



**City of Kingston  
Report to Planning Committee  
Report Number PC-25-027**

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**To:** Chair and Members of the Planning Committee  
**From:** Paige Agnew, Commissioner, Growth & Development Services  
**Resource Staff:** Tim Park, Director, Planning Services  
**Date of Meeting:** July 17, 2025  
**Subject:** Recommendation Report  
**File Number:** D14-003-2025  
**Address:** 1048 Midland Avenue  
**District:** Loyalist-Cataraqui  
**Application Type:** Zoning By-Law Amendment  
**Owner:** CP REIT Ontario Properties Limited  
**Applicant:** Wellings of Kingston Inc.

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**Council Strategic Plan Alignment:**

Theme: 3. Build an Active and Connected Community

Goal: 1.2 Promote increase in purpose-built rental housing.

**Executive Summary:**

The following is a report recommending approval to the Planning Committee regarding an application for a zoning by-law amendment submitted by Wellings of Kingston Inc., on behalf of CP REIT Ontario Properties Limited, with respect to the subject lands located at 1048 Midland Avenue.

The subject lands are located on the east side of Midland Avenue, roughly midblock between Princess Street and Cataraqui Woods Drive. The subject lands constitute the northern half of the broader property which is occupied by a Loblaws grocery store with a drive aisle separating the southern, developed portion of the property, from the northern undeveloped portion. The subject

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lands, excluding the developed southern portion of the property, measure approximately 2.65 hectares in area and have roughly 130 metres of frontage along Midland Avenue.

The subject lands are designated Regional Commercial in the Official Plan and are zoned Development Reserve Zone (DR) in Zoning By-Law Number 2022-62 with a portion being subject to a Holding Overlay. The applicant is proposing to rezone the property to the Urban Multi-Residential Zone 8 (URM8) to permit the proposed apartment buildings which would measure four storeys in height and contain a total of 219 seniors independent living units with a main floor restaurant and dining area. An Exception Overlay is sought to allow for a reduction in the required bike parking and the location of a limited number of visitor spaces. The applicant is also seeking to remove the Holding provision from the small portion of the site which is subject to this overlay.

The proposal for the development of the subject lands is consistent with the intent of both the Provincial Planning Statement and Kingston Official Plan as the site makes effective use of municipal infrastructure and incorporates housing opportunities in close proximity to existing services. The proposed development will contribute towards the creation of healthy, liveable communities that offer a range of housing options supported by both public transit and active transportation opportunities. The Zoning By-law amendment represents good land use planning by providing additional housing in a compatible manner within an area of the City with full municipal services.

**Recommendation:**

**That** the Planning Committee recommends to Council:

**That** the application for a zoning by-law amendment (File Number D14-003-2025) submitted by Wellings of Kingston Inc., on behalf of CP REIT Ontario Properties Limited, for the property municipally known as 1048 Midland Avenue, be approved; and

**That** Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit A (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-25-027; and

**That** Council determines that in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law; and

**That** the amending by-law be presented to Council for all three readings.

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**Authorizing Signatures:**

ORIGINAL SIGNED BY COMMISSIONER

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**Paige Agnew, Commissioner,  
Growth & Development Services**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

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**Lanie Hurdle, Chief  
Administrative Officer**

**Consultation with the following Members of the Corporate Management Team:**

Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate & Emergency Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Ian Semple, Acting Commissioner, Transportation & Infrastructure	Not required

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**Options/Discussion:****Statutory Public Meeting**

This recommendation report forms the basis of a statutory public meeting at Planning Committee. Anyone who attends the statutory public meeting may present an oral submission, and/or provide a written submission on the proposed application. Also, any person may make written submissions at any time before City Council makes a decision on the application.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of Kingston to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body is not entitled to appeal the decision. If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Kingston before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Planning Committee will consider the recommendations in this report and make its recommendation to City Council at this meeting.

Anyone wishing to be notified of Council's decision on the subject application must submit a written request to:

Ian Clendening, Senior Planner  
The Corporation of the City of Kingston  
Planning Services  
216 Ontario Street  
Kingston, ON K7L 2Z3  
613-546-4291 extension 3126  
iclendening@cityofkingston.ca

**Background and Decision Date**

In accordance with By-Law Number 2007-43, this application was subject to a pre-application. A Community Meeting was held at Planning Committee on December 21, 2023. A summary of the feedback received at the Community Meeting is provided in the Public Comments section of this Report.

Following the pre-application process, a complete application was submitted by the applicant and was deemed to be complete as of May 2, 2025.

