



**City of Kingston
Information Report to Council
Report Number 19-066**

To:	Mayor and Members of Council
From:	Lanie Hurdle, Acting Chief Administrative Officer
Resource Staff:	Paige Agnew, Director, Planning, Building & Licensing Services
Date of Meeting:	March 19, 2019
Subject:	Major Planning Policy Work – Status Update

Executive Summary:

This report offers an overview of major planning policy work being led by staff within Planning, Building & Licensing Services, with support from those in other municipal departments, consulting firms and outside agencies. The intent of this report is to provide Council with an overview of the major planning policy work underway, the impetus behind and objectives of each assignment, and anticipated next steps. Exhibit A (Major Policy Project Timeline) to this report presents a high-level timeline for each project. The following projects are summarized in this report:

- Official Plan Update – Local Planning Appeal Tribunal (LPAT);
- Population, Housing and Employment Forecast Study;
- North King’s Town Secondary Plan;
- Central Kingston Growth Strategy;
- Clogg’s Road Secondary Plan;
- Williamsville Main Street Study Review;
- Planning Framework for Reddendale;
- Fiscal Impact Study (Life Cycle Analysis);
- New City-Wide Zoning By-Law;
- Second Residential Units;
- Mid-Rise and Tall Building Policies;
- Highway 15 Design Guidelines; and
- Renaming of Highway 15.

Each of the projects outlined in this report involves the evaluation of options informed through a process of technical review and public consultation. The ability of City staff to complete the work

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in accordance with the project schedule (Exhibit A) is dependent on the amount of public engagement required and on the capacity of the Division, and those in supporting roles, to execute current, and future, assigned tasks while evaluating technical work.

Recommendation:

The report is for information purposes only.

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Authorizing Signatures:

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Acting Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Gary Dyke, Commissioner, Corporate & Emergency Services	Not required
Peter Huigenbos, Acting Commissioner, Community Services	Not required
Jim Keech, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

This report offers an overview of major planning policy work being led by staff within Planning, Building & Licensing Services, with support from those in other municipal departments, consulting firms, and outside agencies such as the Cataraqui Region Conservation Authority (CRCA), Kingston, Frontenac, Lennox and Addington (KFL&A) Public Health Unit, and Provincial Ministries (i.e. Ministry of Municipal Affairs, Ministry of Environment, Conservation and Parks, etc.). The intent of this report is to provide Council with an overview of the major planning policy work underway, the impetus behind and objectives of each assignment, and anticipated next steps. Exhibit A presents a high-level timeline for each project. It is noted that each project has been assigned a lead planner and is supported by a more detailed project work plan which identifies roles, specific project tasks, milestones, deliverables and broad phases.

Official Plan Update – Local Planning Appeal Tribunal (LPAT)

The Official Plan (OP) establishes a policy framework that is used to manage and direct physical change in the City over a 20-year planning period. On March 7, 2017, Council adopted Official Plan Amendment Number 50 (OPA 50), being the comprehensive, five-year update to the 2010 City of Kingston Official Plan. On August 8, 2017, the Ministry of Municipal Affairs and the Ministry of Housing posted notice of their decision to approve OPA 50, with modifications. Five (5) appeals regarding OPA 50 were received and referred to the Ontario Municipal Board (OMB), now the LPAT. [Report Number 17-258](#) provides an overview of the five appeals and the Official Plan policy sections tied to each.

As outlined in the *Planning Act*, amendments to policies which are subject to an appeal do not come into effect until a decision on the appeal is final or the appeal is withdrawn. In this case, four of the five appeals have been resolved without the need for a full hearing. The final appeal will be heard by the Tribunal in May 2019. This appeal pertains to the amendments proposed to Section 3.7 (Airport) and Section 3.9.2 (“ribbon of life”) of the Plan. For additional information you can refer to the e-status of the case via the [Environment & Land Tribunals Ontario website](#), the Case Number tied to OPA 50 is “PL170975”. Following the hearing in May 2019 the City will await the decision of the Tribunal, which is not likely to be received until mid-to-late 2020.

Population, Housing & Employment Forecast Study

The Population, Housing & Employment (PHE) forecast study provides a foundation for the City’s long range land use, transportation, infrastructure and capital expenditure planning. The study is completed every five years in order to recognize the most recent findings of Statistics Canada’s Census while also being responsive to factors that have the potential to influence employment, population and housing trends.

The last PHE forecast was completed in 2013. In July 2018, the City retained Watson & Associates Economists Ltd. to update the forecast for both the Kingston Census Metropolitan Area (CMA) and the City of Kingston. The planning horizon to be captured by the forecasts is a period of 30 years, beginning in 2016 and ending in 2046.

An open house was held on July 17, 2018, which focused on the study objectives, methodology and project timelines to be addressed by the consultant. A second open house was held on

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December 3, 2018 to present draft findings and to discuss the factors contributing to the forecasts as presented. A Draft Population, Housing & Employment Forecast Study Report was released to the [project webpage](#) on February 12, 2019. Comments received over the course of this assignment have influenced the work of the project team and informed the forecasts presented in the study. The final study report will be presented in a comprehensive report to the City's Planning Committee in March with a final recommendation going to Council in April.

North King's Town Secondary Plan

In the 1980s, secondary plans were completed for the Inner Harbour and Old Industrial Planning Areas as shown in [Schedule 13](#) to the City's Official Plan. These secondary plans, which contemplated new roads and a mix of land uses, were never fully implemented. In 2015, public opposition arose in light of the proposed Wellington Street Extension (WSE), being a planned north-south arterial roadway recommended through the Kingston Transportation Master Plan (KTMP) to support long-term traffic growth in the City. At that time, recognition of the WSE was being integrated into the Official Plan through amendments occurring as part of the five-year review.

