

## **10B. RIDEAU COMMUNITY SECONDARY PLAN**

The following land use designations and *development* policies apply to the Rideau Community, as shown on Schedule RC-1. This neighbourhood is generally bounded by Middle Road to the north, CFB Kingston to the south, Butternut Creek to the east and the Great Cataraqui River to the west. The overall intent of the Rideau Community Secondary Plan is to encourage the *development* of a mixed use Village Centre and a residential neighbourhood that retains the heritage characteristics of the area with a Neighbourhood Centre as its focal point.

### **Goals:**

- a. *to designate lands for residential, commercial and open space uses that are consistent with the needs of residents, and are supported by the installation and delivery of municipal services;*
- b. *to ensure that development and the improvement or expansion of municipal services occurs in an orderly, efficient and economical manner and provides an adequate future supply of serviced land;*
- c. *to ensure that new development and redevelopment is compatible with existing and proposed adjacent developments;*
- d. *to promote new development which exhibits a high standard of building and site design;*
- e. *to provide a framework to ensure the development of residential areas have a focal point and theme, thereby providing a sense of place for residents;*
- f. *to ensure that new residential developments provide amenities including landscaping, pathways, parks and open space;*
- g. *to establish the Neighbourhood Centre area as a mixed use community focal point and activity area;*
- h. *to establish the Village Centre area as the main focus for consumer activity that conforms to a heritage “eclectic-village” theme, and to protect and enhance the importance of the Village Centre by encouraging the development of a wide range of consumer and auxiliary uses and by restricting commercial development elsewhere;*
- i. *to minimize the impacts of commercial activity on adjacent land uses and streetscapes through buffering and landscaping measures, and to ensure that commercial development does not negatively impact the Highway 15 corridor;*
- j. *to discourage the linear expansion of Highway Commercial uses;*
- k. *to provide a framework to protect and enhance the natural features in the area for the use and enjoyment of residents;*
- l. *to establish the public ownership of lands and a continuous waterfront open space corridor along the Great Cataraqui River and Butternut Creek;*
- m. *to provide a functional road network that meets the needs of current and future developments and protects the function and scenic attributes of Highway 15;*

- n. to provide a fully linked pathway, park and open space system for pedestrians and cyclists that is integrated with the road network and allows for safe and convenient access to public facilities, the Village Centre area and the Neighbourhood Centre area; and,
- o. to recognize and protect the cultural heritage resource significance of the Rideau Canal as a UNESCO World Heritage Site, and the proximity of the Frontenac Arch Biosphere Reserve.

**Policies:**

**10B.1**

**10B.1.1.** The land use and *development* policies for the Rideau Community, as outlined below and shown on Schedule RC-1, are divided into land use designations, as follows:

- a. Residential: Low Density Residential, Medium Density Residential and High Density Residential;
- b. Commercial: Shopping Centre Commercial and Highway Commercial;
- c. Mixed Use: Neighbourhood Centre and Village Centre;
- d. Business Park Industrial;
- e. Marina;
- f. Open Space;
- g. Rural;
- h. Environmental Protection Area; and,
- i. Special Study Area.

**10B.1.2.** *Development* policies include: Servicing; Development Phasing; Transportation; and, Parking provisions.

**10B.2**

**RESIDENTIAL POLICIES**

**Home Occupations**

**10B.2.1.** Home occupation uses may be permitted in the Low, Medium, and High Density Residential land use designations in accordance with Section 3.1.7 of this Plan.

**10B.2.2.** New residential *development* is to be integrated with existing residential areas in a manner which minimizes abrupt changes in the streetscape, and protects existing areas.

**General Residential Policies**

**10B.2.3.** Residential *development* is to be designed to allow convenient access by vehicles, pedestrians, and cyclists to community facilities such as schools, parks, open spaces, the Neighbourhood Centre area and the Village Centre area.

**Public Access to Water**

**10B.2.4.** Residential *development* adjacent to the Great Cataraqui River and Butternut Creek must provide public access along the entire water frontage and be designed to preserve and maintain views of these natural

areas subject to an *environmental impact assessment*, and other studies as may be deemed necessary in the application of Section 9.12 of this Plan.

**Collector Road**

**10B.2.5.** It is the intent of this Plan that, subject to the submission of an *environmental impact assessment* which supports such an undertaking, residential *development* located between the Great Cataraqui River and Highway 15, north of Gore Road, is to provide a single-loaded residential street along the Environmental Protection Area.

**Residential  
Development**

**10B.2.6.** Residential *development* will provide sufficient lands for landscaping to protect the amenity of residential areas and may include buffering by berms, landscaping, fencing or a combination thereof.