In accordance with the *Planning Act*, this application is subject to a decision by Council on or before July 31, 2025, which is 90 days after a complete application was received. In the absence of a decision by Council in this timeframe the applicant may exercise their right to appeal to the Ontario Land Tribunal (OLT). The applicant has been working with City staff to

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address technical review comments, which has taken the decision beyond the 90-day timeframe.

### **Site Characteristics**

The subject lands are located on the east side of Midland Avenue, roughly midblock between Princess Street and Cataraqui Woods Drive. The subject lands constitute the northern half of the broader property which is occupied by a Loblaws grocery store with a drive aisle separating the southern, developed, portion of the property from the northern, undeveloped, portion. The subject lands, excluding the developed southern portion of the property, proposed for development measure approximately 2.65 hectares in area and have roughly 130 metres of frontage along Midland Avenue.

The subject lands are relatively flat with the front portion of the site along Midland Avenue. At the eastern edge of the site there is a mix of deciduous and coniferous species with a more densely occupied understory, containing shrubs and herbaceous vegetation. Along the western portion of the property, there are remnant paved and gravel areas where sparse patchy open meadow vegetation has begun to develop.

To the north the subject lands are flanked by a retaining wall which accommodates a small grade change between the site and the lands further north which accommodate a Beer Store and Walmart shopping centre. To the west of the subject lands, on the opposite side of Midland Avenue, there exists a variety of commercial programming. Immediately east of the site the RONA hardware store's driveway and loading areas flank the subject lands.

In addition to the commercial offerings which surrounding the site, active transportation opportunities exist within the surrounding area including sidewalks which exist along both sides of Midland Avenue. Kingston Transit operates Routes 14, 15, and 19 along this section of Midland Avenue, with the Princess Street corridor offering more opportunities approximately 340 metres south of the subject lands. While there are no bike lanes in the immediate vicinity of the site, the City provided painted bike lanes along Cataraqui Woods Drive providing east-west linkages some 500 metres north of the site, and a multi-use path along Bayridge Drive providing north-south linkages some 800 metres west of the site.

The subject lands are designated Regional Commercial in the Official Plan and are zoned Development Reserve Zone (DR) in Zoning By-Law Number 2022-62 with a portion being subject to a Holding Overlay. The applicant is proposing to rezone the property to the Urban Multi-Residential Zone 8 (URM8) to permit the proposed apartment buildings which would measure four storeys in height and contain a total of 219 seniors independent living units with a main floor restaurant and dining area. An Exception Overlay is sought to allow for a reduction in the required bike parking and the location of a limited number of visitor spaces. The applicant is also seeking to remove the Holding provision from the small portion of the site which is subject to this overlay.

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### Proposed Application and Submission

The applicant is seeking to develop the subject lands with a series of four-storey apartment buildings to be developed across three phases. At final buildout the site would accommodate 219 homes consisting of 121 (55%) two-bedroom units and 98 (45%) one-bedroom units intended to be marked as seniors independent living units. A main floor restaurant and dining area is also proposed to compliment the residential use.

Primary, full movement, access to the subject lands is proposed by way of a connection to the existing drive aisle which separates the north half and south halves of the property. An additional entrance to the site is located directly off Midland Avenue but is being designed to accommodate only right-in and right-out turning movements. An interior drive aisle which circles the site accommodates the required fire route access to the different buildings on-site as well as providing access to the 219 surface parking spaces, including 33 visitor spaces. The development also includes 22 short-term bike spaces located near the main entrance to the building and 20 long-term bike spaces located within an outbuilding towards the rear of the property.

At full build out the subject lands would have a lot coverage of approximately 20% while 40% of the area would be landscaped open space including space intended to act as outdoor amenity areas, a landscaped acoustical berm which separates the rear of the site from the loading areas further east, and an existing treed area which is intended to remain undisturbed or replanted to serve as a small forested feature.

In support of the application, the applicant has submitted the following:

- Planning Justification Report
- Site Plan
- Concept Plan
- Servicing Plan
- Stormwater Management Plan
- Landscape Plan
- Traffic Impact Study
- Noise Impact Study
- Tree Preservation Study

All submission materials are available online through the Development and Services Hub (DASH) at the following link, [DASH](#), using "Look-up a Specific Address". If there are multiple addresses, search one address at a time, or submission materials may also be found by searching the file number.

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**Provincial Policy Statement**

The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development, which are intended to be complemented by local policies addressing local interests.