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 area" to evaluate options to manage growth in the area while exploring opportunities to abandon all or portions of the WSE. The secondary plan, titled the North King's Town (NKT) Secondary Plan, encompasses the Old Industrial Area and Inner Harbour Area as shown in the schedules to the Official Plan as well as the neighbourhoods and public spaces which connect the two. The area is bounded by the Great Cataraqui River to the east, the boundary of the Central Business District (downtown) to the south, Division Street to the west, and the rail line to the north. A map of the NKT secondary plan area is provided as Exhibit B.

The secondary plan project itself was broken into two phases. The first phase of the project involved the creation of a long-term community vision, planning principles and design directions to realize opportunities for this area and to promote a sustainable, healthy, vibrant and livable community. It involved extensive consultation throughout a large portion of 2016 and included numerous community engagement events. A preliminary market analysis was also conducted and 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 ([NKT Phase 1 Report](#)).

A consulting team led by DIALOG assisted with the first phase of the secondary plan, and have also been hired to work on the second phase of the project, which involves the completion of five technical studies. These studies are summarized as follows:

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

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speak to appropriate built form for the various areas within the NKT. The draft land use plan will provide a framework to lead the other technical studies.

2. Transportation – The NKT Transportation Master Plan (TMP) will identify alternative transportation options for all modes of travel that support the broad objectives of the NKT Visioning Report, consider the transportation network deficiencies previously identified through the KTMP, and explore transportation options and alternatives to the proposed WSE. 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. In addition to the transportation work originally proposed for this phase of the secondary plan, a micro-level transportation model is also being prepared for NKT. The micro model will be able to determine impacts to the transportation system based on the proposed increase in density for various properties within the study area and will evaluate the sufficiency of the road network to handle future traffic with, and without, potential new roadways or road extensions.
3. Servicing – The Servicing Plan will examine existing infrastructure in the 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 Study. The Servicing Plan will incorporate green infrastructure and low impact development (LID) as part of the development of future stormwater infrastructure. The results of the Servicing Plan will be used to inform the staging of development on the basis of understanding the availability of servicing capacity both now and as a result of upgrades to be implemented in the future.
4. Cultural Heritage – The Cultural Heritage Resources Study for the 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 the 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.

A draft of each of the five technical studies will be presented for public review and comment at separate times between March and June of 2019. Technical review and revision will follow the public consultation undertaken in the late spring/early summer. The final complete secondary plan will be presented to the Planning Committee and Council in the fall of 2019. City staff will ensure that the decision related to the WSE and its alternatives is brought forward to Committee and Council in time to be incorporated in the development charges study currently under review. Following the approval of the NKT Secondary Plan, staff will initiate a third phase, which will be the implementation of the policy and zoning framework for the study area through formal amendments to the Official Plan and zoning by-law. It is anticipated that the formal *Planning Act*

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process would start in late 2019 and be completed in the second quarter of 2020. All information regarding the NKT Secondary Plan can be found on the project website ([North King's Town](#)).

Central Kingston Growth Strategy

Undertaking the Central Kingston Growth Strategy was one of the long-term recommendations of [Report Number 17-139](#) related to the consideration of an interim control by-law for the Williamsville, Portsmouth and Sydenham Electoral Districts in 2017. WSP Canada Group Limited was retained to complete this study. The study area includes the lands designated Residential in Central Kingston, except for those located within the proposed NKT Secondary Plan and the Kingston Provincial Campus Secondary Plan (Exhibit C – Central Kingston Growth Strategy Study Area). A project webpage for the [Central Kingston Growth Strategy](#) has been created using the City's Get Involved web platform.

The primary focus of this study is to create a policy and regulatory framework to guide infill and intensification in Central Kingston. The study will identify residential areas where growth is not anticipated, and strategic sites and locations to accommodate future intensification. The intended outputs of this review will include Official Plan policies, zoning recommendations, design guidelines, and a servicing and infrastructure plan. The recommended zoning framework, which could apply itself to a sizeable portion of the City's urban core, will be incorporated into the new City-wide Zoning By-Law.

The Central Kingston Growth Strategy was launched with an open house on March 28, 2018. The project is comprised of the following phases which will culminate in a set of final recommendations:

- **Discovery:** This includes the project start up process and finalization of the community engagement plan, a review of background materials and an existing conditions analysis.
- **Options and Recommendations:** The second phase will include the preparation of draft urban design guidelines and 3D visualizations, an identification of potential intensification areas and the preparation of a draft servicing and infrastructure plan.
- **Policy Directions:** This phase will include the preparation of draft Official Plan policy recommendations, draft zoning recommendations, and finalization of the urban design guidelines and the servicing and infrastructure plan.
- **Final Reports:** The fourth stage will include the preparation of the final reports and presentation to the Planning Committee.

The project is currently in Phase 2 (Options and Recommendations). It is anticipated that the project will be completed in the fall of 2019.

Clogg's Road Secondary Plan

The City of Kingston's Official Plan identifies the Clogg's Road area as a business district, intended to accommodate employment uses. The Clogg's Road area is located south of Highway 401, west of Gardiners Road, north of Creekford Road and east of Collins Creek (Exhibit D – Clogg's Road Secondary Plan Study Area). It includes some existing residential homes, industrial uses and natural environmental features, as well as a great deal of vacant land. The study area is approximately 60.5 hectares (149.5 acres) in size, and 92% is owned by

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the City of Kingston. The majority of the lands in the study area are designated Business Park Industrial in the Official Plan.

