqui River and the Rideau Canal as important public resources and will acquire waterfront lands wherever and whenever it is feasible. The City seeks to protect the shoreline ecology by way of a natural area setback buffer of 30 metres or a "ribbon of life" adjacent to the water; **however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.***

3.9.2

*Maintaining or adding natural vegetation along lakes, rivers and streams helps to protect water quality, minimize soil erosion, provide fish habitat and wildlife habitat and contribute to the aesthetic of the City. Natural shorelines are often referred to as a "Ribbon of Life" along the water.*

*Public and private agencies, as well as residents, are encouraged to protect the "Ribbon of Life" along waterbodies and watercourses. New development must be set back a minimum of 30 meters from all waterbodies and watercourses; **however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.** In some cases a greater setback may be required to address water quality, natural hazards or natural heritage requirements.*

It may be that the word "legally" here refers to already approved development projects. That's what would normally be grandfathered and maybe it would be acceptable to specify that. However, we worry that "legally" could cover anything that Council approves so that there would be, in effect, no ribbon of life protection at all.

**To city planners we ask, what is an example of the kind of activity that would be prevented within the setback, given this wording?**

**Why can we not have a more direct ruling: "this policy does not apply to projects already approved or built"?**

2. In section 3.10.1, the Environmentally Protected Area designation no longer includes the habitat of endangered and threatened species, nor habitat of species tracked by the Ministry of Natural Resources and Forestry.

**Why have these been removed?**

3. We appreciate that a new section 4.6.35.1 has been added (after 4.6.35 Major Road Extensions, in which the WSE, north and south sections, are still listed) which identifies that  
*"The proposed Wellington Street Extension, listed in Section 4.6.35 (e) and (g), will be examined through a future Secondary Planning process."*

However, with respect to the secondary planning process we would like to propose a change to section 2.3.5.1. *The following locations are prioritized for the preparation of secondary plans in accordance with the policies of Section 9.7.2. The City will pro-actively approach the owners of these lands to encourage and work with them to complete secondary plans:*

*b. the North King's Town area, which includes the Old Industrial and Inner Harbour areas;*



**It is crucial that residents/ tenants and users of these lands are consulted too (not just owners), especially given that the North King's Town secondary plan will affect industrial land and parkland.**

4. In Section 3.18.17.b (site specific policy for 8 Cataraqui St.) there are two references to the Wellington St. Extension:

*•that the site design incorporates appropriate streetscaping treatment along the proposed Wellington Street extension. This treatment is to include hard and soft landscaping elements, in keeping with the importance of the Wellington Street extension being a major pedestrian and vehicular access to downtown.*

*and:*

*Pedestrian links from the pathway must connect through the site to any pedestrian systems built along Wellington Street.*

**We would like to see these references to the WSE removed.**

5. If the Rideau Canal site extends north from the LaSalle Causeway (section 3.10.A) and has UNESCO World Heritage Designation, then why does the Environmental Protection Area (described in section 3.10.A.1) extend north from Belle Island rather than the causeway? Shouldn't the EPA cover the entire canal?

6. In Sections 6.1.21 thru 6.1.24, MNRF and CRCA roles in assessing the appropriateness of development/site alteration/EIAs within sensitive areas (Natural Heritage areas A & B) (or even the deletion of Heritage B areas from the schedule) are reduced from approval to consultation. Why?

7. In Section 3.8.2 there is a new permitted use within an Open Space:

(f) adaptive re-use of built heritage resources.

**Why has this been added? Does it mean that buildings can be moved into green space?**

We have a few more items not included here that we look forward to discussing with you in person. Thank you for the opportunity to comment on this second draft of the OP.

Sayyida Jaffer, Anne Lougheed and Laura Murray  
for WellingtonX

## Blumenberg, Catalina

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**From:** Quittkat, Rachel on behalf of opzb\_update  
**Sent:** Tuesday, November 03, 2015 9:13 AM  
**To:** 'Ken Dantzer'  
**Subject:** RE: Don't forget to Comment on the 2nd Draft!

Hi Ken,

You may have noticed that we have not included many references to the 2015 KTMP Update in the 5 Year Official Plan Update.

We have intentionally left the KTMP Update and associated projects like Complete Streets and the Active Transportation Master Plan to be implemented as a separate Official Plan Amendment, since it has shown to be a controversial subject and the scheduling did not align as predicted.

I hope this helps to clarify this and other changes to the transportation policies.

Regards,

Rachel Quittkat  
City of Kingston

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**From:** Ken Dantzer [<mailto:ken@caraco.net>]  
**Sent:** Monday, November 02, 2015 8:31 PM  
**To:** opzb\_update  
**Cc:** 'Nicholas Harrington ([khba@khba.ca](mailto:khba@khba.ca))'  
**Subject:** RE: Don't forget to Comment on the 2nd Draft!

This appears to be in direct contravention on ongoing complete street reviews that are ongoing with the engineering department

### **Standard ~~Right of Way~~ Road Allowance Width**

**4.6.22.** A 20 metre road allowance ~~right of way for roadways~~ is needed for emergency vehicle access, snow storage, boulevard, parking, walking and cycling. Therefore, it is the policy to recommend that a 20 metre road allowance width ~~right of way~~ will become the standard for new roads. Only if there are justified circumstances requiring a reduced road allowance ~~right of way~~ will a lesser width be approved by Council in new subdivisions.

Numerical restrictions such as this do not belong in the OP.

Thank you,  
**Ken Dantzer**  
**CaraCo Development Corporation**  
*Kingston's Leader in Lifestyle Development*  
**P:** 613-542-8400 ext. 109  
**F:** 613-544-9931  
**E:** [ken@caraco.net](mailto:ken@caraco.net)

## Blumenberg,Catalina

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**From:** Bolognone,John  
**Sent:** Thursday, November 05, 2015 10:13 AM  
**To:** Blumenberg,Catalina; Agnew,Paige  
**Subject:** FW: The Capitol Building proposal

**Importance:** High

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Categories:** Planning

FYAction. Please see below.

**John Bolognone**  
**City Clerk**  
**City of Kingston**  
**[jbolognone@cityofkingston.ca](mailto:jbolognone@cityofkingston.ca)**  
**Phone: 613-546-4291, ext. 1247**

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**From:** Eleanor MacDonald [REDACTED]  
**Sent:** Thursday, November 05, 2015 9:48 AM  
**To:** Lambert,Lindsay; Bolognone,John  
**Subject:** The Capitol Building proposal

Dear Lindsay Lambert and John Bolognone,

This letter regards the proposed new Capitol theatre development. I am asking that my views be shared with the Planning Committee and with City Council.

I am writing to object, strenuously, to the proposed building. I have reviewed the documents provided by IN8 developments, and I have the following serious concerns.

The building is completely out of scale with downtown Kingston. It would dwarf all surrounding buildings, and stand out on Kingston's skyline. It would, at the proposed scale and height, interfere with numerous sight lines of surrounding buildings. In winter, the shadow from it would put the Central school playground, nearly two city blocks away, in permanent shade.

Moreover, to approve this building, well beyond current height restrictions, would mean to lose all possible bases to disapprove of all similarly sized proposals. Within a very few years, a decade perhaps, Kingston's downtown would be utterly transformed.

What is distinctive about Kingston, in part, is its appeal as a "heritage" city. Visitors enjoy our downtown and celebrate it. Much like visits to old Quebec or old Montreal, the older areas of Kingston, including its downtown area, create a sense of history in the present. The looming presence of a 22 story apartment building on Queen St. would surely change this character irrevocably.

I believe that the downtown of Kingston could be "intensified". I think the way to do this is to stay with Kingston's current height restrictions on buildings.

Thank you for your attention to my views.

Sincerely,

Eleanor MacDonald

## Blumenberg, Catalina

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**From:** Spencer E [REDACTED]  
**Sent:** Wednesday, November 04, 2015 1:24 PM  
**To:** opzb\_update  
**Subject:** Douglas fuhrer park!

Shame on this city for even considering an unnecessary road through a public waterfront property. Destroying natural space for two blocks of road that goes nowhere? I'm not impressed, how can Belleville end up using almost all their waterfront for public park space, and we have so precious little? I will move there if you go ahead with this! Spencer Evans

## Blumenberg, Catalina

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**From:** [REDACTED] t  
**Sent:** Wednesday, November 04, 2015 7:38 AM  
**To:** opzb\_update  
**Subject:** Re: Don't forget to Comment on the 2nd Draft!

Hello, Rachel.

I expect that the federal election campaign diminished the amount of feedback the City has received. I know I was totally focused on that during the time I had available to think. And since then I have been catching up on all the tasks that were set aside during the campaign as well as tackling "fall stuff" that needs to take place in my rural environment.

I did curl up with the second draft at the Isabel Turner Library last week for over an hour, but that is not nearly enough time. I wasn't sure what I was looking at and was supposed to take from the existence of the crossed out red print and the mauve (new stuff?) print. Perhaps an explanation should have been in the forward which explicitly states that it is not part of the draft plan.

While I could guess at uses that will be found later in most of the future sites to be developed, I wasn't able to even guess at what might be the future of the land around Cloggs Road north of Creekford. I would have liked to know what is being considered, but perhaps Planning can't say until it comes under active consideration: a lovely residential area preserving lots of the trees or ploughing down inclines and trees so a business park can be developed?

One thing I noticed and liked to see was the statement that a non-residential area could have a mixture of uses. I have seen that idea gradually come to the front as small industry and business parks have been developed over the last ten years having a small restaurant or takeout within walking distance. Perhaps you could consider convenience stores of some type too, at an exit from the "park". Their compatibility really depends on thoughtful planning, final landscaping touches, and agreements with the City.

Taneda Dawes.

On Wednesday 28/10/2015 at 1:29 pm, opzb\_update wrote:

Hello,

The [second draft of the Five Year Update](#) to the Official Plan is posted on the City of Kingston website and also available in hard copy for viewing at the Central, Calvin Park, Kingscourt, Isabel Turner and Pittsburg branches of the Public Library. Viewing copies are also available at City Hall and the 1211 John Counter Blvd offices.

This is the formal consultation period under the Planning Act and it may be the best time to submit feedback, in particular if you have not provided us with any feedback on the Official Plan yet.

A Public Meeting at the Planning Committee will be presenting the highlights of the changes to the Official Plan and you will also be able to ask questions and make comments if you attend. Details are listed below:

Public Meeting– Official Plan Update  
Planning committee meeting, City Hall  
6:30 p.m. on November 5, 2015

All correspondence received before **3 p.m. on November 5**, will be included for Planning Committee consideration at the Public Meeting that evening.

Regards,

Rachel Quittkat  
Manager, Projects  
Planning, Building & Licensing Services  
Community Services Group  
City of Kingston  
216 Ontario Street  
Kingston, ON K7L 2Z3  
613-546-4291 ext. 3282

[ Image ]

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**Blumenberg,Catalina**

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**From:** Robert Kiley [REDACTED]  
[REDACTED]  
**To:** opzb\_update  
**Subject:** 9.11.2 Official Plan Request

I write to request that, in section 9.11.2 of the proposed Official Plan, the first instance of "may" instead read "will." That is to say, "the City will require a cost-benefit analysis..."

Thank-you,  
Robert Kiley

--  
Robert Kiley  
6 [REDACTED] 1

## Blumenberg, Catalina

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**From:** Marney McDiarmid [REDACTED] >  
**Sent:** Tuesday, November 03, 2015 10:12 PM  
**To:** opzb\_update  
**Subject:** Comments on Official Plan

To Whom it May Concern,

The other day I was walking in Douglas Fluhler Park as I do almost every day. I was thinking about other cities that I've had the pleasure to visit over the past few years - Halifax, Sudbury, Victoria. One thing that these places have in common is that these cities have all done a marvellous job at revitalizing their waterfronts. Legions of people of all ages can be seen biking, jogging, walking along well maintained paths graced by water. These places are beautiful and are obviously of great appeal to tourists and residents alike.

It would be a shame if Kingston passed up this important opportunity to recommit to a vibrant, pedestrian focused waterfront. Many places in Canada (like Toronto) are currently regretting past decisions to put major thoroughfares along these scenic areas. Spaces like Douglas Fluhler Park need to be enhanced by more pedestrian and cycling use, not be made into a roadway.

I would also like the Planning Department to commit to maintaining the historic nature of our city's downtown core. Current proposals such as the 20-story Capitol Theatre development put this at risk. Tourists and residents are attracted to the downtown because of it's unique historic nature.

Promotional drawings of the proposal illustrate how this building will be an eyesore. A recent shade study reveals that shade from the structure will place the school yard of Central School (all the way over on Sydenham St.) in darkness over the lunch hour in December. I agree with downtown densification but not at the cost of the character of the downtown. Locations like the new Anna Lane building are a good example of how densification is possible in some other key areas.

Thank you for considering these points.

Sincerely,  
Marney McDiarmid

--  
[REDACTED]



## Blumenberg, Catalina

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**From:** Ze <keepingze@gmail.com>  
**Sent:** Wednesday, November 04, 2015 8:17 AM  
**To:** opzb\_update  
**Subject:** Comments to the second draft of the Official plan - Wellington street extension

To whom it may concern,

As a tax payer residing on Rideau St (1998 to present), I have enjoyed the beauty of our inner harbour, and have watched as the wildlife continue to rebound in the area, due in large part to its reduced urban activity with no busy street and noise adjacent to its greenspace. For this I am extremely grateful. I am concerned about the ongoing momentum to take greenspace and waterfront and use it as a busy road. I already live on a busy road and I cannot understand how it would be a good thing for the city.

It is my opinion (and many others) who believe that our greenspace needs caring oversight with the understanding that nothing be built within 30 meters of the water's edge, the setback always adhered to and the ribbon of life given opportunity to sustain waterfowl, snakes, turtles and beaver - to name a few. A wonderful opportunity for us all.

I please ask that the city prioritize and pro-actively prepare secondary plans in accordance with EPA oversight, the North King's Town area, which includes the Old Industrial and Inner Harbour areas. Another opportunity. Further we need to contribute to establishing a proper EPA zone as part of the Rideau Canal site that extends north from the LaSalle Causeway (section 3.10.A) and has UNESCO World Heritage Designation, vice *the now Environmental Protection Area (described in section 3.10.A.1) that extends north from Belle Island rather than the causeway.*

There is much to be done and much to understand about our urban park, these are but a few suggestions.

In conclusion we all have an opportunity to all become good stewards for the Inner Harbour as a place that is **not** developed and given time and space to become a urban gem that allows the environment and its wildlife opportunity to thrive and be enjoyed by many, without the need of development, buildings and yet another road. Please help make the Inner Harbour that area.

Zenith Keeping  


Sent from my iPad

## Blumenberg,Catalina

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**From:** Carlyn Brown [REDACTED]  
**Sent:** Wednesday, November 04, 2015 1:27 PM  
**To:** opzb\_update  
**Subject:** Please reconsider.

To whom it may concern,

Please reconsider the proposed wellington street extension. I have been to many of the meetings held at city hall and was touched by how many kingstonians were there in support of keeping a road free green space in the park where many people sit and relax, walk their dogs, have picnics, play sports, enjoy silence and peace...

I use this park everyday and have been for the past 5 years. It would be a real shame to add a busy road to such a used and wonderful space. Once the road is there, that's it, we cannot take back such an important part of Kingston waterfront where kids can wander safely without worrying about vehicles.

Thanks for your consideration,

Carlyn Brown

## Blumenberg, Catalina

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**From:** Hannah Kaufman [REDACTED] m>  
**Sent:** Tuesday, November 03, 2015 9:18 PM  
**To:** opzb\_update  
**Subject:** Feedback -Official plan second draft

I've had a chance to review the elements of the official plan related to the Wellington St. Extension. Rather than list my concerns here I'll just say that i agree with the comments submitted by Wellington X.

Hannah Kaufman  
[REDACTED] St.  
Kingston

Sent from my iPad

**Blumenberg, Catalina**

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**From:** Frontenac Heritage Foundation [REDACTED] >  
**Sent:** Wednesday, November 04, 2015 2:01 PM  
**To:** Quittkat, Rachel  
**Subject:** FHF - Comments on the City of Kingston Official Plan Update Review  
**Attachments:** FHF Nov 4 OP Comments.pdf

Good afternoon Rachel,

Thank you for considering our observations and comments during the current OP Review. Attached.

Cheers,

**David**

David Bull  
Administrator & Property Manager  
Frontenac Heritage Foundation  
P.O. Box 27  
[REDACTED]



*Since 1972, committed to the awareness and promotion of heritage buildings and structures of architectural merit in Kingston and area.*

4 November, 2015

Rachel Quittkat  
Manager, Projects  
Planning, Building & Licensing Services  
Community Services Group  
City of Kingston  
216 Ontario Street  
Kingston, ON K7L 2Z3

Via e-mail [rquittkat@cityofkingston.ca](mailto:rquittkat@cityofkingston.ca)

### **Re: City of Kingston Official Plan Update**

The Directors of the Frontenac Heritage Foundation (FHF) have become quite concerned about news of development proposals in the central part of the city which are being considered because they offer intensification in the core area. The FHF understands that the Provincial Policy Statement and the City's Official Plan endorse intensification, but wish to note that other important provisions need to be considered including protection of cultural heritage resources. Because of these significant heritage resources, the city is fortunate to have a thriving tourism industry, and inappropriate development in our core may adversely affect this.

Section 2 is the Strategic Direction for the Official Plan, and these policies are intended to guide development in the long term. In this section, S. 2.6.3 deals with stable areas and areas in transition. Stable areas are intended to remain as such with limited new development, and areas in transition provide for intensification, often with lots of massing/density. This section has been expanded to include a number of criteria intended to clarify situations where development will be allowed. This can affect heritage districts or individual heritage-designated buildings, however the introduction still states "Stable areas will be protected from development that is not intended by this Plan and is not compatible with built heritage resources or with the prevailing pattern of development in terms of density...etc.". The question needs to be asked whether these changes are adequate to protect our stable neighbourhoods.

PO BOX 27 KINGSTON ONTARIO K7L 4V6 (613) 541-1589  
CONTACT@HERITAGEKINGSTON.COM WWW.HERITAGEKINGSTON.COM

In addition, two new subsections have been added to the Strategic Direction - one relating to our Smart City (S. 2.9.5), and one relating to Resiliency (2.10). It is not clear how these provisions will be used to evaluate development applications. Section 3 of the Official Plan lays out the detailed policies for the land-use designations. The locational criteria for the High Density Residential land use have been expanded to say "...generally, high density residential projects will a) not be located in a stable neighbourhood in accordance with S. 2.6; b) be located adjacent to or in proximity to commercial areas; c) be located on an arterial or collector road designed for public transit, except for (ten streets which are listed - Henderson, Alfred, Victor, Pine, York, Ordnance, Oak, Kingscourt, Seventh, Kirkpatrick) and d) be located in proximity to parkland, open space or community facilities." (paraphrased) Our concern is that by listing these ten streets, it reads as though such development would be permitted on all other streets. Some clarification is needed here.

S. 3.5.12 in the section on Institutional land use, makes reference to the new Campus Master Plan. The Plan is now proposed to include a new clause: "Queen's university completed a Campus Master Plan in 2014. It is expected that development of the Queen's University landholdings will proceed in accordance with the Campus Master Plan." It is not clear what development this would provide for the extensive holdings of the university.

In S. 3.8, which deals with Open Space land uses, a new section is being included to provide for adaptive re-use of buildings in the Open Space areas. So in addition to the normal recreational areas one would see listed as permitted in this designation, the Official Plan would now include 'adaptive re-use of built heritage resources'. Perhaps this should just say 'built heritage resources' and not put the rider on the policy that such buildings are adaptively re-used. One would always want existing built heritage to be retained, but this appears to require that they be adaptively re-used.

In S. 3.9, Waterfront Protection, there are a number of changes referring to the ribbon of life policies for areas along the shoreline. A new section states "there is a high potential for cultural heritage resources to be located along shorelines and an archaeological study and/or cultural heritage study may be required by the City for any proposed development." The term 'cultural heritage study' is not defined in the Official Plan, and it should refer to a 'heritage impact statement', which is a defined term in the Plan, and is commonly requested as part of the review of a development application. Also, the renumbered S. 3.10.A.7 which deals with the UNESCO designation requires a heritage impact statement, so the clauses should be consistent.

Section 7 of the Official Plan deals with Cultural Heritage Resources, and there are many changes resulting from consultation with the provincial staff, and also from City staff. Most of these revisions reflect the updated Ontario Heritage Act or the 2014 Provincial Policy document, and are acceptable to the Foundation.

S. 9, deals with Implementation. S. 9.8.8 deals specifically with implementation of the community improvement policies, and a new clause states "continue to support and encourage the implementation of the Queen's University Alma Mater Society's (AMS) University District Neighbourhood Improvement Plan." It is not clear what impact this might have on the Queen's campus and surrounding heritage buildings/district, such as Old Sydenham. It is recommended that this be clarified.