The subject property is located within the City of Kingston Urban Boundary would be considered a Settlement Area as defined by the Provincial Planning Statement (PPS). Settlement areas are intended to be the focus of growth where land use patterns should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, and are transit supportive.

The proposed development optimizes existing services by accommodating 219 new homes within an underutilized site with full municipal servicing. The site is well serviced by an existing suite of commercial and institutional uses within the area the effect of which is to support both transit-supportive communities and active transportation choices.

The recommended Zoning By-Law amendment is consistent with the Provincial Planning Statement (2024) as it will contribute to the achievement of complete communities and enable flexibility in the economic viability of this property. A detailed review of how this proposal complies with the applicable policies is attached in Exhibit D.

**Official Plan Considerations**

The subject property is designated Regional Commercial in the Official Plan. Within the Regional Commercial designation, mid-rise or high-rise residential, either alone or in combination with commercial uses are permitted subject to appropriate heights, setbacks, density, access and linkages.

The proposed development is to be developed to a four-storey, mid-rise, built form which would be unique to the immediate surrounding area but not out of place given the presence of several two-storey buildings. Of note, the one-storey buildings within the area are generally characterized by a high ground floor height consistent with their commercial uses and many contain elements which help the one-storey buildings present as a having two-storeys. The buildings on the site are set back approximately 16 metres helping to create a more animated, pedestrian friendly, street frontage within this segment of Midland Avenue while still being designed to fit within the existing built for which includes the Beer Store immediately north, setback some 25 metres, and the Loblaws immediately south, setback some 110 metres. Both the north and south buildings providing a direct pedestrian linkage to the sidewalk while a landscaped island provides a visual draw to the centre building where the sites primary entrance and drop-off area is situated further back from the street. Although a drive aisle encircles the proposed development including along the frontage this feature, which is provided to meet fire access requirements, is buffered by landscaping features at the street line and is visually broken up with pedestrian elements including the entrance feature and the walkways at the north and south end.

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Access into the site has been designed to constrain turning movement at the new entrance onto Midland Avenue either right-in or right-out turns to ensure this road will continue serving its planned function as an arterial road. Traffic turning southbound into the site, or heading southbound out of the site, may use the existing, full movement, access at the south end of the subject lands thereby making better use of the entrance which currently serves only the Loblaws grocery store.

The site has been designed to ensure that the private services and amenities are sufficient to meet the needs of the residents including two loading spaces, a drop-off and short-term delivery space, as well as private and visitor parking spaces. The proposal does contemplate a reduction in the long-term bike parking, however given that the development caters to an older population, the reduction is consistent with the needs of the residents and is further supported by the transit opportunities as well as access to a wide range of retail and service amenities within walking distance.

Overall, the development has been designed to be oriented towards the street so as to contribute to the pedestrian environment and the overall character of development and blends in a compatible manner with the surrounding commercial developments.

Through the circulation of this application both Utilities Kingston and the City's Transportation & Transit Department it was confirmed that the proposed development would not have any undue impact on infrastructure services or traffic in the area. Given that the proposed development is consistent with the policies outlined above, the proposed amendment would not create an unwarranted precedent.

A detailed review of the applicable policies is attached in Exhibit F.

### **Zoning By-Law Discussion**

The subject lands are currently zoned Development Reserve 'DR' in Schedule 1. The DR zone is intended to prevent development on a site until a specific plan for its development has been put forward and services are in place to accommodate for the planned development. A portion of the southwest corner of the subject lands are subject to the H32 Hold Overlay which further serves to prevent development until the necessary studies have been undertaken.

To accommodate the planned development the applicant seeks to re-zone the lands from the DR Zone to the URM8 Zone together with an Exception Overlay to account for a reduction in the required long-term bike parking and to permit four visitor spaces within the front yard. In order to ensure the built form proposed within the submission, staff have worked with the applicant to include additional provisions which build upon the minimum requirements of the URM8 zone to require a greater amount of landscaped open space than otherwise required and a minimum four storey building height to ensure appropriate densities are achieved within this commercial corridor.

Through their submission, the applicant has demonstrated the site can accommodate the planned 219-unit apartment building and that adequate services and infrastructure are available

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to service the development. As studies have demonstrated the appropriateness of the development the applicant seeks to remove the Hold Overlay that applies to a portion of the subject lands to allow for the development to proceed.

A detailed summary of the URM8 and Exception Overlay provisions are provided in the table below.