**10B.2.7.** Residential *development* which abuts Highway 15 is subject to the following restrictions:

- a. direct private access to Highway 15 is prohibited and all lots will have reverse frontage or have frontage onto a service road, except for that portion of Highway 15, south of Gore Road, where direct access may be permitted, subject to the approval of the City;
- b. where reverse frontage is used, all lots abutting Highway 15 must be designed to have deep rear yard setbacks and lot depths will be correspondingly larger;
- c. all *development* is subject to the Open Space policies of Section 10B.7 and Section 3.8 of this Plan; and,
- d. where collector road systems do not exist, access to Highway 15 is permitted subject to City approval, and must be designed to be removed upon completion of the collector road system.

**10B.2.8.** Residential *development* which abuts Gore Road is subject to the following restrictions:

- a. direct private access to Gore Road is prohibited and all lots will have reverse frontage or have frontage onto a service road; and,
- b. all lots abutting Gore Road must have deeper rear yard setbacks and lot depths where reverse frontage is used.

**10B.2.9.** Residential *development* which abuts the Business Park Industrial area must provide a minimum 15 metre wide buffer, which includes a combination of visual screening, vegetated berms, and fencing which may form part of the abutting residential lots.

**Design Guidelines**

**10B.2.10.** When considering new residential *development*, the following design guidelines apply:

- a. the establishment of entrance way features to the *development*;
- b. the preservation and enhancement of heritage buildings, structures, and features;
- c. the use of detached or attached garages set back from the main facade of the *residential unit* are encouraged, garages set back to the middle or rear of the *residential unit* or lot are encouraged, and in all cases, garage-dominated streetscapes are discouraged;

- d. varied setbacks from the street to allow variations and diversity in the streetscape;
- e. the use of a grid street pattern with short blocks;
- f. the use of heritage style street lighting; and,
- g. the preservation of existing trees, wood lots, and new tree plantings along streets.

**Low Density Residential**

**10B.2.11.** The servicing of residential *development* must be in accordance with Section 10B.11 and Section 4 of this Plan.

**10B.2.12.** Permitted uses in the Low Density Residential land use designation include single detached dwellings, linked single dwellings, and semi-detached dwellings.

**10B.2.13.** The overall density of *development* in Low Density Residential areas is intended to range from 10 to 30 units per net hectare of land.

**10B.2.14.** Street townhouse dwellings and planned unit townhouse dwellings are permitted in Low Density Residential areas, subject to compliance with all of the following:

- a. the maximum building height is two storeys;
- b. townhouse dwellings are permitted by amendment to the zoning by-law;
- c. the proposed townhouse *development* must conform to the residential policies of Section 3.3 of this Plan;
- d. the total number of townhouse dwellings does not exceed 25 percent of the total number of *residential units* proposed in any plan of subdivision;
- e. sufficient lands must be allotted for landscaping to protect the amenity of adjacent existing or proposed residential *developments*; and,
- f. the location and number of townhouse dwelling units are to be *compatible* with the context of the overall *development*.

**Medium Density Residential**

**10B.2.15.** Permitted uses in a Medium Density Residential land use designation include planned unit townhouse dwellings, street townhouse dwellings and apartment dwellings not exceeding three storeys.

**10B.2.16.** The overall density of *development* in Medium Density Residential areas is intended to range from 31 to 45 units per net hectare of land.

**10B.2.17.** For the Medium Density Residential area identified on Schedule RC-1 of this Plan as MDR-1, the following policies apply:

- a. permitted uses include small lot single detached dwellings, link single dwellings, semi-detached dwellings, planned unit townhouse dwellings and street townhouse dwellings;

- b. the overall density of *development* ranges from 27 to 45 units per net hectare of land;
- c. the total number of townhouse dwellings must not exceed 150 *residential units*; on any land designated as Medium Density Residential -1;
- d. the maximum building height of townhouse dwellings is two storeys; and,
- e. lands are developed to ensure that small lot single detached dwellings, link single dwellings and semi-detached dwellings are located adjacent to the Low Density Residential area.

**High Density Residential**

**10B.2.18.** Within the High Density Residential land use designations, permitted uses include planned unit townhouse dwellings, stacked townhouse dwellings and apartment dwellings.

**10B.2.19.** The overall *development* density in High Density Residential areas is not intended to exceed 60 units per net hectare of land.

**10B.2.20.** The maximum building height in High Density Residential areas is 14 storeys.

**10B.3**

**General Commercial Policies**

**COMMERCIAL POLICIES**

**10B.3.1.** Commercial *developments* are restricted to the Shopping Centre Commercial area, the Highway Commercial area, the Neighbourhood Centre, and the Village Centre, shown on Schedule RC-1 of this Plan.

**10B.3.2.** Landscaping is an integral part of all commercial *development* and buffering must be provided between commercial uses and adjacent areas.