Thank you for the opportunity to review the changes to the Official Plan. Should you wish to discuss these comments in more detail, please do not hesitate to contact me directly.

Yours sincerely,

A handwritten signature in black ink, appearing to read "E. R. Grenda". The signature is written in a cursive style with a long, sweeping underline.

Edward R Grenda  
President FHF  
(613) 985-3715

## Blumenberg, Catalina

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**From:** christopher.k.o [REDACTED]@com>  
**Sent:** Wednesday, November 04, 2015 10:58 AM  
**To:** opzb\_update  
**Subject:** Wellington Street

Hello,

I am just writing in regards to the proposed Wellington St. extension. In short, I think turning the park into a road is a very short-sighted move and risks destroying some great waterfront space that is presently used by the community. Kingston should be focusing on diminishing the use of cars in the downtown area, not building roads over our limited – and necessary – green space. I encourage the city to rethink their plans for the park.

Thanks,  
Chris Oldfield



## Blumenberg, Catalina

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**From:** P & D Dowling <[REDACTED]>  
**Sent:** Tuesday, November 03, 2015 10:42 PM  
**To:** opzb\_update  
**Subject:** Comment on the Second Draft of the Official Plan Update

To the City of Kingston Planning Department, Planning Committee and Council Members,

I am writing to comment on the second draft of the official plan update, on behalf of the directors of the Pen Farm Herd Co-op and the organizing committee of the Save Our Prison Farms campaign.

We are very concerned about the future of the Collins Bay Institution farmland, which is on the list of lands for consideration for residential development.

We believe that, given the uncertain economic, political and environmental future we face, every community needs to protect and increase its ability to feed itself. City councilors and staff have a responsibility to consider risks to the community and to take steps to mitigate those risks -- including building the infrastructure, skills and resources needed for an effective farm and food system within the city's boundaries. Such a system cannot be created overnight. The city's official plan is the place to provide the policy framework that facilitates development of a resilient and productive farm and food economy.

The Collins Bay and Joyceville Institutions sit on a tremendous asset -- hundreds of acres of land *in public ownership* -- land that is capable of producing an enormous amount of food for the residents of Kingston and area. We want to see the farm land at these two institutions remaining in agricultural use, and to have council and staff put in place the protections needed to preserve that land for food growing.

With the consequences of climate change on our minds, we cannot continue to take our food supply for granted, nor depend on food coming from other areas. We need to be able to grow, store, process and distribute food here. Consequently, we cannot allow land capable of growing food to be used for other purposes.

Sincerely,  
Dianne Dowling,  
on behalf of the directors of the Pen Farm Herd Co-op and  
the Save Our Prison Farm committee

[REDACTED] 9

On 2015-10-28 2:29 PM, opzb\_update wrote:

Hello,

The [second draft of the Five Year Update](#) to the Official Plan is posted on the City of Kingston website and also available in hard copy for viewing at the Central, Calvin Park,

## Blumenberg, Catalina

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**From:** Barb Carr <[REDACTED]>  
**Sent:** Wednesday, November 04, 2015 12:52 PM  
**To:** opzb\_update  
**Subject:** Input to Official Plan Update  
**Attachments:** Official Plan Review BVA submission.docx

Hello:

Thank you for the opportunity to comment on the updating of the Official Plan.

As residents of Barriefield Village, we are particularly concerned about the section referring to this Heritage Conservation District.

We wish to endorse the points made in the submission from the Barriefield Village Association (attached), specifically:

\* including a detailed list of the key features of Barriefield's heritage character. We share the concern that in the proposed update there is much more stated about the Old Sydenham Ward HCD than about the Barriefield HCD. We hope you will incorporate the very seriously considered and well-worded submission from the BVA.

\* addressing the issue of the "buffer" by designating the property now owned by DND as Open Space, or as a Cultural Heritage Landscape, since it is a vital part of preserving the rural village character of Barriefield, as well as maintaining the views of the village from Highways 15 and 2. This would define the buffer as being the property currently owned by the DND, instead of the undefined reference in the OP (7.3 C.7 - f).

Section 10B. 12. C Highway 15: we would like to have the heritage nature of Barriefield, St. Mark's, etc. listed here in addition to the scenic quality. Any highway widening should take place on the east side of the current roadway, so as not to encroach on the existing buffer currently provided by the DND lands. As noted in the BVA submission, this area of Hwy 15 and Hwy 2 should be added to the list of roads where development is not permitted.

\* addressing the issue of the zoning of the J.E. Horton property, which should be maintained as institutional. The BVA submission clearly describes the flawed way in which the institutional-to-residential zoning took place, in the wake of amalgamation. We look to the Official Plan and the Zoning Bylaw update to correct this, and maintain the institutional zoning designation for the J.E. Horton property.

\* we would like to see a limit on the number of new houses that may be permitted in the village, so that the amount of new construction does not overpower the number of historic buildings. For example, allowing for large subdivisions on the J.E. Horton property and/or the DND properties could potentially mean the historic buildings would be outnumbered by the new, thus irrevocably changing the 19th century heritage character of the village that the HDC is designed to preserve.

\* we would suggest adding to section 7.3.C.7-a, that apartment buildings, townhouses and condominiums are specifically prohibited.

\* we're not sure where this is in the OP, but it should be noted that the narrow sidewalks, or lack of sidewalks, should be maintained in the village, and not widened, or installed, to conform with city-wide specifications, in order to preserve the heritage character of the village. Pedestrians, runners, joggers, and people in wheelchairs do not actually use the sidewalks in the village, but generally use the road.

In addition to these points specifically about Barriefield, we are also concerned about how easily City Council can update or amend the plan ad hoc in order to allow development that would not otherwise be allowed by the OP. Can there be some kind of restriction on the ease with which this can be done? Perhaps a strict list of items should be included, that cannot be changed for any reason outside of an official, public updating of the plan.

Again, we encourage you to review carefully the submission by the BVA, as this represents the views of the village as a whole. It is important to realize that most villagers are relying on this document to convey their input to the updating of the OP.

Thank you.

Barb Carr & David Craig



# OFFICIAL PLAN UPDATE

The Woolen Mill  
6 Cataraqui Street  
Suite 108  
Kingston, ON K7K 1Z7  
613.542.5454  
fotenn.com

4 November 2015



## PAIGE AGNEW

Director of Planning, Building and Licensing Services  
City of Kingston  
613-546-4291 ext. 3252  
pagnew@cityofkingston.ca

Dear Ms. Agnew,

Re: City of Kingston Official Plan Second Draft Update

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FOTENN has been retained by King's Town Development Corporation to provide comment on the second draft version of the updated Official Plan (the "OP") recently released on the City's website. Our client is a land owner in the City of Kingston and has a particular interest in any changes in the OP that could impact their properties in the City. We hope that the City and its consultants will consider the issues presented here as you move toward approving the updated Official Plan.

Of particular concern are our client's lands located within the periphery of the Downtown & Harbour area. This is an area of considerable value from an infill and intensification perspective for the City of Kingston as exemplified in the City's OP. Section 10A confirms that the City perceives opportunities for infill and/or development in order to maintain and enhance the health of the Downtown & Harbour Area. In relation to the proposed expansion of policies relating to Stable Areas, clarification is needed in order to determine how these policies relate to Downtown & Harbour Area policies.

### Section 2.6 – Stable Areas and Areas in Transition

2.6.2. *Stable areas are those which are fulfilling their intended function and generally have the following neighbourhood characteristics:*

- a. *A well-established land use pattern in terms of density, type of use(s) and activity level;*
- b. *A stable pattern of land ownership or tenure;*
- c. *A consistent standard of property maintenance with relatively little vacancy in land or building occupancy;*
- d. *A limited number of applications for development or redevelopment that would alter the established pattern; and,*
- e. *A sufficient base of social and physical infrastructure to support existing and planned development.*

2.6.3. *Stable areas will be protected from development that is not intended by this Plan and is not compatible with built heritage resources or with the prevailing pattern of development in terms of density, activity level, or type of use. To protect stable areas:*

- a. The interior portions of stable areas will continue to be characterized by their existing building stock;*
- b. Infill development in the interior portion of stable areas will be designed to complement the area's existing built form and streetscape;*
- c. Intensification through the development of second residential units in accordance with Section 3.3.1.1 is generally considered to be compatible with stable areas;*
- d. Intensification through conversion within the existing building envelope is generally considered to be compatible with stable areas;*
- e. Intensification through conversion of an existing building that requires expansion of the existing building may be discouraged in ~~the interior of~~ stable areas; and.*
- f. Redevelopment or intensification projects that are large scale and/or out-of-character shall be discouraged in ~~the interior of~~ stable areas.*

2.6.7. *Areas in transition are those undergoing fundamental change, as characterized by one or more of the following characteristics:*

- a. The loss of, or substantial change in, the planned function of the area;*
- b. The breakup of the established land use pattern and the introduction of new land uses;*
- c. A change in the established pattern of land ownership or tenure;*
- d. Abandoned or under-utilized properties and buildings, and deteriorating standards of maintenance and occupancy; or,*
- e. New opportunities, or pressures, for differing land uses or intensity of land use created by a major public or private investment that alters the historic development pattern or activity level of an area.*

#### 1.4 Definitions

***Infill*** - *Refers to the development or redevelopment of a vacant or underutilized lot, or a consolidated number of lots. Infill development encourages intensification and sustainability.*

***Intensification*** - *The development of a property, site or area at a higher density than currently exists through:*

- a) redevelopment, including the reuse of brownfield sites;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development, and*
- d) the expansion or conversion of existing buildings.*

Definitions for *Stable Areas*, *Areas in Transition*, *Infill* and *Intensification* are provided above. It is unclear whether a neighbourhood can categorically be defined as either stable or in transition and whether proposals for intensification/infill must always be assessed against one or the other. It is also unclear whether the Downtown & Harbour Area is considered a Stable Area or an Area in Transition. Our concerns are further heightened by the limitations of high density residential buildings on a long list of collector roads in the Downtown and Williamsville areas.

In summary, so long as the new policies in Section 2.6.3 are not given clear geographical boundaries, they will create complications for property owners. If the Downtown & Harbour Area is considered by the City to be stable, redevelopment will generally be limited to a property's existing scale and building footprint which is contrary to other stated goals in the OP with regards to infill and intensification. We request that staff provide additional clarification on the applicability of the Stable Areas policies in relation to the Downtown & Harbour Area.

Thank you for the opportunity to provide comments on the draft OP. We trust the information provided in this letter is useful and will be considered as the City moves toward adoption of the updated OP. We respectfully request to be notified of the City's decision regarding this particular request.

We would be pleased to discuss our concerns with you at your convenience. I can be reached at 613-542-5454 x. 221.

Sincerely,



**MIKE KEENE, MCIP RPP**

Manager, Policy + Development  
[FOTENN Consultants Inc.](#)

CC - King's Town Development Corporation

## Blumenberg, Catalina

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**From:** Ken Dantzer <ken@caraco.net>  
**Sent:** Tuesday, November 03, 2015 11:15 AM  
**To:** opzb\_update  
**Subject:** RE: Don't forget to Comment on the 2nd Draft!

For clarity, the number 20m is not what the complete streets recommends (there are narrow roads possible). Please ensure coordination or you will hamstring the complete streets options under 20m.

Thank you,

**Ken Dantzer**

**CaraCo Development Corporation**

*Kingston's Leader in Lifestyle Development*

**P:** 613-542-8400 ext. 109

**F:** 613-544-9931

**E:** [ken@caraco.net](mailto:ken@caraco.net)

P.O. Box 70, Glenburnie, ON, K0H 1S0

**[www.caraco.net](http://www.caraco.net)**

---

**From:** Quittkat, Rachel [<mailto:rquittkat@cityofkingston.ca>] **On Behalf Of** opzb\_update  
**Sent:** November-03-15 9:13 AM  
**To:** Ken Dantzer <[ken@caraco.net](mailto:ken@caraco.net)>  
**Subject:** RE: Don't forget to Comment on the 2nd Draft!

Hi Ken,

You may have noticed that we have not included many references to the 2015 KTMP Update in the 5 Year Official Plan Update.

We have intentionally left the KTMP Update and associated projects like Complete Streets and the Active Transportation Master Plan to be implemented as a separate Official Plan Amendment, since it has shown to be a controversial subject and the scheduling did not align as predicted.

I hope this helps to clarify this and other changes to the transportation policies.

Regards,

Rachel Quittkat  
City of Kingston

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**From:** Ken Dantzer [<mailto:ken@caraco.net>]  
**Sent:** Monday, November 02, 2015 8:31 PM  
**To:** opzb\_update  
**Cc:** 'Nicholas Harrington ([khba@khba.ca](mailto:khba@khba.ca))'  
**Subject:** RE: Don't forget to Comment on the 2nd Draft!

This appears to be in direct contravention on ongoing complete street reviews that are ongoing with the engineering department

## Standard ~~Right of Way~~ Road Allowance Width

- 4.6.22. A 20 metre road allowance ~~right of way for roadways~~ is needed for emergency vehicle access, snow storage, boulevard, parking, walking and cycling. Therefore, it is the policy to recommend that a 20 metre road allowance width ~~right of way~~ will become the standard for new roads. Only if there are justified circumstances requiring a reduced road allowance ~~right of way~~ will a lesser width be approved by Council in new subdivisions.

Numerical restrictions such as this do not below in the OP.

Thank you,

**Ken Dantzer**

**CaraCo Development Corporation**

*Kingston's Leader in Lifestyle Development*

**P:** 613-542-8400 ext. 109

**F:** 613-544-9931

**E:** [ken@caraco.net](mailto:ken@caraco.net)

P.O. Box 70, Glenburnie, ON, K0H 1S0

**[www.caraco.net](http://www.caraco.net)**

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**From:** Greg Tilson <[REDACTED]>  
**Sent:** Tuesday, November 03, 2015 10:55 AM  
**To:** opzb\_update  
**Subject:** OP 2nd Draft Feedback

Thank you for your invitation to offer feedback about Kingston's OP 2nd Draft.

My main concern, as is the case for many Kingston residents, is the OP items pertaining to "**Wellington Street extension**". I am vehemently opposed to this proposed street extension. This proposal does not seem in line with Kingston's goal to become "*the most sustainable city in Canada*". I would like to challenge City planners to create more ambitious transit goals and better utilize our existing inventory of roads *before* proposing a new road extension through our only City Park currently not bounded by a road. I am concerned that the road extension is a short-term traffic solution with long term social and environmental consequences.

I am glad to see that city planners have removed the word "generally" in the second draft of the OP where references to the 30 metre setback ("**Ribbon of Life**") occur, but I am equally concerned that it has been replaced with the (new) phrase (in bold) which seems to be weakening the protection of Kingston's waterfront.

### 2.8.3.

The City recognizes its waterfront areas along Lake Ontario, the St. Lawrence River, the Great Cataraqui River and the Rideau Canal as important public resources and will acquire waterfront lands wherever and whenever it is feasible. The City seeks to protect the shoreline ecology by way of a natural area setback buffer of 30 metres or a "ribbon of life" adjacent to the water; **however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.**

### 3.9.2

Maintaining or adding natural vegetation along lakes, rivers and streams helps to protect water quality, minimize soil erosion, provide fish habitat and wildlife habitat and contribute to the aesthetic of the City. Natural shorelines are often referred to as a "Ribbon of Life" along the water.

Public and private agencies, as well as residents, are encouraged to protect the "Ribbon of Life" along waterbodies and watercourses. New development must be set back a minimum of 30 meters from all waterbodies and watercourses; **however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.** In some cases a greater setback may be required to address water quality, natural hazards or natural heritage requirements.

It may be that the word "legally" here refers to already approved development projects. That is what would normally be grandfathered and maybe it would be acceptable to specify that. However, I worry that "legally" could cover anything that Council approves so that there would be, in effect, no **Ribbon Of Life** protection at all. *To city planners I am asking, what is an example of the kind of activity that would be prevented within the setback, given this wording? Why can we not have a more direct wording: "this policy does not apply to projects already approved or built"?*

Additionally, in section 3.10.1, the Environmentally Protected Area designation no longer includes the habitat of endangered and threatened species, nor habitat of species tracked by the Ministry of Natural Resources and Forestry. *Why have these been removed?*



November 3, 2015

**Sent by e-mail**

Rachel Quittkat  
Manager, Projects  
Planning, Building and Licensing Services  
City of Kingston  
216 Ontario Street  
Kingston, ON K7L 2Z3

**Re: City of Kingston Draft Official Plan (October 2015)**

The Food Policy Council for Kingston, Frontenac and Lennox & Addington (KFL&A) is an independent body consisting of a diverse group of members who live or work in KFL&A area. The Council's mandate is to work towards the KFL&A Food Charter's purpose of creating a secure and sustainable food system for our region. The Food Charter was endorsed by City of Kingston Council in December 2012.

The Council provided input on the July 2015 draft version of the Official Plan based on the mandate noted above. The draft Official Plan contains several policies that are supportive of food systems, and our recommendations were intended to build on the importance of food system planning in the KFL&A region. We hope that the following recommendations, which build on those provided previously, will be considered by the City as it moves forward with its five year update to the Official Plan.

1. The definition for the term "sustainability" is a motherhood statement. We recommend that the definition incorporate the four pillars of sustainability from the Sustainable Kingston Plan (2010) in order to provide the reader with a clearer understanding of the City's approach to sustainability. The four pillars of sustainability are cultural vitality, economic health, environmental responsibility and social equity. These pillars have links to many of the commitments made in the Food Charter to create a healthy and sustainable food system.
2. We continue to recommend that support for local food production be added to section 2.1.8, which is about city initiatives that promote sustainability. The following text, which was added to section 2.1.7, would be appropriate to address this recommendation, "promoting and encouraging increased access and availability of healthy foods".
3. Section 4.7 addresses solid waste management for residential and business initiatives. It should also include direction for municipal (i.e. public space) initiatives.



4. Section 9.8.3 states that community improvement plans are created for various situations where there is an identified community need. We recommend that the City use these plans to increase access and availability of healthy foods. This would complement the City's intent to take a more active role in the community development work required to promote, maintain and expand the community garden network, per the draft Community Garden Policy.

We would be pleased to meet with City staff to discuss how our recommendations could be incorporated into the Official Plan. If you have any questions please contact the undersigned at (613) 546-4228 ext. 235, or by e-mail at [cwoods@crca.ca](mailto:cwoods@crca.ca).

Yours truly,

Christine Woods for  
KFL&A Food Policy Council

## Blumenberg, Catalina

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**From:** Quittkat, Rachel on behalf of opzb\_update  
**Sent:** Tuesday, November 03, 2015 1:26 PM  
**To:** 'Christine Grossutti'  
**Subject:** RE: Update to Official Plan

Good Morning Christine,

Thank you for sending along your comments.

The removal of the EIS guidelines was identified in the 5-Year Update to the Official Plan Background Report on pg. 85. The excerpt is below:

“The Official Plan should indicate that the City has provided guidelines for a number of these types of studies, which may be updated from time-to-time. In a modern planning environment, these guidelines may change frequently, so it is not advisable to append them to the Official Plan (although this has been common practice across Ontario for many years). It will be more convenient if the guidelines are all available through a single portal on the City website so that the Official Plan is not impacted if new guidelines are written or when guidelines are updated.

Recommendations:

Remove the EIS Guidelines from the appendix of the Official Plan (and make them available on the City of Kingston website). Going forward, all guidelines for additional studies including the Heritage Impact Study Guidelines and Transportation Impact Study Guidelines should be provided through the City Website.”

I would also be interested in hearing more about how you feel how our revisions have caused environmental protections to be weakened.

Throughout this process we have had continual consultation with both CRCA and MNRF. In particular, changes to Sections 5 and 6. The strengthened or clarified environmental policy changes include the following:

- Updated policies for species at risk and threatened species (6.1.5 to 6.1.8.)
- Adjacent lands protection setbacks increased substantially (6.1.9.)
- Ability to provide buffer protection through EPA redesignation or easement (6.1.12.)
- Ability to request an ecological site assessment for any development (6.1.16.)
- Additional requirement for unevaluated wetlands to be evaluated through an EIA (6.1.19.)
- Additional provisions for tree protection and management of the urban forest (6.1.27.)
- Indication that the greatest setback applies when multiple policies are applicable (i.e. ribbon of life is 30 m, adjacent land is 120 m) (6.1.30)
- Clarification that CRCA regulations (O.Reg 148/06) also apply within 30 m of Wetlands, Shorelines, and Watercourses (6.1.35.)

I hope this answers your question. If you have any others, feel free to contact me.

