

SUMMARY
OF THE FINAL PUBLIC CONSULTATION SUBMISSIONS
RECEIVED ON
CITY OF KINGSTON
URBAN GROWTH STRATEGY
DRAFT FINAL REPORT
(May 19, 2004)

July 6, 2004

Submitted to

CITY OF KINGSTON
216 Ontario Street
K7L 2Z3



Williamson
Consulting Inc.

-Table of Contents-

1.0	Introduction.....	3
2.0	Submission Details.....	3
3.0	Comments Received	4

1.0 Introduction

In 2002, the City of Kingston initiated an Urban Growth Strategy study to provide a planning framework for long-term urban growth and development. This Urban Growth Strategy will be the “umbrella” document, which integrates planning approaches, priorities and initiatives and will decide how the City wants to address its growth needs.

A consultation plan was developed to ensure the public was engaged throughout the development of the Urban Growth Strategy. To engage the public in this study, three open houses were organized. These open houses took place on November 13, 2002, April 30, 2003 and June 3, 2004.

At the final open house held on June 3, 2004, residents were provided with a presentation of the Draft Final Report and the re-evaluation of the Growth Alternatives. The document was also posted on the City’s website, was available at the public libraries and at the City’s Midland Avenue office. The public was asked to provide comments on the Draft Final Report to the City of Kingston by June 30, 2004. The comments received are summarized in this report.

2.0 Submission Details

Interested individuals, groups and organizations were encouraged to submit their views on the Draft Final Report. A total of 13 submissions were received. These were reviewed by the consulting team and, where appropriate, changes were incorporated into the Final Report.

3.0 Comments Received

3.1 Cummings Cockburn Limited (CCL)

- On behalf of the Cataraqui West Development Group, we have submitted an application for an Official Plan Amendment and Secondary Plan approval for the development of the Cataraqui West Neighbourhood
- The draft final report for the Urban Growth Strategy shows the Cataraqui West site as a Phase 2 in Figure 3 and as Growth Alternative 2 (GA2) in Figure 2. The report indicates GA2 is the logical location to plan for additional growth
- CCL concurs with that recommendation. A GA2 secondary plan has already been submitted

3.2 City of Kingston Engineering Division response to Sanitary Servicing Plan

- Remove sentence in Sanitary Servicing Plan (pp. 13 and 14) “The proposed underground works for the majority of the area included the replacement of the combined sewers with separate sanitary and storm sewers”

3.3 Kingston Environmental Advisory Committee

- Compliment the authors—the report presents objectives, background information and recommendations clearly with a few minor exceptions
- Comments on previous document Interim Report No. 2 have, in large part, been taken into account with the exception of the section concerning the 18,000 transient students who have a significant impact on downtown housing stock.
- Population projections have been revised and now more closely reflect those suggested by KEAF (Kingston Environmental Advisory Forum)
- We agree with all 16 recommendations and in particular 1 and 5 and numbers 7 to 15 inclusive. These include increased densities in the city core and in particular along certain transportation corridors, setting out minimum densities in new areas, brownfields developments, mixed uses, improved public transit and bicycle paths and addressing natural heritage issues
- Suggest addition of a sentence in executive summary page ES1 paragraph 3 in bold: Evaluation Criteria (Table 1) were established and confirmed through a public consultation program. The criteria were applied to the Growth Alternatives, and Growth Alternative 2 was identified as the most preferred. **The criteria were not applied to the CDA since growth there is already considered primary**
- Agree with recommendation 8 and suggest a similar recommendation apply to industrial/commercial development to discourage urban sprawl
- Map for recommendation 15 shows growth areas very close to wetlands and creeks, suggest that, although it would at times be inadequate, the minimum recommended setback be shown
- Draft final report has great merit, can recommend its adoption with minor revisions

3.4 Kingston Economic Development Corporation (KEDCO)

- The land at Northwest corner of Gardiners and Creekford Road should be brought within the urban envelope
- The southerly portion is shown but the piece of land in its entirety should be brought into the urban growth boundary
- It has 401 exposure, proximity to existing and planned services and will assist in establishing a major gateway to the city

3.5 Kingston Field Naturalists

- Screening and evaluation criteria on page 6 of the Urban Growth Strategy place environmental criteria first, but further references refer to natural areas only as recreational resource
- Damage to natural habitat and loss of species will result where recreational pathways in natural areas have inadequate buffers
- Growth Alternative 1A (West) page 6 does not mention that these waterways are associated with wetlands
- Growth Alternative 2 on page 8 does not indicate buffers will be required to protect natural features; there is no mention of the Collins Creek Provincial Significant Wetland
- Growth Alternative 3 does not mention the need for buffers to protect wetlands bordering Collins Creek
- Eastern Ontario Smart Growth Panel Summer 2003 recommendation “to work to protect the quality of our air, our land, and our water by steering growth pressures away from significant...natural areas” is not mentioned
- Section 5.13 in Natural Heritage Strategy contradicts itself by delaying an analysis of natural features
- KFN supports putting identified wildlife corridors between natural areas into the Official Plan
- There is no mention of the Natural Heritage Strategy study
- There is no recommendation for a rural planning study
- Protecting natural areas and linking wildlife corridors in the rural areas is essential for the survival of species dependant on these areas
- Fig. C-2 pertaining to sanitary infrastructure upgrades shows a new forcemain on Alternative 1A (West) and across Collins Creek, both these areas will require an intensive study of the natural features and buffers required
- Fig C-2 Watermain Infrastructure Upgrades shows a new watermain route on Alternative 1A (West) that will interfere with a required buffer for the Little Cataraqui Creek Wetland Marsh.

