



**City of Kingston
Planning Committee
Meeting Number 18-2016
Addendum
Thursday October 20, 2016
6:30 p.m., Council Chamber, City Hall**

Briefings

- a) Annemarie Eusebio, Intermediate Planner, Policy Planning, will be present to speak to the committee regarding Pending and Committed Residential Development Supply January 1, 2016 to June 30, 2016.

Correspondence

- a) Correspondence received from N. Powers, dated October 18, 2016 regarding Application for Official Plan and Zoning By-Law Amendment 1645 Sydenham Road and 1456 Aley Street.

Schedule Page 1

- b) Correspondence received from A. Slack, dated October 19, 2016 regarding Application for Official Plan and Zoning By-Law Amendment 1645 Sydenham Road and 1456 Aley Street.

Schedule Page 2

- c) Correspondence received from D. Kennedy, D. Mitchell, and B. Baird, Municipal Accessibility Advisory Committee, dated October 19, 2016 regarding Application for Zoning By-Law Amendment Provincial Accessible Parking Standards.

Schedule Pages 3-5

RECEIVED

OCT 18 2016

PLANNING DIVISION
CITY OF KINGSTON

October 18,2016

Planning & Building & Licensing Services
City of Kingston Ontario

Re: 1645 Sydenham Rd and Aley Street Anchor Concrete D35-006-2016

Unfortunately I cannot attend your public meeting on October 20th in regard to the above application and would like to pass on my comments for consideration. I strongly **oppose** this application. I also spoke to Richard Allen yesterday and he suggested I forward my comments in writing.

I have lived in this area for over 30 years and the past ten have not been pleasant. The noise that is created from this type of operation is hard to put up with during the day hours but I don't feel I should have to put up with noise that disrupts my sleep. I have contacted the by-law office on several occasions over the years and have never received any feedback. Did Anchor receive a fine or just a phone call which does nothing? At the request of the by-law office a few years ago I sent them a list of dates and times that Anchor was not abiding with the noise by-law. I also spoke to the owner of Anchor and his daughter once about this problem a few years ago and all I got from the owner was he was in the business to make money. I also wrote letters to past councillors for my area. If you think this is a business that only makes noise from 7:00am to 7:00 pm think again. The noise consists of loud banging, humming of a motor, tractor trailers being loaded (usually around 2:30 am)and a beeping noise from equipment being backed up. To allow an expansion to this company is going to do nothing but create more noise, dust and pollution. You allowed Anchor to change their entrance which resulted in whatever berm was left in the front to be totally removed. Also it appears whatever trees existed are long gone.

We are all aware that cement plants are a significant source of sulfur dioxide, nitrogen oxide and carbon monoxide which are associated and contribute to a number of health and environmental issues such as breathing, cardio vascular disease, visual impairment and water quality deterioration.

Personally I would like to know why the City of Kingston has no concern for the residents of this city living north of the 401 and why are they allowing Sydenham Road to become the next McAdoo Lane. If this company wishes to expand why are they not encouraged to go to an industrial park. They should not be mixed with residential houses.

I appreciate you taking the time to read and consider my comments before making your decision.



Nancy Powers
[REDACTED] Jesse Crescent
Kingston ,Ontario
Phone [REDACTED]

Ochej,Derek

From: Allen,Richard
Sent: Wednesday, October 19, 2016 12:09 PM
To: Ochej,Derek; Schell,Elizabeth
Subject: Fwd: Information session at Anchor Concrete

If possible, please include in today's addendum.

Richard

On October 19, 2016 at 9:21:05 AM, Austin Slack [REDACTED] wrote:

On October 12, 2016, Anchor Concrete hosted an information session to inform the residents of Aley Street and Sydenham Road of their request for Amendments to the Official Plan and zoning By-Laws, as well as a proposal to change land use designations.

At the meeting we were pleased that Anchor Concrete addressed our concerns regarding; dust control, water and traffic management and noise pollution.

They also informed us of their plans to add landscaping, which will make the Anchor Concrete site more attractive, move the truck entrance further along Sydenham Road (to help with the truck and car traffic) and lower the speed limit on this portion of Sydenham Road.

We would like to thank Anchor Concrete for their assurances that there will be "no" access to the site via Aley Street, and that we will be kept informed of any further developments.

Respectfully submitted by the Residents of Aley Street

Sent from my iPad

ZONING BYLAW AMENDMENT FOR ACCESSIBLE PARKING

Submission to the Planning Committee – October 20, 2016 from the Municipal Accessibility Advisory Committee RE: Planning Report Number PC-16-097

Stall Dimensions

Have you ever returned to your vehicle in a parking lot to find someone has parked too close to your vehicle and you cannot open your door fully? This is inconvenient for most people as they try to squeeze into the vehicle through a partially open door. However, this same situation can prove to be an insurmountable barrier to those with mobility challenges.

Many people with accessible Parking Permits are ambulatory but still face mobility challenges. They use the door and/or other support devices to get in and out of the vehicle and the door needs to be fully open to provide the required dependable support necessary. Likewise, those using mobility devices (walkers or wheelchairs) need the room provided by a fully open door to transfer to/from the vehicle.

