

APPENDIX 4

DRAFT OFFICIAL PLAN AMENDMENTS

- Appendix 4A** **City of Kingston Official Plan**
Includes Schedule “A-1” and Schedule “K”
- Appendix 4B** **Township of Kingston Official Plan**
Includes Schedule “B” and Amended Schedule “C”
(Note: a consolidation of the text is provided for
convenience).
- Appendix 4C** **Pittsburgh Township Official Plan as**
amended by OPA #59
Includes Schedule “C”

July 9, 2004

**Please note the new Urban Area and Staging Map is a common schedule
to all of the Official Plans**

**APPENDIX 4A
DRAFT OFFICIAL PLAN AMENDMENTS
CITY OF KINGSTON OFFICIAL PLAN**

Details of the Amendment

1. Add new Schedule 'A-1', URBAN AREAS AND STAGING.

Note: This Schedule would be common to all three Official Plan Amendments. It shows the following:

- Urban Boundary
- Committed Development Area
- Phase 2 Areas (Growth Alternative 2)
- Other Land With Development Potential But Not Currently Available (Growth Alternative 1A)
- Potential Future Urban Boundary encompassing the Phase 3, Future Development Areas (Growth Alternatives 3, 4 and 5) and one Special Study Area.

2. Add the following new subsections to PART III, GENERAL DEVELOPMENT, REDEVELOPMENT AND CONVERSION POLICIES.

“3.16 URBAN GROWTH STRATEGY

Notwithstanding any policies of this Official Plan to the contrary, the following approach to the development of the amalgamated urban area of the new City of Kingston has been prepared as part of the Urban Growth Strategy, 2004. Schedule 'A-1' identifies the URBAN BOUNDARY. The land within the URBAN BOUNDARY consists of the COMMITTED DEVELOPMENT AREAS, the PHASE 2 AREAS and OTHER LANDS WITH DEVELOPMENT POTENTIAL BUT NOT CURRENTLY AVAILABLE. Schedule "A-1" identifies the POTENTIAL OUTER URBAN AREA BOUNDARY. The land between the URBAN BOUNDARY and the POTENTIAL OUTER URBAN AREA BOUNDARY identifies the FUTURE DEVELOPMENT AREAS and one SPECIAL STUDY AREA.

3.16.1 COMMITTED DEVELOPMENT AREA

- (a) The Committed Development Area includes all of the substantially built-up areas, infill opportunities throughout these areas, redevelopment of brownfield and other vacant or underutilized sites, the Alcan lands, Cataraqui North and Phase 1 of the Rideau Community. These areas are intended to be developed on municipal piped water and sanitary sewer services;

3.16.1 COMMITTED DEVELOPMENT AREA (Cont'd)

- (b) The Committed Development Area has the highest level of commitment for immediate development on full municipal services. Priority will be given to servicing projects which enhance the potential for lands in this area to be developed;
- (c) Development priority will be given to those lands where servicing capacity is already in place. Municipal approval of development priorities may be conditional on prompt usage of servicing capacity allocations to help ensure that capacity is used in an appropriate and timely manner. In other instances, approvals may be delayed pending resolution of particular servicing constraints. Mechanisms such as temporary use zoning, holding zones and lapsing of Subdivision Draft Approvals and Site Plan Approvals will be used where appropriate. Capacity not used within the time specified may be reallocated to other areas.

3.16.2 PHASE 2 AREAS

- (a) Phase 2 Areas include sufficient additional land to accommodate projected growth to the year 2026. They are known as Cataraqui West and the Rideau Community East. These areas were considered to be the preferred locations for urban growth based on the application of the Urban Growth Strategy's Evaluation Criteria;
- (b) Prerequisites for the development of any land in the Phase 2 Areas are approved Secondary Plan policies, incorporated into the applicable Official Plan by amendment, Master Servicing Plans which comprehensively address how and when servicing capacity will be economically put in place to serve the area, including water supply, sewage disposal, stormwater management and transportation issues, and a financial implementation plan that fits within the City's overall financial capacity;
- (c) The allocation of servicing capacity will be controlled by the City. Failure to use servicing capacity commitments will be an important criterion in the reconsideration of development approvals and servicing allocations.
- (d) The Transportation Master Plan has identified the need for the Third Crossing of the Great Cataraqui River. Phase 2 areas in the Rideau Community will not be delayed due to this transportation constraint, provided there is a commitment through the Development Charges By-law, the Capital Works

Program and other relevant documents to its construction not later than the 11 to 15 year time period.

3.16.3 OTHER LANDS WITH DEVELOPMENT POTENTIAL BUT NOT CURRENTLY AVAILABLE

- (a) These lands have been identified as having development potential but are currently not available for development. However, if any lands become available then consideration should be given to the development phasing. Secondary Plans, Master Servicing Plans, and Financial Plans would be required including a review of the Development Charge and Impost By-laws.

3.16.4 FUTURE DEVELOPMENT AREAS

- (a) The Future Development Areas comprise additional land which is suitable for urban development when long-term growth of the City requires it. They are located inside the Potential Future Urban Boundary. They have been identified in order to establish a long-term understanding of where growth on full municipal sewer and water services should eventually occur. By doing so, it provides landowners, agencies, Utilities Kingston, City staff and others with the City's current views of development potential so that decisions can be made on appropriate interim uses which can be made of the land;
- (b) Land uses such as agriculture, forestry, outdoor recreation and temporary uses which do not limit the long-term potential of the land to accommodate urban development are the interim uses proposed for the area. Fragmentation of the land through the creation of new lots should be avoided;
- (c) At five year intervals, the City will examine the actual growth rates which have been experienced, land consumption, densities and current planning and servicing conditions to determine if additional land should be made available and whether changes to these policies are warranted.”