**10B.3.3.** Special landscaping of parking areas adjacent to streets will be required to present an attractive environment and streetscape, particularly along Highway 15.

**10B.3.4.** Open storage of goods and materials is not permitted.

**10B.3.5.** Loading and unloading facilities are restricted to the rear and side of all buildings and screened from public view.

**10B.3.6.** Adequate off-street parking facilities must be provided, and access points limited in number and designed to minimize potential conflicts between vehicular and pedestrian traffic.

**10B.3.7.** Advertising and associated signage, as well as exterior lighting, must be directed away from adjacent areas and will be designed and sited to maintain the amenity of the surrounding area.

**10B.3.8.** It is the intent of Council to protect and enhance the commercial component of the Village Centre in order to ensure its development as a major community focal point. As such, commercial development, and in particular shopping centre development, will be restricted to the Village Centre and those areas designated on Schedule RC-1.

**Shopping Centre  
Commercial**

**10B.3.9.** Proposed *development* that requires the redesignation of lands to Shopping Centre Commercial land use designation requires the following:

- a.** a market study submitted by the proponent that demonstrates to the satisfaction of the City:
  - that there is a demand for the proposed *development*; and,
  - that the proposed *development* does not have a detrimental impact on current or future *development* in the Village Centre area; and,
- b.** the proposed *development* is *compatible* with existing and proposed adjacent *development* and transportation networks.

**Highway Commercial**

**10B.3.10.** The Highway Commercial area is restricted to *development* as existed on July 14, 1997 and shown on Schedule RC-1.

**10B.3.11.** The designation of additional lands as Highway Commercial beyond what is shown on Schedule RC-1 is not allowed.

**10B.3.12.** Proposed *development* in the Highway Commercial area is intended to comply with the following:

- a.** access to Highway 15 is limited, and subject to the approval of the City;
- b.** adequate off-street parking must be provided, preferably at the rear of the building(s);
- c.** landscaping must form an integral part of the proposed *development* and buffering must be provided between commercial uses and adjacent areas;
- d.** special landscaping of parking areas adjacent to streets and along Highway 15 is required to present an attractive streetscape;
- e.** open storage of goods and materials is not permitted;
- f.** loading and unloading facilities are restricted to the rear and side of all buildings and screened from public view;
- g.** adequate off-street parking facilities are provided and access points are limited in number and designed to minimize potential conflicts between vehicular and pedestrian traffic; and,
- h.** advertising and associated signage, as well as exterior lighting, is directed away from adjacent areas and sited to maintain the amenity of the surrounding area.

## 10B.4 MIXED USE POLICIES

**Neighbourhood Centre 10B.4.1.** Permitted uses in the Neighbourhood Centre include medium density residential, open space, convenience commercial (in accordance with Section 3.4.F of this Plan), and limited institutional uses designed to serve area residents.

**10B.4.2.** It is the intent of this Plan is that all proposed *development* in the Neighbourhood Centre is designed according to a heritage small-town theme, based on the following guidelines:

- a. buildings are encouraged to be oriented close to sidewalks and streets;
- b. building facades are strongly defined and given individual yet *compatible* identities;
- c. building entrances are an important component of facade design;
- d. continuous street facades are encouraged;
- e. building heights are a minimum of two storeys and a maximum of three storeys. Schools may be one storey in height, provided the height of the street facade has the appearance of two storeys;
- f. all street and on-site lighting, signage and landscaping is *compatible* with and enhances the heritage small-town theme;
- g. limited on-street parking is permitted for convenience commercial uses;
- h. courtyard or rear yard parking is preferred over front yard parking for medium density residential and institutional *development*;
- i. the roadway layout is based on a grid pattern;
- j. historic street names are encouraged for proposed roadways; and,
- k. the use of boulevards, barrier curbs and sidewalks on both sides of roadways is encouraged.

**10B.4.3.** The visual focal point of the Neighbourhood Centre area will be an open courtyard area, designed to function as the neighbourhood gathering place, based on the following guidelines:

- a. the courtyard area is located either on or with direct visual access to the collector road system;
- b. the courtyard area is divided into at least two distinct areas, namely:
  - a low intensity *recreational* area that encourages walking, cycling and neighbourhood concerts and activities; and,
  - a meditative area that encourages reflection and contemplation;
- c. commercial *development* must be:
  - planned as an integral part of the courtyard area;
  - limited to uses that serve the daily shopping and service needs of local residents, which may include a convenience store, video rental store and dry cleaning outlet;
  - connected to each other and clustered around the courtyard area to give a sense of enclosure;