With this in mind, the Municipal Accessibility Advisory Committee (MAAC) has reviewed the draft accessible parking proposal under Planning Report Number PC-16-097 and is proposing the size of the Type "A" Van Accessible Parking Stall needs to be larger than proposed. The Built Environment Working Group of the MAAC have reviewed the proposed dimensions as shown on the attached drawing. The measurements were taken using a Honda minivan. which uses a ramp rather than a hydraulic lift. The sketch shows the driver's door fully open, ramp extended and the distance from the bottom of the ramp to the toes of the wheelchair user. This all adds up to 5.13 metres which does not include additional room for the wheelchair to get a run at the ramp. Please consider that in the winter with slush on the tires, taking a short run at the ramp is necessary. The proposed total 4.9 metre width (3.4+1.5) is just not wide enough. Also consider if a lift were being used rather than the ramp which starts within the vehicle. the lift itself would be 1.2 metres with a short fold-down ramp of about 0.075 and a required clearance for the lift of 0.05 metres from the body of the van which would add approx 0.150 metres to the dimensions.

MAAC **proposes** that the width of a Type "A" stall be increased by 0.3 metres to 3.7 metres wide with a 1.5 metre access aisle making a total width of 5.2 metres which a minivan with a side ramp extended will fit within.

Also included in the attachment are the dimensions of a car (Chevrolet. Impala) . The car plus the one door fully open is 2.94 metres wide in a proposed 2.7 metre wide stall and 3.6 metres wide with both doors open, In order for this car to open the passenger door fully when parking in a Type "B" stall, The driver would have to park with the driver's side of the car encroaching 0.24 metres into the access aisle in order to ensure full use of the door. Adding 0.3 metres to the width of the Type "B" stall would allow better access to the stall with full use of the doors.

Parking Rates

The Municipal Accessibility Advisory Committee reviewed the proposed amendments with Planning Staff and support the approach to base the number of accessible stalls on a percentage of the total stalls rather than a chart basis. This percentage is more consistent and less complicated than the chart approach while maintaining the current rates.

Adjustments to Rates

Developers often apply for relief from various requirements of the zoning by-law. MAAC feels very strongly that such adjustments should not affect the number of accessible parking stalls. For example if a residential development should provide 40 parking stalls of which 2 should be accessible, then 2 should be provided. If for planning reasons it is determined that the development can function properly with only 18 stalls, we feel 2 of those stalls still should be accessible. The provincial minimums should be based on the totals before adjustments. Many people can find alternate parking off-site or on-street but that does not work for people with mobility challenges

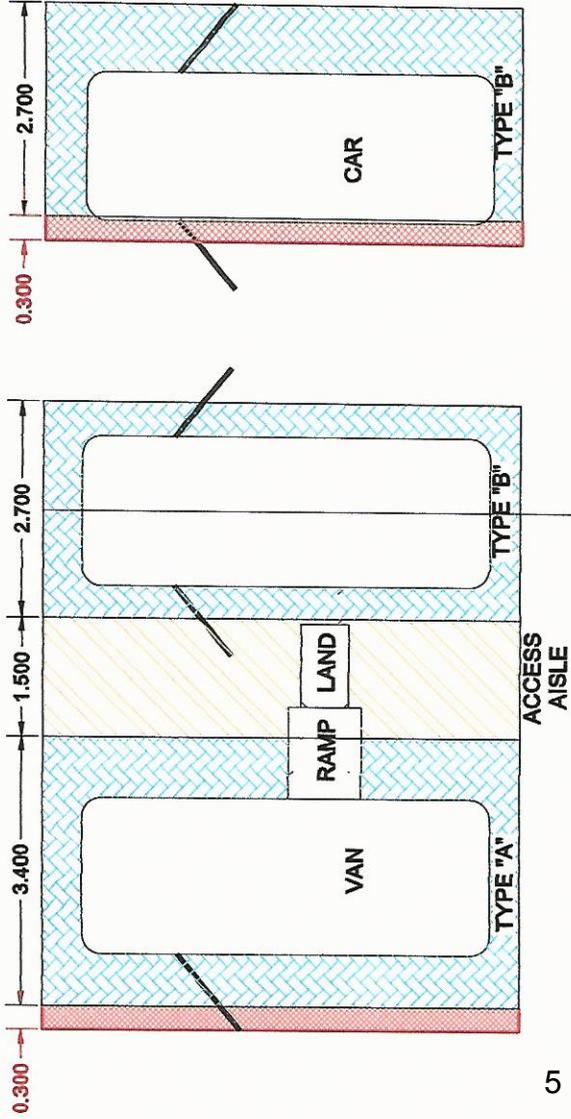
Respectfully submitted:

Drew Kennedy ,Chair, MAAC

Don Mitchell, Vice-Chair, MAAC

Bob Baird, BEWG Lead,

PROPOSED



VAN

CAR