Regards,

Rachel Quittkat, CET  
Manager, Projects

Planning, Building & Licensing Services  
Community Services Group  
City of Kingston  
216 Ontario Street  
Kingston, ON K7L 2Z3  
613-546-4291 ext. 3282

**From:** [REDACTED] ] **On Behalf Of** Christine Grossutti  
**Sent:** Tuesday, November 03, 2015 10:15 AM  
**To:** opzb\_update  
**Cc:** Candon,Adam  
**Subject:** Update to Official Plan

Dear Kingston City Planners and Council,

I have reviewed the proposed changes to the official plan and I would like to express some concerns and ask questions I hope you can answer.

First, why have the Cataraqui Regional Conservation Authority's Environmental Impact Assessment guidelines and other environmental protections been removed from the plan? It appears that changes to this plan significantly weaken the language related to the protection of waterfront and wetland areas.

This concerns me a great deal. We have the responsibility to protect the environmental quality of our city. Any changes to the plan should strengthen environmental protection aspects, not weaken them. Furthermore, if Kingston wants to be taken seriously as "Canada's Most Sustainable City", then we cannot eschew laws and guidelines meant to protect wildlife habitat and our watersheds. This seriously undermines the City's commitment to sustainability and its integrity in general.

I suspect these changes are being made to bend to pressure from developers in the area who stand to gain financially from proposed construction projects along our waterfront. One of these projects in particular, the Wellington Street Extension, will detract from the sustainability of our city in several ways, destroying wildlife habitat, increasing water pollution, and encouraging more vehicle traffic.

I will be watching the planning update process very closely and expect that you will address these concerns. I hope that council will not act in a short sighted manner that privileges short term development goals over the long term protection of our waterways and cultural heritage.

Kingston is located at the confluence of two internationally designated historically and environmentally significant areas: the Rideau Canal and the Frontenac Arch Biosphere Reserve. It would be imprudent to erode the quality of these assets on the world stage and furthermore make decisions that will detract from the quality of life for local citizens and wildlife.

Thank you for taking my concerns seriously. I look forward to your response.

Sincerely,

Christine Grossutti  
PhD Candidate in Environmental Geography, Queen's University  
[REDACTED], Kingston ON

## Blumenberg, Catalina

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**From:** Quittkat, Rachel on behalf of opzb\_update  
**Sent:** Thursday, November 05, 2015 11:53 AM  
**To:** 'Christine Grossutti'  
**Subject:** RE: Update to Official Plan

Hello Christine,

1. The "ribbon of life" policy changes are intended to reflect the reality that there are legal non-conforming structures and existing lots of record within the "ribbon of life" where:

- it is not physically possible to provide the 30 m setback
- a building is already located in the 30 m setback

The changes are intended to ensure that new development within lots where it is not physically possible to meet the setback requirements must locate as far back as the lot allows, and for existing buildings to not encroach further into the setback than the existing building. We can certainly look into refining the language further to clarify the provisions.

2. The specific proposed change in 3.10.1. was suggested by CRCA, who advised that both the Ministry of Natural Resources or the Department of Fisheries and Oceans are able to permit development in a species habitat based on certain conditions or criteria, and so it should not be included in the EPA designation where development is not permitted.

3. This is an administrative error from the 2010 version of the OP that will need to be corrected. The actual Rideau Canal WHS extends to the northern side of the Lasalle Causeway (not Belle Park), and the policy will need to be changed to reflect this. As well, the mapping correlation between the Rideau WHS setback and the EPA lands is entirely coincidental in that they are both measured from at the 30 m high water mark. Rather than create a new map to show only the lands effected by the UNESCO WHS policies, it was convenient to link to the EPA designation. This may need to be changed to provide clarification.

EPA lands are shown on Schedule 3-A and indeed do extend along the Rideau Corridor, Lake Ontario, and all waterways within the municipal boundary. It is important to note that the EPA lands are also a 30 m setback from the high water mark, and apply concurrently with the Ribbon of Life and all our other environmental policies.

Regards,

Rachel Quittkat  
City of Kingston

**From:** [REDACTED] ] On Behalf Of Christine Grossutti  
**Sent:** Thursday, November 05, 2015 10:24 AM  
**To:** opzb\_update  
**Cc:** Candon, Adam  
**Subject:** Re: Update to Official Plan

Dear Ms. Quittkat,

Thank you for your reply and thank you for pointing out the sections where environmental protection language has been improved in the plan. I still have a few concerns about the sections where exceptions to the protections are stipulated. For example in sections 2.8.3 and 3.9.2, which refer to the 30m "ribbon of life", the however clause seems to undermine the integrity of the setback rule. In both these sections it is stated that the ribbon of life is not meant to prevent "legal" development and my concern is that this language could be used to make the 30m ribbon of life rule ineffectual in many cases.

Furthermore, in section 3.10.1 habitat of endangered and threatened species and provincially tracked species have been removed from the designation of Environmental Protection Area. I see references to such species are contained in section 6, but why remove them from section 3? It only seems to weaken the protection of these species.

The last concern I would like to raise at this time is the EPA defined around the Rideau Canal. The document defines the southern limit at Belle Island, but it seems to me this does not encompass the entire canal within city limits. Shouldn't the EPA extend all the way down to the Rideau's mouth? If Parks Canada's responsibility for the canal only goes as far as Belle Island, then Kingston is in a good position to take responsibility for the protection of the remaining piece of the aquatic ecosystem within City limits. It is a good opportunity for Kingston to demonstrate leadership on issues of environmental protection.

Thank you for your attention,

Christine Grossutti

## **Blumenberg, Catalina**

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**From:** I Kerford [REDACTED]m>  
**Sent:** Wednesday, November 04, 2015 3:58 PM  
**To:** opzb\_update  
**Subject:** Second draft of the official plan

Public comments on the Kingston Official Plan update – November 2015;

To All Concerned

With the updating of the official plan we would like to submit our collective comments regarding the secondary residential unit section of the 5 year plan update to City of Kingston Official Plan.

The current city official plan appears to meet the criteria required by the Province to implement secondary residential units. It also provides wide guidelines for developers to follow in implementing the province's plan. However it does not appear to include reasonable protections for individual neighbourhoods and homeowners from developers that subvert the process with inappropriate development as witnessed in Westbrook Meadows. Since the inception of the secondary residential unit bylaw there have been unintended consequences that were not foreseen by city staff or council. Comments from city council members and Mayor Patterson have stated that the duplex style secondary unit buildings now in place in Westbrook Meadows was not the intended result.

As such we have taken the time and effort to research the issues, as concerned citizens, and several municipalities have shown us through their own policies some of the ways in which the city may adopt policies that do meet Provincial laws that will also satisfy both developers and residents alike. Two examples are:

1. 1. Innisfil a small municipality with a population of 32,727 (2011) approaches secondary units with owner occupied requirements and licensing bylaws to enforce reporting, compliance, safety and the communities desire to avoid absentee landlord issues.

2. 2. London's approach to secondary unit legislation is at final draft and within a few months of being voted into law, coupled with their existing licensing legislation that already regulates rentals under 7 units.

**Innisfil a city 26% the size of Kingston's City population**



Innisfil has in place bylaws for an owner occupied requirement for secondary units that was passed Feb 19 2014. No challenges to this bylaw have been brought to date.

By-law 080-13 Section 3.5 Accessory Dwelling Units (residential zones)

<http://innisfil.ca/sites/all/files/uploads/Planning/Att2-FinalZBA.pdf>

or the full bylaw

Innisfil Comprehensive Zoning By-law 080-13 containing amendments up to end of Jan 2015 See page 52

[http://innisfil.ca/sites/all/files/uploads/Planning/Comprehensive\\_Zoning\\_By-law\\_080-13.pdf](http://innisfil.ca/sites/all/files/uploads/Planning/Comprehensive_Zoning_By-law_080-13.pdf)

Innisfil has a licensing by-law in effect for secondary units under By-law 021-14 passed Feb 19 2014

<http://innisfil.ca/sites/all/files/uploads/Planning/Att3-Registry.pdf>

### **London a city 3 times the population of Kingston**

London has been much slower to proceed with secondary units than Kingston and is only now at the point where the official plan is to be presented to council likely in Dec of this year. They will adopt policies of owner occupied secondary units and licensing of these suites. While they do not have by-laws governing secondary units they do have by-laws for small rental units which have been in place since Sept 21 2009. These laws will form the basis for licensing secondary units as shown in the new London plan. At present London also regulates accessory dwelling units on lots that also contain non-residential buildings. It appears that these by-law regulations are very similar to those proposed for regulating secondary units.

The new London official plan sets out regulations for secondary units including owner occupied and licensing. The full London Plan can be found at <http://thelondonplan.ca/> See page 134 or Section 5.2 Secondary Dwelling Units or 868 and 869.

The present London official plan has similar regulations for accessory dwelling units in section 3.2.3.8 as of Dec 17 2009

<https://www.london.ca/city-hall/by-laws/Documents/Chapter-3.pdf>

Accessory Dwelling units may be permitted, subject to a zoning by-law amendment in single, semi detached dwellings subject to the criteria in section 3.2.3.8. While accessory dwelling units are not secondary units this information is very similar to the requirements for secondary units in the new official plan.

Licensing of small rental units has been in place in London many years already. Passed in council on Sept 21 2009, it became effective March 2010.

<https://www.london.ca/city-hall/by-laws/Documents/rentalunitsCP19.pdf>

There are many other Ontario municipalities that have already adopted various aspects of the above through licensing and other regulatory policies such as Mississauga, Vaughan, Halton, Brampton, Hamilton and others. Nationally there are also policies in place that have been in place for in some cases for decades related to housing, licensing and/or reasonable controls that do not violate charter rights, tenure, human rights, add costs, administration labour or any of the other arguments the city has brought forth repeatedly halting any policy changes.

As Kingston perceives itself to be a forward, progressive and positive thinking city it needs to be in the forefront of developing strong policies which encourage development but at the same time balances this with the needs of neighbourhoods. The city needs to push boundaries on its own and not wait for other progressive municipalities to take the lead. The city can no longer hide behind the various arguments that we may be legally at risk whenever something new is suggested.

We ask the City to act on this issue now.

Sincerely

Paul Rose

Deborah Rose

Ian Kerford

Mary Anne Kerford

## Blumenberg, Catalina

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**From:** Gisele & Tom <[REDACTED].ca>  
**Sent:** Thursday, November 05, 2015 12:38 PM  
**To:** opzb\_update  
**Subject:** Petition re: downtown development

Hi. In view of tonight's meeting, below is a petition I'd like to share. I'll forward signatures and comments separately.

[https://www.change.org/p/city-of-kingston-on-what-s-your-vision-for-downtown-kingston?recruiter=11884951&utm\\_source=share\\_petition&utm\\_medium=copylink](https://www.change.org/p/city-of-kingston-on-what-s-your-vision-for-downtown-kingston?recruiter=11884951&utm_source=share_petition&utm_medium=copylink)

Gisele Pharand

## Blumenberg,Catalina

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**From:** Jan Allen [REDACTED] t>  
**Sent:** Wednesday, November 04, 2015 4:36 PM  
**To:** opzb\_update; Hutchison,Rob  
**Subject:** Wellington St extension plans

Hello,

Please don't run a road through Doug Fluhrer Park: preserve precious access to the peaceful inner harbour. I applaud creative transportation solutions that will protect natural public space and this wildlife zone proximate to the City's downtown. Extend waterfront access, don't destroy it.

thank you,  
Jan Allen

--

[REDACTED]

## Blumenberg,Catalina

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**From:** Kevin Bowers <k[REDACTED]>  
**Sent:** Wednesday, November 04, 2015 6:03 PM  
**To:** opzb\_update  
**Subject:** Wellington st extention

To whom it may concern,

I believe that the Wellington st. Extension is a bad idea. Kingston's water front is already sadly lacking. So much of it is taken up by hotels, military, and condos. We have squandered so much of our waterfront wealth that I find it absurd to even consider paving a beautiful swath where dogs are walked and ducks are watched. Frankly I live in the area, and the need for this development is not clear to me. Let us think about sustainable, carbon neutral, community rich alternatives and not jump into urban plans that detract from beauty and connection with our natural and pleasing community spaces. I'm sure business wants this... but people don't. .. and we sure don't 'need' it.

Say no to the Wellington st extension!

Sincerely

Kevin Bowers

# City of Kingston Official Plan Update Draft 2: KFL&A Public Health Recommendations

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November 4, 2015

## General Recommendation & Acknowledgement:

At KFL&A Public Health, we are committed to improving the health of residents through health protection and health promotion. The creation of supportive environments for health is a key part of our work.

Upon reviewing the Official Plan Update Draft 2, we are pleased to see health-related improvements, including a renewed and enhancement commitment to supporting access to healthy food, active transportation (including walking, cycling, and transit), and shade consideration for ultraviolet radiation protection.

We are especially gratified to see the inclusion of a Health Impact Assessment into Section 9.12.3 *Administration & Implementation, Development Applications: Additional Information – Studies and Assessments*. KFL&A Public Health is keen to partner with the City of Kingston and support a Health Impact Assessment, tailored to the City of Kingston, as a means to integrate health impact considerations into assessing and evaluating planning projects and practices.

## Health Topic Recommendations:

**Section 1:** Healthy Eating

**Section 2:** Active Transportation

**Section 3:** Sun Safety/Ultraviolet Radiation

**Section 4:** Environmental Health

**Note:** Each Health Topic Recommendations section has been provided by different content experts, so the format varies by section.

## Section 1: Healthy Eating

### New & Outstanding Recommendations:

#### New Recommended Revisions:

- 2.1.7 Development Review
  - Recommendation: Strengthen the statement by adding examples of healthy food access, which include grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.) and urban agriculture.
- 3.4.D District Commercial and 3.4.F. Neighbourhood Commercial
  - Recommendation: Add the word “healthy” before “food shopping”, with the examples of grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.). It is also recommended that access to healthy food retail be high priority and be located in within convenient walking, cycling, or public transit pathways of residential areas.
- 3.2.2.
  - Recommendation: The number of retailers of foods that are primarily of low nutritional value, such as fast-food restaurants and convenience stores, should be limited based on community size and density of retailers of healthy foods, such as supermarkets, small and mid-sized grocery stores, and farmers` markets such that the availability and accessibility of healthy foods is greater than unhealthy foods.
- 3.6.B.2 Complementary Uses (General Industrial)
  - Recommendation: Commercial areas should include healthy food retail [i.e., grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.)].
- 4.6.8. Pedestrian Friendly Streetscapes (Transportation)
  - Recommendation: Access to healthy food retail [i.e. of grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.)], should be a priority

#### Outstanding Recommended Revisions:

***Recommendation:*** *Promote the health of individuals, families and our community through: policies and practices that acknowledges how food contributes to physical, mental, spiritual, and emotional well-being; strategies to prevent and manage chronic diseases through access to adequate, healthy, safe, affordable and culturally appropriate food.<sup>1</sup>*

*a) Enhance the built environment to increase access to healthy food, including through transportation, safety and design.<sup>2,3,4</sup>*

*b) Increase access and availability of healthy foods in underserved or high-risk communities through incentives or other assistance for food retailers to locate there or to increase affordable healthy food and vegetables and fruit in existing stores.<sup>2,4,5,6</sup>*

*c) Implement land use and zoning policies that restrict unhealthy food and beverages.<sup>2,7,8,9</sup> This may include zoning policies that restrict or limit the density of fast food establishments near schools.*

- 2.1.3 Mixed Land Use Development Areas, 2.1.4 Mixed Use Buildings
  - Recommendation: Policies that incentivize inclusion of healthy food retailers in mixed land use areas or buildings could be established.
- 2.2.6. Mixed Land Use Areas

- Recommendation: Develop land use designations that enable retailers of healthy foods such as grocery stores, small food retailers and produce markets to be located within convenient walking, cycling, or public transit pathways of residential areas.
- 2.3.3. Centres and Corridors and 2.3.5. New areas and New development
  - Recommendation: New development areas plan for access to healthy food, including grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.).
- 2.4.7.d Review of Order of Development
  - Recommendation: Commercial inventory to include healthy food, including grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.).
- 2.5.11 Transit Priority
  - Recommendation: Transit priority to consider access to healthy food retail (i.e., including grocery stores, produce markets and specialty food stores) and assess transit trip times
- 3.3.2. Neighbourhood Commercial
  - Recommendation: Small-scale convenience to favour healthy food access retail (e.g., small grocery stores and specialty food stores).
- 3.4.3. Small Scale Uses (Neighbourhood Commercial Uses)
  - Recommendation: Current wording enables access to small food retailers within walking distance of residential areas. Specific examples such as produce markets or other small retailers of healthy foods could be included.
  - Recommendation: Review local impact of policy incentives that promote the establishment of healthy food retail locations.
- 3.3.B.4.b. Locational Criteria (Medium Residential Policies), 3.3.C.2. Locational Criteria (High Residential Policies), 3.3D.1 Senior Citizen Buildings (Special Residential Use Policies), 3.4.B.1 Permitted Uses (Regional Commercial), 3.14.2 Permitted Uses (Hamlets), 10.B.9.3 Special Study Area Policies, 10.C.1.4. Cataraqui North Secondary Plan, 10.C.3.6. General Residential Policies (Residential Policies), 10.C.4.9. Neighbourhood Convenience Centre (Commercial Policies), 10.D.4.1. District Commercial (Commercial Policies), 10.E.1.8 Community Destination (Williamsville Main Street)
  - Recommendation: commercial areas include healthy food retail as high priority (i.e., grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.).
- 3.4.8. Commercial inventory
  - Recommendation: Commercial inventory to include healthy food, including grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.).
- 3.4.11d Market Justification & Impact Assessment
  - Recommendation: Geographic distribution of commercial functions prioritize access to healthy foods such as grocery stores, small food retailers and produce markets to be located within convenient walking, cycling, or public transit pathways of residential areas.
- 4.6.5. Improved connections (Transportation)
  - Recommendation: Access to healthy food retail (i.e., grocery stores, produce markets and specialty food stores (e.g., meat, dairy, fish markets etc.)) should be considered a priority in planning transit routes and trip times

***Recommendation:*** *Protect our environment through preservation of local farmland; protection of watersheds and wildlife habitat; food production methods that sustain or enhance the natural environment in rural and urban settings; agriculture and land use policies that support the production of healthy sustainable food; and food waste reduction and recycling policies and practices.<sup>1</sup>*

- Overview 1.4. Definitions
  - Recommendation: add Edible landscapes as definition: using food-bearing plants for landscaping purposes in place of more commonly used ornamental plants.<sup>10</sup>



- 2.2.10 Corridor and 2.4.4. Minimum Residential Density
  - Recommendation: New inclusion of ensuring higher building heights do not negatively impact urban agriculture by shading plants. Include strategically placed shade in areas of urban agriculture to avoid interference with urban agriculture.
- 2.4.1 Phasing of Growth: Vision
  - Recommendation: New inclusion to add support and encourage urban agriculture.
- 2.4.7b. Review of Order of Development
  - Recommendation: Assessment of land availability to consider areas for urban agriculture.
- 2.5.11 Transit Priority
  - Recommendation: Transit priority to consider access to urban agriculture when possible.
- 2.6.5. Stable Areas
  - Recommendation: New inclusion of assessment of availability of green space available for urban agriculture.
- 3.8.2.b. Permitted Uses Within the Urban Boundary (Open Spaces)
  - Recommendation: Expand examples to include community gardens, Community Supported Agriculture (CSA), container gardens, edible landscapes, greenhouse agriculture, orchards, rooftop gardens, gardens and urban farms etc
- 4.6.5. Improved connections (Transportation)
  - Recommendation: Access to urban agriculture to be considered when planning transit routes.
- 8.5 Streetscapes and Public Spaces
  - Recommendation: New inclusion of integrated and planned urban agriculture, including examples provided in definition above (see Overview 1.4 Definitions).
- 8.11.2. Gateways to the City (Urban Design)
  - Recommendation: New inclusion of edible landscapes.
- 10B.9.3 Special Study Area Policies, 10C.1.4 Cataraqui North Secondary Plan, 10C.3.6 General Residential Policies (Residential Policies), 10E.1.8 Community Destination (Williamsville Main Street)
  - Recommendation: Access to healthy food through opportunities for urban agriculture to be considered a priority.

## Improvements already incorporated into Draft 2:

**We would like to acknowledge and commend the City of Kingston for including the following health-supporting revisions into Draft 2:**

- Overview 1.4. Definitions
  - Revision: Urban Agriculture All food production that occurs within the Urban Boundary of the City of Kingston, which takes place on private land or in public open spaces, and is generally undertaken by individuals and non-profit community organizations, noting that the keeping of livestock, poultry or apiaries is subject to the municipal animal control by-law. Urban Agriculture includes, but is not limited to, allotment gardens, backyard gardens, community gardens, container gardens, edible landscapes, greenhouses, orchards, rooftop gardens, and urban farms.
- 2.1.2d.Sustainable development
  - Revision: opportunities for sharing resources such as parking, utilities, and the land base for locally grown produce, in the form of ~~community gardens~~ urban agriculture, as well as educational, recreational or cultural assets;
- 2.1.7 Development Review
  - Revision: ~~d~~.e. promoting and encouraging increased access and availability of healthy foods; and
- 2.2.17. Country Areas



## Section 2: Active Transportation

### New & Outstanding Recommendations:

#### New Recommended Revisions:

None.