3.16.5 SPECIAL STUDY AREA

- (a) The Special Study Area consists of 84 ha of land north of Creekford Road which was not identified until late in the Urban Growth Strategy process and was not assessed against the Study's Evaluation Criteria. If the landowners undertake a comprehensive analysis of the land, possibly in conjunction with the Secondary Planning process undertaken for Cataraqui West, the City will consider whether the phasing of development in all or part of this area should be reconsidered.

3.16.6 FUTURE DENSITY DIRECTION

- (a) The average net residential density for the urban areas of the City of Kingston is approximately 22 units per hectare based on an analysis of 2001 census and municipal Property Assessment data. A long-term goal of the City of Kingston is to increase this overall density to 37.5 units per net hectare by encouraging sensitive infill, redevelopment and development of vacant lands within the urban boundary. The intent of this policy is to slow the increase of the City's footprint, reduce infrastructure cost, encourage transit ridership, reduce energy consumption and slow the growth of the City's greenhouse gas emissions."

3. Add the following new subsections to PART III , GENERAL DEVELOPMENT, REDEVELOPMENT AND CONVERSION POLICIES, Section 3.3, SEPARATION OF LAND USES following (b):

“(c) Generally, mixed-use development involves the location of places of employment and service establishments as close to residential areas as is possible, subject to compatibility. Where mixed use development is applicable, functional and compatible, it can take the form of either mixing uses together within an area or locating areas of complimentary uses in close proximity to each other.

(d) A long-term goal of the City of Kingston is to achieve more mixed-use development in order to support a transportation system which places greater emphasis on transit, cycling and walking. Shorter journeys help achieve this goal.”

4. Add a new Schedule “K” PRINCESS STREET MIXED-USE CORRIDOR, to show the Princess Street Mixed-Use Corridor and include a note directing the reader to Section 7.11.

5. Add the following new subsections to PART VII, PLANNING PROGRAM INITIATIVES:

“7.11 PRINCESS STREET MIXED-USE CORRIDOR”

7.11.1 GENERAL STATEMENT

The Princess Street Mixed-Use Corridor is intended to provide a showcase location for transit supportive, mixed-use development. It is intended to correspond to the high priority transit corridor identified in the Transportation Master Plan and provides for a focus on higher density, mixed use development which is less dependent on automobiles.

The Princess Street Mixed-Use Corridor is identified on Schedule “K” and is intended to have a depth of approximately 150 m on each side of the affected streets, increasing up to approximately 400 m in the vicinity of transit stops. The guiding principle is to achieve an approximate walking time of 5 minutes or less between a transit stop and development located in the Corridor.

This corridor is the most significant linkage between west and central Kingston and has a wide variety of land uses, densities and forms which have occurred under previous and current planning policies. The corridor concept presents the City with an opportunity to influence future development in order to achieve forms needed to support high frequency transit service. It will connect the City’s prime commercial areas and provide enhanced opportunities for housing which is less dependent on automobiles.

Variable approaches will be needed to address different sub areas in the corridor. The following policies are intended to address broad approaches which support high frequency transit services over time.

7.11.2 POLICIES

Subject to all other applicable policies of this Official Plan wherever possible, in the Princess Street Mixed Use Corridor, as shown on Schedule ‘K’ the following measures will apply:

- (a) The City of Kingston commits to a long-term strategy of providing high-frequency transit service in the Princess Street Mixed-Use Corridor in order to provide the private sector with assurance that the service will be available to support the forms of development encouraged or permitted by this Plan. In the lower Princess Street portion of the Corridor, this transit route will be designed to provide the best possible service to the major employers and attractions located in the area.

- (b) New commercial and mixed-use development and redevelopment will be required to have the buildings located close to the Princess Street road allowance and be designed to enhance convenience for transit riders, cyclists and pedestrians. Parking lots will be located to the rear of buildings where possible or to the sides of buildings, behind heavily landscaped buffers, where necessary. Vehicular access will be designed to maximize pedestrian safety. No drive-through service facilities will be permitted.
- (c) Residential density of at least 50 units/net ha will be encouraged wherever possible and appropriate in order to provide the best possible support for frequent transit service. This standard will be implemented through the rezoning or minor variance process in the short-term and may be incorporated into the Zoning By-law in the longer term. It is recognized that this density target will be inappropriate for some isolated smaller sites, especially inside abutting residential neighbourhoods. The Zoning By-law will be amended to encourage greater residential densities throughout the Corridor. New low density development will be discouraged;
- (d) Minimum parking standards may be reduced in the Corridor due to the availability of improved transit service, based on the type of land use(s), type of dwelling and proximity to a transit stop;
- (e) Compatible municipal buildings and structures, will be encouraged;
- (f) Minimum yards abutting Princess Street and streets intersecting Princess Street within the Corridor may be reduced in order to assist in achieving density targets, mixed-use and design approaches which support corridor objectives;
- (g) Infrastructure capacity improvements, which support these density targets and mixed-use design approaches, will be given a high priority;
- (h) Wherever possible, innovative, site-by-site approaches to municipal infrastructure optimization, such as measures which reduce demand on municipal systems, will be encouraged. An example is the potential use of green roofs to help manage stormwater flows in combined sewer areas.