A public open house was held on May 29, 2018 in order to introduce the project to the community and offer an initial opportunity for people to provide comments on the proposed future uses for the area. As part of the public open house, staff prepared a draft concept plan for the study area, which can be found on the project webpage ([Clogg's Road](#)). Following the open house, City staff reviewed the feedback received with internal department leads to refine the scope of work required to undertake a secondary planning process and to define terms of reference for inclusion in a Request for Proposal (RFP) seeking consultant support to prepare applications for *Planning Act* (development) approval (i.e. Draft Plan of Subdivision, zoning by-law amendment and, if required, Official Plan amendment). The RFP was released in October 2018 and submissions were received in November 2018. The successful proponent was FoTenn Consultants Inc. (FoTenn) who has partnered with Forefront Engineering Inc. as the project's lead civil engineering sub consultant.

The initial phase of this project will involve the consultant's review of all background information (i.e. concept plans, community feedback summaries, Official Plan policy, environmental impact assessments, etc.) and the completion of on-site due diligence necessary to support preliminary Draft Plan of Subdivision design and planning analysis. It is expected that a complete application for Draft Plan of Subdivision approval, zoning by-law amendment and Official Plan amendment will be received by the City in summer of 2019. A Statutory Public Meeting pertaining to the *Planning Act* applications will occur close to the date of receipt of a complete application. Technical review is likely to occur throughout the fall months with a recommendation on the project occurring in early 2020.

Williamsville Main Street Study Review

The Williamsville Main Street, comprised of Princess Street and adjacent blocks between Division Street and Bath Road/Concession Street, is an area in transition that has recently been subject to increased development interest and activity. In 2012, Council adopted the Williamsville Main Street Study, which puts forward a vision to support the vibrancy of the area with new mixed-use development and an improved streetscape. [Schedule PS-1](#) to the City's Official Plan highlights the area captured by the Study.

The Study recommendations were implemented through amendments to the Official Plan and Zoning By-Law Number 8499. One of the Study recommendations was to review and evaluate the implementation of the Study to ensure that new buildings benefit from past experience and positively contribute to the revitalization of the Williamsville area. As per a recent motion of Council on [September 18, 2018](#), it was resolved that staff organize a public consultation process to provide an update and seek input on the progress of the Williamsville Main Street Study. This work is now underway.

The project is in its initial stages, and the work to date has included internal meetings and document review. Future internal work includes in-depth meetings with relevant groups, undertaking a capacity analysis of both the transportation and servicing infrastructure in the area, and evaluating built projects against the vision for development originally contemplated by

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the Study. Preparations are being made for the creation of micro-simulation transportation modeling for the Williamsville area in coordination with revised transportation modeling for the City as a whole. Servicing capacity is being reviewed in partnership with Utilities Kingston. The background work will culminate in a Background Report.

With the support of these preliminary investigations, public engagement is being planned through options including a community working group, key stakeholder interviews, walking tours of the area and a public open house to determine what is and isn't working. Public engagement will be followed by the formulation and evaluation of options based on an assessment of the feedback received from all stakeholders. Depending on the level of reporting detail and the scope of public consultation required, the ability to complete a comprehensive review of the Study may require the retention of consultants and the associated approval of funding support from Council. As per the September 2018 Motion of Council, a recommendation report will be provided to the Planning Committee by Q3 of 2019.

Planning Framework for Reddendale

In association with Dillon Consulting Limited, staff are working on a planning framework for the Reddendale neighbourhood as part of an expanded scope of work for the new City-wide Zoning By-Law project. Background information and the objectives of this study were presented to Council on January 23, 2018, through [Report Number 18-041](#). The study is being undertaken in response to a Council motion from December 19, 2017 which directed staff to advise them on the feasibility of developing a planning framework that is specific to addressing infill development pressures in the Reddendale neighbourhood. A Community Working Group was established as part of this work on March 20, 2018.

The project involves the preparation of a zoning framework and area-specific urban design guidelines to ensure that new development is compatible with the physical character of established residential development. The project was kicked-off with a Community Working Group meeting on April 25, 2018. Four Community Working Group meetings were held over the summer of 2018, followed by a Public Open House on October 9, 2018, where draft zoning and urban design recommendations were presented.

The zoning recommendations were initially proposed to be implemented through the new City-wide Zoning By-Law. However, since the completion and implementation of the new City-wide Zoning By-Law is anticipated to take an extended period of time, an amendment to Zoning By-Law Number 76-26 is being undertaken in advance of the new City-wide Zoning By-Law. The intent is to carry forward the amendments into the new City-wide Zoning By-Law.

A Public Meeting was held regarding the proposed zoning by-law amendment on March 7, 2019 and will be followed by a comprehensive report to the Planning Committee in April/May 2019.

Fiscal Impact Study (Life Cycle Analysis)

The Fiscal Impact Study was initiated to determine the operating and capital cost impacts of new development, over the long-term, relative to the revenue generated through the taxation of such development. The purpose of this Study is, in part, to identify the form and density of development that provides for the greatest level of cost recovery to the City. The Study will

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include an evaluation of the costs and revenues associated with residential and non-residential uses within different geographic contexts. As it relates to residential land use, and mixed residential/non-residential land use, consideration will be given to varying degrees of residential density so as to highlight where specific densities that support enhanced cost recovery. The findings of this Study will be used to inform land use planning policy and the setting of minimum density targets which support provincial planning policy objectives and the desire to make fiscally responsible decisions pertaining to growth in the City.

