



**City of Kingston
Report to Planning Committee
Report Number PC-24-019**

To: Chair and Members of the Planning Committee
From: Paige Agnew, Commissioner, Growth & Development Services
Resource Staff: Tim Park, Director, Planning Services
Date of Meeting: April 4, 2024
Subject: Recommendation Report
File Number: D14-007-2023
Address: 47-67 Village Drive
District: District 11 – King’s Town
Application Type: Zoning By-Law Amendment
Owner: Skyline Real Estate Holdings
Applicant: SkyDevco Inc. and Fotenn Consultants Inc.

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote and increased supply and affordability of housing.

Executive Summary:

The following is a report recommending approval to the Planning Committee regarding an application for a zoning by-law amendment submitted by SkyDevco Inc. and Fotenn Consultants Inc., on behalf of Skyline Real Estate Holdings, with respect to the subject site located at 47-67 Village Drive.

The subject site is located southeast of the intersection of Montreal Street and John Counter Boulevard, with access provided from Montreal Street via Village Drive, and from John Counter Boulevard via the New Loop Road. Comprised of two lots, 47 and 67 Village Drive, the entire site is approximately 2.7 hectares in size and is currently developed with two apartment buildings of

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nine and ten storeys containing 105 and 114 homes respectively, along with a one-storey storage building.

The site is designated Residential and Environmental Protection Area within the City of Kingston Official Plan, and is zoned Multiple Family Dwelling (B3.204) in Zoning By-Law Number 8499. The site is bounded by a commercial property and residential homes to the west, residential townhouses to the north, and Belle Park immediately to the south. Both properties lie along the west bank of the Great Cataraqui River, and a small creek runs through the southern-most property before out falling to the river.

The applicant is proposing to intensify the site through the development of a new 12-storey apartment building on the north side of 67 Village Drive, along the New Loop Road. This new building will contain 135 homes, comprised of 31 one-bedroom and 104 two-bedroom units. To facilitate the development, the existing one-storey storage building is proposed to be demolished so that the area can be re-purposed for additional parking.

A minimum of 259 parking spaces for residents are proposed across the entire site, which would serve the 229 apartment units in the two existing buildings as well as the 135 apartment units in the proposed building (a rate of 0.73 spaces per unit). Thirteen of these will be accessible spaces. Additionally, 12 visitor spaces and 2 car-share spaces are also proposed to serve the entire site. In addition to vehicle parking, the site would also be serviced by 153 bike parking spaces, comprised of 137 long-term and 16 short-term spaces. As the site was constructed prior to the introduction of bicycle parking requirements, the applicant is proposing enough bike parking spaces to satisfy not just the requirements of the new building, but the two existing buildings as well. A total of 3,166 square metres of amenity space is proposed across the entire site, encompassing 1,163 square metres within the new building, and 2,003 square metres throughout the remainder of the site, including the existing pool, playground, dog run, and other passive outdoor areas.

In the future, the applicant may sever the new apartment building from 67 Village Drive, which is an approach consistent with how the site is currently configured, where an individual apartment building exists on its own lot. The proposed zoning by-law has been drafted to allow the option to sever the property in the future to enable each building to be located on a separate parcel. This would necessitate a consent application, but for the purposes of zoning (including the amount of required parking), the proposed amendment treats the lands as one.

The proposal is consistent with the intent of both the Provincial Policy Statement and Kingston Official Plan as it benefits from the amenities of its urban area location and contemplates a higher density development that makes effective use of municipal infrastructure. It will contribute towards the creation of healthy, liveable communities that offer a range of housing options that are also supported by both public transit and active transportation. It therefore represents good land use planning by providing additional housing in a compatible manner within an area of the City with full municipal service.

Recommendation:

That the Planning Committee recommends to Council:

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That the application for a zoning by-law amendment (File Number D14-007-2023) submitted by SkyDevco Inc. and Fotenn Consultants Inc., on behalf of Skyline Real Estate Holdings, for the property municipally known as 47-67 Village Drive, be approved; and

That Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit A (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-24-019; and

That Council determines that in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law; and

That the amending by-law be presented to Council for all three readings.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

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

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Peter Huigenbos, Commissioner, Major Projects & Strategic Initiatives	Not required
Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

Statutory Public Meeting

This recommendation report forms the basis of a statutory public meeting at Planning Committee. Anyone who attends the statutory public meeting may present an oral submission, and/or provide a written submission on the proposed application. Also, any person may make written submissions at any time before City Council makes a decision on the application.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of Kingston to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body is not entitled to appeal the decision. If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Kingston before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Planning Committee will consider the recommendations in this report and make its recommendation to City Council at this meeting.

Anyone wishing to be notified of Council's decision on the subject application must submit a written request to:

Chris Booth, Senior Planner
The Corporation of the City of Kingston
Planning Services
216 Ontario Street
Kingston, ON K7L 2Z3
613-546-4291 extension 3215
cbooth@cityofkingston.ca

Background and Decision Date

In accordance with By-Law Number 2007-43, this application was subject to a pre-application meeting, which was held on April 28, 2022 with Planning Services and various other departments and agencies. Following this, an application was submitted and deemed to be complete as of July 4, 2023.

In accordance with the *Planning Act*, this application is subject to a decision by Council on or before October 2, 2023 , which is 90 days after a complete application was received. In the absence of a decision by Council in this timeframe, the applicant may exercise their right to appeal to the Ontario Land Tribunal (OLT). The applicant has been working to resolve issues related to parking configuration, parkland conveyance and connection to the City's waterfront trail.

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Site Characteristics

Both 47 and 67 Village Drive are located southeast of the intersection of Montreal Street and John Counter Boulevard, with access afforded via Village Drive and the New Loop Road. The site is already developed with two apartment buildings of nine and ten storeys (the former contained on 67 Village Drive and the latter on 47 Village Drive), with a large parking lot spread throughout both. 67 Village Drive also contains a one-storey storage building. The properties total 2.7 hectares in size and both are designated Residential in the City of Kingston Official Plan, while the southern end of 47 Village Drive is designated Environmental Protection Area. Both 47 and 67 Village Drive are zoned Multiple Family Dwelling (B3.204) in Zoning By-Law Number 8499.

While it is mostly developed, the broader site is vegetated along the east and south sides, where it borders the Great Cataraqui River and a small tributary. The site contains 31 trees but also benefits from an additional 5 trees on City-owned lands along the riverfront. The site's location along the Great Cataraqui River gives it Heritage Status as the southern-most leg of the Rideau Canal, a UNESCO World Heritage Site.

It is bounded on the north by the New Loop Road, which gives access to John Counter Boulevard, and a townhouse complex lies just beyond. A City-owned parcel also abuts the northern edge of the site, at the base of the Waaban (Third) Crossing. To the east are City-owned lands hosting a portion of the waterfront trail, which continues around the southern edge of the site along a small creek, connecting informally into Belle Park to the south, and also west to Montreal Street via Village Drive. The southern portion of the site has some steep slopes in the vicinity of the creek, and also gently slopes towards the creek's confluence with the river. The land immediately west is also owned by the applicant but is presently vacant and treed, beyond which are single-detached residential homes and an automotive business along Montreal Street.

Proposed Application and Submission

The applicant is requesting a zoning by-law amendment to rezone the lands from Multiple Family Dwelling (B3.204) to a URM2 zone (Urban Multi-Residential Zone 2) with an Exception Overlay that would contain specific development standards unique to this site. The proposed zoning by-law will treat the site as a single property for zoning purposes.

The applicant is proposing to redevelop the western half of 67 Village Drive by replacing a portion of the existing parking area with a new 12-storey apartment building and removing the one-storey storage building to re-purpose that area for parking. The new apartment building will contain 31 one-bedroom and 104 two-bedroom homes, and is proposed to be no closer than:

4.1 metres from the front property line along the New Loop Road,

15.1 metres from the eastern interior side property line along the City-owned parcel at the base of the Waaban Crossing,

2.8 metres from the western interior side property line; and

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16.3 metres from the existing nine storey apartment to the south.

Vehicular access to the site will continue to be afforded by the two existing driveways, one located along the New Loop Road providing connectivity to John Counter Boulevard, and the other via Village Drive to Montreal Street. A minimum of 259 parking spaces for residents (including 13 accessible spaces) are proposed to serve all three buildings, which together account for a total of 354 apartment units (yielding a parking ratio of 0.73 per unit). An additional 12 visitor spaces, and 2 car-share spaces would also be provided and would serve all three buildings. All parking would continue to be provided on the surface in an effort to lower construction costs. In addition to vehicle parking, the site is also serviced by 153 bike parking spaces, comprised of 137 long-term and 16 short-term spaces.

As the site was constructed prior to the introduction of bicycle parking requirements, the applicant is proposing enough bike parking spaces to satisfy not just the requirements of the new building, but the two existing buildings as well. As modifications cannot be made to the existing apartment buildings, all long-term bicycle parking is proposed within the new apartment building, along with a bicycle maintenance room. While currently shown outside the new apartment building only, the exact location of short-term bicycle parking will continue to be refined through the subsequent Site Plan Control process.

A total of 3,166 square metres of amenity space is proposed across the entire site, encompassing 1,163 square metres within the new building and 2,003 square metres throughout the remainder of the site. In addition to personal balcony space, the new apartment building contains three large new amenity areas for the benefit of all residents, comprised of two approximately 150 square metre indoor spaces on the tenth floor which open onto a large 160 square metre communal terrace atop the building's eastern stepback. Existing on-site amenities are to remain, including the existing pool, playground, dog run, and other passive outdoor areas.

Of the 31 on-site trees, ten are proposed to be removed, primarily to facilitate the waterfront trail connection through the site. Of those ten trees, most were identified by a qualified arborist as being in poor or only moderate health. It is important to note that while vegetation was identified as being important in the submitted Heritage Impact Statement, it suggested that plantings be directed more towards the parking area, and that connections to the waterfront trail were necessary to facilitate easier access to, and engagement with, the shoreline. The planting plan for all landscaped areas will be in accordance with the City of Kingston Tree By-Law and will be reviewed in detail at the time of Site Plan Control.

67 Village Drive may be further severed in the future to enable the new apartment building to be located on a separate parcel. This would necessitate a Consent application, but for the purposes of zoning, the proposed Zoning By-Law amendment treats the lands as one. This is particularly important as it relates to vehicle and bike parking, given that parking spaces are to be shared across all three eventual parcels. This shared configuration would necessitate reciprocal access agreements and associated easements across all three parcels. Specific details concerning the site layout, as well as easements and agreements, will be finalized through a Site Plan Control application.

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In support of the application, the applicant has submitted the following:

- Conceptual Site Plan
- Floor Plans
- Architectural Elevations
- Planning Justification Report
- Servicing Report
- Stormwater Management Report
- Traffic Impact Study
- Noise and Vibration Impact Study
- Heritage Impact Statement
- Stage One Archaeological Report
- Tree Preservation Plan
- Conceptual Grading Plan
- Topographic Survey
- Shadow Analysis
- Urban Design Study
- Pedestrian Level Wind Assessment

All submission materials are available online through the Development and Services Hub (DASH) at the following link, [DASH](#), using “Look-up a Specific Address”. If there are multiple addresses, search one address at a time, or submission materials may also be found by searching the file number.

Provincial Policy Statement

The Provincial Policy Statement (2020) provides policy direction on matters of provincial interest related to land use planning and development, which are intended to be complemented by local policies addressing local interests.

The subject property is located within what the PPS defines as an urban settlement area, where growth is to take the form of higher density development patterns that optimize municipal

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investments in infrastructure and facilities. This, in turn, creates healthy, liveable communities that offer a range of housing options supported by both public transit and active transportation.

The proposal would contribute to making more effective use of a well-positioned, serviced parcel of land through the introduction of 135 new homes in one- and two-bedroom configurations, which are the two most desired unit types for new multi-unit rental construction as concluded in the report “A Foundation for the Public Good: Recommendations to Increase Kingston’s Housing Supply for All,” by the Mayors Taskforce on Housing. The addition of new rental housing will help provide a much-needed mix of housing supply, and its location at a major intersection in an area well-served by public transit, will allow residents to easily access commercial amenities, parks, and other services.

The proposal will be constructed as a universally accessible site, complete with 13 barrier free parking spaces. Site and building design will be further assessed at the stage of Site Plan Control and will not only be reviewed by the Municipal Accessibility Advisory Committee, but will be expected to meet applicable requirements of the Ontario Building Code.

The lands are located along the Great Cataraqui River/Rideau Canal, which is a UNESCO World Heritage Site. The application was supported by a heritage impact assessment which was reviewed by Heritage Services and Parks Canada, who concluded the new tower would not have any negative impacts on the heritage resources. Additional plantings along the water can be investigated through the future site plan control application and extension of the waterfront trail.

With the tower located internal to the site, there are no natural heritage or natural hazards impacting its development.

A detailed review of the applicable policies is attached in Exhibit D.

Official Plan Considerations

The subject property is designated Residential and Environmental Protection Area on Schedule 3-A – Land Use, in the Official Plan. The Residential designation is intended to encourage development that emphasizes a mix of building types and densities that respond to a wide range of housing needs, including high density residential development, subject to a variety of tests for location and compatibility.

Located within a Housing District on Schedule 2 – City Structure, these areas are generally meant to remain stable, with new developments taking place along the periphery to avoid adverse impacts on existing areas. However, this site does not meet the tests for a stable area given the existing development pattern and the high likelihood of re-development and change.

The site satisfies all high-density residential development criteria of the Official Plan. It is located at the edge of a lower density neighbourhood, along an arterial road that is supported by local and express transit bus services. Commercial and community uses are within walking distance

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of the site, along with park space and active transportation facilities that provide links to downtown and the east and west end.

Submission materials have demonstrated that the new building is compatible with the surrounding area in terms of its placement on the site, with its overall height not creating any adverse shadow impacts in the general vicinity, or on its own site. A pedestrian level wind study had shown only limited potential for adverse wind impacts, which can be further reviewed and mitigated through the site plan control stage. There are no adverse traffic impacts, noise, overlook, or architectural incompatibility as a result of this development.

The applicant has committed to taking steps that contribute to climate-positive development by ensuring 5-10% of all parking spaces are equipped with electrical charging stations. Additional steps include generous landscaping (over 39% of the property is landscaped open space) that help reduce the urban heat island effect and which also provides permeable surfaces that allow natural stormwater infiltration. Furthermore, it emphasizes alternative modes of transportation, especially cycling, through the provision of 153 bike parking spaces. Its proximity to a transit route, cycling lanes and regional trail networks (waterfront trail, K&P Trail) ensures that automobiles (with their associated carbon emissions) are not the only choice for travel.

Additional development of this site represents a compatible infill opportunity in an area of the city where this development is expected and can be supported by existing facilities, making economical use of in-place infrastructure.

A detailed review of the applicable policies is attached in Exhibit F.

Zoning By-Law Discussion

The property is currently zoned Multiple Family Dwelling (B3.204) in the former City of Kingston Zoning By-Law. The B3.204 zone sets out a maximum density of 75.3 dwelling units per hectare and limits the number of permitted dwelling units to no more than 216. While this zoning is insufficient for the proposed increase to 354 total units and density of 132 units per net hectare, the Official Plan supports intensification of this existing high-density area when the proposed development offers adequate amenity space, protection from noise and other impacts, and nearby public transit and active transportation linkages exist.

The applicant is seeking to rezone the subject property to the Urban Multi-Residential Zone 2 (URM2) in the Kingston Zoning By-Law, which permits the construction of apartment buildings. However, an Exception Overlay is also proposed that tailors certain provisions to reflect site-specific circumstances, such as the number of permitted buildings on-site and the required number of parking spaces. The proposed zoning amendment would see uses consistent with the residential character of the site, and at a density that can be readily supported as demonstrated through the submission of a variety of studies. The URM2 zone is appropriate for this location given its accommodation for apartment buildings, and the new site-specific provisions, though refined, are not expected to contribute to an increased nuisance or impact on neighbouring properties.

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A detailed summary of the proposed refinements to the zoning provisions, along with a rationale for each change, can be found below.

Table 1 – Requested relief from URM2 Zone

Provision	URM2 Zone	Proposed E154	Relief Requested from the URM8 Zone
Maximum height	10.7 metres	39.11 metres	Yes
Minimum front setback	6.0 metres	4.15 metres	Yes
Minimum interior setback	6.0 metres	2.87 metres	Yes
Maximum number of principal buildings per lot	1 building	3 buildings	Yes
Minimum parking requirement	283 resident spaces (ratio of 0.8 spaces per unit)	259 resident spaces (ratio of 0.73 spaces per unit)	Yes
Minimum parking requirement – visitor spaces	53 spaces (ratio of 0.15 spaces per unit)	12 (ratio of 0.03 spaces per unit)	Yes
Minimum parking requirement – car share spaces	18 spaces (ratio of 0.05 spaces per unit)	2 (ratio of 0.005 spaces per unit)	Yes

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Maximum Height

Relief of 28.41 metres is requested to accommodate a 12-storey building. The proposed 39.11 metre building height is consistent with the heights of the nine and ten-storey buildings already existing on-site, as well as two other 11-storey apartment buildings to the east along John Counter Boulevard. The additional height is not anticipated to have an impact on neighbouring residential or commercial properties, given its distance of 75 metres from the townhouse complex to the north and approximately 40 metres from the low-rise residential and commercial properties to the west. Furthermore, a generous stepback is proposed on the tenth floor, which aids in the transition down to the adjacent nine-storey building, and the Greater Cataraqui River beyond. The requested zone relief is therefore not anticipated to have any adverse impacts and is in keeping with the existing character of the subject site.

