

Appendix 19: Parcel 5 – Physically Possible and Legally Allowable

19.1 Physically Possible

Parcel 5 is unique in many ways as its geographical location offers various and distinctive development opportunities. Located south of a residential neighbourhood with an easterly boundary facing Bayridge Drive, Parcel 5 can provide both neighbourhood and aviation services. In addition, the land allows for airside development opportunities with a privileged access to the Airport's runway system. The uniqueness of its location coupled with the vast available terrain could bring opportunities to Kingston and the Airport. In order for that development to be successful, it will require cautious planning and a synchronized phasing.

The characteristics and limitations of Parcel 5 are further explored as follows:

Physical

Parcel 5 is a mostly vacant parcel of land located at the north-east corner of the Kingston Airport. Initially measured at 33 hectares (81 acres) in area, Parcel 5 was enlarged to approximately 56.5 hectares (140 acres) during the HBU Study analysis. The Parcel is bordered to the east by Bayridge Drive, to the north by a residential area, to the west by Runway 01-19 and to the south by vacant lands adjacent to Taxiway Bravo. The Parcel is completely vacant and is about 50% covered with trees and bushes with a small water course running east to west in the middle of the Parcel. Trees are mostly absent for a length of 460 ft. along the Airport perimeter road (easterly boundary on Figure A19-2 below). Environment Canada has a licence agreement with the City of Kingston to utilize a small portion of the Parcel 5 lands. This license agreement runs to November 2027 and is for the use of the lands for a reference climate station. Should demand require this area before the end of the licence term, the City and Environment Canada would need to discuss options for potential relocation so that the present area utilized for the weather station could accommodate the growth.

Infrastructure

Parcel 5 is unserviced. Nearby utility service lines are located along Bayridge Drive and within the residential area north of the Parcel. As depicted in the Utility Services Map below (Figure A19-1), multiple access points for the water main (blue line), the sanitary sewer (dark green line) and stormwater sewer (light green line) are available south of Bayridge Drive where future development occurring on the Parcel can be connected. For the area located north of Parcel 5, another potential access point would be from

Barnsley Crescent. As for electricity, multiple entry points are available along Bayridge Drive.

**Figure A19-1:
Utility Services Map for Parcel 5**



Case for the Expansion of the Parcel

The development of Parcel 5 generated a lot of attention amongst the attendees at the Public Information Centre and those who completed the online survey. One of the biggest concerns was related to potential noise disturbance because of the proximity to the existing suburban residential area. To address these concerns, the southern and western boundaries have been extended to include cleared land at the south side of Parcel 5, close to the Airport runways and taxiways. This will allow for additional airside development. In addition, the Development Concept would include a 50 to 75 m wide forested buffer to further preserve the quietness of the neighbourhood. The width of the proposed buffer will be confirmed through detailed investigations to be conducted at the design stage for development on the Parcel.

The new proposed boundaries add approximately 20 hectares (49 acres) to Parcel 5. The revised 56.5 hectare (140 acre) parcel perimeter is in compliance with Transport

Canada's TP 312 5th Edition Regulation ensuring the parcel boundary is outside Airport Operations Area.

**Figure A19-2:
Parcel 5 Original and Revised Boundaries**



Environmental

Development in Parcel 5 should consider the proximity of the residential areas located north and east of the Parcel. During the public consultation sessions, it was suggested that a green belt (buffer zone) should be implemented along the residential perimeter to minimize potential future noise disturbance. This concern was taken into consideration in the preparation of the development plan for Parcel 5 (see the 'Public Opinion' section below for more information). The revised parcel fabric will help locating aviation related activities further south, thus providing more buffer between such uses and the residential area.