- (i) The City may undertake a comprehensive secondary planning study for the Corridor and develop design guidelines which help to achieve a high quality of urban design which meets the overall policy framework for the Corridor.

- (j) Individual sites will not be planned in isolation. During the Site Plan approval process, applicants will be encouraged to examine the design and functional relationship between the site and adjacent land within the block to help coordinate development, enhance urban design and in order to support the Plan's density, mixed-use and transit support objectives for the Corridor.

APPENDIX 4B
DRAFT OFFICIAL PLAN AMENDMENT
TOWNSHIP OF KINGSTON OFFICIAL PLAN

Details of the Amendment (See the attached *Draft Consolidation* which is being provided for convenience)

1. Section 5-11.1 is amended by deleting the word “*Development*” before the word “*Area*” in the third paragraph so the sentence reads as follows:

“*The conditions under which development will be considered in each of the Areas are as follows:*”
2. Section 5-11.1(1) is amended by deleting the words “*Development Area No. 1*” in the first and last lines of the first paragraph and replacing them with the words “*Committed Development Area*”.
3. Section 5-11.1(2) is amended by deleting the words “*Development Area No. 2*” in the first line and replacing it with the words “*Phase 2 Areas*”.
4. Section 5-11.1(2) is amended by deleting the words “*Development Area No. 3*” in the first line and replacing it with the words “*Future Development Areas*”.
5. Section 5-11.1(2)(a) is amended by deleting the words “*Development Area No. 1*” in the first and third lines and replacing it with the words “*Committed Development Areas*”.
6. Section 5-11.1(2)(b) is amended by deleting the word “*Development*” in the first line.
7. Section 5-11.1(2)(e) is amended by deleting the words “*Development Area No. 2*” in the first line and replacing it with the words “*Phase 2 Areas*”.
8. Section 5-11.1(2)(e) is amended by deleting the words “*Development Area No. 3*” in the third line and replacing it with the words “*Future Development Areas*”.
9. Section 5-11.1(3) is amended by deleting the words “*in a Development Area*” in the second line.
10. Delete Schedule “B”, DEVELOPMENT AREAS and replace with new Schedule “B” URBAN AREAS AND STAGING.
11. Deleting the first two paragraphs of Section 5-11.1 and number the third paragraph as Section 5-11.2 entitled “Conditions of Consideration” so that the Section commences with the words:

“5-11.2 Conditions of Consideration
 The conditions under which development will be considered....”

12. Section 5-11.1 is amended by adding the words “*the Urban Growth Strategy*”, to the title following the words “*The Sequence of Urban Development*”.
13. Section 5-11.1 is amended by the addition of the following immediately following the title of Section 5-11.1 “The Sequence of Urban Development, the Urban Growth Strategy”.

Notwithstanding any policies of this Official Plan to the contrary, the following approach to the development of the amalgamated urban area of the new City of Kingston has been prepared as part of the Urban Growth Strategy, 2004. Schedule ‘B’ identifies the URBAN BOUNDARY. The land within the URBAN BOUNDARY consists of the COMMITTED DEVELOPMENT AREA, the PHASE 2 AREAS and OTHER LANDS WITH DEVELOPMENT POTENTIAL BUT NOT CURRENTLY AVAILABLE. Schedule “B” identifies the POTENTIAL OUTER URBAN AREA BOUNDARY. The land between the URBAN BOUNDARY and the POTENTIAL OUTER URBAN AREA BOUNDARY identifies the FUTURE DEVELOPMENT AREAS and one SPECIAL STUDY AREA.

5-11.1.1 Committed Development Area

- (1) The Committed Development Area includes all of the substantially built-up areas, infill opportunities throughout these areas, redevelopment of brownfield and other vacant or underutilized sites, the Alcan lands, Cataraqui North and Phase 1 of the Rideau Community. These areas are intended to be developed on municipal piped water and sanitary sewer services.
- (2) The Committed Development Area has the highest level of commitment for immediate development on full municipal services. Priority will be given to servicing projects which enhance the potential for lands in this area to be developed;
- (3) Development priority will be given to those lands where servicing capacity is already in place. Municipal approval of development priorities may be conditional on prompt usage of servicing capacity allocations. Mechanisms such as temporary use zoning, holding zones and lapsing of Subdivision Draft Approvals and Site Plan Approvals will be considered to help ensure that capacity is used in an appropriate and timely manner. Capacity not used within the time specified may be reallocated to other areas.

5-11.1.2 Phase 2 Areas

- (1) Phase 2 Areas include sufficient additional land to accommodate projected growth to the year 2026. They are known as Cataraqui West and the Rideau Community East. These areas were considered to be the preferred locations for urban growth based on the application of the Urban Growth Strategy's Evaluation Criteria.
- (2) Prerequisites for the development of any land in the Phase 2 Areas are approved Secondary Plan policies, incorporated into the applicable Official Plan by amendment, Master Servicing Plans which comprehensively address how and when servicing capacity will be economically put in place to serve the area, including water supply, sewage disposal, stormwater management and transportation issues, and a financial implementation plan that fits within the City's overall financial capacity.
- (3) The allocation of servicing capacity will be controlled by the City. Failure to use servicing capacity commitments will be an important criterion in the reconsideration of development approvals and servicing allocations.
- (4) The Transportation Master Plan has identified the need for the Third Crossing of the Great Cataraqui River. Phase 2 areas in the Rideau Community will not be delayed due to this transportation constraint, provided there is a commitment through the Development Charges By-law, the Capital Works Program and other relevant documents to its construction not later than the 11 to 15 year time period.