Minimum Front Setback

The requested front yard setback of 4.15 metres is intended to allow the proposed building to be situated closer to the New Loop Road, thereby creating a 16.31 metre setback from the adjacent nine-storey building that is wide enough to accommodate a drive aisle and landscaped open space. Without this zone relief, there would be no buffer between the drive aisle and the first floor units of the proposed apartment building. The requested 30% reduction (1.85 metres) for the front yard will have little to no impact on the John Counter Boulevard streetscape, due to the New Loop Road being situated between it at the apartment building.

Minimum Interior Setback

The subject property is bounded on the east and west by other parcels of land, making both interior side yards. Neither parcel is occupied, with the parcel to the east being controlled by the City and planned for future parkland, and the parcel to the west being owned by the developer. The existence of these parcels affords an additional buffer between the proposed apartment building and surrounding development, making a more generous side yard on the subject site unnecessary. The requested reduction of more than 50% (3.13 metres) for the interior side yard is therefore not anticipated to have any adverse impacts or result in increased nuisance to neighbouring uses.

Maximum Number of Principal Buildings

The B3.204 zone was tailored to the current site, which was constructed with only two apartment buildings. Its size of 2.7 hectares is more than sufficient to accommodate an additional building with adequate parking, all of which can still be provided on the surface without needing to be shifted underground. Large sites that allow economic configurations such as this (avoiding costly underground parkades) should be maximized where possible, so that housing can be provided at lower costs.

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Minimum Parking Requirement

Relatively minor relief is requested for resident parking, with the proposal being shy 24 parking spaces for residents. The Kingston Zoning By-Law requires 283 parking spaces for all 354 apartment units on-site (a ratio of 0.8 spaces per unit), while a minimum of 259 are proposed (a ratio of 0.73). This ratio reflects the site's advantageous position along local and express transit lines and ensures that it does not provide an over-supply of parking (an important consideration given Kingston's efforts to reduce reliance on personal automobiles in favour of alternative modes of travel such as walking and cycling). While 259 standard spaces are proposed (a figure which includes the minimum 13 accessible spaces required by the Zoning By-Law), the concept plan shows that up to 269 standard spaces can be accommodated. However, to account for the possibility that some spaces might be lost due to future refinements at the stage of site plan control (such as establishment of new pedestrian walkways through the parking lot), the amending By-Law has been crafted to proactively reflect that possibility.

Minimum Required Visitor and Car-Share Spaces

A total of 12 visitor spaces are proposed on-site, compared to the 53 required in the Zoning By-Law. Higher densities and the provision of more homes to meet Kingston's growing demand would not be possible at the visitor parking rates currently established in the By-Law, without costly underground or structured parking areas that drive up the cost of housing. The proposed rate is instead more closely aligned with the visitor parking rates proposed in the City's amendments to the Zoning By-Law. For the same reason, two car-share spaces have been proposed, which is also more reflective of the new proposed rates in the City's housekeeping amendments.

Other Applications

The subject property is not yet the subject of any other applications, but the applicant intends to submit for Site Plan Control approval pending approval of the Zoning By-Law amendments, followed by an application for Consent to further sever 67 Village Drive (which currently contains the existing nine-storey apartment building) to enable the new 12-storey apartment building to sit on its own lot. This would also necessitate reciprocal easements for access across 67 Village Drive as well as 47 Village Drive (which contains the existing ten-storey apartment building).

Technical Analysis

This application has been circulated to external agencies and internal departments for review and comment. All comments on the proposal have been addressed and no outstanding issues with this application remain at this time.

Public Comments

The following is a summary of the public input received to date, including a summary of the feedback received at the Community Meeting on September 7, 2023. All comments were obtained through the Community Meeting, with no written public feedback received.

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Building & Site Layout

Question: How much separation will there be between the new building and nearest current building?

Response: The distance between the proposed building and the nearest building currently on-site is 16.3 metres, which is sufficient distance to accommodate the minimum 6-metre-wide drive aisle and landscaped open space with pedestrian walkways. Staff requested a pedestrian level wind study to analyze potential adverse effects in this area, and while the study found some increased wind speeds, they could all be easily mitigated (which will be further addressed at the stage of Site Plan Control).

Question: Could the building be taller so as to provide more rental units, and are any of them in 3-bedroom configurations?

Response: The 12-storey building height balances heritage and environmental concerns, and ensures it fits well into the area and does not overpower its surroundings. Through the review of this application, it was important to mitigate the impacts of new construction on the historic Rideau Canal, which is a UNESCO-designated World Heritage Site. It was also necessary to balance the number of new units with the ability to provide an appropriate amount of parking without needing to construct underground or structured parking. Doing so can add significantly to development costs, which makes housing (and rental rates) less affordable. This proposal is therefore an attempt to right-size the building in its context, while also meeting parking needs in a cost-effective format. While the building does not offer apartments in a 3-bedroom configuration, the vast majority (104 out of 135) are 2-bedroom layouts which still offer enough flexibility to meet the needs of a small family (which is consistent with Kingston's average household size of 2.2 people based on the 2021 federal census).

Question: Which direction will the outdoor terrace be facing?

Response: The proposed terrace is on the east side of the building on the 10th floor, facing the river. This location affords views but also enables the building to step down to the neighbouring 10-storey building. This orientation ensures that it fits well into its surroundings and transitions effectively down to the waterfront, thus reducing its visual impact on the river.

Parking Supply

Question: How many existing parking spaces service the two buildings on-site, and how many new spaces will be installed? Will anyone in the current building lose parking?

Response: Currently, there is a surplus of parking on-site, with 327 spaces available for 219 units, and based on current tenant uptake, many sit empty. The current rate of use is low enough that the developer does not have to assign parking or regulate it in any way, which affords an opportunity to densify the site without being unable to meet tenant

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demand. The addition of 135 new units is easily absorbed through the existing surplus and is further assisted by the demolition and replacement of the existing storage building with a new re-configured parking area. The overall proposed parking layout would see parking be provided at a rate of 0.73 spaces per unit, which balances the developer's desire to provide sufficient parking with the City's desire to encourage alternative modes of transportation.

Trees & Landscape Area

Question: There appears to be lots of open space to allow the provision of more trees – can more be added? Are trees along loop road the developer's responsibility?

Response: Some portions of the site are being conveyed to the City as part of parkland dedications, which will see the City assume ownership and responsibility of approximately 3,000 square metres of land. These lands will then form an important enhancement to the waterfront trail, and the City will have the opportunity to plant trees on these lands through its annual tree planting and park enhancement programs. The trees along the New Loop Road are on city-owned lands, and so would remain under the City's care and be subject to monitoring and replacement as deemed necessary. Staff will work with the applicant through the subsequent site plan control stage to refine the tree planting plan on the subject site in a manner consistent with the requirements of the Tree By-Law.

Question: Will there be community garden?

Response: A portion of the subject presently contains a small garden, and the developer intends to continue making land available on-site to tenants for the purpose of gardening.

Climate & Environmental Considerations

Question: Does the developer propose to construct the building to achieve net-zero? What actions are being taken towards addressing the climate crisis, such as provision of EV parking and on-site solar energy generation?

Response: As the building will be constructed with concrete, it is unlikely to achieve net-zero, but additional steps are being taken such as net metering, battery back-ups, low-flow showers, and low voltage lighting. The developer is also considering federal grants and roughing-in the infrastructure needed for solar panels on rooftops, and while they do not expect to generate 100% of building needs, it will offset some of their requirements and reduce long-term operational costs. The developer is also proposing to rough-in parking areas with the infrastructure necessary to support future installation of electric vehicle charging stations.

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Effect of Public Input on Draft By-Law

Comments received did not result in changes to the application. The building and site, as proposed, has been thoughtfully designed to integrate well into its surroundings, and does not result in any notable on or off-site impacts.

Conclusion

The proposed development of a 12-storey apartment building at 47-67 Village Drive will provide 135 units of much-needed new rental housing on a well-connected site. At almost 3 hectares, the site presents an excellent opportunity to make better use of a fully serviced property within the City's Urban Boundary. Infill development containing higher residential densities is supported by both the Provincial Policy Statement and the Kingston Official Plan, especially where those uses are in close proximity to public transit, local amenities, parkland, and commercial services. The subject site benefits from its location on an arterial road surrounded by several commercial shopping centres, and presence of local and express transit as well as dedicated cycle lanes along Montreal Street and John Counter Boulevard.

The site is also adjacent to Belle Park, which not only provides generous open space and recreational opportunities but hosts a connection to the K&P regional trail. Its connectivity is further underscored by its location along the waterfront trail, and the applicant has worked in partnership with the City to ensure that the trail is significantly enhanced in this area through the provision of easements and land conveyances. This helps to facilitate a much-improved multi-use trail along the shoreline, providing formal connections from the Waaban Crossing through to Belle Park and onward.

The proposed zoning by-law amendment necessary to enable this development was supported by several studies submitted by qualified professionals. These studies were reviewed and accepted by City staff, recognizing that the detailed elements of site design will be further considered through a future Site Plan Control application. This proposal meets the intent of the Provincial Policy Statement, the Kingston Official Plan, and represents responsible planning for new growth. It is therefore recommended that the application be approved.

Existing Policy/By-Law:

The proposed amendment was reviewed against the policies of the Province of Ontario and City of Kingston to ensure that the changes would be consistent with the Province's and the City's vision of development. The following documents were assessed:

Provincial*Planning Act*

Provincial Policy Statement, 2020

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Municipal

City of Kingston Official Plan

Zoning By-Law Number 2022-62

Notice Provisions:

Pursuant to the requirements of the *Planning Act*, notice of the statutory public meeting was provided 20 days in advance of the public meeting in the form of a sign posted on the subject property and by mail to 77 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property. In addition, a courtesy notice placed in The Kingston Whig-Standard on March 26, 2024.

If the application is approved, a Notice of Passing will be circulated in accordance with the provisions of the *Planning Act*.

At the time of writing of this report, no pieces of written public correspondence have been received and all planning related matters have been addressed within the body of this report. Any public correspondence received after the publishing of this report will be included as an addendum to the Planning Committee agenda.

Accessibility Considerations:

None

Financial Considerations:

None

Contacts:

James Bar, Manager, Development Approvals, 613-546-4291 extension 3213

Chris Booth, Senior Planner, 613-546-4291 extension 3215

Other City of Kingston Staff Consulted:

None

Exhibits Attached:

Exhibit A Draft By-Law and Schedules to Amend Zoning By-Law Number 2022-62

Exhibit B Key Map

Exhibit C Neighbourhood Context

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- Exhibit D Consistency with the Provincial Policy Statement
- Exhibit E Official Plan, Land Use
- Exhibit F Conformity with the Official Plan
- Exhibit G Zoning By-Law Number 2022-62
- Exhibit H Proposed Site Plan, Elevations and Renderings
- Exhibit I Site Photographs
- Exhibit J Public Notice Notification Map

By-Law Number 2024-XX

A By-Law to Amend By-Law Number 2022-62, “Kingston Zoning By-law Number 2022-62” (Zone Change from ‘B3.204’ Zone to “URM2” and Introduction of Exception Number ‘E154’, (47-67 Village Drive))

Passed: [Meeting Date]

Whereas the Council of The Corporation of the City of Kingston enacted By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (the “Kingston Zoning By-Law”);

Whereas the subject lands are identified as “Not Subject to this By-Law” on Schedule 1 of the Kingston Zoning By-Law;

Whereas the Council of The Corporation of the City of Kingston deems it advisable to amend the Kingston Zoning By-Law;

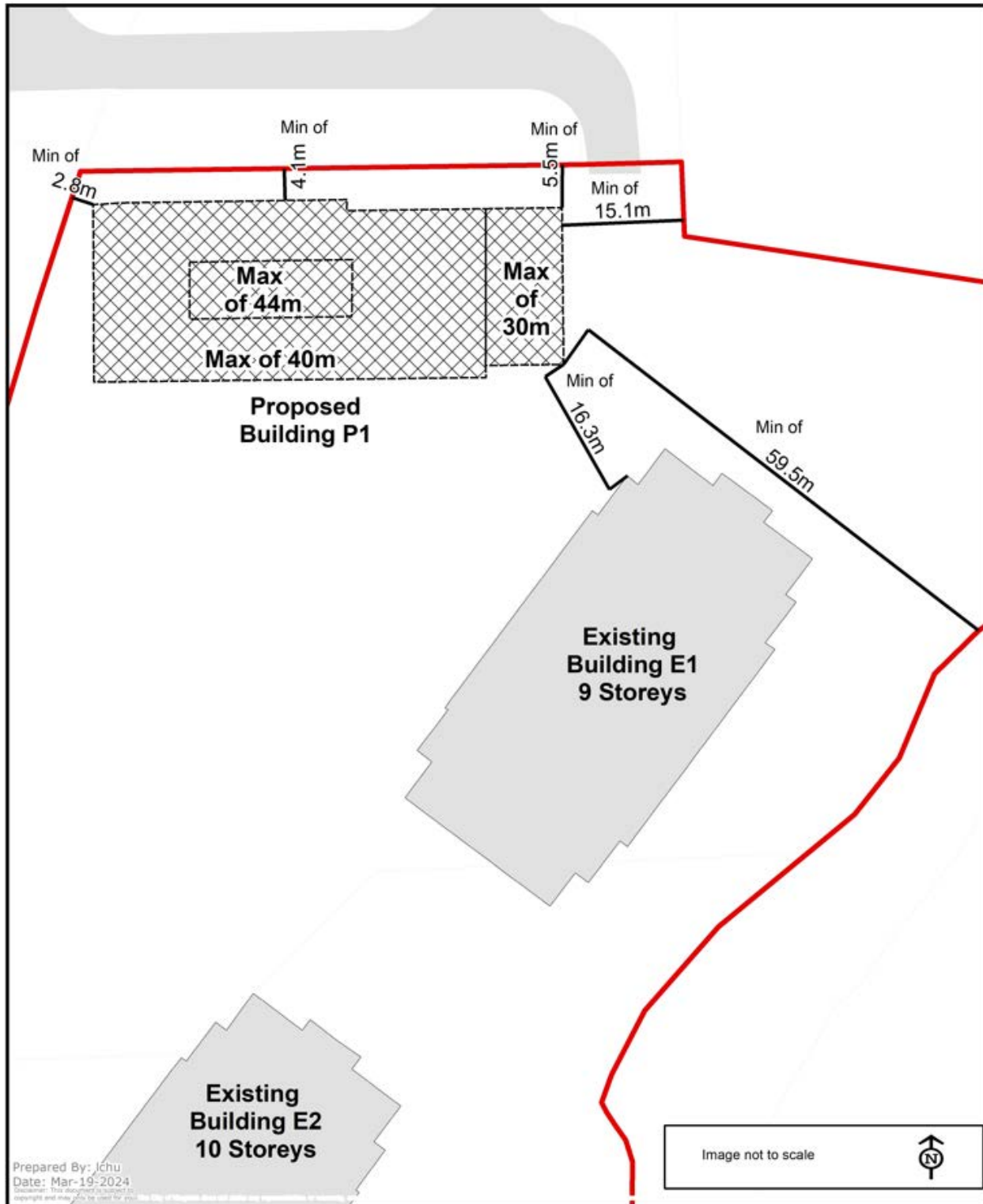
Therefore be it resolved that the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law Number 2022-62 of The Corporation of the City of Kingston, entitled “Kingston Zoning By-Law Number 2022-62”, is amended as follows:
 - 1.1. Schedule 1 – Zoning Map is amended by removing reference to “Not Subject to this By-law”, and by adding the zone symbol ‘URM2.’, as shown on Schedule “A” attached to and forming part of this By-Law.
 - 1.2. Schedule E – Exception Overlay is amended by adding Exception Number E154, as shown on Schedule “B” attached to and forming part of this By-Law.
 - 1.3. By adding Exception Number E154 in Section 21 – Exceptions, as follows:

“**E154.** Despite anything to the contrary in this By-law, the following provisions apply to the lands subject to this Exception:

 - (a) The maximum number of **principal buildings** permitted is 3;
 - (b) The minimum number of required **parking spaces** per **dwelling unit** is 0.73;

- (c) The minimum number of required **visitor spaces** per **dwelling unit** is 0.03;
- (d) The minimum number of required **car-share spaces** is 2.0;
- (e) The maximum **building heights** are specified on Figure E154, with a maximum 0.5 metre variance on noted dimensions permitted; and
- (f) The minimum **building setbacks** are specified on Figure E154, with a maximum 5% variance on noted dimensions permitted.
- (g) Figure E154



2. The lands shown on Schedule “A” attached to and forming part of this By-Law are incorporated into the Kingston Zoning By-Law and the provisions of City of

Kingston By-Law Number 8499, entitled "Restricted Area (Zoning) By-Law of the Corporation of the City of Kingston", as amended, no longer apply to the lands.