Watson & Associates Economists Ltd. were retained to undertake the study in November 2017. City staff have since held several meetings with the project consultant to confirm objectives, approach and data needs. Once a draft of the Study has been received, City staff will review the work with other municipal departments so as to prepare a draft report for presentation to the Planning Committee as part of a Non-Statutory Public Meeting. Following this meeting, revisions will be made to the Study so that a final recommendation may be presented to Council before the end of 2019. It is anticipated that the recommendation of staff will be to ask that Council endorse the findings of the study and direct City staff to implement land use planning policy (i.e. minimum density targets) which will enable the benefits of greater cost recover to be realized.

New City-wide Zoning By-Law

The City currently has five principal zoning by-laws covering various portions of the municipality (Exhibit E – Kingston Zoning By-Law Key Map). The by-laws were prepared under a different jurisdictional context and policy framework than what exists today. The new City-wide Zoning By-Law will replace the existing separate and outdated zoning by-laws with one comprehensive vision for planning and development in the City. The creation of the new City-wide Zoning By-Law is a significant project for which Planning, Building & Licensing Services retained the services of Dillon Consulting Limited. The first draft of the new City-wide Zoning By-Law was released to the public on October 27, 2016, accompanied by a series of consultation events held across the municipality. At the time of the public release of the first draft, work on the Official Plan Update was still ongoing. The release of the second draft of the new City-wide Zoning By-Law was put on hold pending the completion of the Official Plan Update and also because of staff's focus on the Central Kingston Growth Strategy, described earlier in this report.

Since the release of the first draft of the new City-wide Zoning By-Law, staff have been working on a number of "bucket issues" that have been identified through the review of the five principal zoning by-laws, through public consultation and through the advancement of other planning projects. These bucket issues include, but are not limited to, options for the implementation of a 30 metre water setback relative to the "ribbon of life" policies of the City's Official Plan; an evaluation of alternative approaches to measuring and controlling residential densities; options pertaining to permissions for front yard parking; and approaches to regulating private versus public schools. The urgency of resolving matters within each bucket issue will be used as the basis upon which to advance zoning changes within the existing by-laws or, if less urgent, the comprehensive City-wide By-Law. It is anticipated that all of the City-initiated amendments to existing zoning by-law(s) will be incorporated into the new City-wide Zoning By-Law.

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At this time, it is anticipated that two additional drafts of the new City-wide Zoning By-Law will be released, one in the fall of 2019 after the completion of the Central Kingston Growth Strategy, given greater merit in subsequent sections, and the final draft of the by-law for Council's consideration in 2020. The timing could change as a result of unforeseen emerging issues or legislative changes. Staff also recognize that as some of the bucket issues are evaluated in greater depth, amendments to Official Plan policies may be necessary, which may further delay the new City-wide Zoning By-Law project.

Second Residential Units

In 2011, the *Planning Act* was amended to require municipalities to establish Official Plan policies and zoning by-law provisions allowing second residential units in single-detached, semi-detached and row houses, as well as in ancillary structures. The 2014 Provincial Policy Statement also speaks to accommodating an appropriate range and mix of residential uses, as well as permitting and facilitating all forms of residential intensification, including second residential units.

The City's Official Plan permits second residential units within single-detached dwellings, semi-detached dwellings, linked and row houses, as well as in accessory structures. The Official Plan states that the zoning by-law shall identify locations where second residential units are permitted, being all areas that permit single-detached dwellings, semi-detached dwellings, linked and row houses. Currently, the City's zoning by-laws only permit second residential units in certain areas of the City and requires them to be located within the principal home.

As second residential units are an important tool in contributing to the supply of affordable housing, the Ministry of Municipal Affairs and the Ministry of Housing have been working with municipalities across Ontario to ensure that "as-of-right" permissions (i.e. those that enable one to pursue a land use without going through a *Planning Act* approvals process) are established to support second residential units creation. In order to provide municipalities with increased ability to establish second residential units, changes were made to the *Planning Act* in 2016 to remove the ability for appeals against Official Plan policies which facilitate the establishment of second units. Corresponding zoning provisions which act to implement the second unit policies of an Official Plan can similarly not be appealed by the public. The Province has made it clear that second units are a desirable form of housing intended to create affordable housing opportunities and to provide additional housing options for residents.

The purpose of the Second Residential Units project is to introduce amendments to the City's Official Plan and zoning by-laws in order to implement Provincial legislation through the broadening second residential unit permissions across the City. Through the execution of this project planning, staff have identified servicing limitations and related factors that warrant the introduction of limitations that will ensure the health and safety of the public is protected. These limitations include the creation of planning policy and related zoning controls that necessitate technical studies in areas of potential or known servicing constraints. The intention of these controls is to ensure, in some cases, that adequate servicing capacity exists to support a second unit and that in other cases, a second unit is not established in an area of a building that may be subject to flooding, thereby potentially displacing a future resident/tenant.

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The zoning by-law amendments are intended to implement the updated second residential unit policies that were included in the five-year review of the Official Plan (2017). The amendments would allow for second residential units to be permitted across the City and to permit a second residential unit to be established in a detached structure (i.e. a “coach house”). Appropriate zone provisions to regulate the establishment of a second residential unit are also being proposed (i.e. separation distances from abutting properties, the maintenance of a prescribed amount of open space, minimum parking supply requirements, etc.). The proposed Official Plan amendments are intended to provide clarification on a number of existing policies as well as to provide the policy basis for particular zone regulations.

City staff prepared draft amendments to the City’s zoning by-laws, as well as associated amendments to the Official Plan, which were presented at a Public Meeting on July 5, 2018. An online survey was also held from June 27, 2018 to July 13, 2018 in order to obtain additional feedback on the proposed amendments. Public feedback and technical review comments were considered and revisions were made to the draft amendments. The revised amendments were posted on the [second residential unit webpage](#) from January 21, 2019 to February 4, 2019 to obtain public input and to provide an opportunity for questions to be asked and answered by staff on the webpage. An additional technical review process with internal City departments, agencies and ministries on the revised submission was also completed. Further revisions to the amendments are currently being completed as a result of the most recent consultation process.