Furthermore, subsection 3.7.4 of the Official Plan contains policies indicating the City's intent to protect the Kingston Airport from incompatible land uses and development by evaluating proposed development applications within the Airport designation based on potential impacts to both on-site operations and existing or planned uses and impacts on adjoining lands including the natural heritage system. Portions of Parcel 5 are designated as "Contributory Woodlands" as shown on Schedule 8-A, Natural Heritage Area 'B', of the Official Plan. Section 6 of the Official Plan provides policy guidance regarding "The Environment and Energy". Subsection 6.1.3 contains policies with respect to the Natural Heritage 'B' Features and Areas identified on Schedule 8 of the Official Plan. Contributory Woodlands are not included in the list of Natural Heritage 'B' features in subsection 6.1.3 and therefore are not subject to the policies that may restrict development and site alteration. However, subsection 6.1.18 encourages the preservation of all woodlands as shown on Schedule 8 and the consideration of all woodlands in the preparation of an Environmental Impact Assessment.

Additionally, these lands are also subject to subsection 3.7.7. of the Official Plan with respect to the "groundside portion" of the Kingston Airport and includes policies that indicate that:

- uses in the Business Park will be limited to manufacturing, warehousing, and industrial uses that do not produce dust or other emissions that may interfere with the operation of an airport or create adverse effects on surrounding land uses;
- where complementary service commercial uses are proposed on portions of the airport lands abutting existing residential uses or existing wooded areas, the implementing zoning by-law shall establish maximum floor areas for the complementary service commercial uses and minimum setbacks that will protect the integrity of natural heritage features and areas, as demonstrated through an environmental impact assessment; and
- open space uses will be limited to the existing golf course, driving range, and passive recreational uses that buffer the airport uses from surrounding residential or open space uses.

The Cataraqui Region Conservation Authority (CRCA) noted in its recommendations that a portion of these woodlands could be used a buffer zone for the nearby residential area. The CRCA has indicated that an unevaluated wetland is also present in Parcel 5. This unevaluated wetland is the result of water draining from two locations: a 'northern' culvert near the Barnsley Crescent neighbourhood; and, a 'southern' culvert opposite the intersection of Bayridge Drive and Roosevelt Drive. The CRCA also determined that these drainage features were not subject to the Development, Interference with

Wetlands and Alterations to Shorelines and Watercourses Regulation under the *Conservation Authorities Act* since neither drainage feature is located on a watercourse system. The CRCA recommended that the environmental inventory should be conducted prior to the development of the Parcel. The proposed development should take into account the environmental inventory and endeavour to maintain the existing natural features to the greatest extent possible.

Public Opinion


While City representatives mentioned that there is no buffer zone presently on Parcel 5, the Study Team indicated that the Development Concept could include a 50 m to 75 m wide forested buffer. In that regard, it is important to reiterate that development on Parcel 5 would be subject to the applicable *Planning Act* processes and the City's development review process. Consequently, the final dimensions and coverage area of the buffer area would be addressed as part of the required development review process. Input from area residents also noted that development on Parcel 5 could aggravate the undesirable smells of jet fumes already impacting the residential area due to the effect of south-west winds. Some area residents voiced concerns and/or disapproval to any type of development on Parcel 5, while others suggested that this Parcel of land would be well suited for general aviation activities.

19.2 Legally Allowable

Official Plan and Zoning By-law Review

Parcel 5 is designated as 'Airport' in the Official Plan and zoned 'AP' Airport in Zoning By-law No. 76-26. The proposed GA Centre Development Concept and uses are in accordance with the policies for both the airside and groundside areas of Kingston Airport as outlined in subsections 3.7.6 and 3.7.7 of the Official Plan. At the time of municipal development review, a thorough analysis of the Official Plan policies as applicable to the proposed development would be undertaken. All required studies and investigations to support the proposed development would be identified and conducted at that time.

A Zoning By-law amendment would be required to support the establishment of Business Park uses and the complementary service commercial uses such as restaurants, financial institutions, personal services, medical and paramedical, and convenience commercial uses. The Zoning By-law amendment would add these uses as 'permitted uses' and, in accordance with the Official Plan policies, establish maximum floor areas for the complementary service commercial uses and minimum setbacks that will protect the integrity of natural heritage features and areas, as demonstrated through



an Environmental Impact Assessment. Further, any proposed complementary service commercial uses would be reviewed to ensure conformity with the land use compatibility policies established in subsection 2.7 of the Official Plan.