5-11.1.3 Other Lands With Development Potential But Not Currently Available

- (1) These lands have been identified as having development potential but are currently not available for development. However, if any lands become available then consideration should be given to the development phasing. Secondary Plans, Master Servicing Plans, and Financial Plans would be required including a review of the Development Charge and Impost By-laws.

5-11.1.4 Future Development Areas

- (1) The Future Development Areas comprise additional land which is suitable for urban development when long-term growth of the City requires it. They are located inside the Potential Future Urban Boundary. They have been identified in order to establish a long-term understanding of where growth on full municipal sewer and water services should eventually occur. By doing so, it provides landowners, agencies, Utilities Kingston, City staff and others with the City's

current views of development potential so that decisions can be made on appropriate interim uses which can be made of the land.

- (2) Land uses such as agriculture, forestry, outdoor recreation and temporary uses which do not limit the long term potential of the land to accommodate urban development are the interim uses proposed for the area. Fragmentation of the land through the creation of new lots should be avoided.
- (3) At five year intervals, the City will examine the actual growth rates which have been experienced, land consumption, densities and current planning and servicing conditions to determine if additional land should be made available and whether changes to these policies are warranted.”

5-11.1.5 Special Study Area

- (1) The Special Study Area consists of 84 ha of land north of Creekford Road which was not identified until late in the Urban Growth Strategy process and was not assessed against the Study’s Evaluation Criteria. If the landowners undertake a comprehensive analysis of the land, possibly in conjunction with the Secondary Planning process undertaken for Cataraqui West, the City will consider whether the phasing of development in all or in part of this area should be reconsidered.

5-11.1.6 Future Density Direction

- (1) The average net residential density for the urban areas of the City of Kingston is approximately 22 units per hectare based on an analysis of 2001 census and municipal Property Assessment data. A long-term goal of the City of Kingston is to increase this overall density to 37.5 units per net hectare by encouraging sensitive infill, redevelopment and development of vacant lands within the urban boundary. The intent of this policy is to slow the increase of the City’s footprint, reduce infrastructure cost, encourage transit ridership, reduce energy consumption and slow the growth of the City’s greenhouse gas emissions.
- (2) Generally, mixed use development involves the location of places of employment and service establishments as close to residential areas as is possible, subject to compatibility. Where mixed use development is applicable, functional and compatible, it can take the form of either mixing uses together within an area or locating areas of complimentary uses in close proximity to each other.

- (3) A long-term goal of the City of Kingston is to achieve more mixed-use development in order to support a transportation system which places greater emphasis on transit, cycling and walking. Shorter journeys help achieve this goal.
14. Amend Schedule “C”, Special Policy Treatment Areas, to show the Princess Street Mixed-Use Corridor and include a note directing the reader to Section 3-19.3.
15. Add the following new subsection to Section 3-19, Special Policy Treatment Areas:

“3-19.3 PRINCESS STREET MIXED-USE CORRIDOR

(1) GENERAL STATEMENT

The Princess Street Mixed-Use Corridor shown on Schedule “C” is intended to provide a showcase location for transit supportive, mixed use development. It is intended to correspond to the high priority transit corridor identified in the Transportation Master Plan and provides for a focus on achieving higher density, mixed use development which is less dependent on automobiles.

The Princess Street Mixed-Use Corridor is identified on Schedule “C” and is intended to have a depth of approximately 150 m on each side of the affected streets, increasing up to approximately 400 m in the vicinity of transit stops. The guiding principle is to achieve an approximate walking time of 5 minutes or less between a transit stop and development located in the Corridor.

This corridor is the most significant linkage between west and central Kingston and has a wide variety of land uses, densities and forms which have occurred under previous and current planning policies. The corridor concept presents the City’s best opportunity to influence future development in order to achieve forms needed to support high frequency transit service. It will connect the City’s prime commercial areas and provide enhanced opportunities for housing which is less dependent on automobiles.

Variable approaches will be needed to address different sub areas in the corridor. The following policies are intended to address broad approaches which will support high frequency transit services over time.

(2) POLICIES

Subject to all other applicable policies of this Official Plan where possible, in the Princess Street Mixed-Use Corridor as shown on Schedule “C”, the following measures will apply.

- (a) The City of Kingston commits to a long term strategy of providing high-frequency transit service in the Princess Street Mixed-Use Corridor in order to provide the private sector with assurance that the

service will be available to support the forms of development encouraged or permitted by this Plan.