**Table 1 – Requested relief from proposed URM8 Zone & Exception Overlay E201**

Provision	Required of URM8 Zone	Proposed E201
Location of Parking 12.9.2.3.	Parking spaces are prohibited in the front yard or exterior yard.	A maximum of four visitor parking spaces may be located within the front yard provided they are setback a minimum of 6.5 metres.
Long-term Bike spaces Table 7.3.1.	Minimum 0.9 long-term bike spaces per dwelling unit (197 spaces).	For a seniors living establishment a minimum of 0.19 long-term bike spaces per dwelling unit (42 spaces)
none	none	Minimum height for an apartment building or mixed-use building is four storeys
Landscaped open space Table 12.9.1	Minimum landscaped open space is 10%	Minimum landscaped open space is 35%

Location of Parking

To help facilitate a pedestrian friendly environment the City generally directs vehicle parking to the rear of the building. Within the urban area, the Zoning By-law does allow for visitor parking in the front yard for a variety of building types, including apartment buildings and mixed use buildings, provided the visitor space is not closer than three metres from a lot line and 7.5 metres from a street line. Unfortunately, this exception does not apply to the URM8 zone, and one of the visitor spaces would encroach into the 7.5 metre setback from the street line.

A total of four visitor parking spaces are located either wholly or in part in the front yard with the visitor space closest to the street line setback 6.75 metres distance which represents a modest 1.75 metre increase in the setback from the existing parking lot associated with the grocery store south of the site. Overall, the building design and layout of the parking facilitates a transition from the commercial parking lot to the south and the proposed development which brings the building wall closer to the street line helping to create a pedestrian-scale

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environment. Pedestrian friendly features include two sidewalk linkages which access the site at the north and south projecting building elements.

#### Long-term Bike spaces

The intention of long-term bike spaces is to provide the necessary on-site infrastructure to accommodate a range of active transportation options which generally includes bicycle transportation, e-scooters, and other means of transportation which require safe storage. As noted above, the site is within walking distance of many day-to-day commercial and institutional amenities as exemplified by the Walmart department store which flanks the site's northern property line, and the Cataraqui Town Centre shopping mall approximately 350 metres south of the subject lands. While this level of proximity to services would generally be conducive to bicycling; given the older population the site is intended to cater to and the relative absence of cycling infrastructure, it is highly likely that walking would constitute a greater share of active transportation choices of residents. The provision has been drafted to ensure that any other use of the building would require long-term bike spaces in accordance with the standard provisions of the Zoning By-Law.

Accordingly, while the applicant seeks to reduce the amount of long-term bike storage, the site is well serviced by pedestrian and transit infrastructure which will offset the reduction while allowing the site to provide for the servicing necessary to accommodate the site's users.

#### Landscaped Open Space and Building Height

In order to ensure the density and built form contemplated in the proposal and directed by the policies of the Official Plan, provisions within the exception zone enhance the requirements for landscape open space from 10% to 35%, while also requiring a minimum building height of four storeys. Although the applicant is proposing 40% landscape open space, the provision allows flexibility for future development (e.g., a building to shelter additional long term bike spaces).

#### **Other Applications**

Subject to approval the proposed development would be subject to Site Plan Control. A consent application would be required to separate the lands being re-zoning from the broader land holdings.

#### **Technical Analysis**

This application has been circulated to external agencies and internal departments for review and comment. All comments on the proposal have been addressed and no outstanding issues with this application remain at this time.

#### **Public Comments**

Planning staff did not receive comments directly from members of the public with regards to this proposal. During the Community Meeting on August 2, 2023, members of the Planning Committee

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did inquire whether there were opportunities to increase the size/height of the buildings and direct parking underground which was also connected to a desire to retain the existing tree canopy on site.

Through the revised proposal the applicant has reduced the parking area from 272 to 213 which has largely been achieved by retaining the treed area at the northeast end of the site. Unfortunately, due to the cost of underground parking the applicant was not able to incorporate this feature. In regard to increasing the size/height of the building, the applicant is open to entertaining this as future phases progress but notes that type of built form is not currently a part of the company's business model.

### **Effect of Public Input on Draft By-Law**

Planning staff did not receive comments directly from members of the public with regards to this proposal.

### **Conclusion**

The proposed development at 1048 Midland Avenue to accommodate 219 homes in a four-storey, mid-rise, built form which incorporates a commercial component represents a good use of an under-utilized, fully serviced property within the City's urban boundary. The proposed development has been designed to animate the street activity and the relatively minor encroachments of the visitor parking and reduction in long-term bike parking is appropriate given the surrounding area and the nature of the development proposed.

