



**City of Kingston  
Information Report to Council  
Report Number 18-107**

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**To:** Mayor and Members of Council  
**From:** Lanie Hurdle, Commissioner, Community Services  
**Resource Staff:** Paige Agnew, Director, Planning, Building & Licensing Services  
**Date of Meeting:** May 1, 2018  
**Subject:** North King's Town Secondary Plan – Project Update

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**Executive Summary:**

The purpose of this report is to present an update to Council regarding the Phase 2 Technical Studies for the North King's Town (NKT) Secondary Plan.

Phase 2 of the NKT Secondary Plan involves a number of technical studies including a Land Use Plan, Transportation Plan, Servicing Plan, Cultural Heritage Resources Study, and a Financial and Implementation Plan. The City has retained the consulting firm DIALOG to assist with the second phase of the Secondary Plan.

As part of the Transportation Plan for NKT, the City will be identifying alternatives to the proposed Wellington Street Extension (WSE), including options for all modes of travel that support the objectives and recommendations of the NKT Visioning Report. This work will meet the requirements of the first two phases of the Municipal Class Environmental Assessment (EA) process which is required in order to be able to identify and implement new local road connections and/or improvements that would replace the WSE. By incorporating the first two phases of the EA process in the Transportation Plan, it will enable the City to save time and money on the next steps to implement alternative local roads to the WSE. The results of the NKT Secondary Plan will provide the technical support for future amendments to the Official Plan and additional detailed design work through the EA process, both of which will involve consultation with the public. The results of the Transportation Plan for NKT will also provide direction to future discussions regarding the Development Charges By-Law, which is up for review in 2019.

**Recommendation:**

This report is provided for information purposes only.

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**Authorizing Signatures:**

ORIGINAL SIGNED BY COMMISSIONER

**Lanie Hurdle, Commissioner, Community Services**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Gerard Hunt, Chief Administrative Officer**

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

Jim Keech, President & CEO, Utilities Kingston	√
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Denis Leger, Commissioner, Corporate & Emergency Services	Not required

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

On May 5, 2015, Council passed a motion directing staff to undertake an exceptional, forward-thinking, livable, green and innovative Secondary Plan for the Inner Harbour and Old Industrial Areas. Following this direction from Council, staff proposed the creation of a new Secondary Plan area that combined the existing Old Industrial Area and Inner Harbour Area and included the neighbourhoods that link the two areas, as well as the existing road network. The “North King’s Town Secondary Plan” name was chosen as a project title to provide an identity to the project and new secondary planning area.

On December 1, 2015, Council approved the terms of reference for the first phase of the NKT Secondary Plan ([Report Number 16-007](#)), which involved a Community Visioning Exercise and Preliminary Market Analysis. Staff issued the Request for Proposals (RFP) on January 13, 2016, and on April 5, 2016, Council approved the hiring of DIALOG to undertake the work ([Report Number 16-117](#)).

The Community Visioning Exercise and Preliminary Market Analysis were conducted as the first phase of the overall secondary planning process. The Community Visioning Exercise component involved the creation of a community vision statement, planning principles and design directions for the Secondary Plan. It involved extensive consultation throughout a large portion of 2016 and included numerous community engagement events. The Preliminary Market Analysis was intended to support the development of a realistic, balanced and achievable vision for NKT by reviewing local economic factors and broader development market trends. The “Visioning Report & Preliminary Market Analysis for the North King's Town Secondary Plan” was approved by Council on June 6, 2017 ([Report Number 17-043](#)).

As part of approving the Phase 1 report for the NKT Secondary Plan, Council also directed staff to prepare and present the terms of reference for Phase 2, which will involve a number of technical studies including a Land Use Plan, Transportation Plan, Servicing Plan, Cultural Heritage Resources Study, and a Financial and Implementation Plan. The terms of reference for Phase 2 were presented to Council on July 11, 2017 ([Report Number 17-185](#)).

The RFP for the Phase 2 Technical Studies for the NKT Secondary Plan was issued on July 14, 2017, seeking the provision of professional services from qualified consulting firms. The RFP closed on August 30, 2017 with only one proposal received, which was from DIALOG, the consultant that conducted the Community Visioning Exercise and Preliminary Market Analysis in Phase 1. On November 7, 2017, Council awarded the contract for Phase 2 of the NKT Secondary Plan to DIALOG.

**Phase 2 Technical Studies**

The second phase of the NKT Secondary Plan will involve five technical studies including:

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## 1. Land Use

The Land Use Study for NKT will identify areas for growth and change, including intensification and infill development, as well as areas that are expected to remain relatively stable. It will involve all land use categories – residential, commercial, industrial and open space – as well as the protection of important natural heritage features. The Land Use Plan will be complemented by urban design guidelines that will speak to appropriate built form for the various areas within NKT. The draft Land Use Plan will provide a framework to lead the other technical studies.

## 2. Transportation

The Kingston Transportation Master Plan (KTMP) was undertaken to evaluate road network options necessary to address anticipated vehicle traffic demands throughout the City over the long-term. The proposed WSE was identified as one of the potential solutions to addressing lane capacity shortage and increased traffic volumes moving north-south through the NKT study area between the downtown area and John Counter Boulevard. The proposed WSE was evaluated through a Class EA process, which was approved by the Ministry of Environment on June 5, 2008. The WSE was also included in the Official Plan and Development Charges By-Law. The following projects, and others, must go through an EA process prior to implementation:

- New municipal roads;
- Major transit projects (i.e. light rail transit, dedicated bus lanes, etc.);
- Waste management facilities;
- Water and wastewater works; and
- Resource management (i.e. landfills, recycling facilities, etc.).