- (b) New commercial and mixed-use development and redevelopment will be required to have the buildings located close to the Princess Street road allowance and be designed to enhance convenience for transit riders, cyclists and pedestrians. Parking lots will be located to the rear of buildings where possible or to the sides of buildings, behind heavily landscaped buffers, where necessary. Vehicular access will be designed to maximize pedestrian safety. No new drive-through service facilities with direct access to Princess Street will be permitted.
- (c) Ground floor commercial use will be encouraged in predominantly residential buildings.
- (d) Residential density of at least 50 units/net ha will be encouraged wherever possible and appropriate in order to provide the best possible support for frequent transit service. This standard will be implemented through the rezoning or minor variance process in the short term and may be incorporated into the Zoning By-law in the longer term. It is recognized that this density target will be inappropriate for some isolated smaller sites, especially inside abutting residential neighbourhoods. The Zoning By-law will be amended to encourage greater residential densities throughout the Corridor. New low density development will be discouraged.
- (e) Minimum parking standards may be reduced in the Corridor due to the availability of improved transit service based on the type of land use(s), type of dwelling and proximity to a transit stop.
- (f) Compatible municipal buildings and structures especially those which are accessible to the public or provide employment potential, will be encouraged.
- (g) Minimum yards abutting Princess Street and in the streets intersecting Princess Street within the Corridor may be reduced in order to assist in achieving density targets, mixed-use and design approaches which support corridor objectives.
- (h) Infrastructure capacity improvements, which support these density targets and mixed-use design approaches, will be given a high priority.
- (i) Wherever possible, innovative, site-by-site approaches to municipal infrastructure optimization, such as measures which reduce demand on municipal systems, will be encouraged. An example is the potential use of green roofs to help manage stormwater flows.

- (j) The City may undertake a comprehensive secondary planning study for the Corridor and develop design related documents which help to achieve a high quality of urban design which meets the overall policy framework for the Corridor.

- (k) Individual sites will not be planned in isolation. During the Site Plan approval process, applicants will be encouraged to examine the design and functional relationship between the site and adjacent land within the block to help coordinate development, enhance urban design and fulfill this Plan’s density, mixed-use and transit support objectives for the Corridor.”

5-11 Urban Growth Management (Original Official Plan Policy- no change)

To guide and efficiently manage urban development within the Township, Council shall:

- (1) provide for phased sequential development within a defined urban area, and within a given neighbourhood;
- (2) ensure that all development and public works are undertaken in accordance with a phasing program;
- (3) ensure that capital and maintenance costs, and environmental impacts are minimized;
- (4) ensure an acceptable level of service in the provision of water, sanitary sewer services, storm services and other utilities as may be required;
- (5) encourage the economical use and extension of services; and,
- (6) ensure that new development within the urban area occurs on full (water, storm and sanitary sewer) municipal services, unless otherwise specified.

5-11.1 The Sequence of Urban Development (First two paragraphs deleted and replaced with the following introduction plus the addition of Sections 5-11.1.1 to 5-11.1.5)

Notwithstanding any policies of this Official Plan to the contrary, the following approach to the development of the amalgamated urban area of the new City of Kingston has been prepared as part of the Urban Growth Strategy, 2004. Schedule 'B' identifies the URBAN BOUNDARY. The land within the URBAN BOUNDARY consists of the COMMITTED DEVELOPMENT AREA, the PHASE 2 AREAS and OTHER LANDS WITH DEVELOPMENT POTENTIAL BUT NOT CURRENTLY AVAILABLE. Schedule "B" identifies the POTENTIAL OUTER URBAN AREA BOUNDARY. The land between the URBAN BOUNDARY and the POTENTIAL OUTER URBAN AREA BOUNDARY identifies the FUTURE DEVELOPMENT AREAS and ONE SPECIAL STUDY AREA.

5-11.1.1 Committed Development Area

(1) The Committed Development Area includes all of the substantially built-up areas, infill opportunities throughout these areas, redevelopment of brownfield and other vacant or underutilized sites, the Alcan lands, Cataragui North and Phase 1 of the Rideau Community. These areas are intended to be developed on municipal piped water and sanitary sewer services.

(2) The Committed Development Area has the highest level of commitment for immediate development on full municipal services. Priority will be given to servicing projects which enhance the potential for lands in this area to be developed;

(3) Development priority will be given to those lands where servicing capacity is already in place. Municipal approval of development priorities may be conditional on prompt usage of servicing capacity allocations. Mechanisms such as temporary use zoning, holding zones and lapsing of Subdivision Draft Approvals and Site Plan Approvals will be considered to help ensure that capacity is allocated in an appropriate and timely fashion. Capacity not used within the time specified may be reallocated to other areas.

5-11.1.2 Phase 2 Areas

(1) Phase 2 Areas include sufficient additional land to accommodate projected growth to the year 2026. They are known as Cataraqi West and the Rideau Community East. These areas were considered to be the preferred locations for urban growth based on the application of the Urban Growth Strategy's Evaluation Criteria.

(2) Prerequisites for the development of any land in the Phase 2 Areas are approved Secondary Plan policies, incorporated into the applicable Official Plan by amendment, Master Servicing Plans which comprehensively address how and when servicing capacity will be economically put in place to serve the area, including water supply, sewage disposal, stormwater management and transportation issues, and a financial implementation plan that fits within the City's overall financial capacity.

(3) The allocation of servicing capacity will be controlled by the City. Failure to use servicing capacity commitments will be an important criterion in the reconsideration of development approvals and servicing allocations.

(4) The Transportation Master Plan has identified the need for the Third Crossing of the Great Cataraqi River. Phase 2 areas in the Rideau Community will not be delayed due to this transportation constraint, provided there is a commitment through the Development Charges By-law, the Capital Works Program and other relevant documents to its construction not later than the 11 to 15 year time period.