3. This By-Law shall come into force in accordance with the provisions of the *Planning Act*.

Given all Three Readings and Passed: [Meeting Date]

Janet Jaynes
City Clerk

Bryan Paterson
Mayor



Planning Services

Schedule 'A' to By-Law Number

Address: 47 and 67 Village Dr.
File Number: D14-007-2023

Kingston Zoning By-Law 2022-62 Schedule 1 - Zoning Map

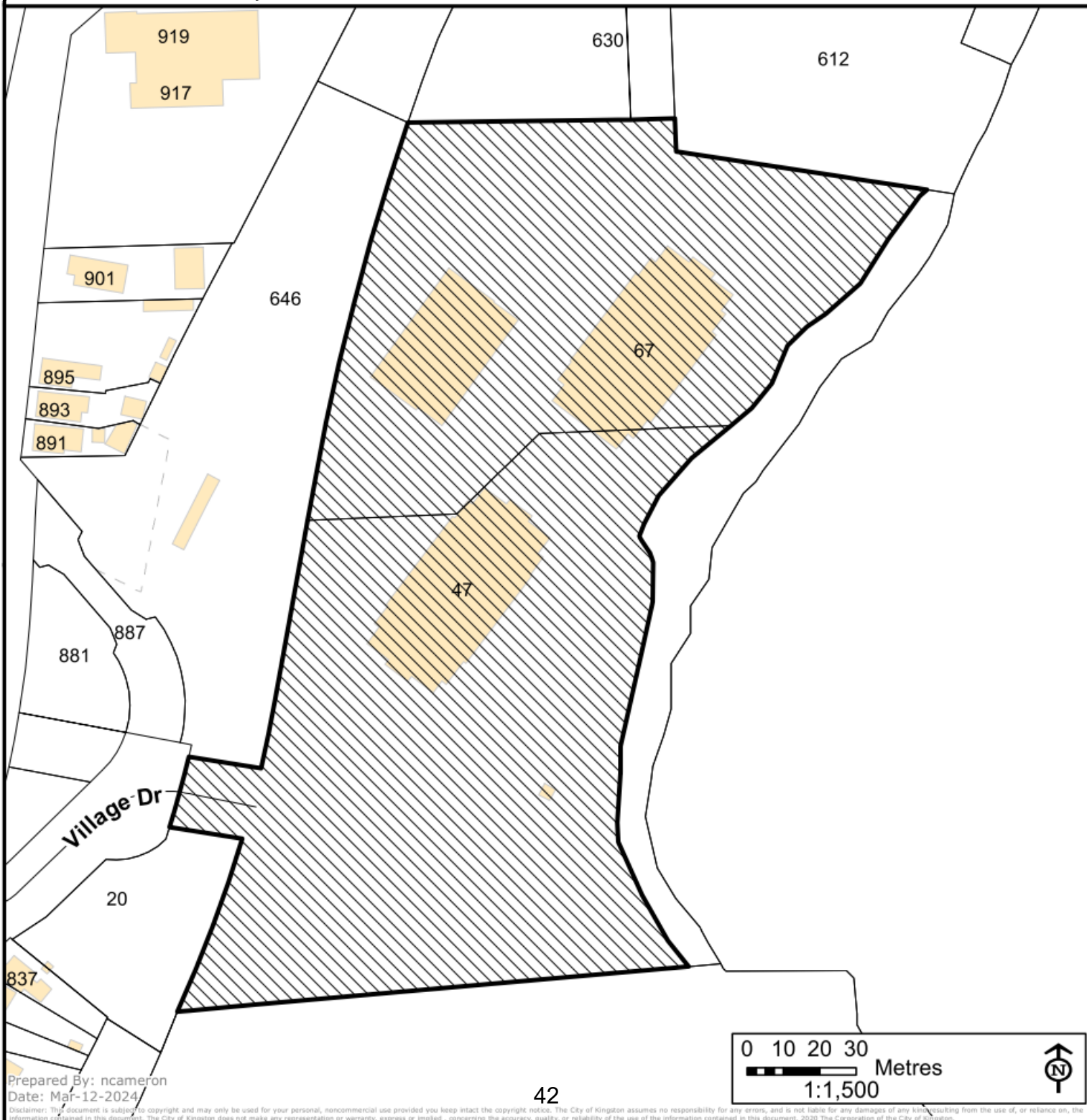
 Lands to be Zoned URM2

Certificate of Authentication

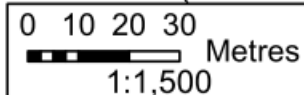
This is Schedule 'A' to By-Law Number _____, passed this _____ day of _____ 2023.

_____ Mayor

_____ Clerk



Prepared By: ncameron
Date: Mar-12-2024





Planning
Services

Schedule 'B' to By-Law Number

Address: 47 and 67 Village Drive
File Number: D14-007-2023

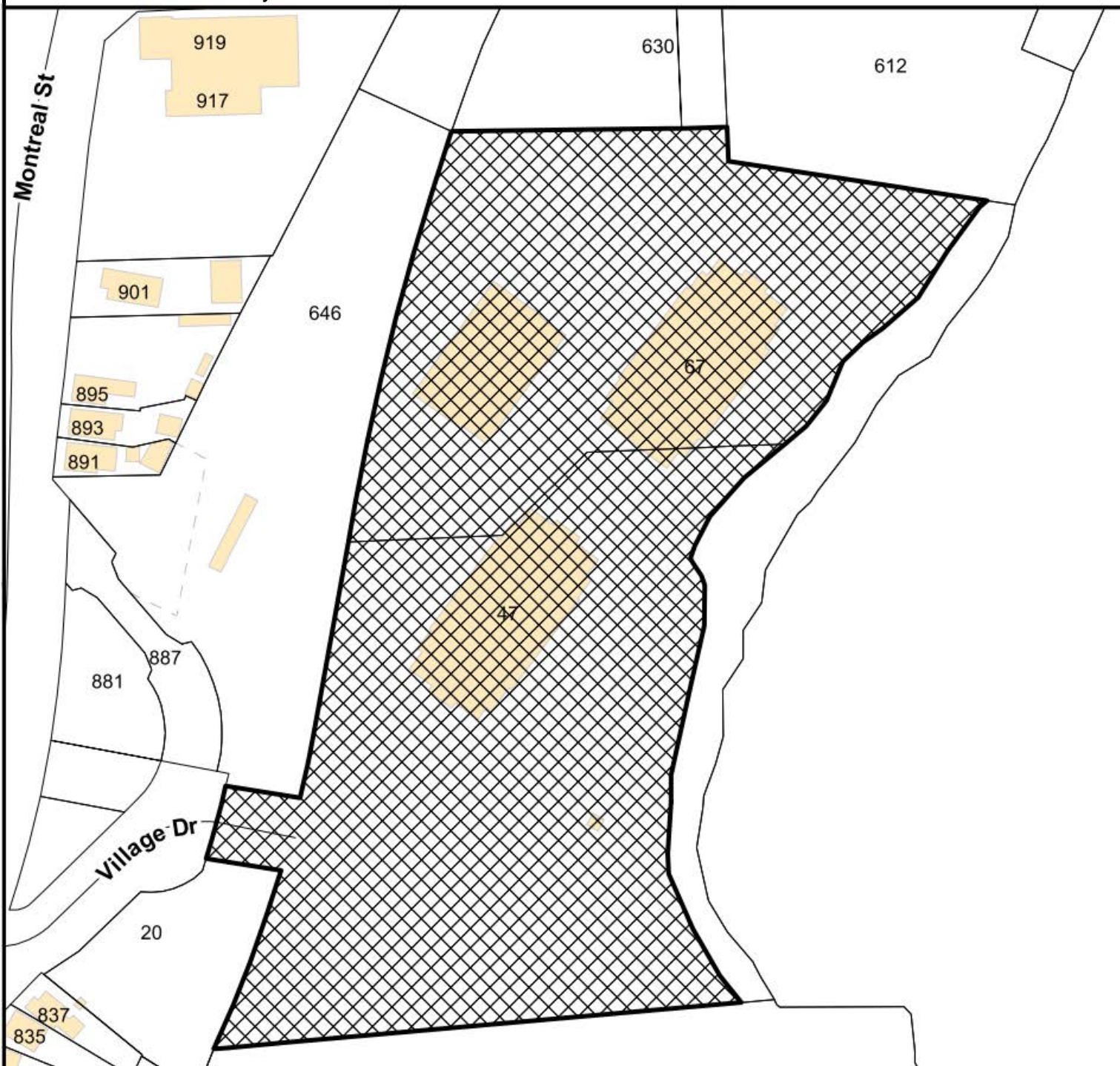
Kingston Zoning By-Law 2022-62 Schedule E - Exception Overlay

 Lands to be added as Exception E154

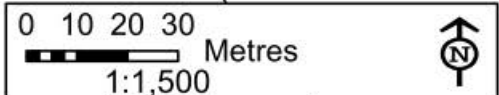
Certificate of Authentication

This is Schedule 'B' to By-Law Number _____, passed this _____ day of _____ 2024.

Mayor Clerk



Prepared By: ncameron
Date: Mar-12-2024

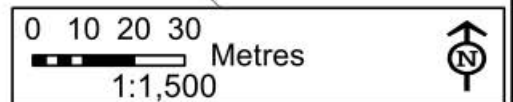
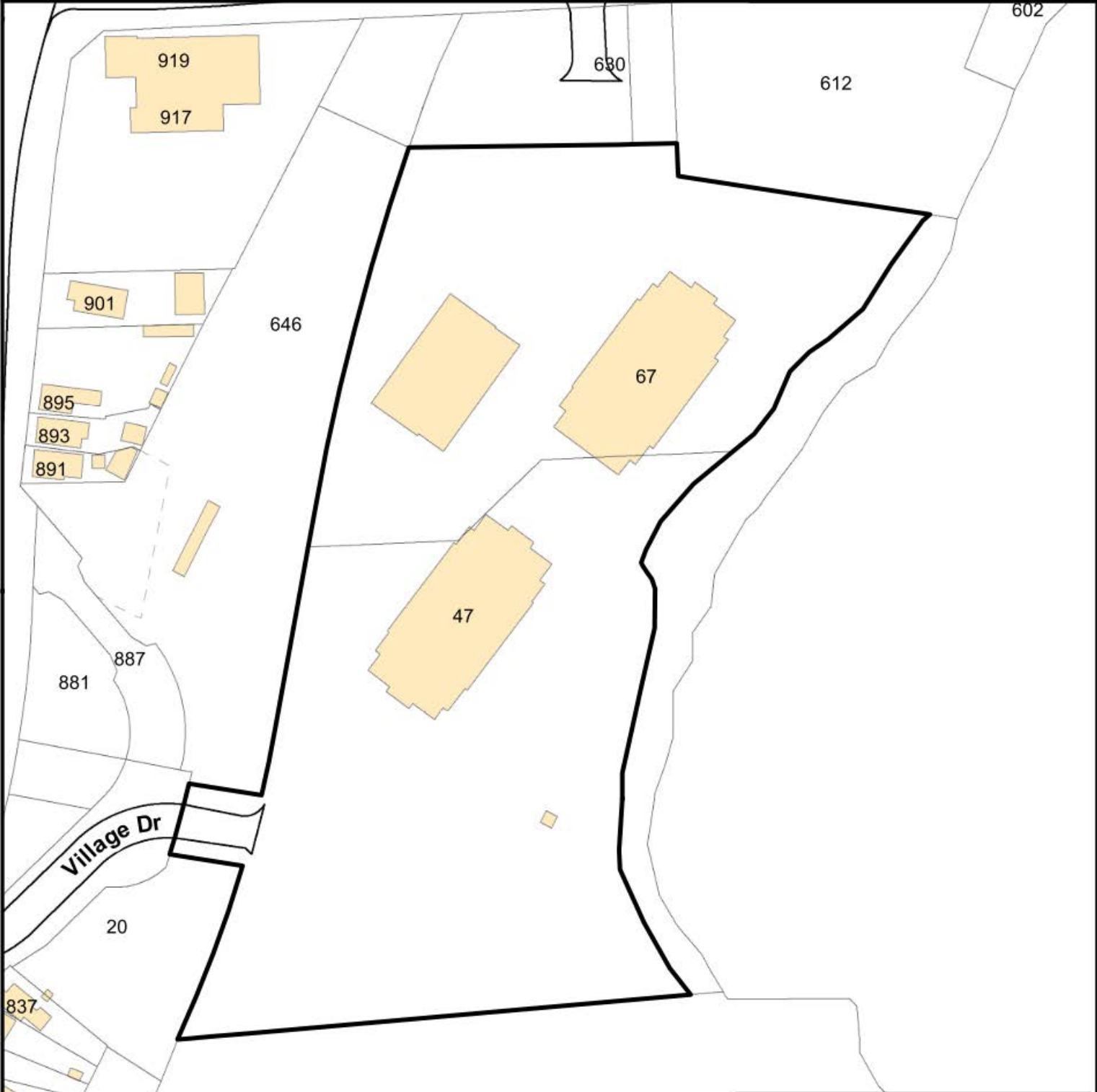
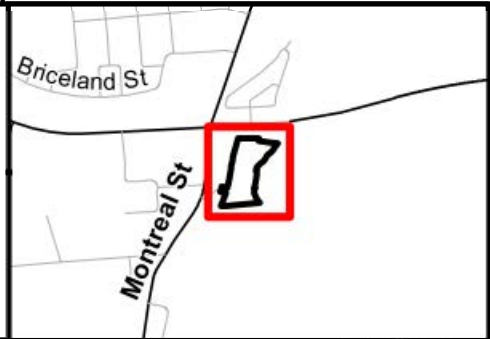


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Planning Committee
Key Map
Address: 67 Village Dr.
File Number: D14-007-2023

 Subject Lands





Planning Committee
Neighbourhood Context (2023)

Address: 67 Village Dr.
File Number: D14-007-2023

- Subject Lands
- Property Boundaries
- Proposed Parcels



**2020 Provincial Policy Statement Categories Applicable to 47-67 Village Drive
(D14-007-2023):**

Policies applicable to the subject application include, but are not limited to the following.

Policy Number	Policy	Category	Conformity with the Policy
1.1.1	<p>Healthy, livable and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p>	<p>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</p>	<p>a) The proposal makes more effective use of an under-utilized parcel of land in an existing built-up area where substantial commercial space exists to support additional residential homes.</p> <p>b) Thirty new homes are proposed in differing configurations, including 31 one-bedroom and 104 two-bedroom apartments. These new homes will have ready access to many nearby commercial services, thus contributing to a healthy commercial area along a major arterial road.</p> <p>c) The proposed development is low-impact and in-keeping with the character of the neighbourhood. Various impact studies were submitted, including Noise & Vibration, and Traffic. No significant impacts were noted, and mitigation measures for controlling noise impacts were recommended. Both studies were reviewed and accepted by City staff.</p> <p>d) The proposal is for infill development within the urban area, and does not prevent the expansion of the urban settlement area.</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local</p>		<p>e) The proposed development is on a site well-served by transit, and within a built-up area with existing municipal infrastructure. The application has been comprehensively reviewed by the City's Engineering staff as well as Utilities Kingston, and supporting traffic impact and site servicing studies were deemed acceptable by the City.</p> <p>f) The proposal will be constructed as a universally-accessible site, complete with 12 barrier free parking spaces. Site and building design will be further assessed at the stage of Site Plan Control, and will not only be reviewed by the Municipal Accessibility Advisory Committee, but will be expected to meet applicable requirements of the Ontario Building Code.</p> <p>g) Municipal servicing is in place with sufficient capacity to support new development. Utilities Kingston has been involved in the review of this application along with the City's Engineering Department to ensure that municipal services are well positioned to support new development.</p> <p>h) No environmental impacts are foreseen. The applicants propose to convey to the City lands onsite designated as Environmental Protection Area in the Official Plan.</p> <p>Development is not proposed</p>

Policy Number	Policy	Category	Conformity with the Policy
	impacts of a changing climate.		<p>to encroach further on any waterfront areas, and the existing parking lot is proposed to be re-configured so as to accommodate a new waterfront trail which will act as a further buffer between the site and sensitive environmental areas.</p> <p>i) Climate concerns are best addressed through reduced reliance on private automobiles, with the proposal keeping private parking capped at only 278 total spaces (0.73 for every home), down from the 327 spaces that currently exist on-site. The proposal instead emphasizes greater use of public transit, car-sharing, and active transportation in particular, through the provision of 153 bike parking spaces.</p>
1.1.3.1	Settlement areas shall be the focus of growth and development.	Settlement Areas	The proposal is within an urban settlement area.
1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <p>a) efficiently use land and resources;</p> <p>b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or</p>	Settlement Areas	<p>a) The proposal makes more effective use of an undeveloped parcel of land within the built-up urban area where services are already in place.</p> <p>b) The proposal will draw on existing municipal infrastructure, thereby ensuring even better optimization of resources. This includes not just underground water, sanitary and storm services, but also existing public transit lines</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>uneconomical expansion;</p> <p>c) minimize negative impacts to air quality and climate change, and promote energy efficiency;</p> <p>d) prepare for the impacts of a changing climate;</p> <p>e) support active transportation;</p> <p>f) are transit-supportive, where transit is planned, exists or may be developed; and</p> <p>Land use patterns within <i>settlement areas</i> shall also be based on a range of uses and opportunities for <i>intensification</i> and <i>redevelopment</i> in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.</p>		<p>(local route 1, and express routes 801, and 802), road networks, and cycling lanes that run down Montreal Street and John Counter Boulevard.</p> <p>c, d, e, f) Vehicular parking is limited primarily to residential uses at a rate of 0.73 spaces per home. Active transportation is emphasized through the provision of 153 bike parking spaces, and transit routes are nearby (routes 1, 801, and 802).</p> <p>Residential and commercial space is proposed in a high-density format within an urban settlement area.</p>
1.1.3.3	<p>Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas,</p>	Settlement Areas	Please refer to the response provided for 1.1.1.