A Public Meeting on the final proposed amendments is anticipated to be held at a Planning Committee meeting in April 2019. Staff plan on bringing a comprehensive report and recommendation to this meeting. If the recommendation is supported by the Committee, it will proceed to Council in May 2019, following which the decision of Council will be published and a 20-day appeal period will commence. Assuming there are no appeals, City staff will advance efforts to raise awareness of the broadened permissions for second units so that land owners may pursue such if interested.

Mid-Rise and Tall Building Policies

Intensification is a key component of future growth and development within the City in order to maintain the existing urban boundary, maximize investments in infrastructure and increase the City’s resiliency and sustainability in the long-term. It is the intent of the City’s Official Plan that 40 percent of new residential development and 10 percent of new non-residential development occur through intensification within the urban boundary.

Well-designed mid-rise buildings and high-rises or “tall buildings” can contribute to the City’s goal of achieving smart growth through appropriate infill and intensification. On July 10, 2018, Council authorized staff to retain the services of planning expert Brent Toderian to undertake the development of tall building policies for the City’s Official Plan ([Report Number 18-071](#)). The tall building policies are intended to provide clear direction on the design of tall buildings in the City. Staff have expanded this policy work to include mid-rise buildings as a proactive step considering the lack of policy direction in the Official Plan around the design of mid-rise buildings. On March 5, 2019, staff presented an information report to Council, [Report Number 19-074](#), outlining the scope of work that will be undertaken for the mid-rise building policies in

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coordination with the tall building policies previously authorized by Council and the overall public engagement strategy related to the development of the mid-rise and tall building policies.

The policies are intended to provide specific design direction for mid-rise and tall buildings in the City. The policies will be accompanied by a complementary user guide which will include visuals and graphics to explain the policy parameters. It is not the intent of these policies to outline where mid-rise or tall buildings can be located in the City. Phase 2 of this work will follow in 2020 that further evaluates the appropriate location of these forms of development relevant to the Official Plan.

It is anticipated that the development of the draft mid-rise and tall building policies will be completed within the next six months, followed by the formal *Planning Act* process to amend the Official Plan.

Highway 15 Design Guidelines

On February 17, 2016, City staff presented a report to Council recommending that the scope of work for the Highway 15 Municipal Class Environmental Assessment (MCEA) be amended to enable City staff to advance design guidelines intended to address the visual character of development and open space along the corridor. The impetus for this project came as a result of public concerns raised around the impact of development occurring along the corridor and the detrimental effect such development was having on the aesthetics of the area. The preparation of the design guidelines have been informed through early stakeholder workshops, public open houses and on-line consultation. The work has been advanced in tandem with the Highway 15 MCEA so as to realize opportunities for cost savings as technical design alternatives for the roadway are aligned with opportunities for visual enhancements along the corridor.

A final draft of the guidelines was posted to the [project webpage](#) in January 2019. City staff are in the process of revising the design guidelines based on the feedback received so as to present the Planning Committee and Council with a final version of the document, anticipated to proceed to a meeting in the spring/summer of 2019. It is the intention of City staff to request that Council endorse staff's use of the visual design guidelines in the review of *Planning Act* (development) proposals that have the potential to affect the visual appearance of the Highway 15 corridor. The report to the Planning Committee will also highlight opportunities for the City to advance aesthetic improvements within the municipally-owned right-of-way as a component of the implementation of the preferred design alternative coming out of the MCEA process.

Renaming of Highway 15

On September 18, 2018, Council passed a motion directing City staff to undertake public consultation to consider a name change for the southern portion of Highway 15, between Provincial Highway 401 and Highway 2. The motion identified that the work is to be completed concurrent with an existing City project, being the development of design guidelines for the Highway 15 corridor. In addition to the required public consultation, this project involves a review of the City's Civic Addressing and Road Naming By-Law, the City's Corporate Naming Policy and consultation with emergency service providers. A technical review is also required to be conducted with the appropriate City departments and external agencies. Staff will be reporting to

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Council on the outcome of the public consultation, potential costs and implications associated with the road renaming as well as a discussion of options.

A public open house was held on February 4, 2019. The intent of this open house was to gather input from residents with respect to the renaming of the City-owned portion of Highway 15 (i.e. being between Highway 401 and Highway 2). Residents were invited to provide their opinion on the potential road renaming and were encouraged to submit road names for staff to consider. Prior to the open house, formal notification was sent to the impacted property owners along Highway 15 to inform them of the City's consultation process. A technical circulation was also conducted with City departments (i.e. Engineering, Transit, Cultural Services, etc.), external agencies (i.e. Canadian Forces Base Kingston, Limestone District School Board, Canada Post, etc.), and emergency service providers to assess if there would be any implications with respect to the proposed road renaming. At this time, staff are reviewing and consolidating the comments received through the public consultation and through the City's website. Staff are also reviewing the potential costs associated with the renaming if a decision to pursue such is made by Council. A comprehensive report, which will provide the results of the public feedback received, the costs associated with the road renaming as well as a discussion of potential implications will be presented to the Planning Committee in April 2019. The report will also indicate a preferred option as a recommendation. If Council directs staff to move forward with the selection of a new name for the City-owned portion of Highway 15, staff will prepare a Council report and a by-law to approve the new name in the summer of 2019.