3.6 Totten Sims Hubicki Associates

- Greenwood Park Limited (GPL) has concerns about the Urban Growth Strategy, we feel it restricts the development of GPL holdings
- Urban Growth Strategy documents are now proposing a number of significant constraints on development for future phases of Greenwood Park, more than what is currently contained in the Township of Pittsburgh Official Plan
- These restrictions include Ravensview treatment capacity expansion, availability of the third crossing and the phasing of development
- Understand that sewage capacity may impact timing of development
- No justification for restricting growth because of the lack of a third crossing, the 401 provides a reasonable alternative to the Lasalle Causeway
- Urban Growth Strategy suggests a Secondary Plan is required for Growth Alternative 2 developments, we believe that Greenwood Park Subdivision meets the current Official Plan policies and a Secondary Plan is not a requirement for the balance of the development
- The Urban Growth Strategy appears to have been driven by current Official Plan policies without full consideration of the specific developments within the Rideau Community
- Strict adherence to the Urban Growth Strategy would halt residential development in the Rideau Community until the closure of the Cruickshank Quarry
- Minor changes to the current Urban Growth Strategy could allow for the rounding out and completion of the Greenwood Park Subdivision in advance of the Growth Alternative Area 1 developments without the requirement of a third crossing
- Look forward to a response to our concerns before the Council presentation on July 13, 2004

3.7 King's Town Development Corporation

- Comments refer primarily to King's Town Development lands; 53 acres west of Gardiners Road (Parcel 1) and lands in the St. Lawrence Community north of Highway # 2 (Parcel 2)
- Parcel 1**
- It is desirable to extend the GA2 West urban boundary to Cloggs Road; services will be available to the site within the 20 year horizon of the Urban Growth Strategy; development costs would be the responsibility of the developer
 - Request the urban boundary abutting GA2 West be extended to specifically include land described in submission and all of the MTO lands
- Parcel 2**
- Agree that St. Lawrence Community piped water is underutilized
 - Understand the report says a bridge needs to be built

- Not convinced that a twinning of the Causeway is a suitable solution, development of areas 1, 2 and the St. Lawrence Community can help offset the bridge cost through development charges
- GA-1 and GA-2 may only be a 10-15 year strategy not 20, due to resistance to inner city development
- Preferred alternative would add Development Areas 1 and 2 within the lifespan of the strategy and implementing Official Plan Amendments
- Agree the inclusion of Development Area 2 should be the preferred alternative
- No options appear to encourage niche development that do not significantly impact existing infrastructure
- Strategy does not envision the realities of development in the original city core
- Consumers who do not want a typical 40' x 100' lot will not move to Kingston
- Strategy strips my lands of increased density development opportunities and for the next 20 years removes any existing opportunities under the current zoning
- St. Lawrence Community supports objectives such as improved east/west linkages; completion of Wellington Street extension; improvement of septic environmental situations and supports the downtown as a viable commercial entity
- Lands provide an opportunity for market niches for large lots
- Development charges could pay for trunk sewer
- Instead of waiting for sewage treatment capacity and third crossing, the Urban Growth Strategy should allow for a phasing sequence. This would allow a secondary plan to commence once development starts in GA 2 West
- Not building a bridge will result in significant congestion; therefore a pro-active strategy is needed wherein the St. Lawrence Community is the next growth area following GA 2.
- Previous letter (May 23, 2003) was also attached

3.8 Ministry of Transportation—Lands off Creekford Rd.

- Concerned about Southwest Quadrant of Highway 401/ County Road 38, Interchange # 611, Part lots 10 & 11, Concession 4, Geographic Township of Kingston
- Lands have been bisected by the Urban Growth Strategy's "Urban Boundary"
- Ministry wishes to appeal the boundary line placement
- Proposed line puts 50% of the lands outside both the designated Urban Boundary areas and the Potential Outer Urban Boundary areas
- Ministry is of the opinion that these lands should be included with the Urban Boundary and designated as "Phase 2 Areas"

3.9 Michael Robinson

- Represents the owners of the lands described as part of Lot 4, 5, 6 and 7, Concession 3, WA in the former Township of Kingston

- Proposed future development areas shown in Urban Growth Study adjusts the proposed outer boundary slightly north of the existing boundary
- In our opinion, the boundary should be revised and extended to be defined as the south limit of the existing creek
- Consider this as an official objection to the Urban Growth Strategy