Policy Number	Policy	Category	Conformity with the Policy
	including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.		
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	Settlement Areas	Refined development standards are proposed in the Zoning By-law Amendment that would facilitate intensification at a rate of 132 units per net hectare in a compact 12-storey form. Appropriate setbacks have been established to ensure the building fits appropriately into its site. Namely, 4.1 metres from the front property line along the New Loop Road, 15.1 metres from the eastern interior side property line along the City-owned parcel at the base of the Waaban Crossing, 2.8 metres from the western interior side property line, and 16.3 metres from the existing nine storey apartment to the south. Additionally, the presence of the New Loop Road helps reduce the impact of the building height on the townhouses to the north by ensuring that the proposed building is set back more than 37 metres from John Counter Boulevard, and the same mitigating effect is achieved due to the nearly 40 metre wide strip of land that exists between the subject site and

Policy Number	Policy	Category	Conformity with the Policy
			the low-rise residential homes to the west.
1.1.3.5	Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.	Settlement Areas	The Official Plan's target of 75 units per net hectare for high-density residential development is proposed to be exceeded at a rate of 132 units per net hectare. The 135 new homes proposed on-site will contribute toward the City's overall 8,000 home housing target.
1.2.6.1	Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.	Land Use Compatibility	<p>The proposed development is compatible with the surrounding uses, as existing residential and commercial properties are located to the north and west, and major parkland (Belle Park) exists to the south. The Official Plan encourages density in areas where significant amounts of parkland are nearby. The setbacks identified in the response to 1.1.3.4 demonstrates that lower-rise residential uses to the north and west are suitably buffered to minimize the effects of shadows and overlook.</p> <p>The Applicant has submitted various studies from qualified professionals, including a Noise & Vibration Impact Study, Traffic Impact Study, Heritage Impact Study, Phase 1 Archaeological Report, Urban Design Study, Shadow Analysis, and Pedestrian Level</p>

Policy Number	Policy	Category	Conformity with the Policy
			<p>Wind Assessment to assess potential impacts and consider mitigation where warranted. These studies were reviewed and accepted by City staff, and recommendations that influence site and building characteristics will be addressed at the Site Plan Control Stage. The studies did not raise concerns that would impact the viability of a zoning by-law amendment.</p> <p>The Noise & Vibration Study identifies potential nuisances arising from traffic noise and nearby commercial buildings, which can be mitigated through utilization of specific window glazing materials, noise barriers along the outdoor amenity space, and inclusion of air conditioners to enable unit windows to remain closed. No vibration is expected to occur as the site is far enough away from the rail line.</p> <p>The Traffic Impact Study noted that upgrades being carried out by the City at the intersection of John Counter Boulevard and Montreal Street in support of the new Waaban Crossing will help ensure acceptable service levels, and recommended that that work continue; no further upgrades were deemed necessary.</p> <p>The Heritage Impact Study found there to be no impacts on nearby listed (but not designated) properties, nor</p>

Policy Number	Policy	Category	Conformity with the Policy
			<p>were significant impacts on the Rideau Canal identified. Suggested mitigation involved new native plantings, better integration of the waterfront pathway, and increased greenspace in and around parking areas to reduce the impact of hardscaping; a landscape plan was recommended to be completed at the Site Plan Control stage. The proposed development was not found to adversely impact cultural heritage value or interest. Similarly, the archaeological study found there to be archaeological potential and thus no need for further assessment.</p> <p>The urban design study demonstrated the proposed form and appearance to be in keeping with the area, and the shadow study found there to be no significant adverse effects on surrounding properties, especially the townhouse complex to the north. Most notably, there are no shadowing impacts on surrounding residential properties outside of the winter solstice, which itself sees only minor shadowing from the proposed building. The pedestrian level wind study found that the new building will not generate significant impact, with conditions being suitable year-round, including at the tenth floor outdoor</p>

Policy Number	Policy	Category	Conformity with the Policy
			<p>amenity area. Higher wind speeds were noted in the gap between the proposed building and the existing nine storey building, for which there exist many treatment options that can be fully explored at Site Plan Control.</p> <p>Please refer to the response provided for 1.1.1 (c) regarding nuisances from noise and traffic safety concerns.</p>
1.2.6.2	<p>Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <p>a) there is an identified need for the proposed use;</p> <p>b) alternative locations for the proposed use have been evaluated and there are no</p>	Land Use Compatibility	The proposed development is not situated near any industrial or employment lands, and so is not expected to affect the continued viability of those areas.

Policy Number	Policy	Category	Conformity with the Policy
	<p>reasonable alternative locations;</p> <p>c) adverse effects to the proposed sensitive land use are minimized and mitigated; and</p> <p>d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</p>		
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;</p>	Housing	<p>a) The City's Official Plan, section 3.3.10 (a) sets a minimum target that 25% of all new housing be affordable to low and moderate income households.</p> <p>b, c, d, e) Please refer to the response for 1.1.1.</p> <p>f) Please refer to the response for 1.1.3.4.</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p>		

Policy Number	Policy	Category	Conformity with the Policy
	<p>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</p> <p>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>		
1.6.6.2	<p>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</p>	Sewage, Water and Stormwater	<p>The proposal is on an infill site that will make use of existing municipal water, sanitary, and storm lines. The Applicant has submitted stormwater management and servicing reports which were reviewed and accepted by Engineering and Utilities Kingston. Please refer to the response for 1.1.1 (e).</p>

Policy Number	Policy	Category	Conformity with the Policy
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	Transportation Systems	The proposal includes a mix of 135 new homes of varying configurations. This additional residential density would be located a short distance to the east of existing commercial services. Downtown Kingston is a short distance to the south, and major employment lands to the east are now easily accessible via the recently constructed Waaban Crossing. There are excellent connections via road, sidewalks and cycling trails that facilitate movement by public transit and alternative modes such as bikes. The proposal takes advantage of these connections by limiting personal vehicles to just 0.73 spaces per home and providing 153 bike parking spaces for residents and visitors.
1.6.8.1	Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.	Transportation and Infrastructure Corridors	All necessary services and easements have been considered by the Applicant and will be protected through subsequent planning applications, including Site Plan Control.
1.6.8.3	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified.	Transportation and Infrastructure Corridors	The proposed development does not negatively affect existing or proposed transportation and infrastructure corridors. It is compatible with, and makes better use of existing roadways and sidewalks,

Policy Number	Policy	Category	Conformity with the Policy
	<p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.</p>		<p>especially the newly developed vehicular and cycling infrastructure now in place (with additional improvements planned) via the Waaban Crossing. The proposed high density residential uses would fulfil the intent of arterial roads as not only high-volume routes, but routes that provide a high degree of connectivity throughout the city. The planned enhancements at the intersection of Montreal Street and John Counter Boulevard will improve traffic flow in the immediate vicinity; the proposed development does not negatively impact the ability to complete these important improvements.</p>
1.7.1	<p>Long-term economic prosperity should be supported by:</p> <ul style="list-style-type: none"> a) promoting opportunities for economic development and community investment-readiness; b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of <i>housing options</i> for a diverse workforce; c) optimizing the long-term availability and use of land, resources, 	Long-Term Economic Prosperity	<p>The proposal supports long-term economic prosperity by:</p> <ul style="list-style-type: none"> a) providing short-term construction jobs and new residents who will support surrounding commercial uses. b) offering a range of housing configurations that cater to a variety of household sizes. Please refer to 1.1.1. (b). c) making use of an underutilized infill property already serviced by municipal infrastructure. Please refer to the response for 1.1.1. e) adopting high-quality building design features and attractive site design that will enhance a highly visible waterfront property. The

Policy Number	Policy	Category	Conformity with the Policy
	<p><i>infrastructure and public service facilities;</i></p> <p>e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including <i>built heritage resources</i> and <i>cultural heritage landscapes;</i></p> <p>g) providing for an efficient, cost-effective, reliable <i>multimodal transportation system</i> that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;</p> <p>k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and</p>		<p>application is supported by a detailed urban design study demonstrating that consideration has been given to ensuring not only a high quality design, but also one that complements and enhances its surroundings.</p> <p>g) contributing to the vitality of the public transit system by housing many potential new passengers. Please refer to the responses for 1.1.1 and 1.1.3.2.</p> <p>k) providing a significant amount of bike parking and making use of the City's transit system are important steps towards minimizing the effects of changing climate. Please refer to 1.1.1 (i) and 1.1.3.2.</p>
1.8.1	<p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</p>	<p>Energy Conservation, Air Quality and Climate Change</p>	<p>The proposal makes use of existing serviced land in the urban boundaries and incorporates a high-density building form. The project makes effective use of transit due to the presence of nearby routes, which when coupled with high density, will likely see higher ridership. Furthermore, active transportation is supported through the provision of 13 bike parking</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>a) promote compact form and a structure of nodes and corridors;</p> <p>b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</p> <p>c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;</p> <p>e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</p> <p>f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and</p>		<p>spaces, which not only reduces reliance on automobiles, but makes more room for vegetated landscaped open space rather than parking lots. Please refer to the responses to 1.1.1 and 1.1.3.2.</p>

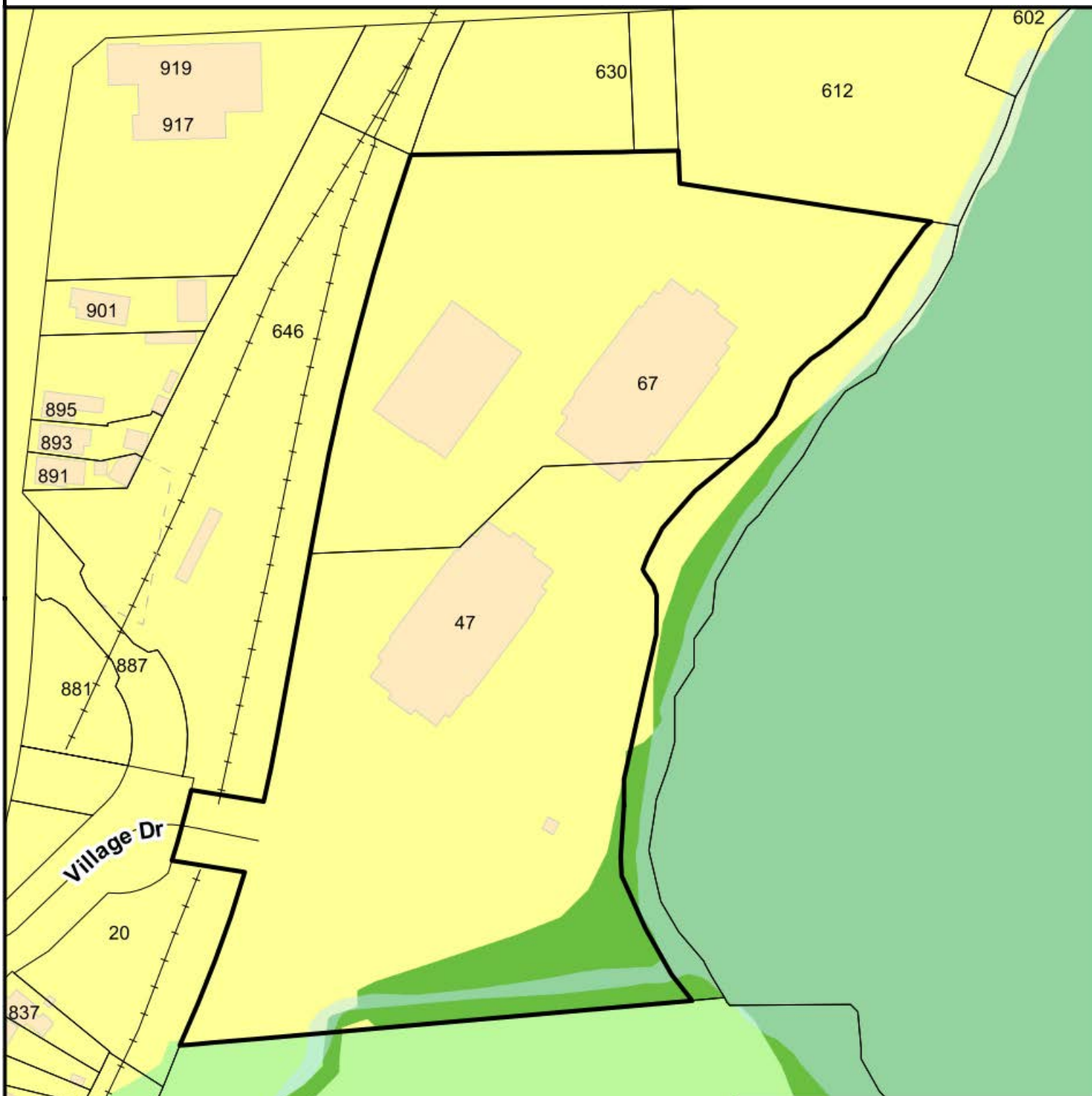
Policy Number	Policy	Category	Conformity with the Policy
	g) maximize vegetation within settlement areas, where feasible.		
2.6.2	Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.	Cultural Heritage and Archaeology	An Archaeological Site Assessment was submitted and demonstrates that there are no features of archaeological significance. This study was reviewed and accepted by City staff.
3.2.2	Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.	Human-Made Hazards	The site is already previously fully developed as a residential property and not known to contain any contaminants. No Record of Site Condition was necessary and any environmental studies would have been performed when the original buildings were constructed. The proposal involves the re-development of a previously developed portion of the site.



Planning Committee
Official Plan, Existing Land Use

Address: 67 Village Dr.
File Number: D14-007-2023

-  Subject Lands
-  ENVIRONMENTAL PROTECTION AREA
-  OPEN SPACE
-  RESIDENTIAL



**City of Kingston Official Plan Policies Applicable to 47-67 Village Drive
(D14-007-2023):**

Policies applicable to the subject application include but are not limited to the following.

Policy	Category	Conformity with the Policy
<p>2.1.1. Most growth will occur within the Urban Boundary, shown on Schedule 2, where development will be directed to achieve greater sustainability through:</p> <ul style="list-style-type: none"> a. appropriate (minimum) densities; b. land use patterns that foster transit and active transportation; e. direction of new development and key land uses to areas where they can best result in sustainable practices; g. maximized use of investments in infrastructure and public amenities; i. parks that are planned to be accessed by urban residents within a ten minute walk and situated in locations that lessen the need for pedestrians to cross an arterial road or major highway; k. climate positive development; m. encouraging a mix of land uses that provide for employment, education, personal service and convenience retail in close proximity to residential land uses, subject to compatibility matters as outlined in Section 2.7; 	<p>Urban Areas – Focus of Growth</p>	<p>The Applicant has proposed a development within the Urban Boundary that furthers the City's aim to achieve sustainability:</p> <ul style="list-style-type: none"> a) The proposal meets and exceeds minimum densities established for the area. A density of 132 dwelling units per net hectare is proposed on this site and through the provision of several studies analyzing servicing, traffic, and shadow impacts, the proposal demonstrates that infill at this density can be supported in the area. b) The site is located at the intersection of two major arterial roads: John Counter Boulevard and Montreal Street. Cycling infrastructure exists along both roadways, and the City is planning upgrades to the intersection to improve pedestrian and cycling pathways and further enhance the safety and usability of this infrastructure. The City has also worked with the owner to coordinate upgrades to the waterfront trail on and adjacent to the subject site, which will provide another attractive option for active transportation. Public transit service is also available via Express Route 801 & 802, and Local Route

Policy	Category	Conformity with the Policy
		<p>1, which offers bus service to Downtown and major institutions such as Queens University and St. Lawrence College, with connections further afield thanks to a major downtown transfer hub. The City's Transportation department has reviewed the application, along with the submitted Traffic Impact Study, and is supportive of the proposed development.</p> <p>e) Directing infill development towards large properties with room to grow in an urban location with easy and direct connections to major areas of the city, where residents have the option to take transit or utilize active transportation such as walking or cycling is a key step towards sustainable development practices.</p> <p>g) The proposed site is already serviced by municipal water, sanitary, and storm lines. Infill development in this location will ensure better use of municipal infrastructure investments. Utilities Kingston has reviewed the submitted servicing reports and plans for this application and is supportive of the proposed development. Additional municipal infrastructure in the form of a waterfront trail and parkland to the south will also see increased use as a result of this development.</p> <p>i) The proposed development is located in close proximity to</p>

Policy	Category	Conformity with the Policy
		<p>city parks, including Belle Park directly to the south, which offers an extensive trail system and abundant open space. The park also provides the subject site with a nearby connection to the K&P Trail.</p> <p>k) The applicant has committed to taking steps that contribute to climate-positive development by ensuring 5-10% of all parking spaces are equipped with electrical charging stations. Additional steps include generous landscaping (over 39% of the property is landscaped open space) that help reduce the urban heat island effect and which also provides permeable surfaces that allow natural stormwater infiltration. Furthermore, it emphasizes alternative modes of transportation, especially cycling, through the provision of 153 bike parking spaces. Its proximity to a transit route, cycling lanes and regional trail networks ensures that automobiles (with their associated carbon emissions) are not the only choice for travel.</p> <p>m) The proposed development includes 135 new homes, which not only makes more effective use of a large site, but which are offered in different sizes, including 31 one-bedroom and 104 two bedroom apartments. This variety ensures that the project can</p>

Policy	Category	Conformity with the Policy
		<p>accommodate different household sizes and price points, thus ensuring that it offers a level of affordability and choice. Furthermore, the tenure of these new homes is slated to be rental, which helps fill a necessary housing need in Kingston. The presence of new homes will also support nearby commercial tenants, thereby ensuring the vitality and longevity of the businesses that exist, and may yet locate, around this major intersection.</p>
<p>2.1.4. In reviewing development applications, the City will promote sustainability through:</p> <p>a. encouragement of green building design to reduce greenhouse gases by adopting:</p> <ul style="list-style-type: none"> • energy efficient construction; • renewable sources of energy for lighting and heating; • natural lighting; • design that reduces water consumption; • design which minimizes discharge into the sanitary sewers; and • design which reduces or eliminates discharge into the storm sewers through incorporating stormwater management practices including low impact design and stormwater re-use. <p>b. design, landscaping, and streetscaping practices that</p>	<p>Development Review</p>	<p>Site and building-specific details will be addressed through the Site Plan Control stage. Please refer to the response for 2.1.1 regarding contributions to sustainable development, promotion of alternative modes of transportation, effective use of municipal infrastructure, and provision of a significant number of new homes in varying configurations.</p>