Existing Policy/By-Law:

City of Kingston Official Plan

Zoning By-Law Numbers 8499, 76-26, 97-102, 96-259 and 32-74

Notice Provisions:

Not applicable

Accessibility Considerations:

Not applicable

Financial Considerations:

Not applicable

Contacts:

Greg Newman, Manager, Policy Planning 613-546-4291 extension 3289

Other City of Kingston Staff Consulted:

Not applicable

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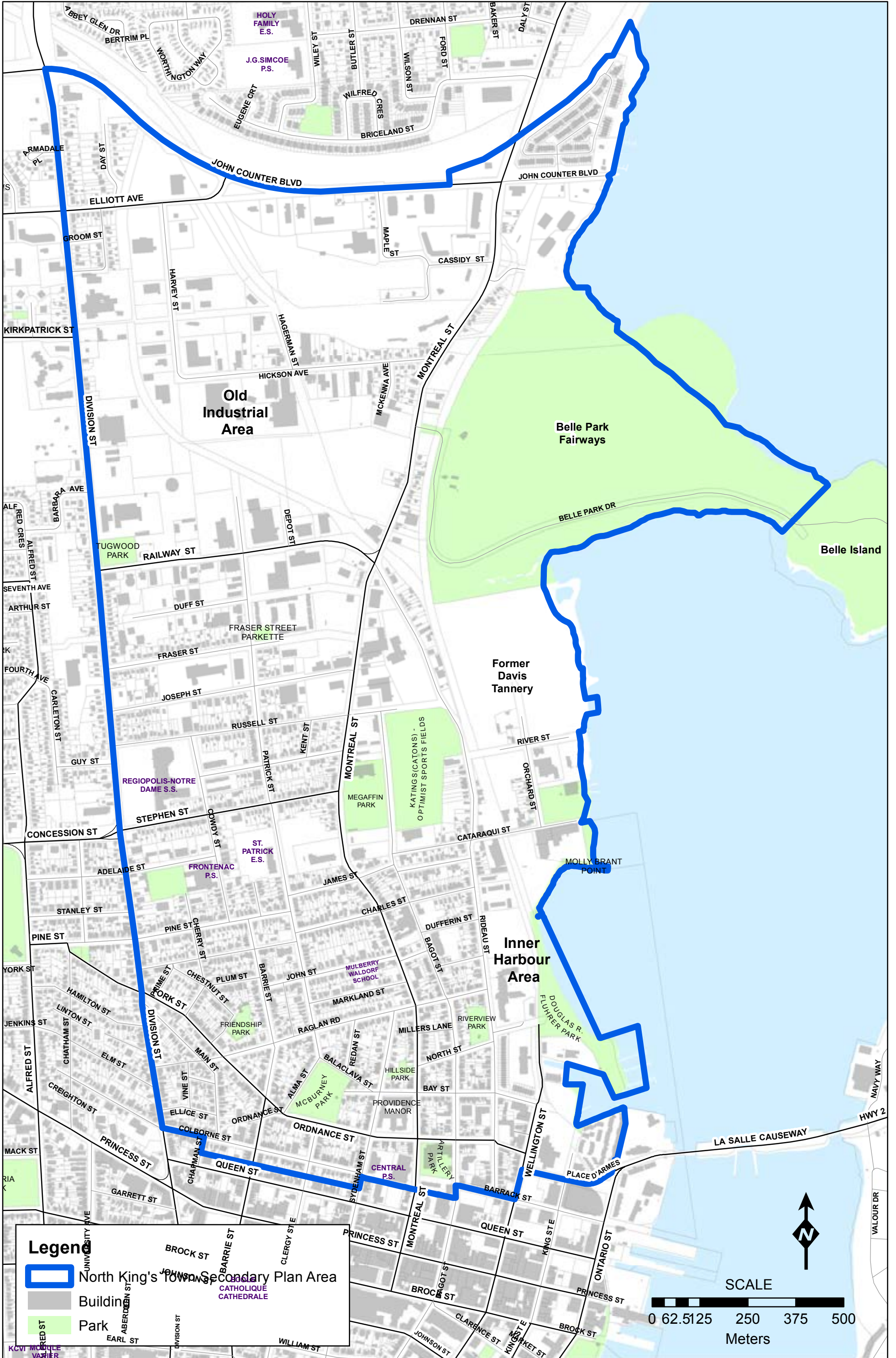
Exhibits Attached:

- Exhibit A Major Policy Project Timeline
- Exhibit B North King's Town Secondary Plan Study Area
- Exhibit C Central Kingston Growth Strategy Study Area
- Exhibit D Clogg's Road Secondary Plan Study Area
- Exhibit E Kingston Zoning By-Law Key Map