#### Outstanding Recommended Revisions (Revised):

##### Section 2: Strategic Policy Direction

- Recommended Revision for Section 2.5 Goal:
  - To provide all areas within the Urban Boundary with a full range of municipal infrastructure, including pedestrian and cycling routes, public transportation and roads over the long term, through orderly prioritized extension or expansion. This will be done in a manner that fosters compact development and sustainability while still within the City's ability to construct, finance and maintain. **Transportation and Infrastructure Master Plans and/or Plans for new and existing growth areas must be coordinated with strategic transportation and infrastructure planning.**

##### Section 2 and 3: Include **cycling** in the following statements:

- Recommended Revision for Section 2.1.2:
  - b. land use patterns that foster transit, **cycling** and pedestrian activity;
  - i. parks that are located within a 10 minute walk or **cycle**;
- Recommended Revision for Section 3.4.1:
  - Within the Princess Street Corridor and Centres shown on Schedule 2, the Commercial land use designation is intended to foster residential intensification, a pedestrian-focused mix of land uses, and support for **cycling** and transit, in order to encourage more sustainable development.
- Recommended Revision for Section 3.4.12:
  - a. that transit, **cycling** and pedestrian access and movement are integrated and encouraged on the site;
- Recommended Revision for Section 3.4.E.6:
  - Methods of transportation demand management along the Princess Street Corridor may be instituted to encourage greater transit ridership **and cycling**.

##### Section 3: Consistent Parking Requirements in Relation to TDM strategies

- Recommended Revision for Section 3.3.B.2:
  - d. adequate on-site parking each residential unit and for visitors, either in surface parking areas, individual driveways and garages, or in above or below grade parking structures. **Cash-in lieu of parking may be accepted by Council in accordance with Section 9.5.11 of this Plan, where it is not feasible to provide on-site parking.**
- Recommended Revision for Section 3.3.C.4:
  - c. the provision of adequate on-site parking for each residential unit and for visitors, primarily using above or below grade parking structures as the City deems appropriate. **Cash-in lieu of parking may be accepted by Council in accordance with Section 9.5.11 of this Plan, where it is not feasible to provide on-site parking.**

### Section 3: Outdoor Patios on Public Rights-of-Way

- Recommended Revision for Section 3.4.G.6:
  - Where an outdoor patio is proposed as an accessory use on a public sidewalk, lane or other right-of-way, the City must be satisfied that the safety, accessibility and convenience of both patrons and pedestrian traffic can be assured, and will regulate such use by **implementing the All Ontarians for Disabilities Act Integrated Guidelines** and by-laws that address such matters as streetscape treatment and operational issues.

### Section 3.6: Employment Areas (Industrial Designations and Policies)

- Recommended Revision for Section 3.6 Goal:
  - To support a strong and diversified economic base within the City, allowing for an expansion of the assessment base and providing a choice for its citizens while supporting the existing infrastructure networks. **To create attractive, sustainable employment areas that improve the quality of life and reduce the dependence on the private automobile single occupancy vehicles** for employees by having personal services and amenities close by.

### Section 4: Infrastructure & Transportation

- Recommended Revision for Section 4.6.15:
  - b) the need for traffic calming measures is determined by the City based on criteria including but not limited to the posted and actual speed of traffic, **both** traffic and **pedestrian** volumes, **and length of pedestrian crossings.**
- Recommended Revision for Section 4.6.52:
  - d. permit shared or reduced parking for uses with compatible operating characteristics or when a developer supports transportation demand management through measures such as dedicating space for car shares, integrating transit, and providing additional **secure** bicycle parking,

### Section 9: Administration & Implementation

- Recommended Revision for Section 9.12.4
  - j.) the City will consider developing a Community Engagement Plan to develop strategies to improve **equitable** public engagement for specific planning processes.

## **Improvements already incorporated into Draft 2:**

**We would like to acknowledge and commend the City of Kingston for including the following health-supporting revisions into Draft 2:**

- Section 2.5.10: Excellent statement that reinforces strategic transportation demand management strategies and promotes active travel.
  - Revision: In order to foster sustainability within the City and reduce reliance on the automobile, the **City will make efficient use of the existing infrastructure and provide the facilities and services to encourage walking, cycling and transit as priority modes before providing new road infrastructure in order to satisfy travel demand.** ~~Strategic Direction of the Kingston Transportation Master Plan, “A New Direction”, promotes satisfying travel demand by making efficient use of the existing infrastructure and by providing the facilities and services to encourage walking, cycling and transit as priority modes before providing new road infrastructure.~~ While the automobile will continue to be the primary mode of transportation in the City, other, more active forms of transportation will be

aggressively promoted to maximize existing road capacity and improve environmental conditions.

- Section 3.2.1 Elementary Schools
  - Revision: Publicly-funded elementary schools are permitted on all lands designated Residential, and are also permitted in the Hamlet and Rural designations. Private elementary schools are permitted by ZONING in an Institutional or Commercial designation and are permitted by zoning in an Institutional or Commercial designation and are permitted in Residential or Rural designations subject to a rezoning application and site plan control review, which will consider the suitability of the site and its location. Preferred locations for elementary schools are in proximity to the centre of the community and district or neighbourhood parks, and/or are co-located with other compatible community facilities.
- Section 3.2.2 Elementary Schools
  - Revision: Publicly-funded secondary schools are permitted on all lands designated as Residential on sites that have adequate size with access from an arterial or collector road. Public and private secondary schools are permitted in the Institutional and Arterial Commercial designations, and may be permitted in any Residential designation if located on a collector or arterial road, subject to a rezoning application and site plan control review, which will consider the suitability of the site and its location. Preferred locations for secondary schools are along transit routes, in proximity to goods and services, and/or are co-located with other compatible community facilities.
- Section 3.4.C.7 Parking
  - Revision: All new *development, redevelopment* or conversions will be required to provide parking in accordance with the zoning by-law and will be encouraged to locate parking underground or in structures. If it is not possible to locate sufficient parking on site, residential parking may be provided off-site, at a distance stipulated in the zoning by-law, through long-term agreements registered on title to both properties. In limited circumstances Cash-in lieu of parking may be accepted by Council in accordance with Section 9.5.11 of this Plan, where it is not feasible to provide on-site parking.
- Section 3.6 Goal: This addition is in direct support of decreasing the travel distances between key destinations and promoting the use of walking, cycling and transit for utilitarian trips.
  - Revision: To support a strong and diversified economic base within the City, allowing for an expansion of the assessment base and providing a choice of jobs for its citizens while supporting the existing infrastructure networks. To create attractive, sustainable employment areas that improve the quality of life and reduce dependence on the private automobile single occupancy vehicle for employees by having personal services and amenities close by.
- Section 3.8.11 Municipal Parks
  - Revision: Municipal parks are required to meet the needs of the population for recreation and cultural activities in accordance with the City's Parks and Recreation Master Plan.

Preferred locations for municipal parks include:

    - a. land abutting natural features or elementary and secondary school sites;
    - b. lands along major streets or at the terminus of a street;
    - ~~a-~~c. lands that connect to other parks as linear parks suitable for multi-us pathways; and/or
    - ~~b-~~d. sites that maximize the number of residential units that are within walking distance of the park.
- Section 4.6.4 Sidewalks Required
  - Revision: On new roads and on reconstructed roads, sidewalks are to be provided where feasible on both sides of the urban arterial and collector roads running adjacent to

developed lands and on local streets near schools, bus stops, and land uses that are major pedestrian trip generators. On new or reconstructed local roads, sidewalks must be installed on at least one side of the road. Sidewalk safety barriers on structures such as bridges are recommended.

- Section 8.1-8.3 Urban Design Guidelines: This section should include necessary infrastructure to prioritize the safety and convenience of pedestrians, cyclists, and transit users.
- Section 8.1 Urban Design Guidelines
  - Revision: d. assist the City in evaluating development proposals. The addition of this comment is a great first step to incorporating the design guidelines into the development application process. The additions of section 8.2 and 8.3 further add to strengthen the guidelines for development applications.

## References:

1. Healthy Spaces and Places. Design principles – mixed land use – full text [Internet]. Kingston (AU): Author; [updated 2009 Jun 15; cited 2015 Jun 17]. Available from: [http://www.healthyplaces.org.au/site/mixed\\_land\\_use\\_-\\_full\\_text.php](http://www.healthyplaces.org.au/site/mixed_land_use_-_full_text.php)
2. Noxon Associates Limited. Transportation demand management for Canadian communities: a guide to understanding, planning and delivering TDM programs [Internet]. Ottawa (ON): Transport Canada; 2011 [cited 2015 Jun 17]. Available from: [https://www.fcm.ca/Documents/tools/GMF/Transport\\_Canada/TDMCanComm\\_EN.pdf](https://www.fcm.ca/Documents/tools/GMF/Transport_Canada/TDMCanComm_EN.pdf)
3. Bellefleur O. Urban traffic calming and active transportation: effects and implications for practice [Internet]. Montreal (QC): National Collaborating Centre for Healthy Public Policy; 2013 May [cited 2015 Jun 17]. Available from: [http://www.ncchpp.ca/docs/Inequalities\\_TrafficCalming\\_En.pdf](http://www.ncchpp.ca/docs/Inequalities_TrafficCalming_En.pdf)

## Section 3: Sun Safety/Ultraviolet Radiation

### New & Outstanding Recommendations:

#### New recommended Revisions:

None.

#### Outstanding Recommended Revisions (Revised):

**Recommendation:** *Incorporate a comprehensive definition or description of shade.\**

- Section 1.4 Definitions
  - Recommendations:
    - Strategically placed shade provides protection from ultraviolet radiation overexposure, in which the main health risk is skin cancer. Other co-benefits of providing strategically placed shade include heat reduction, mitigating climate change, providing energy savings and the provision of comfortable outdoor environments that encourage increased physical activity.
    - Shade can be incorporated through natural or built means. Certain trees provide better shade properties including deciduous trees with broad, dense canopies.
    - It is best to incorporate shade strategically, using a shade audit tool to prevent implementation failure.<sup>9</sup>
    - \* *All shade related suggestions rely on the incorporation of the broader definition of shade.*

**Recommendation:** *Improve Integration of trees and other types of shade into design considerations to ensure maximum protection from ultraviolet radiation (UVR).*

- Section 2: Strategic Policy Direction
  - Recommendation: 2.1.1 Include i. preservation of mature trees for shade.
  - Recommendation: 2.1.6 Include i. Techniques to reduce the effects of summer urban heat and j. Practices that preserve parts of the natural environment such as mature trees for shade.
  - Recommendation: 2.1.7 Modify b. Design, landscaping and streetscaping requirements that promote protection from undesirable sun, **ultraviolet** radiation, wind, and other conditions.
  - Recommendation: 2.1.8 Include j. Preservation of natural environment like mature trees in new developments and redevelopments and k. Use of shade audit when planning new developments and redevelopments.
- Section 4: Infrastructure and Transportation
  - Recommendation: 4.6.6 Modify: The City supports the development of convenient and appealing streetscapes through such measures as providing wide sidewalks, street furniture, trees, and amenities, including convenient **and shade** protected transit stops.
  - Recommendation: 4.6.10 Modify: Improving connections between the active modes of walking, cycling and transit will be required through such means as improved pedestrian amenities, connected on and off street cycling routes, bicycle storage, improved transit routing and amenities, and such site plan control matters as locating building entrances near sidewalks and transit stops, and providing weather protection **and shade** for pedestrians and transit users.

- Recommendation: 4.6.38 Modify c. adequate and appropriate bus stops, which may include shelters, benches, **shade**, and terminal transfer points; and,
- Section 10C: Cataraqui North Secondary plan
  - Recommendation: 10C.9.2 c. Modify: appropriate species of **shade-enhancing** deciduous trees are planted along the boulevards of streets throughout the neighbourhood to provide, ultimately, a continuous tree canopy that will enhance natural habitats, **provide ultraviolet radiation protection**, and serve as connecting links to open space and other natural areas.
- Section 10D: Cataraqui West Secondary Plan
  - Recommendation: 10D.6.2 c. Modify: primary park areas which may include feature such as pathways, park benches, children`s play structures, **and strategically placed shade**.
  - Recommendation: 10D.10.1 b. Modify to appropriate species of **shade-enhancing** deciduous trees will be planted in the street boulevards throughout the neighbourhood to provide, ultimately, a continuous tree canopy to enhance wildlife habitat, **ultraviolet radiation protection**, and serve as connecting links to open space and other natural areas.

## Improvements already incorporated into Draft 2:

**We would like to acknowledge and commend the City of Kingston for including the following health-supporting revisions into Draft 2:**

- Section 1.4 Definitions
  - Revision: Include Green Infrastructure that includes Street trees and urban forests.
- Section 7.3.C.9 a
  - Revision: tree-lined streets and dominating rear yards.
- Section 7.3.D.2 f
  - Revision: Preserving and supplementing mature tree cover wherever possible through a program of tree replacement.
- Section 9.12.3 d
  - Revision: Include a Shade Audit
  - No revision, but maintain inclusion of Tree Inventory and Tree Preservation and Protection Plan
- Section 10C.1.7
  - No revision, but maintain inclusion of statement: To encourage the preservation of significant feature of the natural environment, such as watercourses and stands of mature trees, and integrate such resources into proposed developments, wherever possible.

## References:

1. Forkes, J. Mitigating urban health in Canada. Clean air partnership 2010. Available from: URL: [www.cleanairpartnership.org/files/Background Paper Final.pdf](http://www.cleanairpartnership.org/files/Background%20Paper%20Final.pdf)
2. City of Kingston. Kingston climate action plan [Internet]. Kingston (ON): The City; 2014 Jun 4 [cited 2014 Sep 8]. Available from: <https://www.cityofkingston.ca/documents/10180/2304312/Kingston+Climate+Action+Plan-web.pdf/fd0ac4d5-7c12-4ae7-b5db-1a48a9ed4dc7>
3. Gies P, Mackay C. Measurements of the solar UVR protection provided by shade structures in New Zealand primary schools. Photochem Photobiol. 2004;80:334-9.
4. Lin TP, Tsai KT, Liao CC, Huang YC. Effects of thermal comfort and adaptation on park attendance regarding different shading levels and activity types. Build Environ. 2013;59:599-611.



5. Tucker P, Gilliland J, Irwin JD. Splashpads, swings, and shade: Parents' preferences for neighborhood parks. *Canadian Journal of Public Health* [serial on the Internet]. 2007 May/Jun [cited on 2013 May 14];98(3):198-202.
6. Cancer Care Ontario. Cancer fact: increasing melanoma incidence rates for white people in Ontario. 2007 [cited 2015 Jun 18]; Available from: URL: [www.cancercare.on.ca/common/pages/DownloadFile.aspx?itemid=13174](http://www.cancercare.on.ca/common/pages/DownloadFile.aspx?itemid=13174)
7. Cancer Care Ontario. Incidence & Mortality by Local Health Integration Network (LHIN) [Internet]. Toronto, ON: Cancer Care Ontario; February 2014 (updated 2014 June 3; cited 2015 Jun 18). [Table], Age-standardized incidence rates for all cancers and the most common cancers by Local Health Integration Network (LHIN), males, Ontario, 2009. Available from <https://www.cancercare.on.ca/cms/One.aspx?portalId=1377&pageId=121943#three-tab>
8. Cancer Care Ontario. Incidence & Mortality by Local Health Integration Network (LHIN) [Internet]. Toronto, ON: Cancer Care Ontario; February 2014 (updated 2014 June 3; cited 2015 Jun 18). [Table], Age-standardized incidence rates for all cancers and the most common cancers by Local Health Integration Network (LHIN), females, Ontario, 2009. Available from <https://www.cancercare.on.ca/cms/One.aspx?portalId=1377&pageId=121943#four-tab>
9. Shade Policy Committee of the Toronto Cancer Prevention Coalition. Shade guidelines [Internet]. Toronto (ON): City of Toronto; 2010 Jul [cited 2015 Jun 18]. Available from: [http://www1.toronto.ca/city\\_of\\_toronto/toronto\\_public\\_health/healthy\\_public\\_policy/tcpc/files/pdf/shade\\_guidelines.pdf](http://www1.toronto.ca/city_of_toronto/toronto_public_health/healthy_public_policy/tcpc/files/pdf/shade_guidelines.pdf).
10. Turnbull DJ, Parisi AV. Effective shade structures. *Med J Aust*. 2006 Jan 2;184(1):13-5.
11. KFL&A Public Health. Facts & figures: shade [Internet]. Kingston (ON): KFL&A Public Health; 2013 [cited 2015 Jun 18]. Available from: <http://www.kflpublichealth.ca/Files/Research/Shade.pdf>.

## **Section 4: Environmental Health**

### **New & Outstanding Recommendations:**

#### **New Recommended Revisions:**

None.

#### **Outstanding Recommended Revisions (Revised):**

- Section 3.1.7 Home Occupations
  - Recommended Addition: All home occupations involving food service or personal services must receive approval from KFL&A Public Health, to ensure they are in compliance with all regulatory requirements.

### **Improvements already incorporated into Draft 2:**

None.

## Blumenberg, Catalina

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**From:** Osanic, Lisa  
**Sent:** Thursday, November 05, 2015 12:21 AM  
**To:** opzb\_update  
**Subject:** OP changes to 9.11.2

I would like to comment on the change to the OP to limit the use of cost-benefit analysis in section 9.11.2:

9.11.2. If development is being proposed that this not in accordance with the phasing strategy for an area, then the City **may** require that a cost-benefit analysis be prepared in conjunction with any application for development approval in order to assess the impact of the proposal on municipal operating and capital costs over both the short term and long term. Any such analysis will clearly state the assumptions made with respect to the treatment of marginal and average costs, and the identification and quantification of any relevant and reasonable expectations regarding revenue and cost accruals.

The word “may” should be replaced with “will”. I realize that the city must have a 10 year housing supply available at all times and that development is therefore necessary. However, I think it’s important from a public education perspective that that the public sees the cost of new developments, especially greenfield developments. Having cost-benefits identified in development applications will help educate the public on the true costs of development. I think that is very important. Thank you for the consideration.

Lisa Osanic  
City Councillor: Collins-Bayridge District  
599 Rankin Cr. Kingston, ON K7M 7K6 613-389-7336

## Blumenberg, Catalina

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**From:** Osanic, Lisa  
**Sent:** Thursday, November 05, 2015 12:32 AM  
**To:** opzb\_update  
**Cc:** MacLatchy, Paul; Shipp, Daniel  
**Subject:** Considering homes to have Solar-Ready Roof Panels  
**Attachments:** Green Development Discussion\_Paper\_Apps\_draft\_02-28-2012.pdf

A few years ago, CaraCo Development Corporation built 70 homes in Cataraqui North, West Hampton, Lyndenwood subdivision, with solar-ready roof panels.

Tonight, there was a city and CRCA-sponsored meeting on Climate Change. The guest speaker, the Weather Network's Chris St. Clair, spoke about Burlington and its solar-ready roof panels and sustainability checklist. I would like to forward the information I found after the meeting in terms of solar-ready roof panels for new-builds.

The City of Burlington has opted for incentive/voluntary approach with 3 components to it which included proposed Official Plan amendments, *Sustainable Building and Development Guidelines* and the development of an incentive plan to encourage voluntary participation in green building that will focus on use of Community Improvements Plans.

Lisa Osanic  
City Councillor: Collins-Bayridge District  
599 Rankin Cr. Kingston, ON K7M 7K6 613-389-7336

## Blumenberg, Catalina

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**From:** PJ Butler <[REDACTED]m>  
**Sent:** Wednesday, November 04, 2015 4:11 PM  
**To:** opzb\_update  
**Subject:** Douglas Fluhrer Park

I believe the city of Kingston has a responsibility to commit to honoring Douglas Fluhrer Park as an important and treasured space in Kingston. I would agree with the personal and moving musical approach to a protest against building a road through Douglas Fluhrer Park by the Gertrudes and I second their words of concern. Through out my time in Kingston, both as a single younger person and now a father and Husband, I have often found peaceful rest, refuge and play time in the park. It is a great place to get in touch with nature without the need of a car, long bike ride or other transportation. I see so many people use this park for various activities including healthy exercise, artistic expression, socializing, alone time, reading etc. With the great gift of being a waterside park it surrounds us within the very elements that give us life. One can't help but appreciate this beautiful planet and this city while walking through this park. Sharing this space with noisy vehicles and their pollution, and the increased safety risks that go along with traffic through a park where people play and relax would be a tragic loss for both people and nature. I would not only encourage the city to reconsider its decision to build a road through this park but also suggest that the city of Kingston imagine its improvements. I'm not suggesting the space be converted into a tourist type promenade park devoid of all the nature that currently enjoys its unfinished natural edges but rather an intentional move towards respecting the space for what it is and can be. I hope I speak for many people with my opinions but I do know that I am as much a part of Kingston as the next person and together our voices will collaborate to hopefully offer a better alternative to the Wellington Street expansion proposal.

yours sincerely,

fellow Kingstonians: Paul Butler and family.

