

From: William Campbell [REDACTED]
Subject: PROPOSED OFFICIAL PLAN AMENDMENT (OPA) AND ZONING
BY-LAW AMENDMENT (ZBA) CITY FILE NO. D35-014-2021
Date: Mar 26, 2024 at 11:50:38 AM
To: Barbara Campbell [REDACTED]

PUBLIC MEETING

Date: April 4th, 2024

Location: Council Chambers, 216, Ontario Street

Please find attached my submission opposing this OP Amendment and ZONING
BY-LAW AMENDMENT .

Sent from my iPad

I am forwarding this submission as a past Kingston Township Councillor (6 years) and past City of Kingston Councillor (6) years with some concerns regarding the proposed residential subdivision File # D -35-014-2021.

Most of us who have reviewed the developers application are familiar with this site as we generally travel Hwy 33 several times each day . The draft plan of subdivision shows lands contained to the west by Collins Creek , to the north by the CNR rail corridor , to the east by Collins Bay Public School and to the south by the Kings Highway 33 . This proposed residential subdivision will contain 41 single residents and 186 stacked townhouses with a total of 227 residential units . The existing Bayview Farm lands are to be excluded from this proposed development .

This proposed residential subdivision will generate 450+ vehicles daily .These vehicles will be directed thru the subdivision road network to a relatively small municipal road ...Station Road...to eventually spill out onto Hwy 33 . This anticipated traffic will pass directly by Collins Bay Public School .

Herein lies my concerns .

I am in favour of residential development in The City of Kingston . Based on the present shortage of housing stock reasonable residential development is encouraged . My past record on council clearly indicates my continued support for reasonable residential development n the city .

My opposition to this proposed plan of subdivision is based on several features directly related to safety and traffic as outlined as follows:

- (1) A single subdivision entrance along Station St. To Hwy 33.
- (2) The magnitude. 227. residences with 450+ vehicles attempting to access an extremely busy Hwy 33 during AM and PM rush hour periods . This will become even more dangerous as there is no proposed signification , Traffic Lights , at this intersection of Station St. / Hwy 33 .
- (3) The Traffic Impact Study indicates that this residential subdivision will generate traffic to and from the highway based on traffic counts etc... I note that this study was completed during the Covid pandemic and may not accurately predict the future traffic patterns along Hwy 33 . Many residents , in Kingston , and to the west may now be working from home and not travelling the highway regularly . The traffic impact review should consider the impact of the new highway bike lanes . The public boat launch ramp located across from the development is quite busy spring to fall which may create more traffic congestion .
- (4) The close proximity of Collin Bay School must be a consideration when monitoring the traffic and school safety . The school has a pupil enrolment , an after school program and a resource centre . Staff and parents access the west school parking lot located directly beside Station St. There could be safety issues related to traffic and parking . These issues should be resolved with the developer and the school board .
- (5) The developers planner has suggested that the potential traffic problems can be resolved without traffic lights . The plan involves vehicles exiting Station Rd.easterly onto Hwy 33 can first enter the left turning lane before crossing

into the drive thru lane , when it becomes clear of heavy traffic . This solution does have a flaw . Once the vehicle is prepared to cross into the clear drive thru lane it must cross the continuous white line . I believe that this is illegal . It would seem that this " Safety Lane " is not a good solution .This information has been offered by a reliable source .

(6) Initially , the Draft Plan of Subdivision showed (2) entrances , Station St entrance and a second entrance westerly . The second entrance has now been eliminated in favour of an interior cul-du -sac . This is a serious safety issue that should raise some concerns . Three subdivisions in the neighbourhood , Homewood ,Lawrence Park , and Ridegewoo Ridgewood Estates . Each of these (3) three established neighbourhood subdivisions have (2) two entrances . The second entrance is a Safety Valve that permits emergency vehicles fast and easy access to each subdivision in the event that the primary entrance is blocked and inaccessible . At present , the developer proposes only (1) one entrance .
Emergency vehicle response must be a priority .

(7) A resident raised what I thought was a valid concern . Will the development of 227 new residences in this neighbourhood have an impact on the municipal water pressure on the other neighbours ? I do not have an answer for this valid question but expect that an answer can be expected shortly.

Conclusion

I have drafted this submission based on personal observations and discussions with many residents . Almost all agree that the Draft Plan of Subdivision should incorporate plans to install signalized Traffic Lights at the intersection of

Station St / Hwy 33 . Without proper signification , this intersection will become a traffic nightmare . Also , the developer should incorporate a second entrance (possibly right-in / right-out) for serious safety concerns that cannot be ignored . The second entrance will also reduce the heavy traffic flow at the Station St entrance.

My review was completed with the assistance of a retired MTO traffic analyst who agrees with my recommendations . Many agencies have provided comments regarding this proposed Plan of Subdivision . I encourage the Planning Committee and Council to carefully review this Proposed Plan of Subdivision and give considerable thought to the future traffic impact and the remedies to resolve a probable traffic nightmare in Kingston West .

Bill Campbell , BA , MPA , SR/WA , CRA

Sent from my iPad