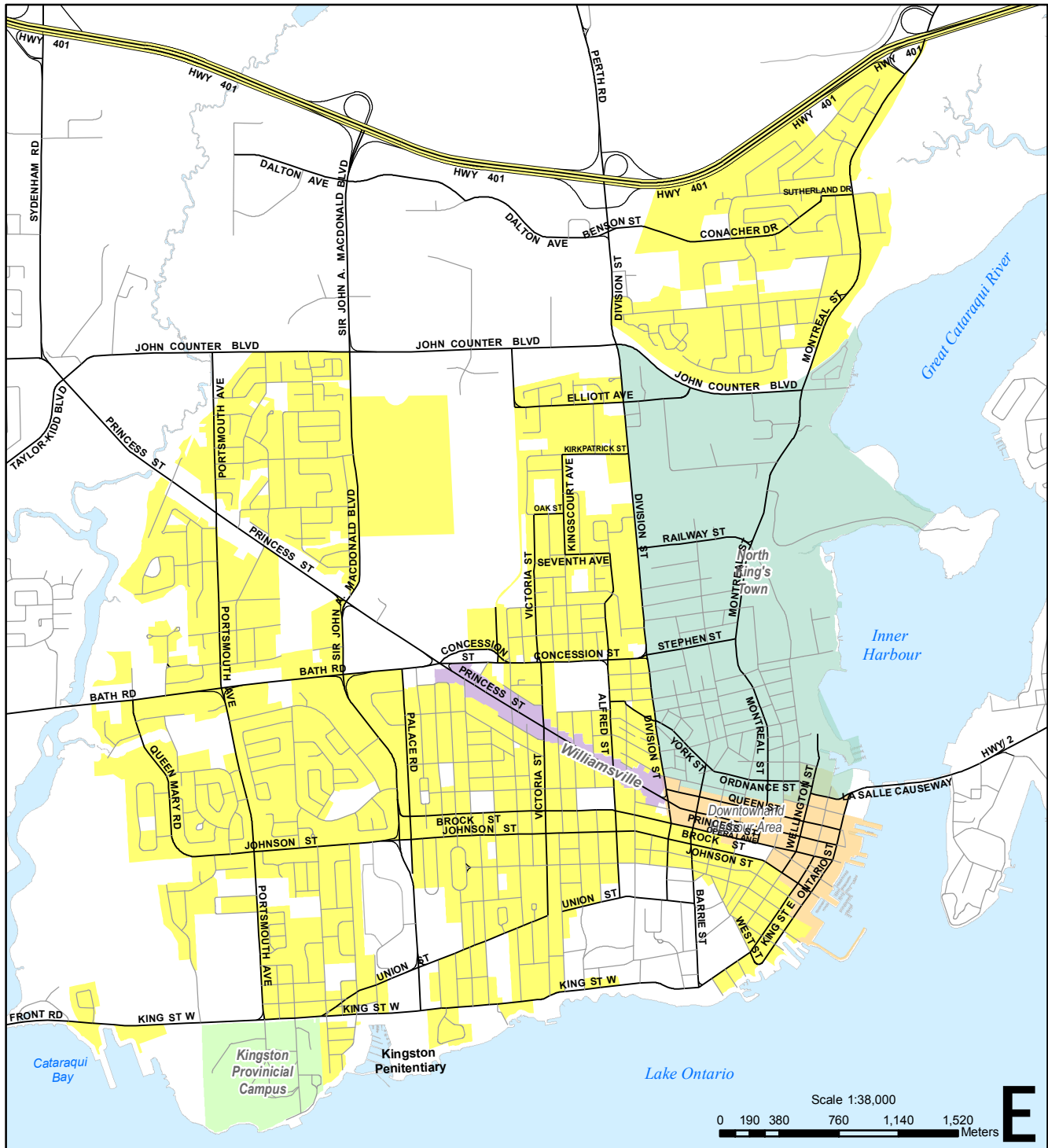
MAJOR POLICY PROJECT - WORK PLAN

	Q1, 2019			Q2, 2019			Q3, 2019			Q4, 2019			Q1, 2020			Q2, 2020			Q3, 2020			Q4, 2020			Q1, 2021			Q2, 2021			Q3, 2021					
POLICY PROJECT (TYPE) (Major Task / Phase)	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER			
OFFICIAL PLAN UPDATE [Greg Newman, Project Lead] <i>Hearing Preparation</i> <i>Hearing</i> <i>Pending Decision</i> <i>Education & Awareness</i>																																				
POPULATION, HOUSING & EMPLOYMENT FORECAST STUDY [Andrea Furniss, Project Lead] <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation, Education & Awareness</i>																																				
NORTH KING'S TOWN SECONDARY PLAN [Sonya Bolton, Project Lead] <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation of Official Plan and Zoning Amendments</i> <i>Education & Awareness</i>																																				
CENTRAL KINGSTON GROWTH STRATEGY [Sukriti Agarwal, Project Lead] <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation of Official Plan and Zoning Amendments</i> <i>Education & Awareness</i>																																				
CLOGG'S ROAD SECONDARY PLAN [Greg Newman, Project Lead] <i>Technical Review & Consultation</i> <i>Statutory Public Meeting</i> <i>Technical Review</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Phase II - Final Plan of Subdivision & Registration</i> <i>Approval</i> <i>Education & Awareness</i>																																				
WILLIAMSVILLE MAIN STREET STUDY REVIEW [Chris Wicke, Project Lead] <i>Background Review</i> <i>Community Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Advancement of Technical Work (pending Council authorization)</i>																																				
REDDENDALE PLANNING FRAMEWORK [Sukriti Agarwal, Project Lead] <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Education & Awareness</i>																																				
FISCAL IMPACT STUDY (LIFE CYCLE ANALYSIS) [Andrea Furniss, Project Lead] <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation, Education & Awareness</i>																																				
NEW CITY-WIDE ZONING BY-LAW [Sukriti Agarwal, Project Lead] <i>Technical Review & Consultation</i> <i>Release of Second Draft</i> <i>Technical Review & Consultation</i> <i>Release of Third Draft</i> <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation, Education & Awareness</i>																																				
SECOND RESIDENTIAL UNITS [Andrea Furniss, Project Lead] <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation, Education & Awareness</i>																																				
MID-RISE AND TALL BUILDING POLICIES <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation, Education & Awareness</i>																																				
HIGHWAY 15 DESIGN GUIDELINES <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation, Education & Awareness</i>																																				
RENAMING OF HIGHWAY 15 <i>Technical Review & Consultation</i> <i>Report / Recommendation to Planning Committee & Council</i> <i>Implementation, Education & Awareness</i>																																				