The proposed Zoning By-Law amendments are necessary to enable this development and was supported by several studies submitted by qualified professionals. These studies were reviewed and accepted by City staff and have demonstrated sufficient servicing capacity exists in this area and the applicant has through the provision of detailed studies has demonstrate that the Holding provision may be removed to permit development of the subject lands. This proposal meets the intent of the Provincial Planning Statement, the Kingston Official Plan, and represents responsible planning for new growth. It is therefore recommended that the application be approved.

### **Existing Policy/By-Law:**

The proposed amendment was reviewed against the policies of the Province of Ontario and City of Kingston to ensure that the changes would be consistent with the Province's and the City's vision of development. The following documents were assessed:

#### **Provincial**

*Planning Act*

Provincial Planning Statement, 2024

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**Municipal**

City of Kingston Official Plan

Zoning By-Law Number 2022-62

**Notice Provisions:**

Pursuant to the requirements of the *Planning Act*, notice of the statutory public meeting was provided 20 days in advance of the public meeting in the form of a sign posted on the subject property and by mail to 59 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property. In addition, a courtesy notice placed in The Kingston Whig-Standard on July 14, 2025.

If the application is approved, a Notice of Passing will be circulated in accordance with the provisions of the *Planning Act*.

At the time of writing of this report, no written public correspondence has been received, and all planning related matters have been addressed within the body of this report. Any public correspondence received after the publishing of this report will be included as an addendum to the Planning Committee agenda.

**Accessibility Considerations:**

None

**Financial Considerations:**

None

**Contacts:**

James Bar, Manager, Development Approvals, 613-546-4291 extension 3213

Ian Clendening, Senior Planner, 613-546-4291 extension 3126

**Other City of Kingston Staff Consulted:**

None

**Exhibits Attached:**

Exhibit A Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62

Exhibit B Key Map

Exhibit C Neighbourhood Context

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- Exhibit D Consistency with the Provincial Planning Statement
- Exhibit E Official Plan, Land Use
- Exhibit F Conformity with the Official Plan
- Exhibit G Zoning By-Law Number 2022-62
- Exhibit H Proposed Site Plan
- Exhibit I Site Photographs
- Exhibit J Public Notice Notification Map

**By-Law Number 2025-XX**

**A By-Law to Amend By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (Zone Change from ‘DR’ to ‘URM8’ Zone, and Introduction of Exception E201, and Removal of Holding Overlay H32 (1048 Midland Avenue))**

**Passed:**

**Whereas** the Council of The Corporation of the City of Kingston enacted By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (the “Kingston Zoning By-law”);

**Whereas** the Council of The Corporation of the City of Kingston deems it advisable to amend the Kingston Zoning By-law;

**Therefore be it resolved that** the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law Number 2022-62 of The Corporation of the City of Kingston, entitled “Kingston Zoning By-law Number 2022-62”, is amended as follows:
  - 1.1. Schedule 1 – Zoning Map is amended by changing the zone symbol from ‘DR’ to ‘URM8’, as shown on Schedule “A” attached to and forming part of this By-Law;
  - 1.2. Schedule E – Exception Overlay is amended by adding Exception ‘E201’, as shown on Schedule “B” attached to and forming part of this By-Law;
  - 1.3. Schedule F – Holding Overlay is amended by removing Hold Number ‘H32’, as shown on Schedule “C” attached to and forming part of this By-Law;
  - 1.4. By adding the following Exception Number E201 in Section 21 – Exceptions, as follows:

“**E201.** Despite anything to the contrary in this By-law, the following provisions apply to the lands subject to this Exception:

    - (a) A maximum of 4 **visitor spaces** may be located within the **front yard** provided that no **visitor space** be located less than 6.5 metres from the **front lot line**;
    - (b) Where the **lot** is **used** for a seniors living establishment in an **apartment building** or **mixed use** building, a minimum of 0.19

**long-term bike spaces** are required per **dwelling unit**. In all other cases, the minimum number of **long-term bike spaces** required per **dwelling unit** shall be governed by section 7.3.1;

- (c) The minimum **landscaped open space** is 35%; and
  - (d) The minimum **height** for an **apartment building** or **mixed use building** is four storeys; and,
  - (e) The lands subject to this Exception are deemed to be one **lot** for the purposes of interpreting zoning provisions.”
2. This By-Law shall come into force in accordance with the provisions of the *Planning Act*.