3.10 Ken Linseman, M.Sc., P.Eng.

- Retained by KHBA and KCA in regard to the development charges of \$135 million for proposed road improvements, many of which are not needed pre-2026
- The revised Urban Growth Strategy indicates a third crossing is necessary for growth areas 1 and 2, this is different from the earlier version of the strategy
- Dillon recently stated at an open house that a third crossing was not necessary from a capacity viewpoint if Hwy 401 is included as a link in the Cataraqui River screenline
- An important capacity link such as Hwy 401 should not be deleted to justify a \$32 million crossing of the river
- Dillon also indicated the \$18 million cost estimate for a 2 lane crossing is incorrect and should be \$32 million
- If the city wishes to build the crossing prior to 2026, the development community should not have to contribute
- Dillon's Annex 1, comparative evaluation of roadway alternatives also excluded the committed surplus capacity of Hwy 401 in their EA analysis and underestimated the local impacts of a crossing
- Patrick Street traffic will increase by 500%
- Recommend an open house to review social impacts of crossing
- Dillon used high-growth projections not mid-growth projections for road projections
- There is merit in using high-growth projections for sewer/water infrastructure as it is extremely costly to enlarge an existing sewer/waterpipe but for roads, it has been official policy to provide minimum projections
- Many other proposed road projects are not needed from a Capacity viewpoint
- A review of transportation costs per dwelling unit in the Urban Growth Strategy should be conducted
- Our comments do not mean the KTMP study should be redone

3.11 Vicki Schmolka

- Urban Growth Strategy offers many positive steps
- In the Strategy, the Little Cataraqui Creek and Collins Creek are referenced as providing a recreational resource—I do not think these Creeks can support active recreation on them
- Passive recreational opportunities in the areas adjacent to the Creeks have to be carefully planned and considered

- Ideally, a good buffer at each side of the Creeks and wide wildlife corridors will be left undisturbed
- Final report should use more consistent language in referring to the Creeks and their importance in the Kingston landscape and ecosystem
- Do not use word “recreation” as it opens the door to expectations about human use that will have long term negative impacts on the Creek systems
- Construction in areas close to the city impacts the number of trees and greenspace
- I believe the statement in section 5.10 – "Federal government reconsideration of these land uses could substantially assist in meeting the City's greenhouse gas reduction targets." – is incorrect with respect to the Collins Bay Penitentiary property.
- Recommendations on intensification and re-zoning are excellent – recommendations 9 to 13 and 15

3.12 Mort Enterprises

- Comments pertain to lands in Lot 12, Concession 1 (Plan 13R-12025) located between Highway No. 2 and the Butternut Creek Estates
- St. Lawrence Community is an area where growth is preferred ahead of the Mile Square block – we agree with this
- The cost of not building a bridge will result in expenditures to the roadway system at other locations
- Not convinced that a twinning of the Causeway is a suitable or desirable solution
- Cost of bridge can be offset by development charges in areas 1, 2 and the St. Lawrence Community of Kingston East
- Development of the eastside will enhance the viability of the downtown
- Given the delays and difficulties to be encountered in the development of some of the inner city brownfield properties, GA-1 and GA-2 may only be a 10-15 year timeline
- Agree that inclusion of Development Area 2 should be the preferred alternative
- St. Lawrence Community supports objectives such as improved east/west linkages; completion of Wellington Street extension; improvement of septic environmental situations and supports the downtown as a viable commercial entity
- Development charges could pay for trunk sewer
- Instead of waiting for sewage treatment capacity and third crossing, the Urban Growth Strategy should allow for a phasing sequence. This would allow a secondary plan to commence once development starts in GA 2 West
- The St. Lawrence Community is the logical path of fully serviced development, has one service already available and the second service can be made readily available
- Development would permit extension of services to pro-actively address future septic problems south of Hwy #2 – these environmental benefits should be taken into consideration
- St. Lawrence Community should be the next growth area following GA-2

3.13 Mile Square Land Owners Group

- Area consists of 875 acres bounded by Woodbine Road to the north, Collins Creek to the east, Coronation Blvd. to the west and the CNR Railway to the south
- Urban Growth Strategy underestimates the market need for urban residential lots located in new subdivisions in west Kingston
- By our calculation, the current supply of lots in Area 1 and 2 in Kingston west will be depleted within 10 years
- We calculate 500 serviced lots per year are required
- It is imperative to engage a timely approval process for Development Area 3
- A shortage of lot supply in the west end has led to rapid price escalation
- Submit Mile Square Area should be included in the urban growth area since it is a natural location for a residential “infill community”
- The Mile Square property has development rights enshrined in the current Official Plan as it was designated “Development Area No. 3” in the former Kingston Township Official Plan
- The Mile Square Owners’ Group believe that based on the current status as Development Area No. 3 in the current Official Plan and on prior commitments made by the municipality regarding the development potential of these lands, the Urban Growth Study should allow for the Mile Square Property to be permitted to develop at the same time as Development Area No. 2 as defined in the current Official Plan
- A number of benefits of the proposal were listed in the submission
- We request that Council defer consideration of the “Draft Final Report” to ensure that the assumptions by the authors are correct and will not be implemented to the detriment of future citizens