# OFFICIAL PLAN UPDATE

The Woolen Mill  
6 Cataraqui Street  
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5 November 2015



## PAIGE AGNEW

Director of Planning, Building and Licensing Services  
City of Kingston  
613-546-4291 ext. 3252  
pagnew@cityofkingston.ca

Dear Ms. Agnew,

Re: City of Kingston Official Plan Second Draft Update

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FOTENN has been retained by Springer Group of Companies to provide comment on the second draft version of the updated Official Plan (the “OP”) recently released on the City’s website. Our client is a major land owner in the City of Kingston and has a particular interest in any changes in the OP that could impact industrial and commercial areas in the City. We hope that the City and its consultants will consider the issues presented here as you move toward adoption of the new OP.

The City has initiated two studies which, through implementation in the OP, could have impacts on lands owned by our client. These include the Employment Lands Strategy Review (completed but not yet approved by Council) and the Commercial Land Review (on-going). We understand that the Commercial Land Review is expected to lead to a separate amendment to the OP apart from the current update process.

### New Complementary Use policies for Employment Areas

The Second Draft of the OP update revises new policies introduced in the previous draft regarding Complementary Uses that are permitted to locate within Employment Areas. These revised policies are included in Section 3: Land Use Designations & Policy, and are as follows:

*3.6.12 Complementary uses permitted within each **employment area** designation may only be developed concurrently with or after a primary permitted use is established.*

*3.6.13 Within a given employment area, as defined in the Employment Land Strategy Review (2015), the maximum total floor area of all complementary uses within an employment area **should not** exceed 25% of the total floor area of all approved primary permitted use development.*

*3.6.14 Complementary uses in employment areas will be directed to cluster at the intersection of arterial and/or collector roads.*

We appreciate the softening of the language in these sections and the intent to preserve the principal land use but continue to be concerned that there could be unintended negative consequences in implementation.

In justifying policy 3.6.12, the Employment Land Strategy states that “there is an expectation that these [complementary] land uses will develop concurrently or after the employment uses have been developed but this is also not stated in policy.” As previously stated, it is our position, which has been aided by the experiences of our client, that it is beneficial to develop complementary land uses in advance of principal land uses as a means to attract anchor tenants. The Employment Land Strategy Review acknowledges that prestige business hubs value “quality of life factors”, but evidently fails to make the connection between complementary uses and quality of life with the recommendation of this policy. We continue to recommend that this policy be removed in future drafts of the OP.

Policy 3.6.14 is also a recommendation from the Employment Land Strategy Review. The report does not provide much justification for this recommendation, simply noting that “the next step to better manage the location of complementary land uses would be to direct them into small clusters of service/amenity areas.” And that “generally these service/amenity areas are appropriately located at the intersection of a collector road or arterial road, or at the entrances/gateways to industrial parks and business parks.” We note that the proposed policy does not reference entrances/gateways to industrial and business parks. We are pleased to note that the 300 metre radius restriction has been lifted, however our concern with this policy remains, in that this policy could impact the ability of parcels that are not at an intersection to include a complementary use component, which, as already mentioned, is a factor in attracting anchor tenants. We contend that the existing policies which limit commercial uses to 25% of a site are sufficient and easily controlled through zoning and site plan control applications.

In addition to identifying these concerns with the draft OP we feel there is an opportunity to make some minor adjustments that would benefit industrial development in the City.

### **Business Park Permitted Uses**

The permitted uses in the Business Park Industrial designation include corporate offices, research and development, data processing facilities, technologically advanced manufacturing, and administrative/professional services. We are pleased to note that the City has expanded the permitted uses within this designation and support these additional permitted uses.

We also appreciate the revisions that have been made to the complementary uses. Of importance to note however, hotels typically require a large footprint by the nature of the use. By including hotels within the complementary uses, they are limited to 25% of the total floor area of all approved primary uses. While we appreciate the principle

behind this policy we respectfully suggest that hotels should not be included within the 25% limitation.

## Gardiners Road Dual Designation

Over the past year our office has dealt with an Official Plan Amendment related to the Business Park Industrial designation along Gardiners Road. The OP should be revised to reflect the recently approved amendments.

## Orphan Industrial Designation

Our clients own a large portion of land designated as General Industrial along Midland Avenue (shown in Figure 1 below). This location has not proven to be attractive for a General Industrial use, and it is requested that the City consider re-designation to Business Park Industrial. We believe this is appropriate when considering the Location Criteria for Business Park Industrial (Policy 3.6.A.4). These criteria include:

- a. *frontage on a major road;*
- b. *high visibility in relation to a major transportation corridor;*
- c. *a location where adjacent natural features will reinforce the high quality landscaped setting; and/or,*
- d. *a location on the periphery of an area of employment, not internal to it.*

Midland Avenue is a major road, with visibility and proximity to Highway 401. The location includes contributory woodland which, while not designated as significant, could provide natural amenity or the opportunity for high quality landscaping. Finally, and perhaps most importantly, this location is on the periphery of an industrial employment area. There is a large amount of General Industrial land designated on the east side of Gardiners Road however the parcels along Midland Avenue are separated from the rest of this General Industrial area by the Gardiners Road Business Park Industrial corridor. This designation appears to be out of place with respect to being part of a broader General Industrial area. We note that the second draft has not addressed this matter e and respectfully request that it be given due consideration prior to adoption of the updated OP.



**Figure 1: The General Industrial designation shown in light blue in the centre of the image, is separated from a much larger General Industrial area to the east (not shown in its entirety).**



## **1370 John Counter Boulevard**

The property at 1370 John Counter Boulevard is designated as Business Park Industrial as well as including a small area designated as Residential along the southern edge of the property boundary (containing the hydro easement). We note that the second draft has not been amended to remove the Residential designation along the southern edge of our client's property at 1370 John Counter Boulevard and respectfully request that it be given due consideration prior to adopting the Official Plan. This error was brought to the City's attention by the previous owners of the property and we believe it is most appropriate to designate the entire land holdings as a single designation particularly because the lands in question are under a hydro easement and will always act as a buffer between the residential and business park uses.

## **655 Dalton Avenue**

The property 655 Dalton Avenue, near Highway 401 and Sir John A. Macdonald Boulevard, is in a prime location within the City. This property is currently designated as Business Park Industrial in an underdeveloped intersection along Highway 401. This location presents itself as an opportunity for a gateway development into the City of Kingston.

Gateways into the City, in Policy 8.11 state that "Several arterial roads provide principal entrances to the City for vehicular traffic from Highway 401...these roadways include Gardiners Road, Sir John A. Macdonald Boulevard, Division Street, Montreal Street and Highway 15." Several of these gateways into the City have been developed successfully such as Gardiners Road and Division Street which provide commercial and service uses for the travelling public. Since future OnRamps will not be permitted to be built along Highway 401, it is critical to ensure all properties abutting major highways are developed appropriately and successfully with both the City's interests and the travelling public's interest in mind. Developing in this location would enhance and emphasize the gateway notion the City is striving to achieve by allowing development of high profile. This provides opportunity for tourism within the City and attracts the travelling public through development such as hotels and other service uses.

Policy 2.9.3 provides several policies in regards to gateways and development:

- (b) "improving parking, hospitality uses and facilities, and accessibility.."
- (g) "enhancing gateways into the City and into the Central Business District through visual upgrading of highway interchange areas, controlled signage, and streetscape improvements."

The gateway at Sir John A. Macdonald serves as a key point within the City for the travelling and general public. At this location, additional services and commercial oriented opportunities should be present to provide for the public. Existing Official Plan policies will ensure that development at this location will be of high quality in accordance with section 3.6.14 s), "high quality design treatments....on all lands designated as Business Park Industrial, and on any of the major gateways into the City, including Highway 401, Gardiners Road, Sir John A. Macdonald Boulevard, Division Street, Montreal

# FOTENN

Street, and Highway 15". We are pleased to note that through Policy 3.6.A.2.b Complementary Uses, the city will permit hotels as complementary uses to Business Park Industrial lands. However, restricting the development of Complementary Uses to "concurrently with or after a primary permitted use" (Policy 3.6.12) imposes a severe limit to the expansion of complementary uses on employment lands. Further, it is our contention that this location is more appropriately suited to a special business park designation that will permit a broader number of commercial uses.

To summarize, the gateways at Gardiners Road and Division Street allow for a variety of commercial and hospitality services. The properties at Sir John A. Macdonald and the 401 should have further development permissions similar to these other gateways. We are of the opinion that 655 Dalton should be recognized as a prime location for hotel anchored development. In addition to identifying the property's opportunity, we view development at this location as beneficial to the City and travelling public overall.

Thank you for the opportunity to provide comments on the draft OP. We trust the information provided in this letter is useful and will be considered as the City moves toward adopting the updated OP. We respectfully request to be notified of the City's decision regarding these particular matters and on the broader approval of the Official Plan. If you would like to discuss any of the matters raised in this letter we remain at your disposal and can be reached at 613-542-5454 x. 221.

Sincerely,



**MIKE KEENE, MCIP RPP**  
Manager, Policy + Development  
**FOTENN Consultants Inc.**

cc - Springer Group of Companies

# OFFICIAL PLAN UPDATE

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5 November, 2015



## PAIGE AGNEW

Director of Planning, Building and Licensing Services  
City of Kingston  
613-546-4291 ext. 3252  
pagnew@cityofkingston.ca

Re: City of Kingston Official Plan Update – Second Draft

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Dear Ms. Agnew,

We have prepared these comments with respect to the current Official Plan update on behalf of Student Village Housing Inc. and hope that there will be an opportunity for these matters to be addressed prior to adoption of an amendment to the Plan. Student Village Housing currently owns and leases a number of properties in the area adjacent to Queen's University Main Campus, within the boundaries of Princess Street to the north, Frontenac Street to the west, Barrie Street to the east, and Earl Street to the south. Our client also holds property on Queen Street in the downtown core area.

Being located in close proximity to Queen's University and the Princess Street corridor this neighbourhood has been subject to considerable development activity in the form of residential intensification over the past few decades. This is expected to continue, and the City has anticipated this with a proposed Intensification Study for this neighbourhood which is now referenced in section 2.3.2.1 of the Draft OP. The text from this new policy is included below:

*2.3.2.1. The City will undertake an intensification study of the areas near to [the] Queen's University and St. Lawrence College campuses to identify locations that would be appropriate for larger scale, higher density, residential development.*

We commend the City for taking the initiative with this study, however we are of the opinion the changes made to the high density policies which now prohibit high density use on a number of collector roads is premature and may jeopardize appropriate planning of these areas. We will elaborate on these concerns further in this letter.

Under the existing policy framework, neighbourhoods may be classified as either Stable Areas or Areas in Transition. We are pleased to note that the current Draft Official Plan removes the definition of “Interior (of Stable Areas)” introduced in the previous draft. We have reproduced the policies below for reference.

## Section 2.6 – Stable Areas and Areas in Transition

2.6.2. *Stable areas are those which are fulfilling their intended function and generally have the following neighbourhood characteristics:*

- a. *A well-established land use pattern in terms of density, type of use(s) and activity level;*
- b. *A stable pattern of land ownership or tenure;*
- c. *A consistent standard of property maintenance with relatively little vacancy in land or building occupancy;*
- d. *A limited number of applications for development or redevelopment that would alter the established pattern; and,*
- e. *A sufficient base of social and physical infrastructure to support existing and planned development.*

2.6.3. *Stable areas will be protected from development that is not intended by this Plan and is not compatible with built heritage resources or with the prevailing pattern of development in terms of density, activity level, or type of use. [Accordingly:](#)*

- a. [Stable areas will continue to be characterized by their existing building stock;](#)
- b. [Infill development in stable areas will be designed to complement the area's existing built form and streetscape;](#)
- c. [Intensification through the development of second residential units in accordance with Section 3.3.1.1 is generally considered to be compatible with stable areas;](#)
- d. [Intensification through conversion within the existing building envelope is generally considered to be compatible with stable areas;](#)
- e. [Intensification through conversion of an existing building that requires expansion of the existing building may be discouraged in stable areas; and,](#)
- f. [Redevelopment or intensification projects that are large scale and/or out-of-character shall be discouraged in stable areas.](#)

*2.6.7. Areas in transition are those undergoing fundamental change, as characterized by one or more of the following characteristics:*

- a. The loss of, or substantial change in, the planned function of the area;*
- b. The breakup of the established land use pattern and the introduction of new land uses;*
- c. A change in the established pattern of land ownership or tenure;*
- d. Abandoned or under-utilized properties and buildings, and deteriorating standards of maintenance and occupancy; or,*
- e. New opportunities, or pressures, for differing land uses or intensity of land use created by a major public or private investment that alters the historic development pattern or activity level of an area.*

Definitions for *Stable Areas* and *Areas in Transition* are provided above. In our opinion it remains unclear whether a neighbourhood can categorically be defined as either stable or in transition and whether proposals for intensification/infill must always be assessed against one or the other. It is also unclear whether the university district and downtown areas are considered Stable Areas. We suspect this uncertainty has in part contributed to the City's decision to undertake an intensification study of the neighbourhood surrounding Queen's University and St. Lawrence College campuses.

It is our opinion that the university district and downtown are unique areas and continue to undergo a degree of change that preclude them from satisfying the criteria for either Stable Area or an Area in Transition.

We are encouraged that the City intends to undertake an intensification study for the near campus communities and we believe the results of the study should provide better direction for the future of this area. However, clarification is required in the meantime to confirm whether proposals for intensification in the downtown (lacking that an intensification study is not currently proposed for this area) and university district should consider the stable area policies.

The introduction of locational criteria for high density residential developments further compounds this problem. New policies have been introduced that prohibit high density residential development on certain streets, many of which extend into the university district or downtown area. By doing this, the City has effectively defined which areas should be considered stable or in transition, and

that these areas are street-specific as opposed to neighbourhood specific. The relevant policies are reproduced below:

*3.3.C.2 ...Generally, high density residential projects will:*

*a) not be located in a stable neighbourhood in accordance with Section 2.6;*

*b) be located adjacent to, or in proximity to, commercial areas;*

*c) be located on an arterial or collector road designed for public transit, except for:*

*1. Henderson Blvd.*

*2. Alfred Street*

*3. Victoria Street*

*4. Pine Street, between Alfred Street and York Street*

*5. York Street*

*6. Ordnance Street*

*7. Oak Street*

*8. Kingscourt Avenue, from Seventh Avenue to Kirkpatrick Street*

*9. Seventh Avenue, from Kingscourt Avenue to Alfred Street*

*10. Kirkpatrick Street, from Kingscourt Avenue to Division Street; and,*

*d. be located in proximity to parkland, open space, or community facilities.*

By default, the above-noted policies would indicate the following Arterial and Collector streets in the University District are suitable for high density residential development:

- Brock Street;
- Johnson Street;
- Union Street;
- Division Street;
- Princess Street; and
- Barrie Street

The prohibition of high density on the above noted streets may directly conflict with the findings of a future intensification study(s). Furthermore, it potentially eliminates the ability to develop high density residential uses on Princess Street where properties also have frontage on one of the prohibited streets. We are unaware of the data that staff have used to determine why these streets are not appropriate for higher density uses – particularly as it relates to the university district and downtown. The prescriptive nature of these policies cannot be taken

lightly as they impose restrictions on development in a highly prohibitive and absolute manner.

We are of the opinion that in the absence of an Intensification Study, the absence of clarifying geographic locations of stable neighbourhoods, the absence of clarity on whether all developments must be determined to either be in a stable neighbourhood or a neighbourhood in transition, the inclusion of a number of collector roads where high density uses are prohibited will leave the City with unclear and uninformed policies subject to great challenge.

We additionally note that the type of intensification study proposed would also benefit the downtown area as a number of streets abutting the area defined as downtown in the Downtown and Harbour By-law now also include streets where high density uses are prohibited under the draft policy.

In summary, the Stable Neighbourhood policies need further consideration before they can be appropriated considered by Council for adoption. We trust that these concerns will be considered as the Official Plan Update process progresses and would be happy to meet with City staff or the planning consultants to discuss these matters further. We request to be notified of the decision on these matters.

Sincerely,



**MIKE KEENE, MCIP RPP**

Manager, Policy + Development

**FOTENN Consultants Inc.**

## Blumenberg,Catalina

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**From:** mary farrar <[REDACTED]>  
**Sent:** Thursday, November 05, 2015 12:31 PM  
**To:** opzb\_update  
**Cc:** Bolognone,John; Mike Cole-Hamilton; Laura Murray; McLaren,Jeff; Sayyida Jaffer; Anne Lougheed; Hutchison,Rob; Neill,Jim; Holland,Mary Rita; Stroud,Peter; Osanic,Lisa; Schell,Elizabeth; Vicki Schmolka; Roger Healey; Rob Fonger; Christine Sypnowich  
**Subject:** Comments: 2nd second draft of Official Plan

Dear Paige, City Planners and City Clerk,

I am writing with one major request - that the City's Official Plan reflect the vision that was put forward by Focus Kingston to create and establish Kingston as Canada's most sustainable city. The city spent a lot of time and money and engaged in a huge amount of public outreach to come up with this vision of the four pillars of sustainability where no one pillar trumps another.

It is not just words.

The Official Plan states that pedestrians, cyclists and transit are higher priorities than cars.

These stated values should be reflected in every statement in the Official Plan.

The city needs to put its money where its mouth is and create budgets and strategic plans that reflect the sustainable values it spent so much time and energy to enshrine.

Sincerely,

Mary Farrar

1 [REDACTED]

Kingston, ON, [REDACTED]

[REDACTED]  
[in](#) [REDACTED] [m](#)



# PLANNING LETTER

The Woolen Mill  
6 Cataraqui Street  
Suite 108  
Kingston, ON K7K 1Z7  
613.542.5454  
fotenn.com

4 November, 2015



## **PAIGE AGNEW**

Director of Planning, Building and Licensing Services  
City of Kingston  
613-546-4291 ext. 3252  
pagnew@cityofkingston.ca

Re: City of Kingston Official Plan Update

---

Dear Ms. Agnew,

We have prepared these comments with respect to the current Official Plan update on behalf of Quay Developments (Kingston) Limited. We have not received communication with respect to our previous comment on the Official Plan update, dated July 14 and are therefore reiterating our comments. We hope that there will be an opportunity for these matters to be addressed prior to adoption of an amendment to the Plan. Quay Developments (Kingston) Limited is the owner of 19 Brock Street, located at the corner of Brock and Ontario Streets, a prominent site in downtown Kingston. Specifically, we are seeking revisions that would make Section 10A.5.2 more operative and less prescriptive in nature. This change in the nature of the language would provide for more opportunity for innovation and the creation of a unique building and site at this location.

The current Official Plan and Zoning By-Law contain detailed site-specific policies and regulations for the site. The property was previously the subject of an Ontario Municipal Board decision dated February 16, 1998 (O.M.B. File No.: R960303). During the last Official Plan review, FOTENN provided comments dated July 27, 2007, February 8, 2008, and June 9, 2009 in response to the approach taken by the City of Kingston to implement the findings of the Downtown & Harbour Area Architectural Guidelines by way of site-specific policies in the Official Plan. Quay Developments (Kingston) Limited continues to express concern over the prescriptive nature of the Official Plan policies related to their property.

The subject parcel is currently operated as a surface parking facility. It is designated Central Business District on Schedule 3-A as well as a number of overlays identified on Schedules DH1 through DH4 as follows: Lower Princess Street Retail Area (Schedule DH-1), Major Re-development Site 3 (Schedule DH-2), Courtyard/Open Space Opportunity and Mandatory Commercial Frontage (Schedule DH-3) and within the View Plane of City Hall (Schedule DH-4). The parcel is subject to the policies of the Downtown & Harbour Special Policy Area in Section 10A of the Official Plan.

There are two specific sections of the current Official Plan that give direction to the development of the subject parcel: Section 3.18.14 (Quay Development, NW Corner of

Brock and Ontario Streets Schedule 3-D, SPP No.14) and Section 10A.5.2 (South Side of Princess between King and Ontario Streets). We understand and acknowledge the intent of site specific policies to provide guidance to properties that are particularly sensitive or in important locations; however it is our opinion that the language used in Section 10A.5.2 is overly prescriptive and could be revised to more appropriately guide the redevelopment of the site as compatible infill.