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<p>promote protection from undesirable sun, wind, or other conditions and reduces the negative effects of urban summer heat;</p> <p>c. design, landscaping, and streetscaping practices that reduce the quantity of impermeable surfaces;</p> <p>d. construction and operational practices that minimize waste and maximize re-use of resources;</p> <p>e. practices that conserve or recycle materials, energy, or other resources;</p> <p>f. design which promotes a reduction of automobile trips, active transportation and transit, including secured public access to bicycle storage and parking;</p> <p>h. the use of materials that have been extracted or recovered locally;</p> <p>i. design that reduces municipal costs associated with the provision of infrastructure and municipal service delivery over the long term;</p> <p>j. development that generates sufficient tax revenue to pay for the increased services (e.g., solid waste collection, fire and police services, snow clearing, etc.) that the City has to provide; and,</p> <p>k. development that suits the demographic and/or socio-economic needs of the community.</p>		

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<p>2.2.3. The City Structure is based on an expected medium population growth (i.e., base case) projection to 2036 of 18,180 new people, derived from the City of Kingston and Kingston CMA Population, Housing and Employment Projections (2013). It is expected that, 9,130 new residential units will be required to accommodate projected growth and the trend to smaller household sizes. A total of approximately 9,210 new jobs are anticipated for the City of Kingston to 2036. The majority of the growth will be directed to lands located within the Urban Boundary.</p>	<p>Population</p>	<p>The proposal will result in 135 new homes, which will help accommodate Kingston’s residential growth, thereby helping to address the housing shortage and meet population targets within the Urban Boundary.</p>
<p>2.2.4. The Urban Boundary shown by the dashed line on Schedule 2 has been established to recognize the substantially built up areas of the City where major sewer, water and transportation infrastructure has been planned. The land within the Urban Boundary will be the focus of growth and development in the City and contains sufficient land to accommodate the projected growth for a planning horizon of 2036. The Area Specific Phasing area within the Urban Boundary is subject to site-specific urban growth management policies. The Special Planning Area sites are also within the Urban Boundary and are now committed to a substantial land use but could accommodate future growth.</p>	<p>Urban Boundary</p>	<p>The proposed development is within the City’s urban boundary and is on an underutilized parcel that will make more effective use of existing municipal services. Refer to the response provided for 2.1.1 regarding optimal use of municipal infrastructure investments, including existing water, sanitary, and storm services, road networks, public transit, and multi-use pathways in the immediate vicinity of the subject site.</p>
<p>2.2.5. Housing Districts are planned to remain stable in accordance with Section 2.6 of this Plan, but will continue to mature</p>	<p>Housing Districts</p>	<p>The application proposes a 12-storey residential tower, which is consistent with the existing built form on-site,</p>

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<p>and adapt as the City evolves. Re-investment and upgrading will be encouraged through minor infilling and minor development (i.e., that which can integrate compatibility within the prevailing built form standards of height, density and amenity that are generally found in the neighbourhood). Housing Districts will be designated for residential uses of different types, but will also contain areas of open space, community facilities and commercial uses.</p>		<p>which consists of nine and ten storey apartment buildings. Other medium density residential exists nearby, including a townhouse development to the north and two more 12-storey apartment buildings one block to the west. The proposal is therefore a compatible means of infilling a large residential property that is arguably under-utilized given its size and location. As described in 2.1.1, a variety of home sizes are proposed, and more than 39% of the site is proposed as landscaped open space.</p>
<p>2.3.1. The focus of the City's growth will be within the Urban Boundary, shown on Schedule 2, where adequate urban services exist, or can be more efficiently extended in an orderly and phased manner, as established by this Plan. Kingston's Water Master Plan and Sewer Master Plan will guide the implementation of the infrastructure planning.</p>	<p>Growth Focus</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>2.3.2. In 2013, residential density within the City's Urban Boundary was 25.7 units per net hectare. The City intends to increase the overall net residential and non-residential density within the Urban Boundary through compatible and complementary intensification, the development of underutilized properties and brownfield sites, and through the implementation of area specific policy directives tied to Secondary Planning Areas and Specific Policy Areas, as illustrated in Schedule 13.</p>	<p>Intensification</p>	<p>The proposal aims to increase residential density from 81 units per net hectare to a rate of 132 units per net hectare in a form that is consistent and compatible with its surroundings. It makes better use of an under-utilized site with strong infill potential due to its size and excellent location at a major intersection with public transit and active transportation opportunities. Please refer to</p>

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		the response provided for 2.1.1 and 2.2.5.
<p>2.3.3. Secondary Planning Areas, identified in Schedule 13 to the Plan, have been defined to guide area specific development in a manner which supports the creation of complete communities, being those locations where people can live, work and play without having to rely on private automobile use. The intent of this Plan is to increase the overall residential unit densities and mixed land use character of Secondary Planning Areas in order to more efficiently use infrastructure, promote transit use, and enhance the continued sustainability of the City’s cultural and natural resources.</p>	Secondary Planning Areas	<p>The proposed development will not only increase residential densities and more efficiently use infrastructure and support alternative transportation, but it will also contribute to complete communities by introducing further potential customers into the immediate catchment area for local businesses positioned at the intersection of John Counter Boulevard and Montreal Street. Growing customer bases helps ensure businesses remain present in the location (with the potential to attract more), thus supporting the longevity, effectiveness, and continued vitality of complete communities. Please refer to the response provided for 2.1.1.</p>
<p>2.3.11. In order to implement the Strategic Direction of the Kingston Transportation Master Plan, active transportation will be aggressively promoted with greater emphasis on pedestrians, cyclists and transit, and accessibility for all residents and visitors.</p>	Transportation	<p>The proposal contains 153 bike parking spaces comprised of 16 short term and 137 long term spaces that will ensure residents have active transportation opportunities. Please refer to the response provided for 2.1.1.</p>
<p>2.3.18. Through the prevention and removal of barriers for persons with disabilities, and the application of universal design principles, the City supports and promotes opportunities for all people to access the City and make contributions as citizens. The application of universal design</p>	Accessibility	<p>The proposal will be constructed as a universally-accessible site, complete with 13 barrier-free parking spaces. Specific site and building design will be assessed through Site Plan Control, and the buildings will be expected to meet all</p>

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principles in development and renovation is promoted. The City also encourages owners of private properties with public access to do the same.		applicable barrier-free provisions of the Building Code, and the application will also be reviewed by the Municipal Accessibility Advisory Committee.
2.4.1. The City supports sustainable development of a compact, efficient, urban area with a mix of land uses and residential unit densities that optimize the efficient use of land in order to: <ul style="list-style-type: none"> a. reduce infrastructure and public facility costs; b. reduce energy consumption and greenhouse gas emissions; c. support active transportation and viable public transit; d. conserve agriculture and natural resources within the City; and <ul style="list-style-type: none"> e. reduce reliance on private vehicles. 	Phasing of Growth – Vision	Please see the response provided for 2.1.1.
2.4.3. It is the intent of this Plan to achieve an increase in the City’s net urban residential densities through promoting intensification and requiring minimum densities for residential development.	Residential Density	Please see the response provided for 2.1.1 and 2.3.2.
2.4.4. New residential development and new secondary plans are subject to the following policies and minimum densities: <ul style="list-style-type: none"> b. for large-scale developments and greenfield areas, a minimum of 37.5 residential units per net hectare is established for new residential development in order to be transit supportive; 	Minimum Residential Density	Minimum densities will be met and exceeded, as it is proposed to increase density from 81 units per net hectare to 132 units per net hectare. Not only will this density be transit-supportive, but it will contribute to the City’s efforts to address the housing shortage. Please also refer to the response provided for 2.1.1.

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<p>2.4.5. The City has established the following minimum targets for intensification to occur within the Urban Boundary.</p> <p>a. It is the intent of the City that 40 percent (%) of new residential development occur through intensification.</p> <p>b. It is the intent of the City that ten percent (10%) of new non-residential development occur through intensification.</p>	<p>Intensification Targets</p>	<p>The proposed development introduces 135 new homes on an underutilized parcel within the urban boundary and therefore will contribute to the City's intensification targets.</p>
<p>2.5.8. Where intensification is encouraged, increased densities will only be approved when it has been determined by the City that servicing capacity exists or that capacity expansions are imminent to accommodate additional development.</p>	<p>Servicing Capacity</p>	<p>Please refer to the response provided for 2.1.1 with respect to servicing capacity.</p>
<p>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 the facilities and services to encourage active transportation and transit as priority modes before providing new road infrastructure in order to satisfy travel demand. 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</p>	<p>Strategic Direction to Promote Active Transportation</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>2.5.11. The use of transit will be supported and encouraged through the development of mixed-use areas and mixed-use</p>	<p>Transit Priority</p>	<p>Please refer to the response provided for 2.1.1.</p>

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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, and appropriate development of underutilized and brownfield sites.		
2.7.1. Development and/or land use change must demonstrate that the resultant form, function and use of land are compatible with surrounding land uses.	Compatible Development and Land Use Change	Please refer to the response for 2.7.3.
2.7.2. The demonstration of compatible development and land use change must consider the potential for adverse effects and matters that have the potential to negatively impact the character, planned function and/or ecological integrity of an area, and the health and safety of humans. Where there exists a potential for negative impacts, a land use compatibility study, focused specifically on the identified land use compatibility matters, will be required.	Compatible Development and Land Use Change	Please see response provided in Section 2.7.3.
2.7.3. The land use compatibility matters to be considered under Section 2.7.2 include, but are not limited to: a. shadowing; b. loss of privacy due to intrusive overlook; c. increased levels of light pollution, noise, odour, dust or vibration; d. increased and uncomfortable wind speed; e. increased level of traffic that can disrupt the intended function	Land Use Compatibility Matters	The Applicant has submitted various studies from qualified professionals, including a Noise & Vibration Impact Study, Traffic Impact Study, Heritage Impact Study, Phase 1 Archaeological Report, Urban Design Study, Shadow Analysis, and Pedestrian Level Wind Assessment to assess potential impacts and consider mitigation where warranted. These studies were reviewed and accepted by City staff, and recommendations that influence site and building

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<p>or amenity of a use or area or cause a decrease in the functionality of active transportation or transit;</p> <p>f. environmental damage or degradation;</p> <p>g. diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded;</p> <p>h. reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas, heritage or setting;</p> <p>i. visual intrusion that disrupts the streetscape or buildings;</p> <p>j. degradation of cultural heritage resources;</p> <p>k. architectural incompatibility in terms of scale, style, massing and colour; or,</p> <p>l. the loss or impairment of significant views of cultural heritage resources and natural features and areas to residents.</p>		<p>characteristics will be addressed at the Site Plan Control Stage. The studies did not raise concerns that would impact the viability of a zoning by-law amendment. The Noise & Vibration Study identifies potential nuisances arising from traffic noise and nearby commercial buildings, which can be mitigated through utilization of specific window glazing materials, noise barriers along the outdoor amenity space, and inclusion of air conditioners to enable unit windows to remain closed. No vibration is expected to occur as the site is far enough away from the rail line.</p> <p>The Traffic Impact Study noted that upgrades being carried out by the City at the intersection of John Counter Boulevard and Montreal Street in support of the new Waaban Crossing will help ensure acceptable service levels, and recommended that that work continue; no further upgrades were deemed necessary.</p> <p>The Heritage Impact Study found there to be no impacts on nearby listed (but not designated) properties, nor were significant impacts on the Rideau Canal identified. Suggested mitigation involved new native plantings, better integration of the waterfront pathway, and increased greenspace in and around</p>

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		<p>parking areas to reduce the impact of hardscaping; a landscape plan was recommended to be completed at the Site Plan Control stage. The proposed development was not found to adversely impact cultural heritage value or interest. Similarly, the archaeological study found there to be archaeological potential and thus no need for further assessment.</p> <p>The urban design study demonstrated the proposed form and appearance to be in keeping with the area, and the shadow study found there to be no significant adverse effects on surrounding properties, especially the townhouse complex to the north. Most notably, there are no shadowing impacts on surrounding residential properties outside of the winter solstice, which itself sees only minor shadowing from the proposed building. The pedestrian level wind study found that the new building will not generate significant impact, with conditions being suitable year-round, including at the tenth floor outdoor amenity area. Higher wind speeds were noted in the gap between the proposed building and the existing nine storey building, for which there exist many treatment</p>

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		options that can be fully explored at Site Plan Control.
<p>2.7.4. Mitigation measures may be used to achieve development and land use compatibility. Such measures may include one or more of the following:</p> <ul style="list-style-type: none"> a. ensuring adequate setbacks and minimum yard requirements; b. establishing appropriate transition in building heights, coverage, and massing; c. requiring fencing, walls, or berming to create a visual screen; d. designing the building in a way that minimizes adverse effects; e. maintaining mature vegetation and/or additional new landscaping requirements; f. controlling access locations, driveways, service areas and activity areas; and, g. regulating location, treatment and size of accessory uses and structures, lighting, parking areas, garbage storage facilities and signage. <p>Planning Act tools including zoning by-law standards, site plan control, development agreements and other measures will be used to implement mitigative measures that achieve compatible land use change and development.</p>	Mitigation Measures	<p>Mitigation measures will be assessed and addressed in detail at the time of Site Plan Control, and any necessary development agreements will be drafted.</p> <ul style="list-style-type: none"> a) Buildings will be no closer than 4.1 metres from the front property line along the New Loop Road, 15.1 metres from the eastern interior side property line along the City-owned parcel at the base of the Waaban Crossing, 2.8 metres from the western interior side property line, and 16.3 metres from the existing nine storey apartment to the south. b) The site transitions effectively from the proposed twelve storey building height to nine and ten storeys on the remainder of the site. The presence of the New Loop Road helps reduce the impact of the building height on the townhouses to the north by ensuring that the proposed building is set back more than 37 metres from John Counter Boulevard, and the same mitigating effect is achieved due to the nearly 40 metre wide strip of land that exists between the subject site and the low-rise residential homes to the west. c) Buffers and screens are not necessary as the site is flanked by city-owned

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		<p>parkland on the east and south, and compatible low-density residential and small-scale commercial lies to the west. On the north, the proposed building comes closer to the street and effectively frames the New Loop Road, thus contributing to a more positive street character when compared with the parking area that currently exists.</p> <p>d) As described in 2.7.3, a number of studies were submitted assessing impacts, including noise, vibration, traffic, heritage, archaeological, shadows, etc. Where necessary, those studies make recommendations for site and building design, which will be further assessed during Site Plan Control.</p> <p>e) The site is proposed to provide 39.3% landscaped open space.</p> <p>f) Site specific details such as access, driveways, and other site layout aspects will be assessed at the time of Site Plan Control. As described in 2.7.3, a Traffic Impact Study was submitted assessing the project impacts and how City-led improvements to the intersection will suitably accommodate the addition of new units at the subject site, in addition to improving the flow of background traffic. The</p>

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		<p>study was supported by City staff.</p> <p>g) Features such as lighting, garbage, accessory structures, parking area, and signage will be further assessed at the time of Site Plan Control.</p>
<p>2.7.6. Only development proposals that meet the long-term needs of the intended users or occupants will be supported. Proponents, whether developing individual buildings on a single site, or multiple buildings being built at one time or phased over time, will be required to demonstrate to the satisfaction of the City that the functional needs of the occupants or users will be met by providing:</p> <ul style="list-style-type: none"> a. suitable scale, massing and density in relation to existing built fabric; b. appropriate landscaping that meets or improves the characteristic green space amenity of the site and surroundings and enhances the City's tree planting program; c. adequate land area and appropriate site configuration or provision for land assembly, as required; d. efficient use of municipal services, including transit; e. appropriate infill of vacant or under-utilized land; and, f. clearly defined and safe: site access; pedestrian access to the building and parking spaces; amenity areas; building entry; and 	<p>Functional Needs</p>	<p>a) The urban design study submitted in support of the application shows the building to be appropriately scaled for the location, particularly in light of the existing nine and ten storey buildings. Of particular note is a generous stepback on the tenth floor of the proposed building which acknowledges the existing massing of the adjacent building.</p> <p>b) The site proposes to exceed the minimum amount of landscaped open space by providing 39.3%. This space (comprising 10,557 square metres) provides not only visual interest, but also contributes to the green space necessary for maintaining the character of the UNSECO-designated Rideau Canal.</p> <p>c) The site, being 2.16 hectares in size, can easily accommodate an additional 12-storey apartment building, and any desired future consent to sever into a third parcel.</p> <p>d) As described in 2.1.1 the site supports municipal public transit service, especially</p>

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<p>parking and secure and appropriate bicycle facilities.</p>		<p>Route 1 and express route 801 and 802.</p> <p>e) As described in 2.1.1, the site presents a significant infill opportunity and will make better use of existing municipal infrastructure.</p> <p>f) Site access has been assessed through the submitted Traffic Impact Study, and the already-planned city-led improvements to the Montreal Street and John Counter intersection was found to be sufficient to accommodate additional density. 259 resident spaces, 12 visitor spaces, and 2 car-share spaces are proposed onsite along with 153 total bicycle parking spaces; details such as stall size and enclosures will be assessed at the stage of Site Plan Control.</p>
<p>2.7.7. When assessing development applications or undertaking new development area studies, the City may require urban design guidelines, a heritage impact statement or an environmental impact assessment, and other studies as appropriate, to be prepared by the proponent and at the expense of the proponent, and approved by the City. This is to assist in assessing impacts, to provide means of appropriate transition or mitigation, or to foster cohesive and improved conditions. At any stage of the application process, the City may require such studies to undergo a</p>	<p>Guidelines and Studies</p>	<p>All necessary supporting studies have been submitted for the proposed Zoning By-law amendment. Please refer to the response provided for 2.7.2.</p>