### Institutional Development

- oriented towards the street and courtyard area; and,
  - restricted to a maximum gross floor area of 1,000 square metres;
- d.** *development* of the courtyard area may include sculptures, fountains, gardens, walkways, landscaping, seating areas and gazebos; and,
- e.** the courtyard area is well-lit and addresses public safety and security issues.
- 10B.4.4.** Institutional *development* in the Neighbourhood Centre is limited to:
- a.** day care centres;
  - b.** up to two schools (operated by the Limestone District School Board or the Algonquin and Lakeshore Catholic District School Board at the primary or intermediate level) and provided:
    - the school(s) primarily serve the surrounding neighbourhood;
    - there is adequate space for bus boarding, disembarking and parking on school grounds or in a bus lay-by area which is not part of the travelled road but may be part of the municipal road allowance; and,
    - the school building(s) and grounds are encouraged to be open to the public and available for community uses; and,
  - c.** one church primarily serving the surrounding neighbourhood, subject to an amendment to the zoning by-law.
- 10B.4.5.** Institutional *development* in the Neighbourhood Centre must provide adequate off-street parking, the majority of which is to be located at the rear or side of the building(s).
- 10B.4.6.** Institutional *development* in the Neighbourhood Centre must be well-lit and address public safety and security issues.
- 10B.4.7.** The Neighbourhood Centre area must be served by the collector road and transit system, and will provide safe and convenient access for pedestrians and cyclists.
- 10B.4.8.** Consideration must be given to incorporating a grand collector road through the Neighbourhood Centre area with extensive landscaping, boulevards, and provision for pedestrian and cycling pathways.
- 10B.4.9.** Gateways are to be incorporated in the Neighbourhood Centre and designed so as to create a sense of arrival for residents and visitors.
- 10B.4.10.** All parking areas in the Neighbourhood Centre must be landscaped, bermed or fenced where appropriate, and installed so as to prevent large expanses of paved areas.

**10B.4.11.** Cycling and pedestrian pathways within the Neighbourhood Centre area must connect with the cycling and pathway network in the Rideau Community.

**10B.4.12.** Buffering is to be provided between the Neighbourhood Centre area and abutting Low Density Residential areas.

**10B.4.13.** All proposed *development* in the Neighbourhood Centre is subject to site plan control review.

**10B.4.14.** The Village Centre is intended to become the major commercial, business, institutional, and activity area for the Rideau Community and Kingston East. The Village Centre will provide an attractive visual focal point for Kingston East and promote community interaction. It is recognized that the Village Centre may not become fully developed within the life of this Plan. It is, however, Council's intent that the commercial development capacity with the Village Centre be protected for the life of this Plan and beyond.

#### **Village Centre**

**10B.4.15.** Permitted uses in the Village Centre include retail and service commercial, offices, restaurants, hotels, open air markets, government facilities, civic administration, Medium Density Residential, open space, *recreational*, cultural, entertainment, and institutional uses that contribute to the vitality of the Village Centre area, and are *compatible* with other Village Centre uses.

**10B.4.16.** All heritage structures in the Village Centre existing on July 14, 1997 must not be demolished.

**10B.4.17.** All proposed *development* within the Village Centre is to be designed with a heritage "Eclectic Village" theme, defined as random, diverse, active, and 1800's small town Ontario, with heritage building designs and landscaping, and based on the following guidelines:

- a.** buildings are to be oriented close to sidewalks and streets, and solitary buildings surrounded by large open spaces will be discouraged;
- b.** building facades are strongly defined and given individual yet *compatible* identities;
- c.** building entrances are an important component of facade design;
- d.** continuous street facades are encouraged;
- e.** building heights are a minimum of two storeys and a maximum of five storeys;
- f.** all street and on-site lighting, signage and landscaping are *compatible* with, and enhance the heritage village theme;
- g.** limited on-street parking is permitted for retail and service commercial uses;
- h.** courtyard or rear yard parking is encouraged;

- i. historic street names are used for proposed roadways; and,
- j. views to the Great Cataraqui River from Highway 15 are maintained and enhanced.

**10B.4.18.** Residential and office uses in the Village Centre are encouraged to locate above ground-level commercial uses rather than in separate office buildings.

**10B.4.19.** The Village Centre area is served by:

- a. a transit system that provides safe and convenient access for pedestrians and cyclists; and,
- b. meandering collector or local roads with angled parking and wide landscaped sidewalks on both sides, where possible, for which a 26 metre right-of-way may be required.

**10B.4.20.** With respect to parking in the Village Centre:

- a. all parking areas are to be landscaped, bermed or fenced where appropriate, and constructed so as to prevent large expanses of paved areas;
- b. adequate on-site parking is provided for all residential uses;
- c. limited parking for non-residential uses may be located off-site but in close proximity to the site; and,
- d. parking standards may be reduced for mixed use *development* provided the proponent prepares a parking study demonstrating that shared parking is viable for the proposed *development* according to local travel characteristics and to the satisfaction of the City.