North King's Town Secondary Plan



Central Kingston Growth Strategy Study Area



PLANNING, BUILDING & LICENSING SERVICES

CENTRAL KINGSTON GROWTH STRATEGY

Legend

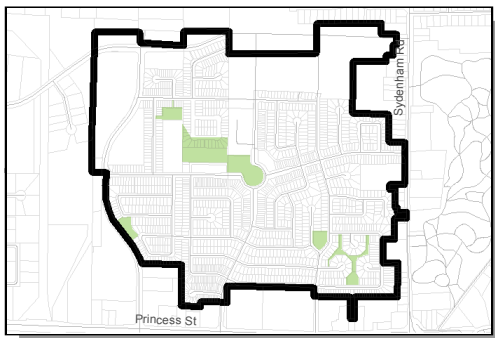
- Study Area
- North King's Town Secondary Plan (proposed)
- Kingston Provincial Campus Secondary Plan
- Downtown and Harbour Specific Policy Area
- Williamsville Main Street Specific Policy Area

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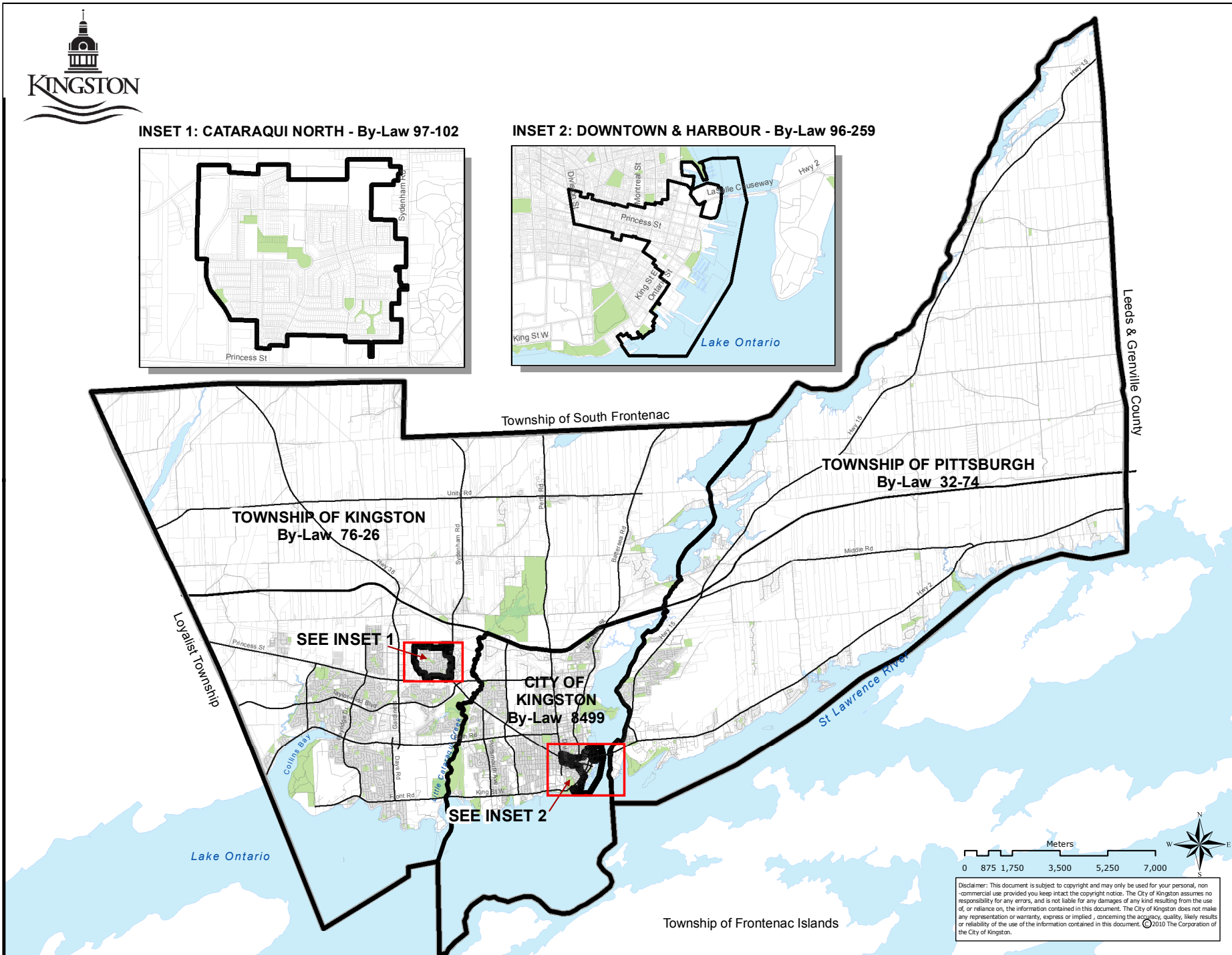
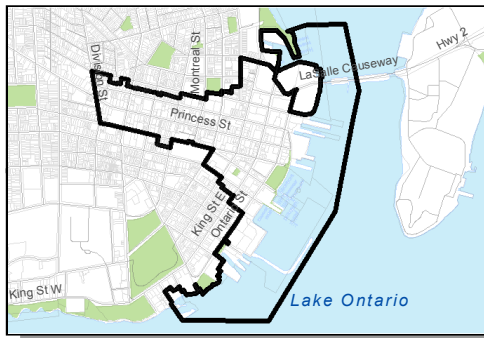
Date: 2/13/2018



INSET 1: CATARAQUI NORTH - By-Law 97-102



INSET 2: DOWNTOWN & HARBOUR - By-Law 96-259



Meters
0 875 1,750 3,500 5,250 7,000

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