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peer review at the proponent's expense.		
<p>2.8.8. Cultural heritage resources, will be conserved, managed and promoted for their contribution to the City's unique identity, history and sense of place in such a way as to balance heritage concerns with environmental and accessibility issues. Care will be taken not to put the existing UNESCO World Heritage Designation of the Rideau Canal, Fort Henry and the Kingston Fortifications at risk by working with partners to implement the Rideau Corridor Landscape Strategy.</p>	Cultural Heritage	<p>An archaeological assessment was submitted along with a Heritage Impact Statement (HIS). No archaeological features or materials of significance were found on the subject site and no further work was deemed required. The HIS found the proposed development to be suitable and not likely to detract from the UNESCO designated Rideau Canal; it recommended generous landscaping throughout the site to maintain the natural appearance and character of the historic river corridor. The proposal therefore does not include any new parking along the riverfront, and the new building itself is set back as far away from the waterfront as possible. The applicant has also worked extensively with City staff to enhance an existing waterfront trail and better integrate it into the City's proposed waterfront trail system.</p>
<p>2.10.1. In order to improve the resiliency and ensure the long-term prosperity of the community the City intends to:</p> <ul style="list-style-type: none"> a. consider the potential impacts of climate change when assessing the risks associated with natural hazards; b. consider the potential impacts of climate change and extreme 	Resiliency	<p>Climate concerns are addressed by making better use of existing land and municipal services, and by building at higher densities to make the most of available land. The project makes effective use of transit due to the presence of nearby routes, and the high densities proposed onsite.</p>

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<p>weather events when planning for infrastructure, including green infrastructure, and assessing new development;</p> <p>c. support climate-resilient architectural design of buildings incorporating durable, reusable, sustainable materials and low-impact technology for energy and stormwater management; and,</p> <p>d. explore opportunities to achieve climate positive development.</p>		<p>Furthermore, active transportation is supported through the provision of 153 bike parking spaces, which not only reduces reliance on automobiles, but makes more room for vegetated landscaped open space rather than parking lots. Please refer to the response provided in 2.1.1.</p>
<p>3.3.1. The predominant use of land in a Residential designation will be for various forms of housing. Community facilities are permitted in accordance with Section 3.2.</p>	Permitted Uses	<p>The proposal is entirely residential, with 135 new homes proposed in addition to the already existing 219. Furthermore, all 135 homes are expected to be rental units, which helps fill an important gap in Kingston's housing market.</p>
<p>3.3.8. Within the Urban Boundary, intensification through moderate increases in building height or density may be considered at the edge of neighbourhoods, provided that the development is adjacent to one or more of the following: transit routes, community facilities, areas of open space, or mixed use Centres or Corridors, as identified on Schedule 2.</p>	Intensification	<p>Please refer to the response provided for 2.1.1.</p>
<p>3.3.10. The City's affordable housing initiatives are designed to support development of housing that is affordable for low and moderate income households and to help households transition out of core housing need. Affordable initiatives are designed to provide a full range of housing in terms of tenure, affordability, accessibility,</p>	Affordable Housing	<p>(j) Please to the response provided for 2.3.2.</p>

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<p>and locations in different urban residential neighbourhoods, to increase choice for low and moderate income households. Such initiatives include:</p> <p style="padding-left: 20px;">j. encouraging intensification and a mix of densities in new communities as a way to promote affordability;</p>		
<p>3.3.C.1. High density residential land uses primarily include apartments and mixed use buildings with commercial on the ground floor and a residential density of 75 units per net hectare or more, unless an approved secondary plan establishes other provisions.</p>	<p>High Density Residential – Density</p>	<p>The proposal includes 135 new homes in a 12-storey building. The requested net density of 132 units exceeds the minimum 75 units per net hectare established by the Official Plan for high density development, and is therefore in keeping with the Plan.</p>
<p>3.3.C.2. The density of a residential use is a function of the number of units per net hectare and is not always indicative of built form. Proposals for new high density residential that are not in keeping with the established built form of adjacent development must demonstrate compatibility with regard to both land use and built form considerations in accordance with the policies of Section 2.7 and Section 8.</p>	<p>Built Form</p>	<p>Please refer to the response provided for 2.6.3, 2.7.2, 2.7.5, 2.7.6, 2.7.7, and 2.7.8.</p>
<p>3.3.C.3. Proposals for new high density residential use which require a zoning bylaw amendment or minor variance in support of factors that affect built form and the intensity of use shall generally satisfy the following locational criteria:</p> <p style="padding-left: 20px;">a. The subject property is located: within a Centre or Corridor; within an area subject to a Secondary Plan or a Specific</p>	<p>Location Criteria</p>	<p>Please refer to the response provided for 2.1.1, 2.6.3, 2.7.2, 2.7.5, 2.7.6, 2.7.7, and 2.7.8.</p>

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<p>Policy Area Plan provided such Plan permits high density residential use; or on the periphery of a low or medium density residential neighbourhood provided the proposal demonstrates conformity to the policies of Sections 2.6 and 2.7 of this Plan, where applicable;</p> <p>b. the property is within walking distance of areas designated for commercial use (i.e., any of the uses within the Commercial Hierarchy except for Neighbourhood Commercial);</p> <p>c. the property is within walking distance of parkland, open space or community facilities; and</p> <p>d. the property is located on an existing arterial or collector road.</p>		
<p>3.3.C.4. Proposals for new high density residential use must be justified by a sites specific urban design study that demonstrates compatibility in accordance with the policies of Section 2.7, and conformity to the urban design policies of Section 8. The Study must consider, amongst other matters, architectural compatibility in terms of scale, style, massing and colour.</p>	<p>Urban Design Study</p>	<p>Please refer to the response provided for 2.6.3 and 2.7.2.</p>
<p>3.3.C.6. New high density residential development must be designed to ensure a transition in density and built form, particularly along the periphery of Centres and Corridors, and areas for which a Secondary Plan or Specific Policy Area Plan has been established.</p>	<p>Transition in Density & Built Form</p>	<p>Please refer to the response provided in 2.6.3.</p>

Policy	Category	Conformity with the Policy
<p>3.8.13. In accordance with the Planning Act and the policies of this Plan, the City requires as a condition of development, a land dedication to be conveyed to the municipality for park or other public recreational purposes. This can amount to up to 2 percent of the total land area in the case of land proposed for industrial or commercial development, and an amount of up to 5 percent in the case of land proposed for residential development. These provisions apply unless an alternative cash-in-lieu contribution is approved by the City, or a higher dedication is required for more intensive residential development, as required under Section 3.8.15.</p>	<p>Parkland Dedication</p>	<p>The parkland dedication will be further assessed and collected at the time of Site Plan Control.</p>
<p>3.8.16. The City may request cash-in-lieu for all or part of any required land dedication under the Planning Act under the following circumstances:</p> <ul style="list-style-type: none"> a. where the parcel of land is either too small or poorly located to meet parkland needs; b. in an area that has excess parklands; c. where the condition of the land is unsuitable for park purposes; d. where no opportunity exists to enlarge existing neighbourhood parks; e. where there is no opportunity to obtain useful waterfront land; f. where a large development project is within reasonable walking distance to an existing park, provided that the trip does 	<p>Cash-in-lieu</p>	<p>Through technical review of this proposal, City staff identified that cash in lieu of parkland would be required for the proposed mixed-use development. A market appraisal would be required to determine the land valuation needed for the calculation to be finalized.</p>

Policy	Category	Conformity with the Policy
<p>not involve crossing an arterial road; and,</p> <p>g. where the provision of cash-in-lieu from a large project would not result in an overload to the existing park(s)</p>		
<p>4.1.1. New development will proceed only if the City is satisfied that adequate services, roads, and utilities are available, or can be made available, to serve the proposal adequately. In determining the adequacy of servicing, utility systems, or the transportation system, the City will consider not only the proposal, but also the potential for development that exists in the same service area.</p>	<p>Infrastructure & Transportation – New Development</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>4.3.4. For urban infill development projects, the City will require the preparation of a stormwater management report to address the impacts of additional lot coverage or new uses of the site on the quality and quantity of water. Proponents must endeavour to improve the management of stormwater from the existing development areas.</p>	<p>Stormwater Management – Quality and Quantity of Water</p>	<p>A stormwater management plan and report was provided by the Applicant in support of the proposed development. This report was accepted by City Staff.</p>
<p>4.6.1. As described in Section 2.5.11 of this Plan, the City intends to foster sustainability within the community and to reduce reliance on the automobile by satisfying travel demand through the efficient use of the existing infrastructure, and by providing the facilities and services to encourage walking, cycling and transit as priority universally accessed modes of</p>	<p>Transportation – Strategic Direction</p>	<p>Please refer to the response provided in 2.1.1.</p>

Policy	Category	Conformity with the Policy
travel, before expanding the City's road infrastructure.		
4.6.10. Improving connections between active transportation 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 for people using all modes of travel including transit users.	Active Transportation and Transit – Intermodal Improvements	Please refer to the response provided in 2.1.1 and 2.3.11. The site design will be further refined through Site Plan Control to address connections to the street and specific building features.
4.6.38. Specific means of encouraging transit use include, but are not limited to: a. the careful location, design and site planning of high intensity uses;	Transit Service	Please refer to the response provided in 2.1.1.
4.6.47. It is the intention of this Plan to encourage a balance between providing sufficient parking to address existing or future requirements, and not oversupplying parking to the detriment of public transit usage or active transportation.	Parking	Vehicular parking is limited primarily to residential uses at a rate of 0.73 spaces per home, for a total of 259 spaces (13 of which are barrier-free), with an additional 12 visitor spaces and 2 car-share spaces. Active transportation is emphasized through the provision of 153 bike parking spaces, and transit routes are nearby offering excellent city-wide connections. This helps promote an effective balance and ensures the site does not offer an excessive amount of parking.
4.6.48. Parking areas will be provided for any land use in the City as specified by the zoning by-law. Special provisions to	Parking	Please refer to the response for 4.6.47. The site proposes a total of 13 barrier-free parking stalls, and the

Policy	Category	Conformity with the Policy
accommodate those with disabilities will be provided in all zones.		Applicant is not requesting zoning relief for this requirement.
4.6.61. The zoning by-law will be used to regulate the supply of accessible parking as required by provincial legislation. The location of accessible parking spaces shall provide enhanced accessibility through a consideration of factors including, but not limited to, the distance between parking spaces and accessible building entrances, security of the parking area, lighting of the area, protection from the weather, and ease of maintenance.	Accessible Parking	Please refer to the response for 4.6.47 and 4.6.48.
5.21. The City of Kingston recognizes the importance of noise management. Any proposed development that has a sensitive use within the potential influence area as described in the Province's D-6 Guideline or between the 25 to 30 NEF contours requires a detailed noise study to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines or any such further guidance or requirement implemented by the City, as applicable, address all sources of noise affecting the site, and include recommendations for mitigation to meet the applicable noise criteria.	Noise Study	Please refer to the response for 2.7.2.
5.26. Any use, including industrial, commercial, institutional or high density residential, proposed to generate a stationary source of noise or vibration may be required to undertake a detailed noise	Noise from Stationary Sources	Please refer to the response for 2.7.2. Please refer to the response for 2.7.2.

Policy	Category	Conformity with the Policy
and/or vibration study, to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines, address all sources of noise and vibration, include recommendations for mitigation to meet the applicable criteria, and ensure that there is no adverse effect on an existing or planned sensitive use.		
5.27. Where a sensitive use is proposed within 300 metres of a stationary source of noise, the City requires that a noise study be prepared to address the Ministry of the Environment and Climate Change noise guidelines. All related means of mitigation are required to be secured prior to approval of development.	Noise from Stationary Sources	Please refer to the response for 2.7.2.
6.2.2. The City promotes landscaping and tree planting programs that help to moderate summer and winter micro-climatic conditions.	Energy Conservation and Production - General	The site will retain most of its tree cover, but new trees are proposed to be planted in compliance with the City's Tree By-law.
6.2.13. The City promotes intensification based on principles of minimizing energy consumption through attention to building design and the design and installation of infrastructure, and densities that support active transportation and transit.	General	Please refer to the response for 2.1.1.
8.3. The Design Guidelines for Residential Lots establish the following guiding principles that should be used to ensure new residential development is integrated into the existing built fabric, and is conducive to active transportation:	Urban Design – Guiding Principles for Development of Residential Lots	Please refer to the response for 2.1.1, 2.6.3., 2.7.3, 2.7.4, and 2.7.6.

Policy	Category	Conformity with the Policy
<p>a. protect and preserve stable residential communities (in accordance with Section 2.6 of this Plan);</p> <p>b. foster developments that are context appropriate;</p> <p>c. foster attractive developments which add to the existing sense of place;</p> <p>d. provide a variety of housing types;</p>		
<p>8.4. Through the review of development proposals, construction of public works, or the preparation and approval of area plans, the City will promote the provision of barrier-free access and safety by:</p> <p>c. clearly defining building entrances and avoiding designs that would create areas that are hidden from public view and thus potentially available for criminal activity;</p> <p>f. promoting safe environments by applying Crime Prevention Through Environmental Design (CPTED) concepts and principles in the design of buildings, site layout and landscaping of development sites.</p>	<p>Accessibility and Safety</p>	<p>As discussed in 2.3.18 and 4.6.61, the proposal will be constructed as a universally-accessible site, complete with 13 barrier-free parking spaces. All barrier-free parking areas are proposed in close proximity to building entrances, with clearly marked aisles, and are not hidden from view. Specific site and building design features affecting accessibility and safety will be assessed at the time of Site Plan Control.</p>
<p>8.6. The City requires the design of new development to be visually compatible with surrounding neighbourhoods and areas of cultural heritage value or interest through its site plan control review, preparation of zoning standards, and urban design guidelines, as appropriate, that address the following:</p>	<p>New Development</p>	<p>Please refer to the response provided for 2.1.1, 2.6.3., 2.7.3, 2.7.4, and 2.7.6. regarding compatibility, scale and site & building design. The response for 2.8.8 speaks to the Archaeological assessment and regard for cultural heritage features. This proposal will be subject to Site Plan Control.</p>

Policy	Category	Conformity with the Policy
<p>a. siting, scale and design of new development in relation to the characteristics of the surrounding neighbourhood or the significant cultural heritage resources including, scale, massing, setbacks, access, landscaped treatment, building materials, exterior design elements or features;</p> <p>d. achieving compatibility in land use and with a predominant architectural style, street pattern or site arrangement where that style or arrangement forms a valuable component of the existing neighbourhood or the cultural heritage value or interest of the identified area. Section 2.7 provides additional policy in this regard;</p>		
<p>9.3.1. As required by the Planning Act, any amendment to this Plan must be consistent with any Provincial Policy Statement in effect on the day of the decision, and should any provincial plan come into effect for this municipality, any decision must also conform with, or not conflict with provincial plans that are in effect.</p>	<p>Amendments to this Plan</p>	<p>A detailed review of the Provincial Policy Statement has been conducted for this proposal, and it has been determined to be consistent with provincial direction and vision for new growth in urban settlement areas.</p>
<p>9.3.2. Every application for amendment to this Plan will be evaluated on the basis of the following general considerations and any others that are pertinent to the particular application:</p> <p>a. the conformity of the proposed amendment to the general intent and philosophy of this Plan, particularly the vision and planning principles, including</p>	<p>Criteria</p>	<p>The proposal meets the general intent of the Official Plan. Please refer to the responses provided for 2.1.1, 2.6.3., 2.7.3, 2.7.4, and 2.7.6. for further discussion on compatibility and servicing. Approval of this proposal would not establish an undesirable precedent as the lands are not within an employment zone (and thus</p>

Policy	Category	Conformity with the Policy
<p>sustainability, stability and compatibility outlined in Section 2, and consistency with provincial policy;</p> <p>b. the availability and suitability of land already designated for the proposed use, and the need for (or market feasibility of) the proposed use;</p> <p>c. the compatibility of the proposal, or the adequacy of proposed mechanisms for achieving compatibility, with adjacent and planned uses, including cultural heritage resources and natural heritage features and areas;</p> <p>d. the potential of the proposal to cause instability within an area intended to remain stable;</p> <p>e. the ability of the City's infrastructure to accommodate the proposal without costly expansion, upgrading, or required deferral of other planned infrastructure improvements in other areas of the City;</p> <p>f. the financial implications (both costs and revenues) to the City;</p> <p>g. the degree to which approval of the amendment would establish an undesirable precedent; and,</p> <p>h. consistency with the Provincial Policy Statement and provincial legislation and guidelines.</p>		<p>not proposing to re-designate employment lands), and are adjacent to other higher-density residential and commercial sites. As described in 9.3.1, the proposal is also consistent with the intent of the Provincial Policy Statement and represents good planning.</p>
<p>9.5.9. When considering an application to amend the zoning by-law, the Planning Committee and Council will have regard to such matters as:</p>	<p>Planning Committee / Council Considerations</p>	<p>Please refer to the response provided for 9.3.2.</p>

Policy	Category	Conformity with the Policy
<p>a. conformity of the proposal with the intent of the Official Plan policies and schedules;</p> <p>b. compatibility of the proposal with existing uses and zones, sensitive uses, the natural heritage system, cultural heritage resources, and compatibility with future planned uses in accordance with this Plan;</p> <p>c. compatibility of proposed buildings or structures with existing buildings and structures, with zoning standards of adjacent sites, with any future planned standards as provided in this Plan, and with any urban design guidelines adopted by the City for the area;</p> <p>d. the extent to which the proposal is warranted in this location and the extent to which areas zoned for the proposed use are available for development;</p> <p>e. the suitability of the site for the proposal, including its ability to meet all required standards of loading, parking, open space or amenity areas;</p> <p>f. the suitability of the density relative to the neighbourhood and/or district, in terms of units per hectare, bedrooms per hectare, floor space index, and/or employees per hectare, as applicable;</p>		
<p>3.10.1 The Environmental Protection Area designation includes the following natural features and areas:</p>	<p>Environmental protection areas</p>	<p>The eastern and southern sides of the subject property fall into environmental protection areas as designated in the Official</p>