**10B.4.21.** Landscaping is an important component of all proposed *development* in the Village Centre and in particular:

- a. a pedestrian environment is to be created by developing a series of landscaped courtyards and open spaces linked by landscaped pathways leading to residential, commercial, institutional and open space uses; and,
- b. landscaping within courtyards, pathways, and open space areas must include such features as ornamental walls, fountains, statues, gazebos and street furniture.

**10B.4.22.** A pathway must be developed along the top of slope of the Great Cataraqui River as part of the open space system to connect to various components of the Village Centre area.

**10B.4.23.** Buffering is to be provided between the Village Centre area and abutting Low Density Residential areas.

**10B.4.24.** All proposed *development* in the Village Centre is subject to site plan control review.

## 10B.5

### Business Park Industrial

## INDUSTRIAL POLICIES

The Business Park Industrial area is also subject to the Business Park Industrial policies in Section 3.6.A of this Plan and the following:

**10B.5.1.** Permitted uses in the Business Park Industrial area include research and development activities, offices, medical laboratories and equipment production facilities, light industries, warehousing and commercial uses that serve the business park industrial area or are accessory to a permitted business park industrial use.

**10B.5.2.** Permitted office and commercial uses in the Business Park Industrial area may be included in a single zoning category.

**10B.5.3.** A minimum 15 metre landscaped buffer must be established along the southern boundary of the Business Park Industrial area that abuts the Open Space Pathway shown on Schedule RC-1.

## 10B.6

## MARINA POLICIES

Permitted uses in the Marina area include existing docking or mooring facilities, marine services or repairs, marine fuel supply or effluent transfer facilities, vehicular or boat storage areas, the display or retailing of marine supplies, products and provisions including food and sundries as well as accommodations and restaurants that complement or support the marina use.

**10B.6.1.** All proposed *development* in the Marina area must be *compatible* with surrounding residential areas, the determination of which will be guided by the following:

- a. proposed land use characteristics such as the intensity of the use and traffic generation levels;
- b. building features such as height, bulk, site coverage and footprint;
- c. maintaining the views of the Great Cataraqui River and City of Kingston skyline, as well as the views from the water to the land, wherever feasible;
- d. the adequacy of site services and access; and,
- e. the ability to mitigate *adverse effects* through building location, site design and buffering.

**10B.6.2.** Proposed *development* in the Marina area must ensure that:

- a. flood-proofing requirements are incorporated into the *development* to the satisfaction of the Cataraqui Region Conservation Authority; and,
- b. proposed buildings or structures which do not require a location near the water will be located outside the *floodplain*.

**10B.6.3.** Proposed *development* in the Marina area on lands adjacent to provincially *significant wetlands*:

- a. must demonstrate that there will be no loss of *wetland* area or *negative impact* resulting from what is proposed; and,
- b. is subject to an *environmental impact assessment* to be prepared by the proponent to the satisfaction of the Conservation Authority and the City, unless the appropriate public agency(s) determines that the *environmental impact assessment* is not necessary.

**10B.6.4.** Proposed *development* on lands adjacent to or situated on a ridge or slope may be subject to a geotechnical study, which must be prepared by the proponent to the satisfaction of the City.

## **10B.7**

### **OPEN SPACE POLICIES**

The Open Space areas are subject to the Open Space policies in Section 3.8 of the Official Plan and the following:

- a. permitted uses will include conservation uses as well as active and passive *recreational* uses and facilities;
- b. open space uses are permitted throughout the Rideau Community;
- c. where a public open space use is proposed, adequate parking areas and access points to parking areas must be designed so as to maximize on-site and off-site circulation and public safety;
- d. public access corridors must be established by the City along the Great Cataraqui River, Butternut Creek, Highway 15, the southern boundary of the Business Park Industrial area, through the Village Centre area and Neighbourhood Centre, area and in other areas deemed necessary to complete the linked pathway network;
- e. in reviewing proposed *developments*, the intent of this Plan is to ensure that:
  - adequate parkland for central parks and parkettes is provided to serve the needs of residents;
  - existing woodlots and trees are assessed and preserved where appropriate; and,
  - additional tree planting, especially along streets, is provided;
- f. public views from streets leading toward Butternut Creek and the Great Cataraqui River (Rideau Canal) must be protected through:
  - road alignments and extensions;
  - the siting of buildings and structures;
  - parkland dedication measures; and,
- g. lands dedicated to the City under the parkland dedication provisions of the Planning Act must be conveyed in a physical condition that is satisfactory to the City.

**Special Open Space  
Policy Areas**

**10B.7.1.** With respect to the Great Cataraqui River and Butternut Creek Open Space Corridors, Council will:

- a. prioritize the public acquisition of shoreline areas designated Environmental Protection Area in order to establish a linear open space system; and,
- b. ensure that adequate public access to, and views of, the linear open space system is provided as part of proposed *development*.