5-11.1.3 Other Lands With Development Potential But Not Currently Available

(1) These lands have been identified as having development potential but are currently not available for development. However, if any lands become available then consideration should be given to the development phasing. Secondary Plans, Master Servicing Plans, and Financial Plans would be required including a review of the Development Charge and Impost By-laws.

5-11.1.4 Future Development Areas

(1) The Future Development Areas comprise additional land which is suitable for urban development when long term growth of the City requires it. They are located inside the Potential Future Urban Boundary. They have been identified in order to establish a long term understanding of where growth on full municipal sewer and water services should eventually occur. By doing so, it provides landowners, agencies, Utilities Kingston, City staff and others with the City's current views of development potential so that decisions can be made on appropriate interim uses which can be made of the land.

(2) Land uses such as agriculture, forestry, outdoor recreation and temporary uses which do not limit the long term potential of the land to accommodate urban development are the interim uses proposed for the area. Fragmentation of the land through the creation of new lots should be avoided.

(3) At five year intervals, the City will examine the actual growth rates which have been experienced, land consumption, densities and current planning and servicing conditions to determine if additional land should be made available and whether changes to these policies are warranted."

5-11.1.5 Special Study Area

(1) The Special Study Area consists of 84 ha of land north of Creekford Road which was not identified until late in the Urban Growth Strategy process and was not assessed against the Study's Evaluation Criteria. If the landowners undertake a comprehensive analysis of the land, possibly in conjunction with the Secondary Planning process undertaken for Cataraqui West, the City will consider whether the phasing of development in all or part of this area should be reconsidered.

5-11.1.6 Future Density Direction

(1) The average net residential density for the urban areas of the City of Kingston is approximately 22 units per hectare based on an analysis of 2001 census and municipal Property Assessment data. A long term goal of the City of Kingston is to increase this overall density to 37.5 units per net hectare by encouraging sensitive infill, redevelopment and development of vacant lands within the urban boundary. The intent of this policy is to slow the increase of the City's footprint, reduce infrastructure cost, encourage transit ridership, reduce energy consumption and slow the growth of the City's greenhouse gas emissions.

(2) Generally, mixed use development involves the location of places of employment and service establishments as close to residential areas as is possible, subject to compatibility. Where mixed use development is applicable, functional and compatible, it can take the form of either mixing uses together within an area or locating areas of complimentary uses in close proximity to each other.

(3) A long-term goal of the City of Kingston is to achieve more mixed-use development in order to support a transportation system which places greater emphasis on transit, cycling and walking. Shorter journeys help achieve this goal.

5-11.2 Conditions of Consideration (Changes made to the original OP to reflect the new names are underlined)

The conditions under which development will be considered in each of the Areas are as follows:

- (1) The extension of services in the Committed Development Area shall follow an orderly pattern. Generally, the parts of the development area closest to the treatment plants will be serviced first and services will be extended through the area from south to north. Development shall be permitted in the Committed Development Area provided that:
 - (a) a secondary plan for any newly developing neighbourhood within the Development Area has been incorporated into this Plan by amendment;
 - (b) development is served by piped municipal water, storm and sanitary sewer services;
 - (c) where an extension to trunk sewer or water services is required to serve a development proposal, financial arrangements are to be made for the cost of extending services consistent with the requirements of the *Planning Act* and any by-laws passed by the Township

under the *Municipal Act* and the *Development Charges Act*; and,

- (d) the cost of any public works or community facilities necessary to serve the new development will not significantly alter the Township's financial situation, having regard to the ratio of total debenture debt to assessment.
- (2) Development shall be permitted in Phase 2 Areas and then Future Development Areas respectively, provided that:
- (a) Council is satisfied that lands within the Committed Development Area are substantially developed and lands beyond the Committed Development Area are required to fulfil the Township's obligations under the *Provincial Land Use Planning for Housing Policy Statement* to maintain:
 - (i) a ten (10) year supply of designated residential lands available for development purposes; and,
 - (ii) a continuous three (3) year supply of a combination of draft approved and/or registered plans of subdivision;
Approved by OMB Order No. 0220
 - (b) a secondary plan for each respective Development Area has been incorporated into this Plan by amendment;
 - (c) proposals are served by piped municipal water, storm and sanitary sewer services;
 - (d) where an extension to trunk sewer or water services is required to serve a development proposal, financial arrangements are made for the cost of extending services consistent with the requirements of the *Planning Act* and any by-laws passed by the Township under the *Development Charges Act*;
 - (e) the cost of any public works or community facilities necessary to serve Phase 2 Areas and Future Development Areas respectively, will not significantly alter the Township's financial situation having regard to the ratio of total debenture debt to assessment; and,

- (f) adequate uncommitted hydraulic sewage capacity and water reserve capacity is available, or is imminent as a result of an expansion.
- (3) The Township shall ensure that development is prevented from taking place in advance of the staging program set out above by:
- (a) not recommending the approval of subdivision plans or land severances which are proposed to allow development contrary to the policies above; and,
 - (b) zoning all undeveloped land in a Development Zone initially. Land shall only be rezoned to allow a sequence of development according to the policies in this Section, as may be further detailed in secondary plans incorporated into this Plan by amendment.
- (4) Part 1, Reference Plan 13R-7335
Despite the provisions of Section 5-11 above, a single detached dwelling house and permitted Commercial uses may be developed on lands located in Part of Mile Square Block, being Part 1 on Reference Plan 13R-7335, in the absence of piped municipal sewer services provided that the uses are serviced by a private on-site disposal system designed and constructed in accordance with the requirements of the Ministry of Environment and Energy and/or the area health unit.