Policy	Category	Conformity with the Policy
<ul style="list-style-type: none"> • areas of natural and scientific interest (ANSIs); • fish habitat; • provincially significant wetlands, significant coastal wetlands and locally significant wetlands; • Snake and Salmon Islands, located in Lake Ontario, as shown in Schedule 3-A; and • rivers, streams and small inland lake systems. 		<p>Plan, due to the presence of rivers (the Great Cataraqui River) and streams (a small tributary running from Belle Park into the Great Cataraqui River).</p>
<p>3.10.2 Uses within the Environmental Protection Area are limited to those related to open space, conservation or flood protection, and must be approved in consultation with the Cataraqui Region Conservation Authority, the Ministry of Natural Resources and Forestry, and/or Parks Canada as appropriate. Such uses include water quality management uses, necessary flood control structures or works, erosion control structures or works. Recreational or educational activities, generally of a passive nature, may be permitted in suitable portions of Environmental Protection Areas only if such activity will have no negative impacts on natural heritage features and areas, does not involve the use of structures or buildings, and is not subject to natural hazards. Where an Environmental Protection Area designation is solely tied to a local area of natural and scientific interest, or a locally significant wetland, consideration may be given to new mineral mining operations or mineral aggregate operations and access to minerals</p>	<p>Permitted uses in EPA</p>	<p>No new development is proposed within the areas designated as EPA lands. The proposal avoided introducing new parking areas along the river-front and incorporates an enhanced waterfront trail along the southern boundary, connecting the existing waterfront trail with proposed trail systems in Belle Park – planned as part of the City’s waterfront trail project. The Cataraqui Region Conservation Authority and Parks Canada have been involved in the review of this proposal and support the project as proposed.</p>

Policy	Category	Conformity with the Policy
<p>or mineral aggregate resources, subject to compliance with provincial and federal requirements</p>		
<p>3.10.3 In consultation with the Cataraqui Region Conservation Authority, Ministry of Natural Resources and Forestry, or Parks Canada, as appropriate, other uses may be permitted, including:</p> <p>a. new public or private works or utilities such as pipelines, roads, bridges or parking areas, where such facilities are not feasible outside of the Environmental Protection Area; b. docks or boathouses, used only for the storage of boats and related equipment, and small craft access areas; c. public or private parks, and conservation uses; and, d. existing uses as of this Plan’s date of adoption by Council.</p>	<p>Potential permitted uses in EPA</p>	<p>Areas designated EPA are proposed to function as public park spaces hosting a waterfront trail, and are proposing to be conveyed to the City, though will not be eligible for Parkland conveyance credit per section 3.10.10. See the response to section 3.10.2 for further information.</p>
<p>3.1.7 Building setbacks from the Environmental Protection Area designation must be established in the zoning by-law.</p>	<p>Setbacks from EPA</p>	<p>The new 12-storey apartment building is proposed to be 59.5 metres from the eastern property line, beyond which exists the nearest stretch of EPA-designated lands. The EPA designation extends into the subject site further to the south, beyond areas that are already developed. The 59.5 metre setback is illustrated in the proposed zoning by-law amendment and fulfills the intent of this policy in ensuring that new development will not encroach onto EPA designated lands.</p>

Policy	Category	Conformity with the Policy
<p>3.10.8 Within an Environmental Protection Area designation, any proposal for development or site alteration will generally be subject to Ontario Regulation 148/06: Development, Interference with Wetlands, and Alterations to Shorelines and Watercourses, which is administered by the Cataraqui Region Conservation Authority. Proposals that are subject to Ontario Regulation 148/06 may be subject to additional requirements including those of this Plan and of Parks Canada along the Rideau Canal</p>	<p>CRCA regulations</p>	<p>No new development is proposed with EPA lands. Portions of the site designated EPA are proposed to be transferred to the City, as the lands are slated to accommodate a portion of the City's waterfront trail network. The City will work with CRCA as necessary during the development of new trail infrastructure on EPA lands.</p>
<p>3.10.10 Lands within an Environmental Protection Area are not accepted in fulfillment of the parkland dedication requirements, except as provided for in Section 7.3.A.10(f) of this Plan and are subject to the foregoing policies of Section 3.9 and 3.9.A</p>	<p>EPA not accepted as parkland</p>	<p>While portions of the EPA designated land slated to accommodate the waterfront trail connection are proposed to be transferred to the City, the Applicant has been notified and is aware that such lands do not count towards their Parkland Conveyance obligations.</p>

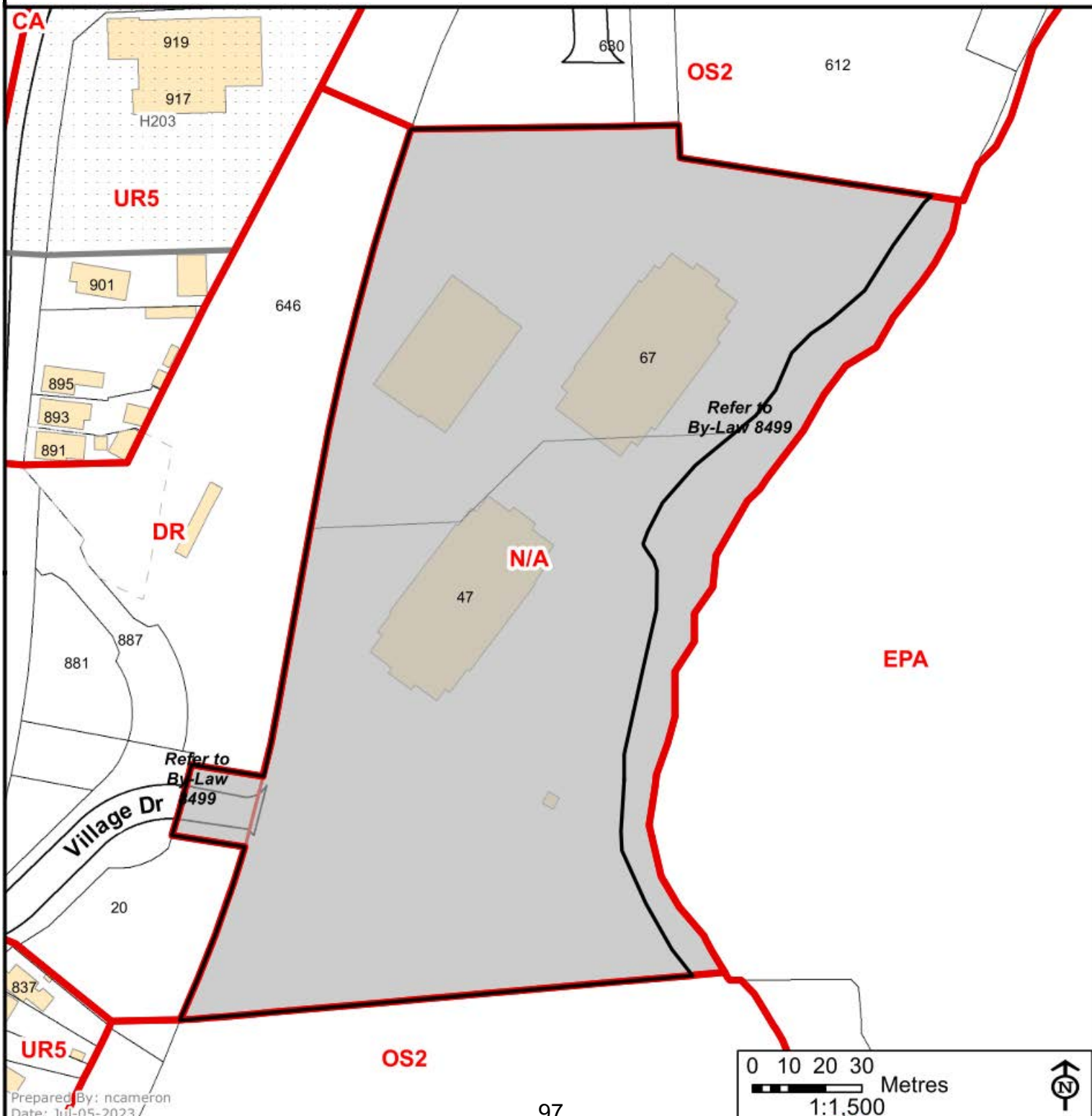


Planning Committee
Existing Zoning
Kingston Zoning By-Law 2022-62

Planning Services

Address: 67 Village Dr.
File Number: D14-007-2023

- Subject Lands
- Schedule 1 Zoning Map
- Zone
- Not Subject to the Kingston Zoning By-law
- Schedule E - Exception Overlay
- Legacy Exceptions (LXXX)
- Exceptions (EXXX)
- Schedule F - Holding Overlay
- Holding Overlay (HXXX)



Prepared By: ncameron
Date: Jul-05-2023

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DRAWING SHEET LIST

- DS 1 BUILDING STATISTICS
- DS 2 FLOOR PLANS
- DS 3 FLOOR PLANS
- DS 4 FLOOR PLANS
- DS 5 ELEVATIONS



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23025 | 31-05-2023

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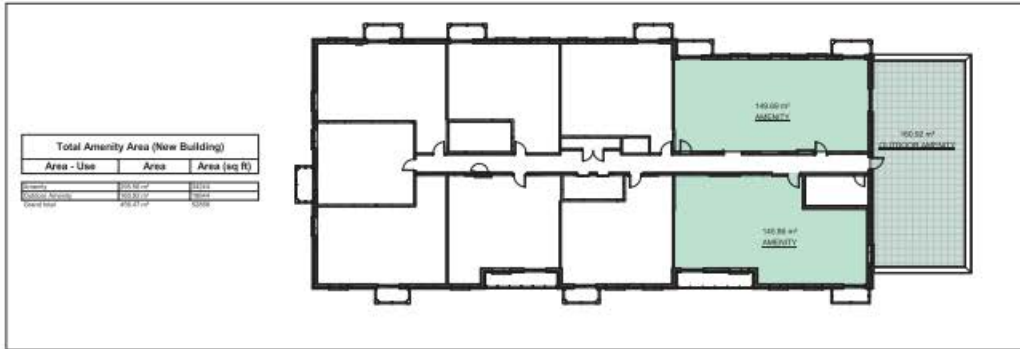
Gross Floor Area Summary		
Area - Use	Area	Area (sq ft)
LEVEL 1		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 1 Total	117,431 sq'	11,447
LEVEL 2		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 2 Total	117,431 sq'	11,447
LEVEL 3		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 3 Total	117,431 sq'	11,447
LEVEL 4		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 4 Total	117,431 sq'	11,447
LEVEL 5		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 5 Total	117,431 sq'	11,447
LEVEL 6		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 6 Total	117,431 sq'	11,447
LEVEL 7		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 7 Total	117,431 sq'	11,447
LEVEL 8		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 8 Total	117,431 sq'	11,447
LEVEL 9		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 9 Total	117,431 sq'	11,447
LEVEL 10		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 10 Total	117,431 sq'	11,447
LEVEL 11		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 11 Total	117,431 sq'	11,447
LEVEL 12		
OFFICE	122,817 sq'	11,988
RECEPTION	27,247 sq'	2,681
CONFERENCE	11,743 sq'	1,150
MEETING	10,217 sq'	1,000
MECHANICAL	47,467 sq'	4,628
LEVEL 12 Total	117,431 sq'	11,447
MEOP LEVEL 13		
MECHANICAL	117,431 sq'	11,447
MEOP LEVEL 13 Total	117,431 sq'	11,447
Grand Total	1,382,228 sq'	133,777

Total Balcony Area		
Area - Use	Area	Area (sq ft)
LEVEL 1		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 1 Total	20,434 sq'	2,000
LEVEL 2		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 2 Total	20,434 sq'	2,000
LEVEL 3		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 3 Total	20,434 sq'	2,000
LEVEL 4		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 4 Total	20,434 sq'	2,000
LEVEL 5		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 5 Total	20,434 sq'	2,000
LEVEL 6		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 6 Total	20,434 sq'	2,000
LEVEL 7		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 7 Total	20,434 sq'	2,000
LEVEL 8		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 8 Total	20,434 sq'	2,000
LEVEL 9		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 9 Total	20,434 sq'	2,000
LEVEL 10		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 10 Total	20,434 sq'	2,000
LEVEL 11		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 11 Total	20,434 sq'	2,000
LEVEL 12		
Balcony	10,217 sq'	1,000
MECHANICAL	10,217 sq'	1,000
LEVEL 12 Total	20,434 sq'	2,000
Grand Total	204,340 sq'	20,000

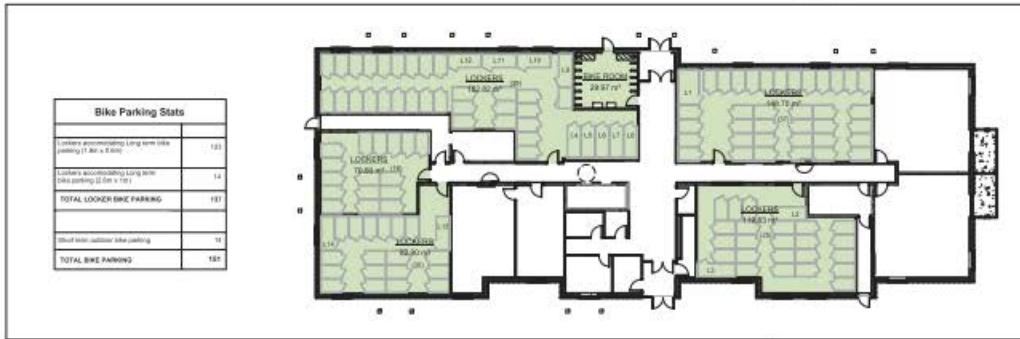
Estimated Areas (Existing Buildings)			
Area - Use	Area	Area (sq ft)	Area (sq ft)
River Club 1			
Area	141,846 sq'	158,877 sq' (x 1.12) = 177,099 sq'	1281,582 sq' (x 9) = 11,534,238 sq'
MECHANICAL	10,217 sq'	10,217 sq'	91,953 sq'
River Club 2	141,846 sq'	158,877 sq' (x 1.12) = 177,099 sq'	1281,582 sq' (x 9) = 11,534,238 sq'
MECHANICAL	10,217 sq'	10,217 sq'	91,953 sq'
TOTAL	283,692 sq'	316,176 sq'	23,068,476 sq'

Unit Count (New Building)		
Area - Use	Area	Area (sq ft)
LEVEL 1		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 1 Total	164,898 sq'	16,075
LEVEL 2		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 2 Total	164,898 sq'	16,075
LEVEL 3		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 3 Total	164,898 sq'	16,075
LEVEL 4		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 4 Total	164,898 sq'	16,075
LEVEL 5		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 5 Total	164,898 sq'	16,075
LEVEL 6		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 6 Total	164,898 sq'	16,075
LEVEL 7		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 7 Total	164,898 sq'	16,075
LEVEL 8		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 8 Total	164,898 sq'	16,075
LEVEL 9		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 9 Total	164,898 sq'	16,075
LEVEL 10		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 10 Total	164,898 sq'	16,075
LEVEL 11		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 11 Total	164,898 sq'	16,075
LEVEL 12		
OFFICE	117,431 sq'	11,447
MECHANICAL	47,467 sq'	4,628
LEVEL 12 Total	164,898 sq'	16,075
Grand Total	1,648,980 sq'	160,750

Total Amenity Area (New Building)		
Area - Use	Area	Area (sq ft)
LEVEL 10		
AMENITY	140,000 sq'	13,636
MECHANICAL	140,000 sq'	13,636
LEVEL 10 Total	280,000 sq'	27,272
LEVEL 11		
AMENITY	140,000 sq'	13,636
MECHANICAL	140,000 sq'	13,636
LEVEL 11 Total	280,000 sq'	27,272
Grand Total	560,000 sq'	54,544



2 FLOOR PLAN - LEVEL 10 Amenity Areas
1 - 2/26



Bike Parking Stats	
Lockers accompanying Long term bike parking (1.5m x 2.0m)	121
Lockers accompanying Long term bike parking (2.0m x 1.0)	14
TOTAL LOCKER BIKE PARKING	135
Short term outdoor bike parking	19
TOTAL BIKE PARKING	154

3 FLOOR PLAN - LEVEL 1 Bike Parking / Lockers
1 - 2/26

- GENERAL NOTES**
1. Do not scale drawings. All dimensions shall have precedence over scaled dimensions.
 2. All work shall comply with the 2010 Ontario Building Code and amendments.
 3. Contractor shall check and verify all dimensions and specifications and report any discrepancies to the architect before proceeding with the work.
 4. All contractors and sub-contractors shall have a set of approved construction documents on site at all times.
 5. All documents remain the property of the architect. Unauthorised use, reproduction or other publication of these documents is prohibited without written permission. The copyright remains with the architect for the full term of the project.
 6. The architect shall not be held liable for any construction defects or omissions in the drawings or specifications, or any other matter, unless otherwise stated on the drawings or specifications, or any other matter, unless otherwise stated on the drawings or specifications.
 7. The architect accepts no responsibility for damages, if any, suffered by any third party as a result of reliance on the drawings or specifications.