**10B.7.2.** With respect to the Highway 15 Open Space Corridor, Council must:

- a. ensure that proposed adjacent *developments* maintain or enhance its *natural heritage system* and *cultural heritage resources*, water and skyline views;
- b. prioritize the public acquisition of a 15 metre wide strip of land along the east side of Highway 15 for the primary purpose of municipal servicing and the secondary purpose of providing a linear pathway and buffer between Highway 15 and adjacent *development*;
- c. ensure that development proposals adjacent to Highway No. 15 be considered in the context of maintaining views of the water and skyline from the Highway, maintaining existing lawns, wood lots, and heritage buildings and features, and ensuring the provision of landscaping and buffering adjacent to Highway No. 15; and,
- d. prioritize the establishment of a Riverfront Park north of Gore Road east of Cataraqui River, on the west side of Highway 15 that:
  - is developed mainly as a passive *recreational area*;
  - is integrated with the linear open space system along the Great Cataraqui River Corridor; and,
  - is designed to include an amphitheatre or similar facility for community and cultural events such as concerts and plays.

**10B.7.3.** Gateways incorporating visual and landscape features such as limestone walls, accent lighting, fountains, sculptures, pathways, street furniture and landscaping must be established at primary entrances to larger scale *developments*, particularly residential *development* and the Neighbourhood Centre area.

**10B.8**

**ENVIRONMENTAL PROTECTION POLICIES**

**10B.8.1.** The Environmental Protection Area is subject to the environmental protection policies in Sections 3 and 6 of this Plan.

**10B.8.2.** With respect to the Environmental Protection Area adjacent to the Great Cataraqui River:

- a. it is shown conceptually on Schedule RC-1 and must be more precisely defined by the City based on analyses of provincially

*significant wetlands, floodplain elevations and area hazards therein such as slopes, organic soil composition and the susceptibility of the soils to slippage and erosion;*

- b.** *development* is prohibited therein; and,
- c.** Council must ensure that its ecological integrity is maintained when reviewing proposed *development* in proximity thereto.

## **10B.9 RURAL POLICIES**

The *Rural Area* is subject to the Rural policies in Section 3.13 of this Plan and the following:

### **Permitted Uses**

**10.B.9.1.** Permitted uses in the Rural area include *agricultural uses* and secondarily, include forestry, *recreation*, conservation, accessory residential uses and limited non-farm residential *development*.

**10.B.9.2.** Notwithstanding any other provisions of the Official Plan, the electrical contractor's yard in part of Lot 'D', Concession E.G.C.R., as existing on July 14, 1997, is permitted provided:

- a.** it is not expanded beyond the boundaries of the lot on which it is situated; and,
- b.** any proposed expansion within the boundaries of this lot is in accordance with Section 10B.3.11 of this Plan.

## **10B.10 SPECIAL STUDY AREA POLICIES**

**10B.10.1.** Notwithstanding any other provisions of this Plan:

- a.** the quarry operation on Lots 7 and 8, Concession E.G.C.R., as existing on July 14, 1997, and shown schematically on Schedule RC-1, is permitted subject to Section 3.17 of this Plan;
- b.** the conservation, farm and public uses on Lots 9 and 10, Concession E.G.C.R., as existing on July 14, 1997 and including expansions thereto, may be permitted provided that:
  - no buildings are situated within 120 metres of the high water mark; and,
  - proposed *development* on lands adjacent to, or situated on a ridge or slope, are subject to a geotechnical study which must be prepared by the proponent to the satisfaction of the City; and,
- c.** Council must ensure that expansions to existing uses and the establishment of new uses on lands within the Special Study Area designation do not negatively impact the future development of lands designated Special Study Area.

**10B.10.2.** A detailed land use study must be undertaken by the proponent to the satisfaction of the City for the Special Study Area in order to:

- a. establish appropriate Residential, Commercial, Mixed Use and Open Space areas in the Special Study Area;
- b. determine the location and type of future roads including:
  - appropriate connections to Gore Road, Highway 15 and the lands to the north of the existing quarry operation on Lots 7 and 8, Concession E.G.C.R.; and,
  - the feasibility of locating a single-loaded road and public pathway along the boundary between the Environmental Protection Area and the Special Study Area; and,
- c. determine the boundary between the Environmental Protection Area and the Special Study Area through an *environmental impact assessment*.

**10B.10.3.** Various land uses must be considered including high, medium, and low density forms of housing; public parks and pathways; community facilities such as municipal offices and library; retail, office and service commercial uses; institutions; recreation, cultural and entertainment facilities; and mixed-use developments. In particular, the study identified in Section 10B.10.2 must examine the appropriateness of placing a Village Centre (VC) designation, as set out in Section 10B.4 of this Plan, on lands within the Special Study Area.