19.3 Class of Land Uses Analysis

Parcel 5 was considered to be unique among the various Study Parcels for the following reasons: the particular nature of the terrain; the presence of valuable natural features; the proximity of the surrounding neighbourhood populations; and, the advantages of the location which offers various development opportunities. These factors have been carefully analyzed to identify the most suitable class of land uses for this Study Parcel. Based on that analysis, the Study Team retained the most suitable scenarios for further analysis as outlined in the following Table A19-1:

**Table A19-1:
Class of Land Uses Analysis for Parcel 5**

Class of Land Use	Status	Explanation (Pros/Cons)	Official Plan Designation: Airport - Airside Area & Groundside Area	Zoning By-law Designation: AP
Neighbourhood Commercial	Retained	<p>Pros – Help upgrade retail and service offering for the neighbouring residential areas.</p> <p>Pros – Neighbourhood commercial development along Bayridge Drive could act as a buffer zone between the aviation-related activities and the residential area.</p> <p>Pros – Retail offering aviation products will complement well the airside activities taking place south of the parcel.</p> <p>Pros – services are accessible on Bayridge Drive.</p> <p>Pros – Bayridge Drive is already a main traffic artery for the neighborhood.</p> <p>Cons – Use is not permitted in the Zoning By-law.</p>	Yes, complementary service commercial uses are permitted in the Groundside Area	Needs further investigation

Commercial – General Aviation-related development	Retained	<p>Pros – Use meets the land use purpose.</p> <p>Pros – There is presently no designated general aviation area at the Airport.</p> <p>Pros – The Airport presently has no land available for development of future general aviation hangars and activities</p> <p>Pros – the new expanded Parcel 5 moves aviation activities further south and reduces taxiway expansion cost.</p> <p>Pros- ample land for future growth.</p> <p>Cons – Use brings some aviation activities closer to the residential areas.</p> <p>Cons – Capital expenditures to extend the taxiway, build road access and bring electricity and municipal services to the site.</p>	Yes, in the Airside Area	Needs further investigation

Industrial – Light	Retained	<p>Cons – Such use is already planned for Parcels 1, 2 and 3.</p> <p>Pros – Fabrication and parts assembly will be complementary with general aviation services activities.</p> <p>Parcel 5 is a large parcel. Providing airside access to the whole Parcel seems unlikely. A portion of the Parcel can be used for uses that do not require airside access, e.g. Business Park uses.</p>	<p>Yes, in the Groundside Area</p> <p>For Airside Area: Needs further investigation, section 3.7.6 c. indicates that aircraft manufacturing or repair are permitted</p>	Needs further investigation
Industrial – Heavy	Excluded	<p>Cons – Potential interference with airport and aircraft operation: dust emissions and other pollutants could seriously impact airport security.</p> <p>Cons – Nearby populated area could be impacted by noise and pollution.</p> <p>Cons – Not compatible with AP zoning.</p>	<p>For Groundside Area: Needs further investigation, industrial uses that do not produce dust or other emissions that may interfere with the operation of an airport or create adverse effects on surrounding land uses are permitted</p>	Needs further investigation

Commercial – Office	Excluded	<p>Cons- Such use is already planned for Parcels 2 and 3.</p> <p>Cons – Will not take advantage of the airside access.</p> <p>Cons – Only complementary commercial use is permitted within the AP designation.</p>	<p>For Airside Area: Needs further investigation, subsection 3.7.7. b. complementary service commercial allows some office-type uses</p>	No
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19.4 The Most Suitable Use(s)

The class of land use analysis provided in Table A19-1 shows that Parcel 5 is suitable for a mix of uses. The most suitable uses identified are neighbourhood commercial, general-aviation related development, commercial aviation related uses, and light industrial.

The large parcel area provides opportunities to include a mix of land uses and for the development to proceed as a multi-component area. This is considered to be appropriate for this Parcel as it can accommodate uses requiring airside access as well as groundside uses, such as neighbourhood commercial services and light industrial uses. This proposed mix of uses will also facilitate integration of the Parcel into the neighbouring residential areas and also utilization of the airside and groundside areas for the highest possible use(s).