REVISIONS		
No.	Date	Revisions

47 + 67 Village Drive

Project No: 2023-04
 SRM architects + designers
 urban + designers
 2023-05-29 09:21 AM

BUILDING STATISTICS

Drawing Code: As indicated
 Scale: 1/8" = 1'-0"
 Project No: 2023-04
 Drawing No: 11
D2.1



2 FLOOR PLAN - LEVEL 2-9
1:100



1 FLOOR PLAN - LEVEL 1
1:100

- 1 BEDROOM
- 2 BEDROOM
- Balcony
- Circulation
- Services
- Vertical Circulation

- GENERAL NOTES**
1. Do not scale drawings. Written dimensions shall have precedence over scaled dimensions.
 2. All work shall comply with the 2012 Ontario Building Code and amendments.
 3. Contractors must check and verify all dimensions and specifications and report any discrepancies to be resolved before proceeding with the work.
 4. All contractors and sub-contractors shall have a valid approved contractor documents on file at all times.
 5. All documents remain the property of the architect. Unauthorised use, modification or reuse of these documents is prohibited without written permission. The original documents are to be retained by the architect for the project of the owner.
 6. The architect's professional liability is limited to the scope of the contract. Any use of these documents for any other project, in whole or in part, is prohibited without the written consent of the architect.
 7. The architect accepts no responsibility for damages, if any, suffered by any third party as a result of reliance made or actions based on the contract documents.

Unit Count (New Building)		
Area - Use	Area	Area (sq ft)
1 BEDROOM	1,000 sq ft	10,000
2 BEDROOM	1,000 sq ft	10,000
TOTAL	2,000 sq ft	20,000

REVISIONS		
No.	Date	Description

47 + 67 Village Drive

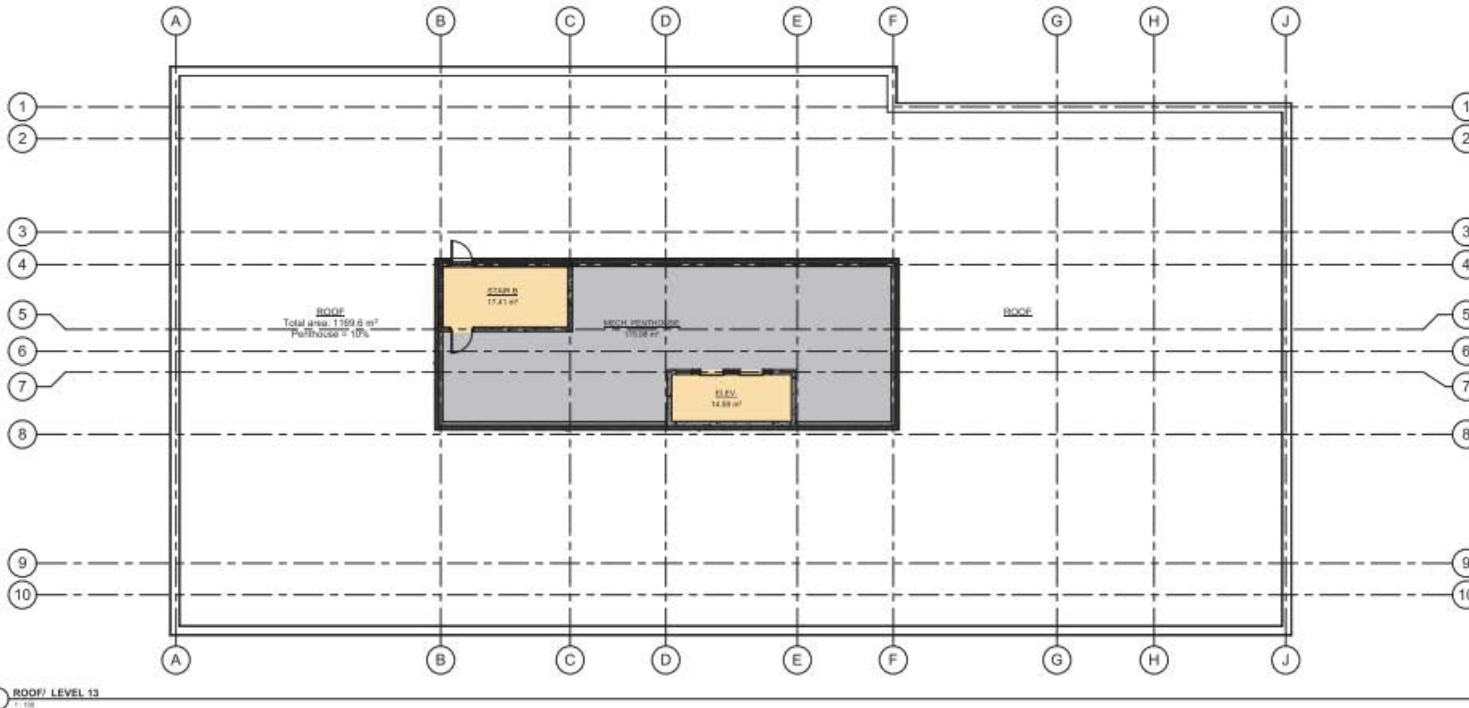
Project No: 20020
 Drawing No: 03/00/20
 SRM architects+designers
 Date: 2023-05-29 9:09:23 AM
 Designer: DM
 Checker: PC
 Approver: KITCHENER

FLOOR PLANS

Ontario Association of Architects
 License #11
 Drawing Scale: 1:100
 Revision: r1
 Date: 2023-05-29 9:09:23 AM

D2.2

- GENERAL NOTES**
1. Do not scale drawings. All dimensions shall have an associated and noted dimension.
 2. All work shall comply with the 2012 Ontario Building Code and amendments.
 3. Contractors must check and verify all dimensions and specifications and report any discrepancies to the architect before proceeding with the work.
 4. All contractors and sub-contractors shall have a set of approved construction documents on site at all times.
 5. All documents remain the property of the architect. Unauthorised use, modification, or other reproduction of these documents is prohibited without written permission. The content does not constitute an offer for any services for the project of this site.
 6. The use of a standard format affects the architect's liability in light of the information available to him at the time of preparation. It is the user's responsibility to ensure that all documents, drawings, or any other information to be used based on them are the responsibility of each party to the project.
 7. The architect accepts no responsibility for damages, if any, suffered by any third party as a result of reliance made or action taken on the content of these documents.



REVISIONS		
No.	Date	Revision

47 + 67 Village Drive

Project No. 25825
 Drawing No. 03/2025
 SRM architects+urban+designers
 Checked by DW
 Issued for ATTACHEMEN
 Print Date: 2023-05-29 09:56:27 AM

FLOOR PLANS

Ontario Association of Architects
 ARCHITECTS
 RICHARDSON
 LICENCE 8141
 Drawing Code: 1 : 1/30
 Scale: r1
D2.4



4 ELEVATION - WEST
1:200



2 ELEVATION - SOUTH
1:200



3 ELEVATION - EAST
1:200



1 ELEVATION - NORTH
1:200

- GENERAL NOTES**
1. See next scale drawings. Unless dimensions shall have precedence over verbal dimensions.
 2. All work shall comply with the 2010 Ontario Building Code and amendments.
 3. Contractors shall check and verify all dimensions and specifications and report any discrepancies to the architect before proceeding with the work.
 4. All contractors and sub-contractors shall have a set of approved construction documents on site at all times.
 5. All drawings remain the property of the architect. Unauthorised use, modification or other reproduction of these documents is prohibited without written permission. The content of these documents shall remain the property of the architect.
 6. The architect's professional liability insurance shall not be a basis for judgment in light of the information available to you at the time of preparation. Any and all other party claims of the architect, contractor, or any other party shall remain the responsibility of the architect and shall not be the responsibility of the architect.
 7. The architect accepts no responsibility for, damage, if any, suffered by any third party as a result of decisions made or actions taken on the contract documents.

- ELEVATION MATERIALS LEGEND**
- 1 BRICK MASONRY VENEER
COLOUR: RED
 - 2 ARCHITECTURAL PRECAST MASONRY UNITS
COLOUR: BEIGE
 - 3 PREPARED METAL SIDING
COLOUR: GREY
 - 4 CONCRETE MASONRY UNITS
COLOUR: BEIGE
 - 5 ARCHITECTURAL FINISH CONCRETE
COLOUR: LIGHT GREY
 - 6 CLEAR GLASS GLAZED WINDOW
 - 7 ALUMINUM BALCONY RAILING

REVISIONS		
No.	Date	Revision

Project Name: 47 + 67 Village Drive

SRM
architects+
urban+designers

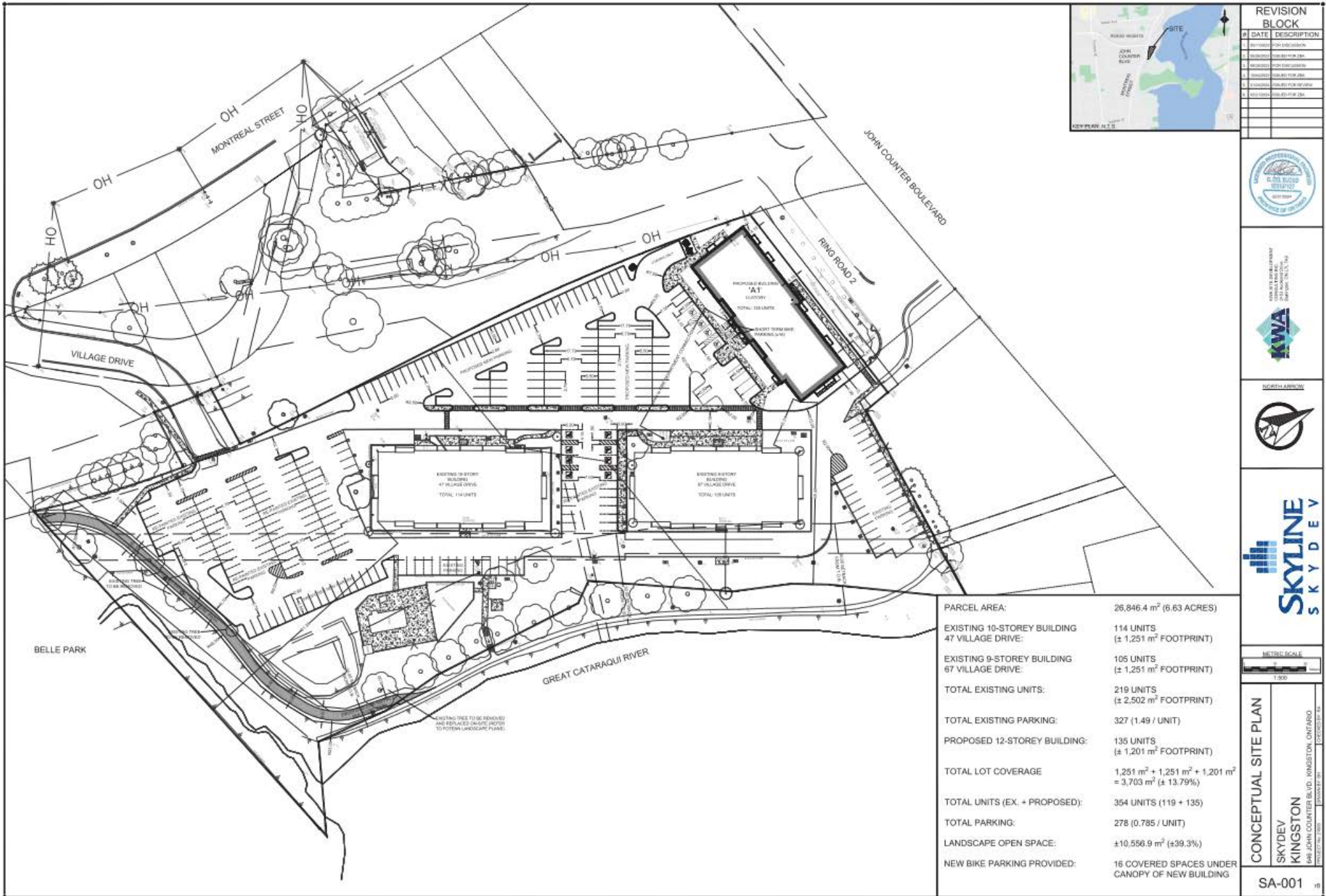
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Date: 03/09/23
Scale: 1/200
Revision: FTG
Drawing Date: 4/17/2023
Print Date: 2023-05-20 0:59:27 AM

ELEVATIONS

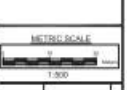
Ontario Association of Architects
Architects License #19

Scale: As Indicated
Drawing No: r1
Drawing No: D3.1

C:\Users\jordan\Documents\202305-47+67 Village Drive, Vaughan - BUILDING_DOCUMENTS\FIELD SET



REVISION BLOCK	
#	DATE DESCRIPTION
1	2024-01-15 INITIAL CONCEPT
2	2024-02-01 REVISION FOR COMMENTS
3	2024-02-15 REVISION FOR COMMENTS
4	2024-03-01 REVISION FOR COMMENTS
5	2024-03-15 REVISION FOR COMMENTS
6	2024-04-01 REVISION FOR COMMENTS
7	2024-04-15 REVISION FOR COMMENTS
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97	2028-01-15 REVISION FOR COMMENTS
98	2028-02-01 REVISION FOR COMMENTS
99	2028-02-15 REVISION FOR COMMENTS
100	2028-03-01 REVISION FOR COMMENTS



PARCEL AREA:	26,846.4 m ² (6.63 ACRES)
EXISTING 10-STORY BUILDING 47 VILLAGE DRIVE:	114 UNITS (± 1,251 m ² FOOTPRINT)
EXISTING 9-STORY BUILDING 67 VILLAGE DRIVE:	105 UNITS (± 1,251 m ² FOOTPRINT)
TOTAL EXISTING UNITS:	219 UNITS (± 2,502 m ² FOOTPRINT)
TOTAL EXISTING PARKING:	327 (1.49 / UNIT)
PROPOSED 12-STORY BUILDING:	135 UNITS (± 1,201 m ² FOOTPRINT)
TOTAL LOT COVERAGE	1,251 m ² + 1,251 m ² + 1,201 m ² = 3,703 m ² (± 13.79%)
TOTAL UNITS (EX. + PROPOSED):	354 UNITS (119 + 135)
TOTAL PARKING:	278 (0.785 / UNIT)
LANDSCAPE OPEN SPACE:	±10,556.9 m ² (±39.3%)
NEW BIKE PARKING PROVIDED:	16 COVERED SPACES UNDER CANOPY OF NEW BUILDING

CONCEPTUAL SITE PLAN
SKYDEV
KINGSTON
888 JOHN COUNTER BLVD., KINGSTON, ONTARIO
PROJECT NO. 2024-019
ISSUE DATE: 2024-12-15



Site Photos

The subject site is depicted through the following photographs, taken March 12, 2024.



Figure 1: The subject site, viewed from the Waaban Crossing, looking southwest. Pictured are the nine and ten-storey apartment buildings currently onsite, along with a large storage building and existing parking area in the centre of the image. Commercial uses are present around the intersection of John Counter Boulevard and Montreal Street to the right of the image, with two more 12-storey apartment buildings beyond.



Figure 2: The subject site looking southwest, viewed from the New Loop Road. The proposed 12-storey apartment building is proposed to be located upon the portion of the parking lot pictured here, fronting onto the New Loop Road. The new building would transition down to the height of the adjacent nine storey building through a generous stepback on the tenth floor.



Figure 3: The Montreal Street streetscape, viewed from the eastern-most entrance to the New Loop Road, which continues to the left (south), and provides access directly into the subject site. The subject site itself is visible on the far left of the image and is set back more than 37 metres from Montreal Street. Pictured here is the multi-use trail running along John Counter Boulevard, which hosts enhanced cycling infrastructure.



Figure 4: The subject site looking southeast towards the Great Cataraqui River, viewed from John Counter Boulevard. The New Loop Road is visible in the foreground, beyond which is the parking area that would be redeveloped to make way for the 12-storey apartment building. The large storage building on the right side of the image would be removed to make way for additional parking.



Figure 5: Significant parking lot improvements are planned for the area currently occupied by the large storage building, which would be removed. These improvements would not only provide additional resident parking, but would enhance aesthetics and enable better connectivity throughout this area.



Figure 6: the subject site, viewed from Village Drive, looking northeast towards the Great Cataraqui River. While the New Loop Road provides access from the north via John Counter Boulevard, Village Drive provides access from the south via Montreal Street, which effectively distributes traffic. The portion of the parking lot pictured here would be reconfigured as part of the overall parking improvements onsite. The reconfiguration would also enhance pedestrian connections to the existing sidewalk leading to Montreal Street (visible on the right of the image).



Figure 7: The subject site looking northward, viewed from the City-owned waterfront trail which runs along the shore of the Great Cataraqui River. Pictured are the existing nine and ten-storey apartment buildings. This public trail is currently accessible only via the subject site, so a combination of land and easements would be conveyed to the City to secure legal public access at both ends. While the trail provides a significant amenity for residents, the site provides an abundance of landscaped open space and private amenity areas, including a pool and playground (visible atop the hill to the left), dog run, and outdoor garden.








Figure 8: The waterfront trail currently terminates at the south end of the subject site, at the mouth of a creek that runs along the north side of Belle Park (visible in the background) and flows into the Great Cataraqui River (visible to the left). The proposed development would enable the continuation of this trail around the south side of the subject site through the conveyance of new parkland to the City.



Figure 9: The south side of the subject site, viewed approximately from the shore of the Great Cataraqui River, looking southwest towards Montreal Street. The subject site is landscaped to the edge of an Environmentally Sensitive Area through which a small creek runs amidst thick vegetation. A continuation of the waterfront trail is proposed to extend alongside the wooded area shown here and connect into Belle Park and beyond. To facilitate this important connection to the City’s waterfront trail system, much of the land pictured here is proposed to be conveyed to the City.



CITY OF KINGSTON
Public Notice Notification Map
Address: 67 Village Dr.
File Number: D14-007-2023

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