A similar issue of overly prescriptive policies was highlighted in the 'Five Year Official Plan Update Background Report' prepared by Dillon Consulting and presented to Planning Committee on May 21, 2015. The case described in the report refers to policies for the Williamsville area (Section 10E) regarding building form, such as detailed angular plane requirements and pedestrian clearway/pathway width requirements. The authors acknowledge the effort and consultation involved in the development of the Williamsville Main Street Study and subsequently implemented in these policies, however they note that the implementation is overly prescriptive. This leads to rigidity for potential developers and could trigger unnecessary Official Plan Amendment processes. The author recommends changing the prescriptive policies of this section to operative policies. Operative policies guide development while providing flexibility and allowing the City the opportunity to "evaluate built form through a Zoning By-law amendment or minor variance" if it does not meet the plan for the area.

The prescriptive policies for the subject property were similarly implemented as recommendations from previous work, in this case the 2007 Downtown and Harbour Area Architectural Guidelines Study. The use of operative policies in place of the existing prescriptive policies would provide more flexibility for development while still allowing design controls through the Zoning By-law and Site Plan Control. For example, revisions to this section could include:

- Revising the introductory language of the policy from "proposals will be strongly encouraged to" to "proposals will be encouraged to"

- Revising criteria a. from:

"build at the street edges or align with the facade of existing character defining buildings, especially along Princess Street where a continuous retail frontage at grade along the street is a character-defining and historic element of the street;"

To:

"build up to the street edges or align with the facade of existing character defining buildings"

- Revising criteria b. from:

"modify the angle of the Brock and Ontario Streets corner setback through a modification to the approved zoning in accordance with the recommendations of the Downtown and Harbour Architectural Guidelines to enable a view corridor to City Hall from farther north along Ontario Street;"

To:

“consider views to City Hall as identified on Schedule DH-4 and the use of corner setbacks at the corner of Brock and Ontario Streets to maintain views to City Hall along Ontario Street;”

- Revising criteria d. from:

“explore the potential of creating an additional mid-block walkway and courtyard as set out on Schedule DH-3.”

To:

“consider the use of mid-block walkways and courtyards as illustrated on Schedule DH-3.”

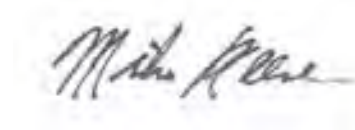
Changes in line with these would be more operative in nature and would clarify that an Official Plan Amendment would not be required for development proposals that achieve a degree of originality which may not have been anticipated during the 2007 study that led to these policies.

It is notable that a main theme for this Official Plan Update identified through public consultation in the May 21 Background Report is to encourage innovative building design that can “promote an interesting built environment that fosters aesthetic beauty, unique architectural expression, place-making, best practices in sustainability, and/or affordable housing.” Revising the policies for this site so that they are more flexible and less prescriptive would provide for more opportunity for innovation and the creation of a unique building and site in line with this identified theme.

In summary, we hope that the City and consultants will consider revision of the policies governing the subject property toward more operative policies that provide guidance in line with previous studies without being overly prescriptive. We also respectfully request to be notified of the City’s decision and supporting rationale with regard to staff’s position on our suggested revisions.

We trust that these concerns will be considered as the Official Plan Update process progresses and would be happy to meet with City staff or the planning consultants to discuss these matters further.

Sincerely,



**MIKE KEENE, MCIP RPP**

Manager, Policy + Development

**FOTENN Consultants Inc.**

# OFFICIAL PLAN UPDATE

The Woolen Mill  
6 Cataraqui Street  
Suite 108  
Kingston, ON K7K 1Z7  
613.542.5454  
fotenn.com

5 November, 2015



PAIGE AGNEW  
Director of Planning, Building and Licensing Services  
City of Kingston  
613-546-4291 ext. 3252  
pagnew@cityofkingston.ca

Re: City of Kingston Official Plan Update – Second Draft

---

Dear Ms. Agnew,

We have prepared these comments with respect to the current Official Plan Review and Employment Land Strategy Review completed by Watson & Associates Economists Ltd. and Dillon Consulting on behalf of 1213439 Ontario Inc., owners of 670 Montreal Street. We have prepared comments on behalf of this owner in the past regarding this property. For several years the owner has tried to market for sale and/or lease to attract development to the property. In 2013 we conducted a Highest and Best use Analysis for the property and determined uses such as Commercial uses and medium density Residential uses would be suitable given the neighbourhood context and planned infrastructure (Wellington Street Extension). We noted that a Comprehensive Review would be required to convert the lands particularly for the residential uses suggested. During the Employment Land Review Study we expressed our concerns with the historical industrial designation of the property and our opinion regarding conversion of these lands.

We would like to reiterate our concern about the consideration of old industrial lands in the downtown core as 'Employment Areas'. We therefore recommend a clarifying clause be included in the OP identifying that would allow the consideration for old industrial lands will be excluded from consideration as 'Employment Areas'. This would at least allow the land owner the opportunity to put forth a case with respect to re-designating the lands.

### **Historic lack of interest for an industrial use**

This property has sat vacant for a number of years. While we understand the Official Plan land use planning goals of preserving employment lands, we contend that this duration of vacancy, in combination with the location of these lands (the fact that the City is focusing its business park lands closer to the 401 where larger more attractive sites for industrial uses are available), suggest that this property is not a likely to attract future industrial use.

This has been analyzed and reviewed in the Industrial Land Strategy Review. The Study completed by Watson & Associates Economists Ltd. identifies existing employment lands, their status of development, potential conversion of existing employment lands to non-employment and vice versa. The location of 670 Montreal Street is identified as lands for 'potential conversion employment to non-employment', meaning they should not be converted to lands other than employment lands because they would not be compatible with the surrounding land uses. We disagree with this position and believe this area warrants a more detailed review.

The property is surrounded by existing and future residential and commercial uses

- Residential uses east and across Montreal Street.
- Adjacent to commercial uses.
- Newer residential uses in the River Park neighbourhood east of Montreal Street.
- Anticipated future residential uses east of Montreal Street at the Davis Tannery Site.

Industrial uses from the area both long term and in more recent years have left the area to find larger more modern locations with close access to Highway 401.

The study found that the land would not be suitable for conversion. The evaluation criteria states that the site is not located outside or on the fringe of an industrial area. This can be argued by looking at the land use map on Schedule 2 of the Official Plan. The property is located on the fringe of industrial land and closest to residential and commercial lands. Redesignating the lands to mid-density residential or consideration for special policies in this area would fit appropriately.

## **Intensified Development**

At nearly 4 hectares, the property is a unique opportunity near downtown Kingston to see scaled, intensified residential development that would be consistent with the intensification and density goals of Section 2 of the Official Plan. Our preliminary calculations suggest that this property could be developed in a mixed-use configuration with a neighborhood commercial block (building on the existing commercial development) and approximately 120 townhouse units at a density of 32.4 dwelling units per net hectare. Again, this is only a sample and more dense development is likely possible on this site.

## **The property meets the criteria for Medium Density Residential**

From OP Section 3.3.B.4:

- a) *On a site that is appropriate given the context of surrounding land uses.* Surrounding land uses include commercial, residential, vacant land and some industrial. Medium density residential can be found less than 300 metres south of the subject site, such as row houses located on Patrick Street between Railway and Fraser Streets.

# FOTENN

- b) *Adjacent to, or in proximity to, commercial areas.* The site is immediately adjacent to Quattrocchi's Specialty Foods and less than one kilometer from a local commercial plaza.
- c) *In an area that has access to public transit.* The site fronts onto Montreal Street, upon which Kingston Transit Route 1 operates. There is a bus stop currently located on the property frontage. The property is also approximately 600 metres away from Routes 2 and 18 along Division Street.
- d) *In proximity to parkland or open space.* The site is within close proximity to several community parks, including a parkette located at the intersection of Fraser and Patrick Street, a baseball diamond located just north of the property and Cataraqui Park located on Belle Island. It is anticipated that the development will meet parkland requirements.

We trust that these concerns will be considered as the Official Plan Update process progresses. We request that the City look at this old industrial area in more detail and come up with a plan to see its revitalization. We respectfully request that the City notify us of their decision and rationale with regard to these comments.

We would be happy to meet with City staff or the planning consultants to discuss these matters further.

Sincerely,



MIKE KEENE, MCIP RPP  
Manager, Policy + Development  
[FOTENN Consultants Inc.](#)

## Blumenberg, Catalina

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**From:** annie clifford <[REDACTED]>  
**Sent:** Wednesday, November 04, 2015 8:10 PM  
**To:** opzb\_update  
**Cc:** Neill,Jim; Hutchison,Rob  
**Subject:** Re: OP 2nd Draft Feedback

Dear Friend

With all due respect, you can't seriously be claiming to be the most sustainable city in Canada, and simultaneously remove waterfront from development protection, as per the following sections:

2.8.3.  
The City recognizes its waterfront areas along Lake Ontario, the St. Lawrence River, the Great Cataraqui River and the Rideau Canal as important public resources and will acquire waterfront lands wherever and whenever it is feasible. The City seeks to protect the shoreline ecology by way of a natural area setback buffer of 30 metres or a "ribbon of life" adjacent to the water; **however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.**

3.9.2  
Maintaining or adding natural vegetation along lakes, rivers and streams helps to protect water quality, minimize soil erosion, provide fish habitat and wildlife habitat and contribute to the aesthetic of the City. Natural shorelines are often referred to as a "Ribbon of Life" along the water.

Public and private agencies, as well as residents, are encouraged to protect the "Ribbon of Life" along waterbodies and watercourses. New development must be set back a minimum of 30 meters from all waterbodies and watercourses; **however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.** In some cases a greater setback may be required to address water quality, natural hazards or natural heritage requirements.

I live on Charles Street, in downtown Kingston, and to my knowledge all the waterfront property within two miles of my front door would not be protected from development by this version of the Official Plan. I ask that the ribbon of life language be brought back, and as per my comments before, give this language the content and clout it needs to protect waterfront properties from shortsighted development.

In addition, I am very concerned that this version of the Official Plan is quite weak on creating and protecting bicycle and bus transit routes, and I am continually concerned that Kingston will continue to be a car-centric city. Unfortunately, our citizens really love their cars, and I know it will take a lot of careful planning and strong leadership to turn that around. But I think you can do it, noble city planners! So please write yourself in some much stronger language, that widening roads will only happen for the purposes of bicycle and bus lanes, and maybe even some goals, such as an intention to reduce automotive traffic, replacing it with public transportation and bicycle use, 10% per year for the next ten years. Think big, guys!

--

Cheers, Annie

Annie Clifford  
Articling Student, M.A. Higgs and G. McDiarmid  
[www.thegertrudes.com](http://www.thegertrudes.com)



**WESTON  
CONSULTING**

planning + urban design

Clerk's Department  
City of Kingston  
216 Ontario St.  
Kingston, ON, K7L 2Z3

November 5, 2015  
File 6467

***Sent via email***

**Attn: Catalina Blumenberg – Committee Clerk**

Dear Madam,

**RE: Five-Year Update to the Official Plan – Statutory Public Meeting**

Weston Consulting is the Planning Consultant representing the Owner of 2685 Creekford Road in the City of Kingston (Kingston Creekford Holdings Inc.). On behalf of the Owner of the property we are pleased to have the opportunity to provide comments on the Five-Year Update to the Official Plan. We are providing these comments in writing as we are unable to attend the Statutory Public Meeting on November 5, 2015. These comments are provided in addition to the previous correspondence submitted by Weston Consulting.

There are currently active planning applications on the subject property including an Official Plan Amendment application, a Zoning By-law Amendment application, and a Site Plan application. Further to Report Number PC-15-126 we understand that these applications will be assessed under the Official Plan policies that were in effect on the date of the applications. However, we have reviewed the Second Draft of the Five-Year Update to the Official Plan as this represents the future policy direction for the City of Kingston.

Our review of the Second Draft indicates that there has been a shift in the Complementary Use policies that increases flexibility related to size, location, and phasing. In particular we note the more flexible language that is proposed in the following policies:

*"3.6.12 Complementary uses permitted within each industrial—land use/employment area designation are encouraged to develop—only—be developed concurrently with or after a primary permitted use is established within the same overall employment area."*

*"3.6.13 Within a given employment area, as defined in the Employment Land Strategy Review (2015), the maximum total floor area of all complementary uses within an employment area should not exceed 25% of the total floor area of all approved primary permitted use development."*

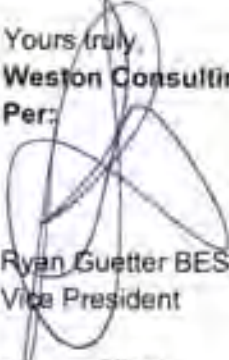


*"3.6.14 Where possible, complementary uses in employment areas are encouraged to cluster at the will-be-directed-to-cluster-within-a-300-metre-radius from the centre of an intersection of arterial and/or collector roads."*

While we support policies that work to appropriately protect Employment Areas, we recognize that Complementary Uses can contribute to their sustainability and viability. Given the variability of conditions in Employment Areas, we are supportive of the increased flexibility towards Complementary Uses.

We appreciate your consideration of these comments and we reserve the right to provide further comments in the future as part of the City's Official Plan review process. Please also consider this our formal request to be notified of any decisions of Council in relation to the City's Official Plan review. If you have any questions or require further information please do not hesitate to contact Jane McFarlane (ext. 225) or the undersigned.

Yours truly,  
**Weston Consulting**  
Per:



Ryan Guetter BES, MCIP, RPP  
Vice President

c. Client

# OFFICIAL PLAN UPDATE

The Woolen Mill  
6 Cataraqui Street  
Suite 108  
Kingston, ON K7K 1Z7  
613.542.5454  
fotenn.com

4 November 2015



## PAIGE AGNEW

Director of Planning, Building and Licensing Services  
City of Kingston  
613-546-4291 ext. 3252  
pagnew@cityofkingston.ca

Dear Ms. Agnew,

Re: City of Kingston Official Plan Second Draft Update

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FOTENN has been retained by King's Town Development Corporation to provide comment on the second draft version of the updated Official Plan (the "OP") recently released on the City's website. Our client is a land owner in the City of Kingston and has a particular interest in any changes in the OP that could impact their properties in the City. We hope that the City and its consultants will consider the issues presented here as you move toward approving the updated Official Plan.

Of particular concern are our client's lands located within the periphery of the Downtown & Harbour area. This is an area of considerable value from an infill and intensification perspective for the City of Kingston as exemplified in the City's OP. Section 10A confirms that the City perceives opportunities for infill and/or development in order to maintain and enhance the health of the Downtown & Harbour Area. In relation to the proposed expansion of policies relating to Stable Areas, clarification is needed in order to determine how these policies relate to Downtown & Harbour Area policies.

### Section 2.6 – Stable Areas and Areas in Transition

2.6.2. *Stable areas are those which are fulfilling their intended function and generally have the following neighbourhood characteristics:*

- a. *A well-established land use pattern in terms of density, type of use(s) and activity level;*
- b. *A stable pattern of land ownership or tenure;*
- c. *A consistent standard of property maintenance with relatively little vacancy in land or building occupancy;*
- d. *A limited number of applications for development or redevelopment that would alter the established pattern; and,*
- e. *A sufficient base of social and physical infrastructure to support existing and planned development.*

2.6.3. *Stable areas will be protected from development that is not intended by this Plan and is not compatible with built heritage resources or with the prevailing pattern of development in terms of density, activity level, or type of use. To protect stable areas:*

- a. The interior portions of stable areas will continue to be characterized by their existing building stock;*
- b. Infill development in the interior portion of stable areas will be designed to complement the area's existing built form and streetscape;*
- c. Intensification through the development of second residential units in accordance with Section 3.3.1.1 is generally considered to be compatible with stable areas;*
- d. Intensification through conversion within the existing building envelope is generally considered to be compatible with stable areas;*
- e. Intensification through conversion of an existing building that requires expansion of the existing building may be discouraged in ~~the interior of~~ stable areas; and,*
- f. Redevelopment or intensification projects that are large scale and/or out-of-character shall be discouraged in ~~the interior of~~ stable areas.*

2.6.7. *Areas in transition are those undergoing fundamental change, as characterized by one or more of the following characteristics:*

- a. The loss of, or substantial change in, the planned function of the area;*
- b. The breakup of the established land use pattern and the introduction of new land uses;*
- c. A change in the established pattern of land ownership or tenure;*
- d. Abandoned or under-utilized properties and buildings, and deteriorating standards of maintenance and occupancy; or,*
- e. New opportunities, or pressures, for differing land uses or intensity of land use created by a major public or private investment that alters the historic development pattern or activity level of an area.*

#### 1.4 Definitions

***Infill*** - *Refers to the development or redevelopment of a vacant or underutilized lot, or a consolidated number of lots. Infill development encourages intensification and sustainability.*

***Intensification*** - *The development of a property, site or area at a higher density than currently exists through:*

- a) redevelopment, including the reuse of brownfield sites;*
- b) the development of vacant and/or underutilized lots within previously developed areas;*
- c) infill development, and*
- d) the expansion or conversion of existing buildings.*

Definitions for *Stable Areas*, *Areas in Transition*, *Infill* and *Intensification* are provided above. It is unclear whether a neighbourhood can categorically be defined as either stable or in transition and whether proposals for intensification/infill must always be assessed against one or the other. It is also unclear whether the Downtown & Harbour Area is considered a Stable Area or an Area in Transition. Our concerns are further heightened by the limitations of high density residential buildings on a long list of collector roads in the Downtown and Williamsville areas.

In summary, so long as the new policies in Section 2.6.3 are not given clear geographical boundaries, they will create complications for property owners. If the Downtown & Harbour Area is considered by the City to be stable, redevelopment will generally be limited to a property's existing scale and building footprint which is contrary to other stated goals in the OP with regards to infill and intensification. We request that staff provide additional clarification on the applicability of the Stable Areas policies in relation to the Downtown & Harbour Area.

Thank you for the opportunity to provide comments on the draft OP. We trust the information provided in this letter is useful and will be considered as the City moves toward adoption of the updated OP. We respectfully request to be notified of the City's decision regarding this particular request.

We would be pleased to discuss our concerns with you at your convenience. I can be reached at 613-542-5454 x. 221.

Sincerely,



**MIKE KEENE, MCIP RPP**

Manager, Policy + Development  
**FOTENN Consultants Inc.**

CC - King's Town Development Corporation



Members of the Planning Committee  
City of Kingston  
216 Ontario Street  
Kingston, ON  
K2L 2Z3

November 4, 2015

This letter was prepared on behalf and in consultation with members of the Kingston Home Builders Association (KHBA) and relates to the proposed Official Plan update.

The KHBA has been actively engaged with City staff regarding our concerns. A majority of the concerns previously noted have been addressed and/or clarified.

Referring to section 4.6.22. of the 2<sup>nd</sup> Draft Kingston Official Plan dated October 5, 2015 the following excerpt raises our main outstanding concern:

*"4.6.22. A 20 metre road allowance is needed for emergency vehicle access, snow storage, boulevard, parking, walking and cycling. Therefore, it is the policy to recommend that a 20 metre road allowance width will become the standard for new roads. Only if there are justified circumstances requiring a reduced road allowance will a lesser width be approved by Council in new subdivisions."*

18 metre road allowances are common in the City of Kingston and throughout the province as a minimum standard road allowance on a minor local road. The current Subdivision Development Guidelines & Technical Standards for the City of Kingston include 18 metre road allowance cross-sections that can accommodate emergency vehicle access, snow storage, boulevards, parking, walking and cycling.

Council has been continually talking about increasing density, sustainability and affordability and City policies continue to counter these strategic directions on a number of fronts. Smaller road allowances increase the site density and reduce the developer's expenses allowing the savings to be passed on to the purchasers making residential dwellings more affordable. Future capital costs are reduced to reconstruct the road allowance and this coupled with higher densities creates more sustainable developments.

Specific references to fixed numbers is prescriptive and does not allow for innovation or flexibility in site design. This limits the products developers can offer and strategic initiatives that can be incorporate into the site designs.



November 5, 2015

Rachel Quittkat  
[rquittkat@cityofkingston.ca](mailto:rquittkat@cityofkingston.ca)

Hello Rachel:

I am writing on behalf of the Kingston Coalition for Active Transportation about the second draft of the Official Plan.

We appreciate the many and varied opportunities for people to provide input into the Plan and for tracking changes on the second draft.

The Kingston Coalition for Active Transportation would also like to commend you on the second draft of the Official Plan, particularly on its primary objective, and on goals and policies that reduce automobile trips; promote walking, cycling, and transit; increase accessibility to the waterfront; and in other ways enhance quality of life for Kingston residents.