**10B.10.4.** The land use study referenced above for the Special Study Area will be implemented through an amendment to the Official Plan.

## **10B.11**

### **SERVICING POLICIES**

**10B.11.1.** All utility services, including telephone, cable and hydro facilities must be installed underground to enhance the urban form and streetscape, where feasible.

*(OMB Order No. PL100149 dated August 25, 2010)*

**10B.11.2.** All *development* is to be connected to the *municipal water and sewage services* and stormwater management *infrastructure*, except for those areas designated Rural on Schedule RC-1 of this Plan, where *individual on-site water and sewage services* are permitted, subject to the approval of the Public Health Unit and Ministry of the Environment.

**10B.11.3.** All *municipal water and sewage services* must be completely separate from municipal stormwater management facilities.

**10B.11.4.** Council may, as required, pass by-laws or, through the *development* approval process, regulate the quantity and type of effluent discharged into municipal sewers.

**10B.11.5.** Where deemed necessary by Council, no *development* will be permitted without adequate stormwater management measures being undertaken to minimize or eliminate differences in pre-development and post-development run-off rates.

**10B.11.6.** The intent of this Plan is to obtain a 15 metre wide strip of land along the east side of Highway 15 to accommodate future municipal servicing requirements.

## **10B.12**

### **DEVELOPMENT PHASING**

**10B.12.1.** It is the intent of this Plan that *development* will proceed in the Rideau Community in accordance with the policies of Section 2.4 of this Plan, within the *Urban Boundary* shown on Schedule 2.

**10B.12.2.** Minor boundary adjustments to accommodate efficient subdivision designs or *development* plans may be permitted, provided capacity exists at the Ravensview Water Pollution Control Plant and in the *municipal water and sewage service* systems.

#### **Staging Policies**

**10B.12.3.** The *development* of lands within the Secondary Plan is to be commensurate with the availability of capacity at the Ravensview Water Pollution Control Plant and the *municipal water and sewage service* systems. In the event that the capacity of the plant and municipal water and sewage service systems is met, no further *development* may be approved until additional capacity is made available.

**10B.12.4.** It is Council's intent to encourage the submission of overall *development* plans in order to ensure integrated and functional designs. However, Council intends to approve *development* proposals in part or in phases to ensure the capacity of municipal services is not exceeded.

**10B.12.5.** Council may permit the extension of *municipal water and sewage services* to areas where new *development* is proposed in advance of its construction program provided that:

- a. the proponent must, subject to all applicable by-laws, bear all the costs associated with the extension;
- b. no other capital improvements to *municipal water and sewage services* are required elsewhere in the system;
- c. in the case of proposed residential *development*, adequate roads, schools and open space facilities are present; and,
- d. the proposed *development* conforms to all other policies of this Plan.

## **10B.13**

### **TRANSPORTATION AND PARKING**

**10B.13.1.** The Rideau Community will be served by arterial, collector and local roads.

**10B.13.2.** The location of proposed collector roads as shown on Schedule RC-1 is conceptual in nature. Variations may be permitted without amendment to this Plan, provided all other policies of this Plan are satisfied.

**10B.13.3.** Collector roads are designed to:

- a. meet the needs of the neighbourhood they serve; and,
- b. discourage traffic which has neither an origin nor destination within the neighbourhood, except for the proposed collector road (as shown on Schedule RC-1 that is adjacent to the Great Cataraqui River, north of Gore Road), which is to be developed as a scenic drive in accordance with the following design guidelines and policies:
  - *development* is permitted on the east side of the road only;
  - views west to the Great Cataraqui River and the City of Kingston skyline from the road must be provided along its full length;
  - the road alignment follows along the Environmental Protection Area boundary as shown on Schedule RC-1, and provides for the public use of lands to the west of the road allowance; and,
  - extensive landscaping is provided along the full length of the road.

**10B.13.4.** The function of Highway 15 and Gore Road as arterial roads is maintained and enhanced in accordance with this Plan.

**Access to Highway 15**

**10B.13.5.** It is recognized that *development* of the Rideau Community will occur over time and, as such, access points to Highway 15 may be required pending further *development* to complete the collector road system. Such access points are subject to City approval. Council may approve plans of subdivision incorporating such access points provided they are removed when access to the collector road system is obtained.

**Highway 15**

**10B.13.6.** It is Council's intent to maintain the scenic quality of Highway 15 as *development* takes place and as Highway 15 is widened to accommodate increased traffic. In addition to the requirement for reverse frontage *development*, Council may require additional setbacks, buffers and land dedication along Highway 15 to develop a road design that is in keeping with its function as an arterial road and scenic route.

**New Roads**

**10B.13.7.** The location of new local roads and collector roads is determined through the *development* review and approval process, with the volume of traffic on local roads consistent with a residential environment.