The completed Class EA for the proposed WSE will expire on June 5, 2018. Different road options to address travel demand for all modes in NKT must be reviewed and approved through a new Class EA process. The first two phases of the Class EA for these alternative road options is being undertaken in the NKT secondary planning work.

The community input received during the first phase of the NKT project articulates a strong desire to not construct the proposed WSE, particularly as it relates to the portion of the road south of Montreal Street. The Transportation Master Plan being undertaken as part of the NKT Secondary Plan will identify alternative transportation options for all modes of travel that support the broad objectives of the NKT Visioning Report and will also consider the transportation network deficiencies previously identified. It is anticipated that new roads (i.e. east-west local road extensions) and/or existing road improvements will be required to support future vehicle traffic volumes passing through the NKT study area as alternatives to the WSE. Infrastructure enhancements may also be required to support alternative modes of travel that have the potential to lessen the need for private automobile use.

When new roads or road enhancements are required, a Municipal Class EA is undertaken. A Class EA is specifically designed to explore alternatives to an identified problem. In this case, the problem to be addressed is how the existing road network will be able to handle future traffic volumes passing through the study area as alternatives to the WSE, more specifically, the southern portion. These alternatives are assessed against specific criteria, which are weighted using input from stakeholders and the community, thereby leading to the

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identification of a preferred alternative. In the case of the NKT Transportation Master Plan, part of the engagement work with the public will be to determine the community's priorities in developing the multiple account evaluation criteria that will be used to evaluate the alternatives. Early feedback from community engagement events in February and March 2018 show support for criteria such as network connectivity, increased transportation choice, walkability and support for sustainability goals.

The *Environmental Assessment Act* allows for components of the Class EA process to be addressed through a master planning process, undertaken pursuant to the requirements of the *Planning Act*. Through the NKT Secondary Plan, a Transportation Master Plan is being completed to specifically explore alternatives to the proposed WSE. It is anticipated that some of these alternatives may include road improvements subject to a Class EA process. In order to take advantage of the work already being executed through the NKT project, components of a Class EA process (i.e. problem identification and alternative solution assessment - the first two phases) have been incorporated into the NKT work plan.

The results of the NKT Secondary Plan will provide the technical support for future amendments to the Official Plan and additional detailed design work through the EA process, both of which will involve consultation with the public. The results of the Transportation Plan for NKT will also provide direction to future discussions regarding the Development Charges By-Law, which is up for review in 2019.

### 3. Servicing

The Servicing Plan will examine existing infrastructure in NKT, including water, sanitary sewer, stormwater, electrical and natural gas, and identify areas where improvements are needed to support future development proposed by the Land Use Plan. The Servicing Plan will incorporate green infrastructure and low impact development (LID) as part of the development of future stormwater infrastructure.

### 4. Cultural Heritage

The Cultural Heritage Resources Study for NKT will identify areas of heritage resource potential (both built heritage resources and intangible heritage aspects) and will provide a strategy and recommendations for further conservation work.

### 5. Finance and Implementation

The Financial and Implementation Plan for NKT will identify incentives, public investments and other strategies to implement the recommendations of the other technical studies that form part of the NKT Secondary Plan.

To date, the second phase of the NKT Secondary Plan has presented a draft Land Use Plan and the preliminary research on the Cultural Heritage Study to the community for review and comment. Staff and the consulting team are reviewing comments received from the public and will be revising the Land Use Plan, which will be used to begin the more detailed work on the Transportation and Servicing Plans, and then will be continuing with the work on the Cultural Heritage Resources Study and the draft Land Use Policies. Updates on the status of the NKT Secondary Plan can be found on the project website at [North King's Town](#).

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**Existing Policy/By-Law:**

The Official Plan includes requirements for the preparation of a Secondary Plan (Sections 2.1.3, 2.3.3, 2.4.11, and 9.7.2), which are to include a full technical analysis of land use and compatibility, transportation (including transit and transportation corridors and facilities), infrastructure (water, waste water, storm water, natural gas, electric power generation and transmission, and telecommunications), natural and cultural heritage features and areas, public service facilities, phasing and financial implementation.

Secondary Plans are to be prepared, presented for public consultation and adopted in the same manner as the Official Plan, and are to be read in conjunction with other Official Plan policy. Section 2.4.11.b of the Official Plan notes that all Secondary Plans are to be prepared by the City of Kingston in accordance with the applicable policies of the Official Plan and in partnership with affected land owners.

**Notice Provisions:**

An e-mail notification of this Council Report was sent to all individuals who have expressed an interest in the NKT Secondary Plan and have provided their contact information.

**Accessibility Considerations:**

Not applicable

**Financial Considerations:**

Not applicable

**Contacts:**

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**Other City of Kingston Staff Consulted:**

Ian Semple, Director, Transportation Services

Tyler Lasko, Manager, Design & Development, Engineering Services

**Exhibits Attached:**

Not applicable