Although there are many principles and strategies included in the current drafts of the OP and KTMP that are known to reduce automobile use and increase walking, cycling, and transit we would like to draw attention to the following measures:

## **General Recommendations**

### **1. Transit**

- i. Increase the target To 11%
- ii. Promote public transit as the ideal mode of travel for commuters who live greater than 5 kilometers from downtown.
- iii. Work with employers to restrict parking, increase parking rates, and increase uptake of Transpass
- iv. Provide a transit priority lane on multi-lane arterial roads at peak travel times.
- v. Foster multi-modal travel (more park and rides at crucial locations, secure and sheltered bike parking at transit hubs, maintenance year round at bus stops, sheltered bus stops)
- vi. Continue to enhance the convenience, efficiency, and affordability of transit.

### **2. Parking**

The City has been successful in enhancing cycling and walking by installing bike lanes (and removing parking) on sections of Princess, Brock, and Johnson streets, and implementing permit parking.

More can be done about parking to increase use of transit, walking, and cycling, and reduce the use of single occupancy vehicles, namely increasing the cost and decreasing the availability of parking. This is of particular importance among commuters.

Zoning bylaws do not need to include parking for every development. People who do not own a car need not pay for parking. Secure, sheltered bike parking is recommended wherever people may cycle, and particularly at high profile destinations, such as City Hall, Lake Ontario Park, Queen's University, St. Lawrence College, KGH, Kingston Centre, Cataraqui Centre, etc.

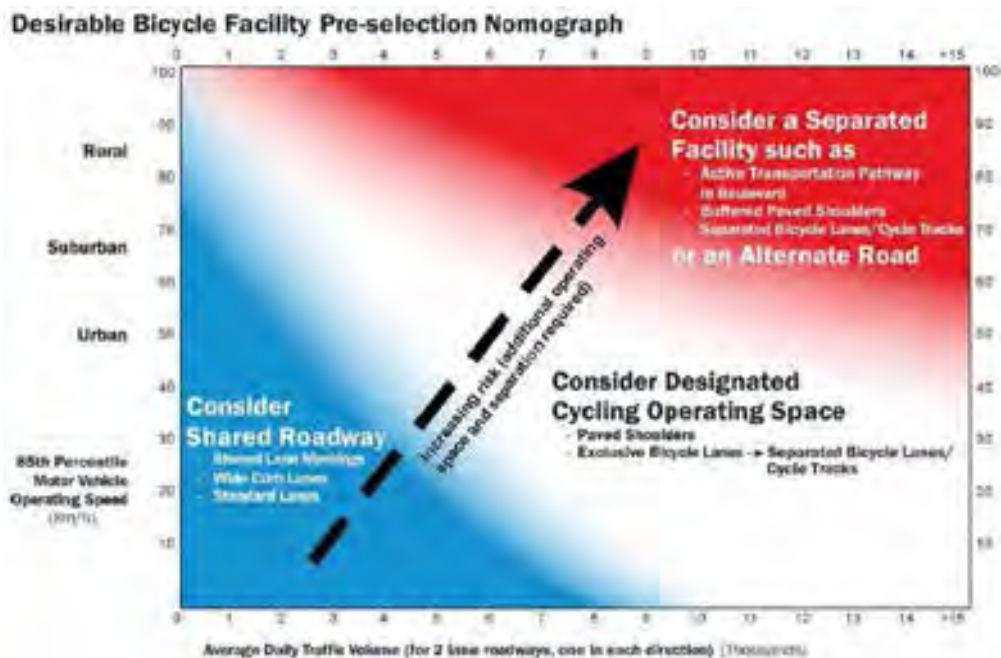
Introduce paid parking systems into municipal parks, especially City Park, given its downtown location, and Lake Ontario Park since it will experience parking pressure with the new hospital.

Introduce a nominal parking fee at Park-and-Ride facilities that are being used to support Kingston Transit Express routes. This will discourage people from driving short distances to a nearby parking lot to take transit (e.g., Reddendale residents parking at Centre 70).

### **3. Cycling**

*It is well established that, to promote increased ridership and safety for cyclists, increased separation between automobiles and bicycles is essential on roads with high traffic speeds and traffic volumes. This enables current cyclists and new cyclists to choose cycling as a preferred mode of transportation. Recognizing that not all roads have the same traffic concerns or contexts, we recommend using the following criteria for determining which type of cycling infrastructure is required:*

- i. Install physically separated cycling lanes on arterial roads (e.g. Princess Street Corridor between Bath/Concession and Midland) throughout the city. This includes retrofitting existing bike lanes where physical separation is not currently present. Not only will this make cycling a safer activity and increase ridership, physically separated cycling lanes on all arterials would dramatically improve the overall cycling network, given the prevalence of arterials throughout Kingston.
- ii. Install buffered bike lanes on collector roads. This includes retrofitting existing bike lanes.
- iii. Designate at least one local road in each neighbourhood as a bike boulevard to promote increased ridership among local residents, and offer a safe journey out to collectors and arterials.
- iv. Install bike boxes at busy intersections (particularly where two arterial routes intersect) to promote safety for cyclists.



Ontario Traffic Manual: Book 18: Cycling Facilities, 2013 (p. 30)

#### 4. Roads

- i. Discontinue plans for the Wellington Street Extension (*more roads result in more automobiles, not people*).
- ii. Incorporate evidence-based pedestrian and cycling facilities on all new and reconstructed roads. *Sources include: Bicyclists Injuries and the Cycling Environment research (UBC) and OTM Book 18: Cycling Facilities, December 2013.*
- iii. Reduce minimum road width requirement of 20 metres for new roads. (*Wider roads promote faster speeds; parking availability promotes automobile use and deters active and sustainable modes of transportation; sections of Princess Street in Williamsville are less than 18 metres wide; increasingly cities are choosing to construct narrower roads for environmental, economic, social, and health reasons.*)
- iv. Adopt Complete Streets principles when designing new roads, and when improving and retrofitting existing roads.

#### Specific recommendations

We are including specific recommendations as well as general recommendations above. Many themes should be carried through the second draft of the Official Plan as they are relevant for multiple sections.

We would be pleased to discuss the Official Plan with you, and we look forward to contributing to the Active Transportation Master Plan and other plans that support the direction of the Kingston Transportation Master Plan.

Thank you.

Sincerely,

Kristin Cote  
Kingston Coalition for Active Transportation



	<b>Draft 2</b>	<b>Recommend</b>
1.4 Definitions		<p>Add Active Transportation: Any mode of self-propelled travel for the purpose of getting from one place to another. In the context of the Official Plan, it is understood to be primarily walking and cycling.</p> <p>Add Complete Street: A street that is designed for all road users – pedestrians, cyclists, and motorists.</p> <p>Add AT pathway: A pathway for active transportation including walking and cycling (yield to pedestrians).</p>
2.1 'Goal'	'... that limits the need for undue extension of infrastructure or reliance on the private automobile...'	'... that limits the need for undue extension of infrastructure, <i>use of single occupancy vehicles</i> , and reliance on the private automobile.'
2.1.2 Policies: General	'land use patterns that foster transit and pedestrian activity'	Add ' <i>cycling</i> '
2.1.2.i Change to: "parks that are planned to be accessible by urban residents within a ten minute walk and without having to cross an arterial road;"		
2.1.3 Change to: "The City"s sustainability program encourages large-scale developments to establish mixed land use development areas that provide for employment, education, personal service and essential retail land uses to be located in close proximity to residential land uses, subject to compatibility."		
2.1.6 Secondary Plans & Evaluation Reports	<p>a. 'encouragement of transit-supportive densities... mix of uses that foster pedestrian activity'</p> <p>c. 'the design and construction of pedestrian pathways...'</p>	<p>a. Add '<i>cycling</i>'</p> <p>c. Change 'pedestrian pathways' to '<i>AT pathways</i>'</p>
2.1.7 Development Review	b. 'Design landscaping and streetscaping requirements that promote protection from undesirable sun, wind, or other conditions'	Consider transit shelters too (e.g. opening with respect to prevailing winds especially in cold, wet conditions)

	Draft 2	Recommend
2.1.7 Insert: “g. Design that limits automobile dependency and constrains automobile use.”		
2.1.2. b) Change to: “land use patterns that foster movement by walking, bicycling, and public transit, rather than by private automobile;”		
2.2.5 Housing Districts	‘... Council promotes higher levels of density along major transit routes and in proximity to Centres...’	Add: Transportation options within Housing Districts and from these Districts to common destinations will include pedestrian facilities and evidence-based cycling facilities (e.g. increased separation with increased speed and volume)
2.2.6. “A mixed land use area is a form of development that is encouraged in order to locate employment, education, personal service land uses and essential retail as close to residential land uses as possible, subject to compatibility.”		
2.2.9: Primary Centre	‘Increased public access to the water, pedestrian activity and tourism will be promoted within this Centre’	Add ‘ <i>cycling</i> ’ (A cycle-friendly Central business District would enhance local business and tourism.)
2.2.10: Corridor	‘The Princess Street Corridor... development area... mixed use buildings... residential, employment and retail uses... priority transit route...intensification... higher... densities’	Physically separated cycling facilities are warranted here due to: high volumes and speed of automobile traffic; and proximity between high density building residences and common destinations.
2.3 Principles of Growth	‘... Greater intensification will be directed to mixed land use development areas and mixed use building in the transit supportive Centres and the Princess Street Corridor... support the use of public transit, reduce air and other forms of pollution, and thus foster sustainable growth in the City.’	As above, i.e. Physically separated cycling facilities are warranted along the Princess Street Corridor. Other evidence-based cycling facilities will support the use of cycling and foster sustainability in other areas.

	<b>Draft 2</b>	<b>Recommend</b>
2.3.3: Centres and Corridors	'... thereby providing support for transit, infrastructure, and increased levels of economic activity in a pedestrian-oriented setting.'	Add 'cycling', i.e. '... thereby providing support for transit, cycling...'
2.3.9. "In order to implement the Strategic Direction of the Kingston Transportation Master Plan, the City will promote a complete streets philosophy and place greater priority on creating supportive conditions for pedestrians, cyclists and transit users, than for automobile users. The City will also prioritize accessibility for all residents and visitors."		
2.3.14: Shoreline Protection	'Shorelines... are a valued... recreational resource to be protected, and acquired, where feasible, to form a linked, public open space system.'	Change to: 'Shorelines... are a valued... environmental resource to be protected...public open space system for recreation and commuting.'
2.4.1 Insert: "e. Reduce reliance on private automobiles."		
2.4.4: Minimum Residential Density	b: 'for large scale developments... in order to be transit supportive' c. 'for mixed use building developments in the Princess Street Corridor and Centres... in order to be pedestrian and transit supportive'	b. Add 'cycling' c. Add 'cycling'
2.5.10 In order to foster sustainability within the City and reduce reliance on the automobile, the City will make efficient use of the existing infrastructure and provide facilities and services that are essential to ensuring that walking, cycling and transit are safe, pleasant, and the preferred modes of travel in Kingston. Priority will be placed on these sustainable modes of travel before providing new road infrastructure. To achieve this, the City will apply complete streets principles to maximize existing road capacity and improve environmental conditions for non-automobile-based travel.		
2.5.11 The use of transit will be supported and encouraged through the development of mixed-use areas and mixed-use buildings, the development of Corridors and more intense mixed-use Centres, and through the increase of densities within newer areas, compatible uses and infill with complementary uses, appropriate redevelopment of underutilized and brownfield sites, and the designation of transit only travel lanes for express bus routes during peak travel hours along arterial and collectors.		

	<b>Draft 2</b>	<b>Recommend</b>
2.9.3: Tourism	b: 'improving... bicycle parking and transit', and d: '... continued acquisition and development of waterfront pathways and regional trail linkages, recreation... opportunities...'	b. and d: A note: these will benefit Kingston residents as well as tourists.
2.9.3.g. enhancing gateways into the City and into the Central Business District through visual upgrading of highway interchange areas (subject to Ministry of Transportation review and approval), controlled signage (including wayfinding signs), streetscape improvements, and, through the application of complete streets principles, ensuring these gateways showcase the City's commitment to all residents and visitors;		

Section 3 re location of elementary schools (p.82)	Preferred locations for elementary schools are in proximity to the centre of the community and district or neighbourhood parks, and/or are co-located with other compatible community facilities.	Add: Locations are accessed by safe walking and cycling facilities, and are within walking and cycling distances and along transit routes.
Section 3 re location of secondary schools (p.82)	Preferred locations for secondary schools are along transit routes, in proximity to goods and services, and/or are co-located with other compatible community facilities.	Add: Locations are accessed by safe walking and cycling facilities and are within walking and cycling distances.
3.3.3 Zoning (p.84)	The zoning by-law will establish standards for low, medium and high density areas, as well as standards for such matters as private open space, massing, height, setbacks, yards, <i>accessory uses</i> , and parking.	Add: 'parking <i>for automobiles and bicycles</i> '. See also General comments about parking.
3.3.B.2.d Medium density zoning... (p. 93)	'...adequate on-site parking for each <i>residential unit</i> and for visitors, either in surface parking areas, individual driveways and garages, or in above or below grade parking structures, as the City deems appropriate'	Add: '... parking for automobiles and bicycles...' See also General comments about parking.
3.3.C.4. High density residential land uses (p. 103)	'...the provision of adequate on-site parking for each <i>residential unit</i> and for visitors, primarily using above or below grade parking structures as the City deems appropriate...'	Add: '... parking for automobiles and bicycles...' See also General comments about parking.
3.4.1 (p. 103)	Within the Princess Street Corridor and Centres shown on Schedule 2, the Commercial land use designation is intended to foster residential <i>intensification</i> , a pedestrian-focused mix of land uses, and support for transit, in order to encourage more sustainable <i>development</i> .	Add: '... and support for <i>cycling and transit</i> ..
3.4: Commercial Uses 3.4.12 (p. 106) Transportation Study	The transportation study must demonstrate to the satisfaction of the City: <b>a.</b> that transit and pedestrian access and movement are integrated and encouraged on the site; <b>b.</b> that vehicular access, parking, loading and circulation are managed on site; <b>c.</b> how pedestrian and vehicular access and movement are coordinated with nearby sites or integrated with adjacent sites;	<b>a.</b> Change to: 'that transit, pedestrian, <i>and cycling</i> access' <b>b.</b> Change to: 'that vehicular <i>and bicycle</i> access, <i>parking for automobiles and bicycles</i> , loading... <b>c.</b> Change to: 'how pedestrian, <i>bicycle</i> , and vehicular access...'

	f. what road widening or operational improvements are needed to accommodate the proposal.	f. Change to: 'what <i>transportation options there are</i> to accommodate the proposal'
Range of Uses 3.4.A.3.	A broad range of commercial uses is permitted and encouraged in the Central Business District, provided that the built form is sensitive to the historic building fabric, scale, pedestrian amenity linkages with the lake, and the protected view corridors.	Change to: '...pedestrian <i>and cycling</i> amenity linkages...'
Cataraqui Centre 3.4.B.4.	'... mall, adjacent to high density residential, employment and retail land uses. In this location, the Regional Commercial land use designation is intended to foster <i>intensification</i> with a pedestrian-focused mix of major office and higher density residential land uses, which will support transit and assist in achieving higher density targets.	Add: ' Physically separated cycling lanes here will connect residents to major employers and amenities.
Regional Commercial Sites Outside of Centres on Schedule 2 3.4.B.8.	'...higher density residential uses, either alone or in combination with commercial uses, may be considered, provided that adequate residential <i>amenity areas</i> can be demonstrated, including pedestrian linkages to adjoining residential neighbourhoods.'	Change to: 'pedestrian <i>and cycling</i> ...'
3.4.C Main Street Commercial 3.4.C.7 Parking	All new <i>development, redevelopment</i> or conversions will be required to provide parking	Change to: 'parking for automobiles and bicycles...'. See also General Comments about parking.
Williamsville Main Street 3.4.C.8.	'... It is intended to be a focus of <i>development</i> in a pedestrian-oriented form that will provide support for the Princess Street transit corridor and more sustainable means of growth.'	'... in a pedestrian- <i>and cycling</i> -oriented form'
Urban Design Study 3.4.C.9. (p. 115)	New <i>development and redevelopment</i> within the Williamsville Main Street shall be consistent with the Williamsville Main Street Study (2012)...	'...Main Street Study (2012)... area <i>and Williamsville Main Street Study Review of Cycling Lanes (2013)</i> ...'

	<p><b>c.</b> Vehicular access which: - minimizes disruption to pedestrian movement along Princess Street...</p>	<p>c. '... minimizes... pedestrian <i>and cycling</i>...'</p>
<p>District Commercial: Zoning 3.4.D.6.</p>	<p>The implementing zoning by-law will limit the size of a District Commercial <i>development</i>... sufficient parking will be required.</p>	<p>Add bike parking. See also General Comments about parking.</p>
<p>Residential Development 3.4.D.7.</p>	<p>Within a District Commercial designation, medium and higher density residential uses... Such residential uses will be permitted, provided that... the site can be provided with pedestrian linkages to the adjoining residential neighbourhood.</p>	<p>'... pedestrian <i>and cycling</i> linkages...'</p>
<p>3.4.9 Kingston Centre Block</p>	<p><i>Development</i>... will only be considered in the context of: <b>a.</b> a plan for the entire site that addresses access, pedestrian and vehicular circulation, underground or structured parking, landscaping, and improvements to the streetscape that will enhance pedestrian activity... <i>sustainability</i> of the site; <b>b.</b> a traffic impact analysis required to address the access points, turning motions, capacities and intersections of the streets abutting the block...</p>	<p>'... pedestrian, <i>cycling, and motorized</i> vehicular circulation, underground or structured parking <i>and secure, sheltered bike parking</i>... enhance pedestrian <i>and cycling</i> activity...  Include pedestrians, cyclists, transit, taxis and other automobiles.</p>
<p>3.4.E.4</p>	<p>'... that the site can be provided with pedestrian linkages to the adjoining residential neighbourhood.</p>	<p>'... pedestrian / <i>cycling</i> linkages (or AT pathway)</p>
<p>Princess St Corridor 3.4.E.5</p>	<p>'... between Sir John A. Macdonald Boulevard and Midland Avenue...' Enhanced transit is intended to provide opportunities for more intensive <i>development</i> and a broader range of uses.</p>	<p>Physically separated bike lanes are recommended along this stretch of road.</p>
<p>Transportation Demand Management 3.4.E.6</p>	<p>Methods of <i>transportation demand management</i> along the Princess Street Corridor may be instituted to encourage greater transit ridership.</p>	<p>Change 'may' to 'will'</p>

## OP Input Section 4

### 4.6 Transportation

The transportation system consists of many modes of travel (including pedestrian modes, cycling, buses, rail, air, ferry, cars and trucks) and provides for the safe, efficient, and convenient movement of people and goods throughout the City, and between the City and more distant destinations. The City is committed to promoting transportation alternatives to the automobile that increase efficiency of travel, reduce energy consumption and pollution and enhance the sustainability of the City. A strong relationship exists between the transportation system and the various forms of development within the community. In order to accommodate future development in accordance with this Plan, future road widenings as set out in Table 1 will be protected, existing infrastructure will be improved, and non-motorized travel (i.e., walking and cycling) will be supported. Active transportation will be prioritized for all residents, young and old.

#### Sidewalks Required

4.6.4. On new roads and on reconstructed roads, sidewalks are to be provided where feasible on both sides of urban arterial and collector roads running adjacent to developed lands and on local streets near schools, bus stops, and land uses that are major pedestrian trip generators. On new or reconstructed local roads, sidewalks must be installed on at least one side of the road. For all newly installed sidewalks, driveway ramps will be placed on the road surface, or if available in the buffer between the sidewalk and road, to maintain an even flat surface for pedestrians and to minimize injury. Sidewalk safety barriers on structures such as bridges are recommended.

#### Supports for Cycling

4.6.12. The City supports the integration of cycling and transit with the Rack“n”Roll program (which transports bicycles on buses), including the provision of adequate and secure bicycle parking at main commercial, employment and institutional developments. Additional supports for cycling will include installation of cyclist-activated traffic signals along major cycling routes, where applicable.

#### Arterial Roads

4.6.30. The City will protect the carrying capacity of arterial roads by:  
Add: i. installing physically separated bicycle lanes to keep slower moving bicycles out of travel lanes, and to minimize conflicts between cyclists and motorists.



**From:** Celeste Booth <ce [REDACTED]>  
**Sent:** Thursday, November 05, 2015 2:57 PM  
**To:** opzb\_update  
**Subject:** Comments for Official Plan Review

## 1. Minimum forest cover target -

I'm happy that this was kept in the new OP (section 2.8.2).