**Pathways**

**10B.13.8.** Pathways for pedestrians and cyclists are considered an important component of the transportation system, to be integrated with Open Space areas and along the road network and watercourses so as to allow for safe and convenient access to public facilities, the Village Centre area and the Neighbourhood Centre area.

**Transit**

**10B.13.9.** The road network is intended to be designed to accommodate a public transit system, and landscaped to enhance its aesthetic appeal.

**Parking and Loading**      **10B.13.10.** All on-site and on-street parking, as well as on-site loading facilities, must be provided by the proponent.

**10B.13.11.** Parking and loading facilities must be:

- a. designed so as to provide for safe and convenient vehicular, pedestrian and cycling movements and must be well landscaped and designed in a manner that does not detract from the streetscape;
- b. located in the rear yard of the site or in other unobtrusive locations, depending on the site, as well as proposed and surrounding land use and *development* characteristics; and,
- c. designed so that they are not a major focus of the site, and so that large expanses of parking areas are avoided.

**Intersections**              **10B.13.12.** All road intersections must be designed to provide safe and convenient pedestrian and cycling crossings.

**Traffic Impact Study**      **10B.13.13.** The developer must undertake a traffic impact study for any proposed *development* that would generate more than 50 vehicle trips during the peak hour of the adjacent roadway system or the peak hour of the generator. Traffic impact studies are also required for any proposed *development* which is expected to have an impact on the community or transportation system, as determined by the City.

**10B.13.14.** In the area north of Gore Road between Highway 15 and the Cataraqui River, residential *development* will only occur on a single sided road, in order to provide open space along the Cataraqui River.

## **10B.14**

**217 Gore Road,  
SSP No. RC-1-1**

## **SITE SPECIFIC POLICIES**

**10B.14.1.** Notwithstanding the provisions in Section 10B.4, a one storey, stand alone, single use commercial building will be permitted. The *development* will be oriented to the existing commercial context to facilitate ease of movements and will be complementary to the existing plaza through the design of the building, lighting, and signage in order to provide a cohesive sense of place. The building façade will be strongly defined with windows along the street front and entrance areas. The building will set back from the street to allow appropriate separation and screening of the drive-through service facility from the existing residential uses to the north. The *development* will encourage pedestrian and cycling movements through the provision of amenities and through connections to the street and the existing commercial plaza. Extensive multilevel landscaping will be provided to screen the parking and enhance the streetscape and islands will be provided to soften the parking areas and improve pedestrian safety and comfort.

**Baxter Farm  
Subdivision  
SSP No. RC-1-2**

**10B.14.2.** On the lands described as Part of Lot 2, Concession EGCR (Eastside Great Cataraqui River) and Lot 4 of Plan 628 and known as the Baxter Farm, the following policies must apply:

*(By OMB Order No. PL100828 dated April 1, 2011)*

**10B.14.2.1.** The lands shown as Low Density Residential on Schedule RC-1 will be developed with a low density residential plan of subdivision in accordance with Section 10B.1.1, Land Use and Section 10B.2, Residential Policies.

*(By OMB Order No. PL100828 dated April 1, 2011)*

**10B.14.2.2.** In conjunction with Section 10B.7, Open Space Policies, for the lands shown as Open Space on Schedule RC-1 and located between the Environmental Protection Area designation and the Low Density Residential designation the following policies will also apply:

- a.** the permitted uses will include open space, parklands, a stormwater management facility, and a tree preservation area;
- b.** within the tree preservation area native trees will be promoted and left largely undisturbed;
- c.** the lands located within 30 metres of the Environmental Protection Area designation will be left largely in a natural state and new forest and shrub cover will be protected and enhanced where feasible;
- d.** buildings, structures, pathways or other facilities will not be permitted within the defined tree preservation area.

*(By OMB Order No. PL100828 dated April 1, 2011)*

**10B.14.2.3.** In conjunction with Section 10B.8, Environmental Protection Policies, for the lands shown as Environmental Protection Area on Schedule RC-1 and located to the west of the Open Space area, the following policies will also apply:

- a.** the lands are recognized as an Area of Natural and Scientific Interest;
- b.** the lands will be protected to assist in preventing the erosion of the slope;
- c.** the top of slope may be fenced to provide an appropriate safety and environmental barrier.

*(By OMB Order No. PL100828 dated April 1, 2011)*

**10B.14.2.4.** In conjunction with Section 10B.2.5, Collector Road, and 10B.13, Transportation and Parking, the following specific policy will also apply:

- a.** a single loaded residential/collector road will be located appropriately in relation to the slope identified within the Open Space designation, in order to enhance views of the Great Cataraqui River and to provide for public access.

*(By OMB Order No. PL100828 dated April 1, 2011)*