Also, Schedule "B" Development Areas is deleted and replaced with a new Schedule "B" Urban Areas and Staging.

Also, amend Schedule "C", Special Policy Treatment Areas, to show the Princess Street Mixed-Use Corridor and include a note directing the reader to Section 3-19.3.

Also, add the following new subsection to Section 3-19, Special Policy Treatment Areas:

"3-19.3 PRINCESS STREET MIXED-USE CORRIDOR

(1) GENERAL STATEMENT

The Princess Street Mixed Use Corridor shown on Schedule "C" is intended to provide a showcase location for transit supportive, mixed use development. It is intended to correspond to the high priority transit corridor identified in the Transportation Master Plan and provides for a focus on achieving higher density, mixed use development which is less dependent on automobiles.

The Princess Street Mixed Use Corridor is identified on Schedule "C" and is intended to have a depth of approximately 150 m on each side of the affected streets, increasing up to approximately 400 m in the vicinity of transit stops. The guiding principle is to achieve an approximate walking time of 5 minutes or less between a transit stop and development located in the Corridor.

This corridor is the most significant linkage between west and central Kingston and has a wide variety of land uses, densities and forms which have occurred under previous and current planning policies. The corridor concept presents the City's best opportunity to influence future development in order to achieve forms needed to support high frequency transit service. It will connect the City's prime commercial areas and provide enhanced opportunities for housing which is less dependent on automobiles.

Variable approaches will be needed to address different sub areas in the corridor. The following policies are intended to address broad approaches which will support high frequency transit services

(2) POLICIES

Subject to all other applicable policies of this Official Plan where possible, in the Princess Street Mixed Use Corridor as shown on Schedule "C", the following measures will apply.

- (a) The City of Kingston commits to a long term strategy of providing high-frequency transit service in the Princess Street Mixed-Use Corridor in order to provide the private sector with assurance that the service will be available to support the forms of development encouraged or permitted by this Plan.
- (b) New commercial and mixed-use development and redevelopment will be required to have the buildings located close to the Princess Street road allowance and be designed to enhance convenience for transit riders, cyclists and pedestrians. Parking lots will be located to the rear of buildings where possible or to the sides of buildings, behind heavily landscaped buffers, where necessary. Vehicular access will be designed to maximize pedestrian

safety. No new drive through service facilities with direct access to Princess Street will be permitted.

- (c) Ground floor commercial use will be encouraged in predominantly residential buildings.
- (d) Residential density of at least 50 units/net ha will be encouraged wherever possible and appropriate in order to provide the best possible support for frequent transit service. This standard will be implemented through the rezoning or minor variance process in the short term and may be incorporated into the Zoning By-law in the longer term. It is recognized that this density target will be inappropriate for some isolated smaller sites, especially inside abutting residential neighbourhoods. The Zoning By-law will be amended to encourage greater residential densities throughout the Corridor., New low density development will be discouraged;
- (e) Minimum parking standards may be reduced in the Corridor due to the availability of improved transit service based on the type of land use(s), type of dwelling and proximity to a transit stop;
- (f) Compatible municipal buildings and structures especially those which are accessible to the public or provide employment potential, will be encouraged;
- (g) Minimum yards abutting Princess Street and in the streets intersection Princess Street within the Corridor may be reduced in order to assist in achieving density targets, mixed-use and design approaches;
- (h) Infrastructure capacity improvements, which support these density targets and mixed-use design approaches, will be given a high priority;
- (i) Wherever possible innovative, site-by-site approaches to municipal infrastructure optimization, such as measures which reduce demand on municipal systems, will be encouraged. An example is the potential use of green roofs to help manage stormwater flows.
- (j) The City may undertake a comprehensive secondary planning study for the Corridor and develop design related documents which help to achieve a high quality of urban design which meets the overall policy framework for the Corridor.
- (k) Individual sites will not be planned in isolation. During the Site Plan approval process, applicants will be encouraged to examine the design and functional relationship between the site and adjacent land within the block to help coordinate development, enhance urban design and fulfill this Plan's density, mixed-use and transit support objectives for the Corridor."

APPENDIX 4C
DRAFT OFFICIAL PLAN AMENDMENT
TOWNSHIP OF PITTSBURGH OFFICIAL PLAN
As amended by OPA # 59

Details of the Amendment

1. Add a new Schedule “C”, URBAN AREAS AND STAGING
2. Amend Section 3, URBAN PLANNING AREAS by adding the following new subsection before Section “3A Secondary Plans”:

“3a. URBAN GROWTH STRATEGY

Notwithstanding any policies of this Official Plan to the contrary, the following approach to the development of the amalgamated urban area of the new City of Kingston has been prepared as part of the Urban Growth Strategy, 2004. Schedule “C” identifies the URBAN BOUNDARY. The land within the URBAN BOUNDARY consists of the COMMITTED DEVELOPMENT AREA, the PHASE 2 AREAS and OTHER LANDS WITH DEVELOPMENT POTENTIAL BUT NOT CURRENTLY AVAILABLE. Schedule “C” identifies the POTENTIAL OUTER URBAN AREA BOUNDARY. The land between the URBAN BOUNDARY and the POTENTIAL OUTER URBAN AREA BOUNDARY identifies the FUTURE DEVELOPMENT AREAS and one SPECIAL STUDY AREA.