## 2. Significant woodlands -

### *Existing Definition:*

*Significant Woodlands Woodlands, as determined through the Central Cataraqui Region Natural Heritage Study (2006) or a site specific environmental impact assessment that meets one or more of the following criteria:*

- a. the woodland contains forest patches over 100 years and older (age);*
- b. the patch size of the woodland is 40 hectares or larger (size);*
- c. the woodland has an interior core area of 4 hectares or larger, measured 100 metres from the edge (interior habitat);*
- d. the woodland is within 30 metres of a waterbody (riparian); and,*
- e. the woodland is within 120 metres of other significant features (connectivity).*

### *Proposed New Definition:*

*'Significant'.... in regard to woodlands, an area identified by the Central Cataraqui Region Natural Heritage Study in (2006) or identified using criteria established by the Ontario Ministry of Natural Resources and Forestry which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past forest management*

Our significant woodland mapping was based on the existing definition (criteria from the Central Cataraqui Region Natural Heritage Study in 2006). I would prefer to see the detailed criteria from the NHS included in the OP definition as it is in the current definition. The proposed new definition refers to the areas established by the NHS (not the criteria). OP Section 6.1.12 states that boundaries of natural heritage features must be confirmed during the consideration of a development application. As such the areas will not be protected based on NHS mapping alone and it is important to evaluate it against the original criteria that was used to map it and it should be protected from development if it meets either NHS criteria or OMNRF criteria. I would prefer that the old and new definitions be combined as follows:

*"Significant Woodlands Woodlands, as determined through the Central Cataraqui Region Natural Heritage Study (2006) or a site specific environmental impact assessment that meets one or more of the following criteria:*

- a. the woodland contains forest patches over 100 years and older (age);
- b. the patch size of the woodland is 40 hectares or larger (size);
- c. the woodland has an interior core area of 4 hectares or larger, measured 100 metres from the edge (interior habitat);
- d. the woodland is within 30 metres of a waterbody (riparian); and,
- e. the woodland is within 120 metres of other significant features (connectivity),

***or identified using criteria established by the Ontario Ministry of Natural Resources and Forestry which is ecologically important in terms of features such as species composition, age of trees and stand history; functionally important due to its contribution to the broader landscape because of its location, size or due to the amount of forest cover in the planning area; or economically important due to site quality, species composition, or past forest management "***

### **3. Contributory Woodlands -**

*Proposed New Definition:*

*Woodlands (Contributory): Woodlands that do not meet the criteria for significant woodlands as established by the Ontario Ministry of Natural Resources and Forestry.*

I would prefer that the definition read "**All** woodlands that do not meet the criteria for significant woodlands as established by the Ontario Ministry of Natural Resources and Forestry **and established by the Central Cataraqui Region Natural Heritage Study in (2006).**

**Thank you for considering my input.**

**Sincerely,**

**Celeste Booth**

## Blumenberg, Catalina

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**From:** Steve Fraser <[REDACTED]@ca>  
**Sent:** Thursday, November 05, 2015 3:21 PM  
**To:** opzb\_update  
**Subject:** Secondary Suites

To Those Concerned:

We wish to make known that we support the comments and documents submitted to you by Ian and Mary Anne Kerford and Deborah and Paul Rose concerning the Secondary Suite Bylaw currently existing in the City of Kingston.

We support the use of Secondary Suites in Owner Occupied housing in this city as a means to increase affordable housing.

We do not support the use of Secondary Suites as a way for absentee landlords to build duplex housing in R1 zoned communities.

Respectfully submitted,

Steven Fraser,  
[REDACTED]

Hi,

My comments and suggestions on the City of Kingston Official Plan update are as follows:

### **1. Wellington St. Extension**

The public should have been made aware that City Council had decided to review alternatives to the proposed Wellington St. Extension. Since this did not occur most citizens will be less than informed about this important issue when making comments.

It seems clear that the proposed Wellington St. Extension is not needed. We need to pay a lot more attention to policies enunciated in the Official Plan and the Provincial Policy Statement such as making full use of existing infrastructure before approving new projects. Manipulating the use of streets such as Rideau St. so that their capacity can be ignored in justifying projects is unacceptable. We also need to implement more transportation demand policies to encourage increases in active transportation modalities (walking, cycling, transit). Reducing the public transit percent of commuter traffic from 11% to 9% doesn't make sense. Instead we should be increasing the percent - why not 25% or more over the next decade?

Given the increasing threat of global warming (through inaction), the need to greatly reduce the use of fossil fuel use in transportation (and other sectors), the fact that the use of fossil fuels in transportation in Kingston and area is one of the highest such uses in Canada, and Kingston's stated plan to become the most sustainable city in Canada, Kingston should be doing all it can now to prepare for and implement a sustainable future for Kingston and its inhabitants. To do otherwise and to not embrace the future will result in increased costs, increased taxes, a lesser quality of life, and a diminished economic future, or some combination of these.

The \$35+ cost of Wellington St. Extension could well be used for other projects of real necessity; e.g., repair/reconstruct existing roads, public transit improvements, reducing future tax increases, etc.

Priority should be given to enhancing Kingston's downtown waterfront to improve the quality of life for citizens that visit or live downtown as well as tourists. Constructing an unnecessary road through Doug Fluhrer Park will negatively impact the waterfront park potential of this area, one of the few remaining downtown areas with great potential.

### **2. Separated (protected) Bicycle Lanes**

We need a planned network of separated (protected) bicycle lanes in Kingston identified in Kingston's Official Plan and detailed in the Transportation Master Plan. In my opinion priority should be given to an east-west separated bike lane on Bath Road from the western boundary to downtown and a north-south separated bike lane from the north end (401 area) to downtown.

My vision also includes a separated bike lane for the K. & P. Trail from downtown to Kingston's northern boundary. Why this didn't happen long before now is a mystery to me.

### **3. General**

My observation is that Kingston's Official Plan is too flexible as it appears to enunciate a good vision and then

embrace projects that contravene the vision. If that is the case then is it not pointless for the public to spend time making comments?

Respectfully submitted,

Graham Lodge

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**From:** Sayyida Jaffer <[REDACTED]>  
**Sent:** Thursday, November 05, 2015 2:21 PM  
**To:** opzb\_update  
**Subject:** Comments regarding the City of Kingston Official Plan Update – Draft #2

**Comments regarding the City of Kingston Official Plan Update – Draft #2**

Thank you for the opportunity to comment on the second draft of the City of Kingston's Official Plan update. There are several areas that I would like to discuss.

1. In section 2.8.3 the current draft states: “The City seeks to protect the shoreline ecology by way of a natural area *buffer* of 30 metres or a “ribbon of life” adjacent to the water; however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.”

I understand from speaking with Planning staff that the intent of this wording is to enable built structures that pre-date this policy (introduced in 2010) that are already within the 30 m ribbon of life/setback/buffer to be able to repair or add on to their building and not towards the shoreline. If this is the intention, it would be helpful to **wordsmith this section to better reflect that intent**. I currently interpret this section as saying, any kind of development is possible along the waterfront. Given how little truly public waterfront we have left in Kingston, this would create irreversible harm.

2. I appreciate the addition of section of 4.6.35.1 that acknowledges that the Wellington St Extension (WSE) is being “examined” through a secondary plan process. While this is an accurate statement, it would be helpful to refine this statement in order to **explain why the WSE is being examined** or perhaps a better word would be reconsidered or reexamined.

We know that the WSE is being reexamined because according to the Kingston Transportation Master Plan update there is “...concern with the impacts of the proposed WSE on the surrounding natural, social, cultural and economic environment, and the desire to develop a long-term vision of the Inner Harbour and Old Industrial Areas that promotes a sustainable, healthy, vibrant and liveable community.” Or, in other words, there has been significant opposition to the proposed WSE for various reasons including and not limited to how a high speed arterial road will impair public access to the waterfront, turn a currently quiet, peaceful, safe and biodiverse waterfront park into a place that is likely to be noisy, and not safe for children or the animals that are currently present. And that constructing high speed arterial

roads along a waterfront is an outdated planning concept, which many cities are undoing in the spirit of and commitment to increasing public access to waterfront.

**I ask that this section reflect why the public want this proposed road revisited, to provide a transparent record.**

3. In 4.6.52 the draft plan states: "...permit shared or reduced parking for uses with *compatible* operating characteristics or when a developer supports *transportation demand management* through measures such as dedicating space for car shares, integrating transit, and providing additional bicycle parking, provided that..." As a cyclist, one the challenges I face is appropriate and secure places to lock up my bike. **It would be helpful if the bicycle parking provided is secure** and that that be a requirement in order to increase the likelihood of it being used.
4. In 9.11.2 this draft adds: "If *development* is being proposed that this not in accordance with the phasing strategy for an area, then..." in reference to possibly requiring a cost benefit analysis be prepared with an application for development. This insertion appears to limit when a cost benefit analysis would be required. This language causes me to ponder, **why isn't a cost benefit analysis conducted for all development projects?** Is it not possible that a development project could be in accordance with the phasing strategy, however, might cost the city more than the project generates in revenue or other material benefit for the city?

Thank you for engaging with my comments.

Sincerely,

Sayyida Jaffer



Kingston

**Comments on the Draft 2, Official Plan  
Submitted by Vicki Schmolka**

I support improvements that have been made to the Official Plan and to the draft plan since the July version, including recognition of the value of trees to our local environment, more specific protection for species at risk, and a possibility of evaluating unevaluated wetlands.

I have some remaining concerns, which I have listed here. It may be that I missed some other matters so the following should not be considered complete, only what I noticed at this time.

There are some significant changes from the July Official Plan in this October draft. I believe the technical review by other agencies, e.g. CRCA, MNRF, Parks Canada, was on the draft 1 Plan.

1. Should these October revisions be submitted to these agencies to ensure that they are aware of and able to comment on these altered provisions?

Section from the October draft Official	My comments and questions
<p><b>Section 1 Definition Buffer</b> In regard to <i>natural heritage features and areas</i>, refers to lands within <i>adjacent lands</i> where <b>an approved environmental impact assessment</b> has determined that <i>development or site alteration</i> should be limited or prohibited in order to protect the <i>natural heritage feature or area</i> or its <i>ecological function</i> from <i>negative impacts</i>.</p>	<p>It seems that there is some confusion in the OP in the terminology: “buffer”, “ribbon of life”, “setback”, and “adjacent lands”.</p> <ol style="list-style-type: none"> <li>2. Is an “approved environmental impact assessment” always necessary within the 30 m ribbon of life? Or is that 30 m area not to be disturbed without very good and explicit reasons? See, for example, 3.9.2.</li> </ol>
<p><b>Section 1 Definition Habitat of <i>Endangered Species</i> and <i>Threatened Species</i></b></p>	<p>This definition does not mention the federal Species at Risk Act (SARA) which is referenced in other sections of the Official Plan.</p> <ol style="list-style-type: none"> <li>3. Would it be better to include SARA in the definition section?</li> </ol>
<p><b>2.3</b> In total, approximately 9,130 new housing units <b>will be needed</b> in the City by 2036.</p>	<p>The number of housing units is not a certainty.</p> <ol style="list-style-type: none"> <li>4. Wouldn't it be more accurate for this sentence to read: “In total, approximately 9,130 new housing units <b>are estimated to</b> be needed in the City by 2036?”</li> </ol>
<p><b>2.3.5.2.</b> Development of a Secondary Plan for the</p>	<p>The Collins Bay property also has EPA areas and</p>



<p>Collins Bay Institution lands will include an Agricultural Soils Assessment / Impact Analysis on Agricultural Lands or Operations.</p>	<p>floodplain issues, and is considered to be prime agricultural land.</p> <p>5. Shouldn't the Secondary Plan also include updated mapping to identify the prime agricultural land (as defined in Section 1, OP) and to identify the margins of the flood plain and EPA areas?</p>
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<p><b>2.8.3.</b> The City recognizes its waterfront areas along Lake Ontario, the St. Lawrence River, the Great Cataraqui River and the Rideau Canal as important public resources and will acquire waterfront lands wherever and whenever it is feasible. The City seeks to protect the shoreline ecology by way of a natural area setback <i>buffer</i> of 30 metres or a "ribbon of life" adjacent to the water; <b>however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.</b> (emphasis added)</p>	<p>6. What is the date on which a lot of record has to be on the books to be covered by this section? I would suggest that it be no later than January 10, 2010 when the current Official Plan with the "ribbon of life" provisions were in place.</p> <p>7. In what circumstances would it be acceptable for an existing development to expand into the "ribbon of life?" Shouldn't this section be more specific? It makes sense to allow existing buildings that are within the ribbon of life to be repaired or improved on that footprint. It undermines the ribbon of life policy to allow expansion into this buffer area which is in place to preserve water sources and natural heritage elements.</p> <p>8. How do sections 3.10.A.8 and 6.1.32, in particular, interact with this section?</p>
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<p><b>3.4.C.7.</b> All new <i>development, redevelopment</i> or conversions will be required to provide parking in accordance with the zoning by-law and will be encouraged to locate parking underground or in structures. If it is not possible to locate sufficient parking on site, residential parking may be provided off-site, at a distance stipulated in the zoning by-law, through long-term agreements registered on title to both properties. In limited circumstances, cash-in lieu of parking may be accepted by Council in accordance with Section 9.5.11 of this Plan, <b>where it is not feasible to provide on-site parking.</b></p>	<p>9. Shouldn't this provision end "... where it is not feasible to provide <b>the required number of parking spaces on site or at an acceptable off-site location?</b></p> <p>Without this clarification, it would seem that a development that provides some required on-site spaces would not be eligible to make a cash payment.</p> <p>I support the idea behind this provision and suggest that the cash option be available, with Council approval, in all circumstances where the development, redevelopment or conversion is not providing the required parking.</p>
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<p><b>3.8.14.</b> In assessing parkland dedication for a <i>development</i> proposal only lands which are suitable for <i>recreation</i> will be accepted for the purposes of fulfilling the parkland dedication requirement. <b>Conditions including but not limited to the following, may be deemed by the City to be unsuitable for recreation:</b></p> <ul style="list-style-type: none"> <li>a. Environmental Protection Areas, Natural Hazard Lands, <i>buffers</i>, and <i>significant environmental features and areas</i>;</li> <li>c. lands containing topographic features such as wetlands or escarpments; an</li> </ul>	<p>In my view, EPA areas, Natural Hazard Lands, buffers, significant environmental features and areas, wetlands, and escarpments should never be accepted by the city as part of a parkland dedication. Even if the land has a suitable recreational purpose, e.g. a trail, these lands have no development value. (i.e. they cannot be built on) While it may be desirable for the city to acquire this land, it should not be at the cost of reducing the amount of appropriate parkland space provided as a parkland dedication, or cash-in-lieu.</p> <p>10. In what circumstances would it make sense for the city to reduce the parkland dedication or cash it would receive from a developer by taking land that has no development value?</p> <p>11. Shouldn't this read: "Conditions including but not limited to the following, <b>are</b> deemed by the City to be unsuitable for use <b>as part of a parkland dedication</b>:"</p>
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<p><b>3.8.2.</b> Uses permitted in an Open Space designation vary and will be further defined in the zoning by-law. Private and semi-private open space areas, including golf courses, marinas, and cemeteries are also considered as open space uses within the <i>Urban Boundary</i>. Buildings or structures are generally to be minimized, and may be prohibited in the implementing zoning by-law. One or more of the following uses may be permitted:</p> <p><b>f. adaptive re-use of built heritage resources.</b></p>	<p>12. Is this intended to refer only to built heritage resources that are already located within the open space area? If yes, it should say so explicitly. If no, then I do not agree that this should be allowed without a public process through an OP amendment.</p> <p>Wording suggestion: f. adaptive re-use of built heritage resources <b>in their place on the site</b></p>
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<p><b>3.9.2.</b> Maintaining or adding natural vegetation along lakes, rivers and streams helps to protect water quality, minimize soil erosion, provide <i>fish habitat</i> and wildlife habitat and contribute to the aesthetic of the City. Natural shorelines are often referred to as a "Ribbon of Life" along the water. Public and private agencies, as well as residents, are encouraged to protect the "Ribbon of Life" along waterbodies and watercourses. New</p>	<p>See comments on section 2.8.3.</p> <p>13. What is the date on which a lot of record has to be on the books to be covered by this section?</p> <p>14. In what circumstances would it be acceptable for an existing development to expand into the "ribbon of life?" Shouldn't this section be</p>
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<p><i>development</i> must be set back a minimum of 30 meters from all waterbodies and watercourses; however, this policy is not intended to prevent any development on existing lots of record that can be legally developed, nor is it intended to prevent any existing development from legally expanding or improving.</p> <p>In some cases a greater setback may be required to address water quality, natural hazards or natural heritage requirements. ...</p>	<p>more specific?</p> <p>I believe the sentence “In some cases a greater setback [than the 30 m] may be required to address water quality, natural hazards or natural heritage requirements” is incorrect and contradicts other sections of the OP. “Adjacent lands” as described in the Natural Heritage Reference Manual and the OP (6.1.9) are often 120 m and have restrictions on them. The sentence fails to recognize these provisions.</p> <p>15. What is the intent of this sentence and how can it be written to reflect OP policies?</p>
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<p><b>4.6.52.</b> The City will generally require off-street parking to be provided on-site in accordance with the zoning by-law. However, in certain circumstances, the City may:</p> <ul style="list-style-type: none"> <li><b>a.</b> pass a “Cash-in-Lieu” By-law pursuant to the <i>Planning Act</i> and in accordance with Section 9.5.11 of this Plan;</li> <li><b>b.</b> provide alternative parking in accordance with the policies of the Central Business District or Main Street Commercial areas;</li> <li><b>c.</b> establish areas of differentiated parking policies and regulations based on land use characteristics and user requirements; and,</li> <li><b>d.</b> permit shared or reduced parking for uses with <i>compatible</i> operating characteristics or when a developer supports <i>transportation demand management</i> through measures such as dedicating space for car shares, integrating transit, and providing additional bicycle parking, provided that: <ul style="list-style-type: none"> <li><input type="checkbox"/> shared parking is on the same side of the street on Arterial or Collector roads;</li> <li><input type="checkbox"/> buildings that are located close to public transit, are designed to be supportive of transit uses, and are able to demonstrate lower parking need;</li> <li><input type="checkbox"/> through a traffic analysis, it can be demonstrated that there is a long term mutual relationship between uses, and that pedestrian movements can be accommodated safely; and, adequate visitor parking is provided.</li> </ul> </li> </ul>	<p>“Bicycle parking” can vary from a pole to which a person can lock part of a bicycle to an enclosed storage locker for a single bicycle. When bicycle parking is provided as part of the parking requirements for a development that bicycle parking must be secure and reasonably protect a bicycle from damage or theft of all of it or its components.</p> <p>16. Could the wording be changed to “... providing additional secure and appropriate bicycle parking?”</p>
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<p><b>6.1.21.</b> It is the policy of the City to re-designate any Natural Heritage “A” feature or function area only when approved in consultation with the Cataraqui Region Conservation Authority and/or the Ministry of Natural Resources and Forestry. Some features, such as provincially significant wetlands, can only be modified through approval by the Ministry of Natural Resources and Forestry.</p>	<p>17. Will the public receive notice of a re-designation of Natural Heritage “A” feature or function in time to provide comment before it becomes final?</p> <p>I think a public process is an important part of any resignation of a Natural Heritage “A” feature or function area.</p>
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<p><b>6.1.27.</b> Trees are recognized as a resource that improves community resilience since they have aesthetic benefits, quality of life benefits, financial benefits, and stormwater management benefits.</p>	<p>Trees also have a positive effect on air quality, a more important benefit than “aesthetics”, although that is a valid benefit to note, too.</p> <p>18. Could the wording to be changed to read:</p> <p>“Trees are recognized as a resource that improves community resilience since they have many benefits including, <b>air quality improvement,</b> aesthetic benefits, quality of life benefits, financial benefits, and stormwater management benefits?”</p>
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Submitted by:

Vicki Schmolka



November 5, 2015

## Blumenberg, Catalina

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**From:** Anne Lougheed <a [REDACTED]>  
**Sent:** Thursday, November 05, 2015 2:22 PM  
**To:** opzb\_update  
**Subject:** Comments on the second draft of the Official Plan update

Good afternoon,

WellingtonX has already submitted comments on the second draft of the Official Plan; however, based on some feedback from Planning about some of those comments, I respectfully submit the following suggestions for wording around the proposed Wellington Street Extension in the Plan.

1) With respect to section 3.18.17.b (the site specific policy for 8 Cataraqi St.), perhaps the references to the WSE here could be amended to (something like)(suggestions are in italics):

...that the site design incorporates appropriate streetscaping treatment along *whatever road configuration is determined in the North King's Town Secondary Plan to support the development*. This treatment is to include hard and soft landscaping elements, In keeping with the importance of *the Great Cataraqi River/ Rideau Canal and given that the property is prime waterfront*.

and  
Pedestrian links from the pathway must connect through the site to any *new pedestrian systems built as a result of the secondary planning process for the area*.

2) A small change we hope to see in the draft pertains to new section 4.6.35.1.  
In order to acknowledge the current uncertainty around the WSE, the words in bold could be added so that the first sentence in this section reads:

The **suitability of the** proposed Wellington Street Extension, listed in Section 4.6.35 (e) and (g), will be **reexamined** through a future Secondary Planning process.



Regards,

Anne Lougheed