3a.1 Committed Development Area

3a.1.1 The Committed Development Area as shown on Schedule “C” includes all of the substantially built-up areas, infill opportunities throughout these areas, redevelopment of brownfield and other vacant or underutilized sites, the Alcan lands, Catarauqui North and Stage 1, Committed Development Area of the Rideau Community. These areas are intended to be developed on municipal piped water and sanitary sewer services.

3a.1.2 The Committed Development Area has the highest level of commitment for immediate development on full municipal services. Priority will be given to servicing projects which enhance the potential for lands in this area to be developed.

3a.1.3 Development priority will be given to those lands where servicing capacity is already in place. Municipal approval of development priorities may be conditional on prompt usage of servicing capacity allocations to help ensure that capacity is used in an appropriate and timely manner. In other instances, approvals may be delayed pending resolution of particular servicing constraints. Mechanisms such as temporary use zoning, holding zones and

lapsing of Subdivision Draft Approvals and Site Plan Approvals will be used where appropriate. Capacity not used within the time specified may be reallocated to other areas.

3a.2 Phase 2 Area

3a.2.1 Phase 2 Areas include sufficient land to accommodate projected growth to the year 2026. They are known as Cataraqui West and Stage 2 area of the Rideau Community East. These areas were considered to be the preferred locations for urban growth based on the application of the Urban Growth Strategy’s Evaluation Criteria.

3a.2.2 Prerequisites for the development of any land in the Phase 2 Area as shown on Schedule “C” are approved Secondary Plan policies, incorporated into the applicable Official Plan by amendment, Master Servicing Plans which comprehensively address how and when servicing capacity will be economically put in place to serve the area, including water supply, sewage disposal, stormwater management and transportation issues, and a financial implementation plan that fits within the City’s overall financial capacity.

3a.2.3 The allocation of servicing capacity will be controlled by the City. Failure to use servicing capacity commitments will be an important criterion in the reconsideration of development approvals and servicing allocations.

3a.2.4 The Transportation Master Plan has identified the need for the Third Crossing of the Great Cataraqui River. Phase 2 areas in the Rideau Community will not be delayed due to this transportation constraint, provided there is a commitment through the Development Charges By-law, the Capital Works Program and other relevant documents to its construction not later than the 11 to 15 year time period.

3a.3 Other Lands With Development Potential But Not Currently Available

3a.3.1 These lands have been identified on Schedule “C” as having development potential but are currently not available for development. However, if any lands become available then consideration should be given to the development phasing. Secondary Plans, Master Servicing Plans, and Financial Plans would be required including a review of the Development Charge and Impost By-laws.

3a.4 Future Development Areas

- 3a.4.1 The Future Development Areas comprise additional land which is suitable for urban development when long term growth of the City requires it. They are located inside the Potential Future Urban Boundary. They have been identified as being located within the St. Lawrence Planning Area in order to establish a long-term understanding of where growth on full municipal sewer and water services should eventually occur. By doing so, it provides landowners, agencies, Utilities Kingston, City staff and others with the City’s current views of development potential so that decisions can be made on appropriate interim uses which can be made of the land.
- 3a.4.2 Land uses such as agriculture, forestry, outdoor recreation and temporary uses which do not limit the long term potential of the land to accommodate urban development are the interim uses proposed for the area. Fragmentation of the land through the creation of new lots should be avoided.
- 3a.4.3 At five year intervals, the City will examine the actual growth rates which have been experienced, land consumption, densities and current planning and servicing conditions to determine if additional land should be made available and whether changes to these policies are warranted.”

3a.5 Special Study Area

- 3a.5.1 The Special Study Area consists of 84 ha of land north of Creekford Road which was not identified until late in the Urban Growth Strategy process and was not assessed against the Study’s Evaluation Criteria. If the landowners undertake a comprehensive analysis of the land, possibly in conjunction with the Secondary Planning process undertaken for Cataraqui West, the City will consider whether the phasing of development in all or part of this area should be reconsidered.

3a.6.1 Future Density Direction

- 3a.6.1 The average net residential density for the urban areas of the City of Kingston is approximately 22 units per hectare based on an analysis of 2001 census and municipal Property Assessment data. A long term goal of the City of Kingston is to increase this overall density to 37.5 units per net hectare by encouraging sensitive infill, redevelopment and development of vacant lands within the urban boundary. The intent of this policy is to slow the increase of the City’s footprint, reduce infrastructure cost, encourage transit

ridership, reduce energy consumption and slow the growth of the City's greenhouse gas emissions.

3a.6.2 Mixed-use development is defined as the locating of employment and service uses as close to residential uses as possible. This can take the form of intermingling of uses in some urban areas and by achieving relatively close proximity in other parts of the Urban Area. A long term goal of the City of Kingston is to achieve more mixed-use development in order to support a transportation system which places greater emphasis on transit, cycling and walking. Shorter journeys help achieve this goal.

3. Amend Section 3A.1 by adding the following after “the timing and staging of growth” into the 8th bullet: “in accordance with Section 3a.” Therefore, the bullet reads:
“The timing and staging of growth in accordance with Section 3a.”
4. Amend Section 3C.1 of the St. Lawrence Planning Area by adding a new paragraph:
“Notwithstanding any other policies to the contrary, the policies of Section 3a Urban Growth Strategy and Section 3A Secondary Plans shall apply to the phasing of development.