Given all Three Readings and Passed: [Meeting Date]

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**Janet Jaynes**  
**City Clerk**

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**Bryan Paterson**  
**Mayor**



**Schedule 'A'  
to By-Law Number**

Address: 1048 Midland Ave  
File Number: D14-003-2025

**Kingston Zoning By-Law 2022-62  
Schedule 1 - Zoning Map**

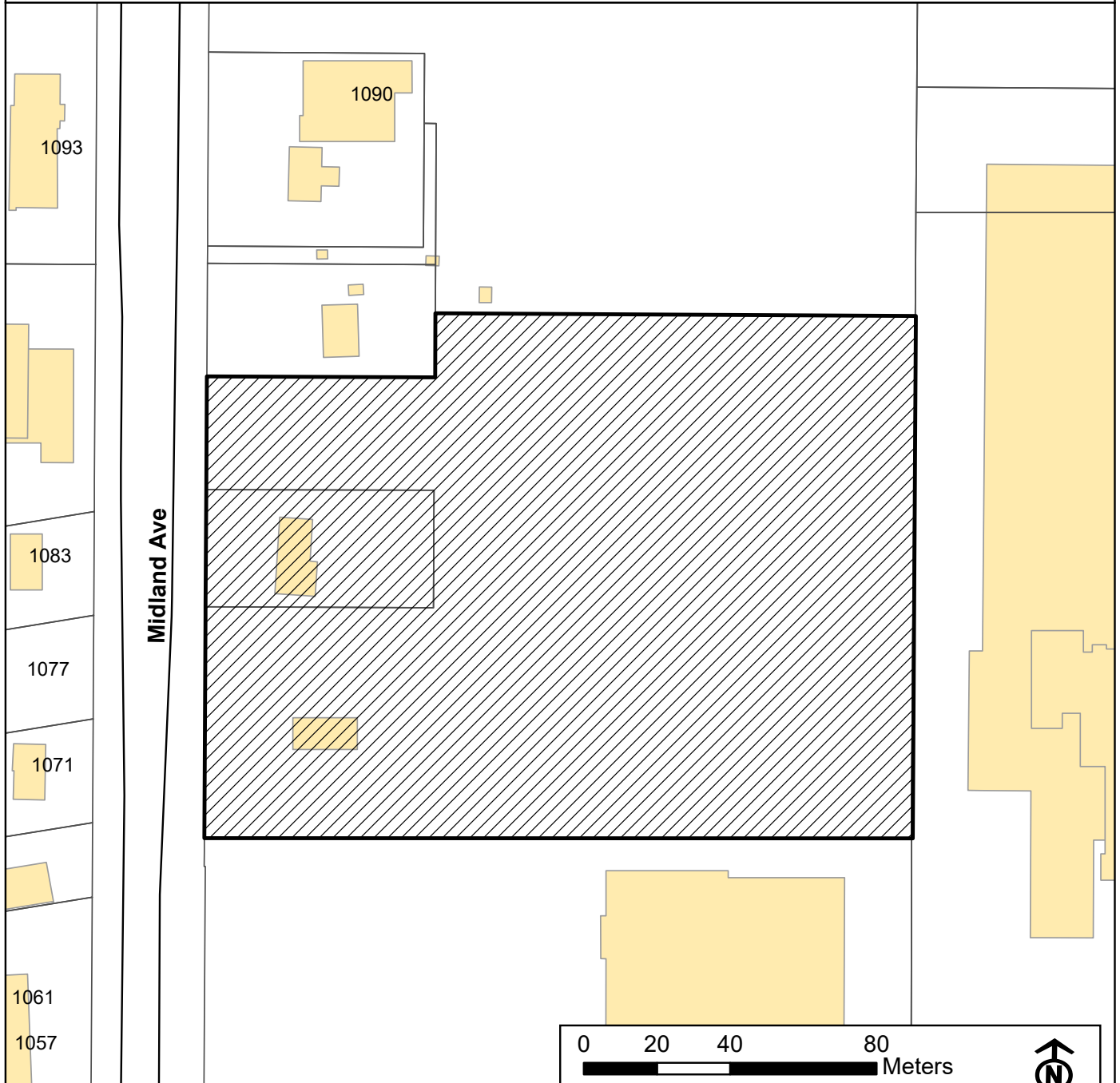
 Lands to be rezoned from DR to URM8

**Certificate of Authentication**

This is Schedule 'A' to By-Law Number \_\_\_\_, passed this \_\_\_\_ day of \_\_\_\_\_ 202\_\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk




Prepared By: rejonas  
Prepared On: 2025-05-02



**Schedule 'B'  
to By-Law Number**

Address: 1048 Midland Ave  
File Number: D14-003-2025

**Kingston Zoning By-Law 2022-62  
Schedule E - Exception Overlay**

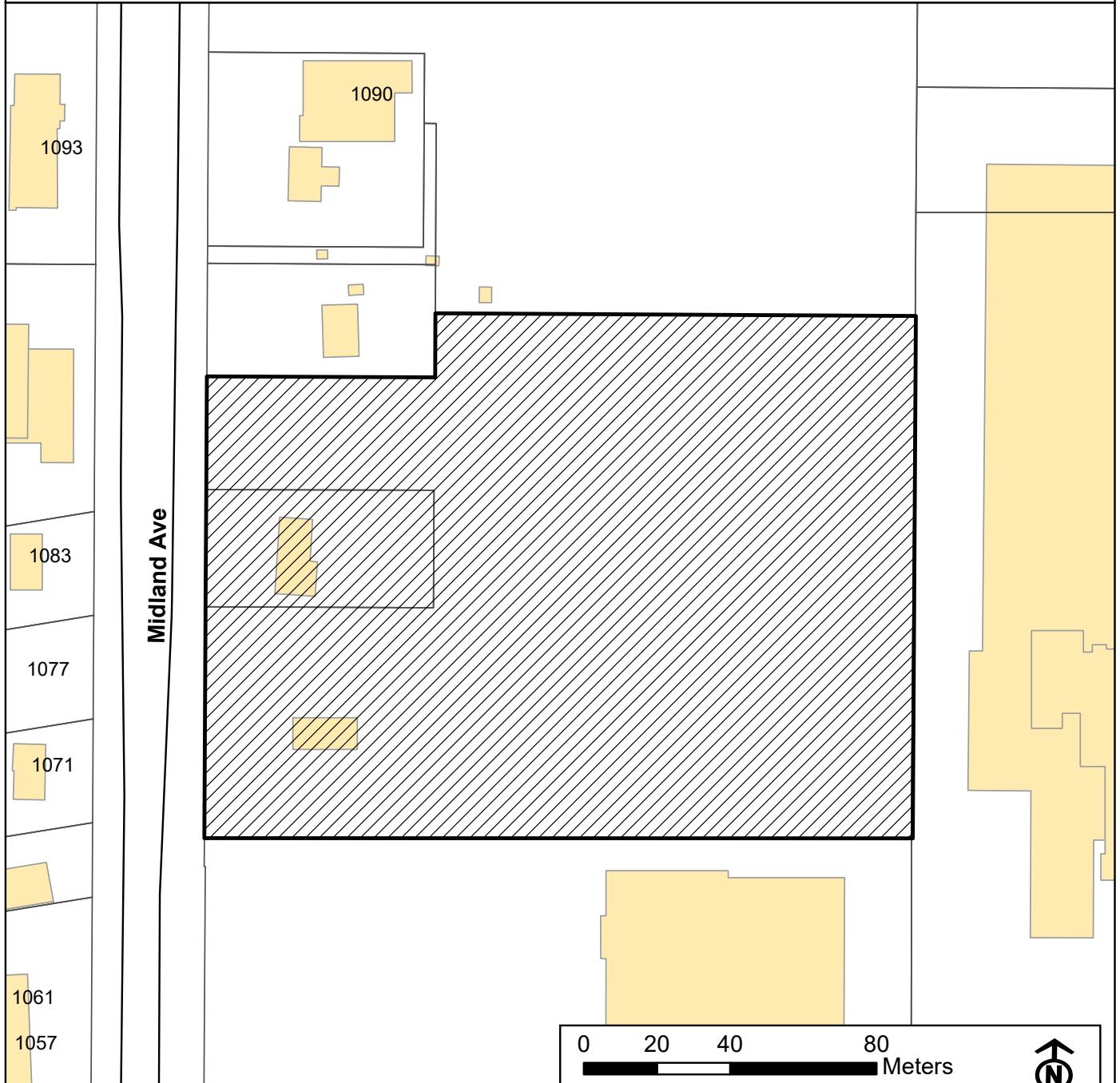
 Lands to be added as E201

**Certificate of Authentication**

This is Schedule 'B' to By-Law Number \_\_\_\_, passed this \_\_\_\_ day of \_\_\_\_\_ 202\_\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk




Prepared By: rejonas  
Prepared On: 2025-05-02



**Schedule 'C'  
to By-Law Number**

Address: 1048 Midland Ave  
File Number: D14-003-2025

**Kingston Zoning By-Law 2022-62  
Schedule F - Holding Overlay**

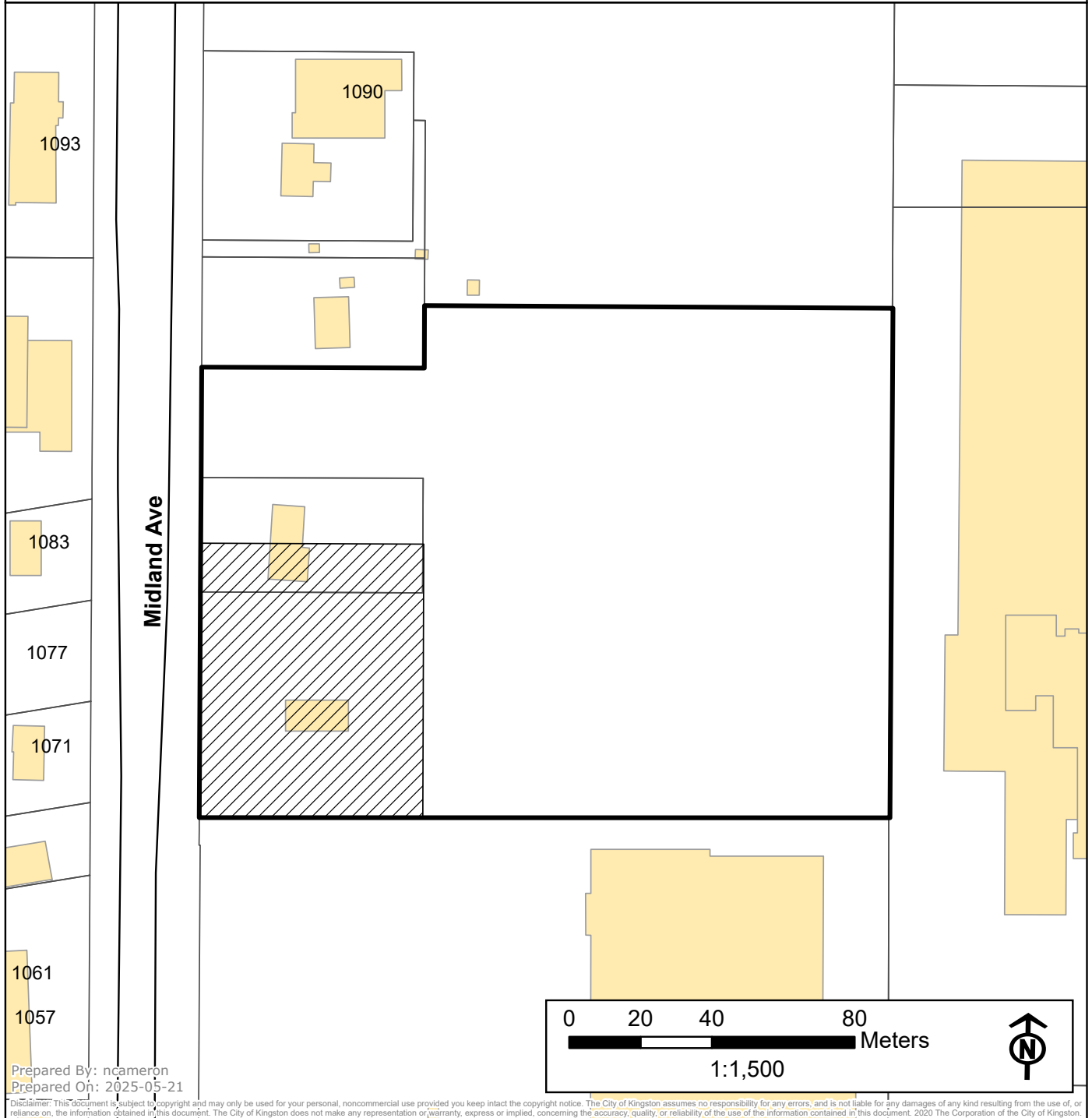
 Lands to be removed from H32

**Certificate of Authentication**

This is Schedule 'C' to By-Law Number \_\_\_\_, passed this \_\_\_\_ day of \_\_\_\_\_ 202\_\_.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



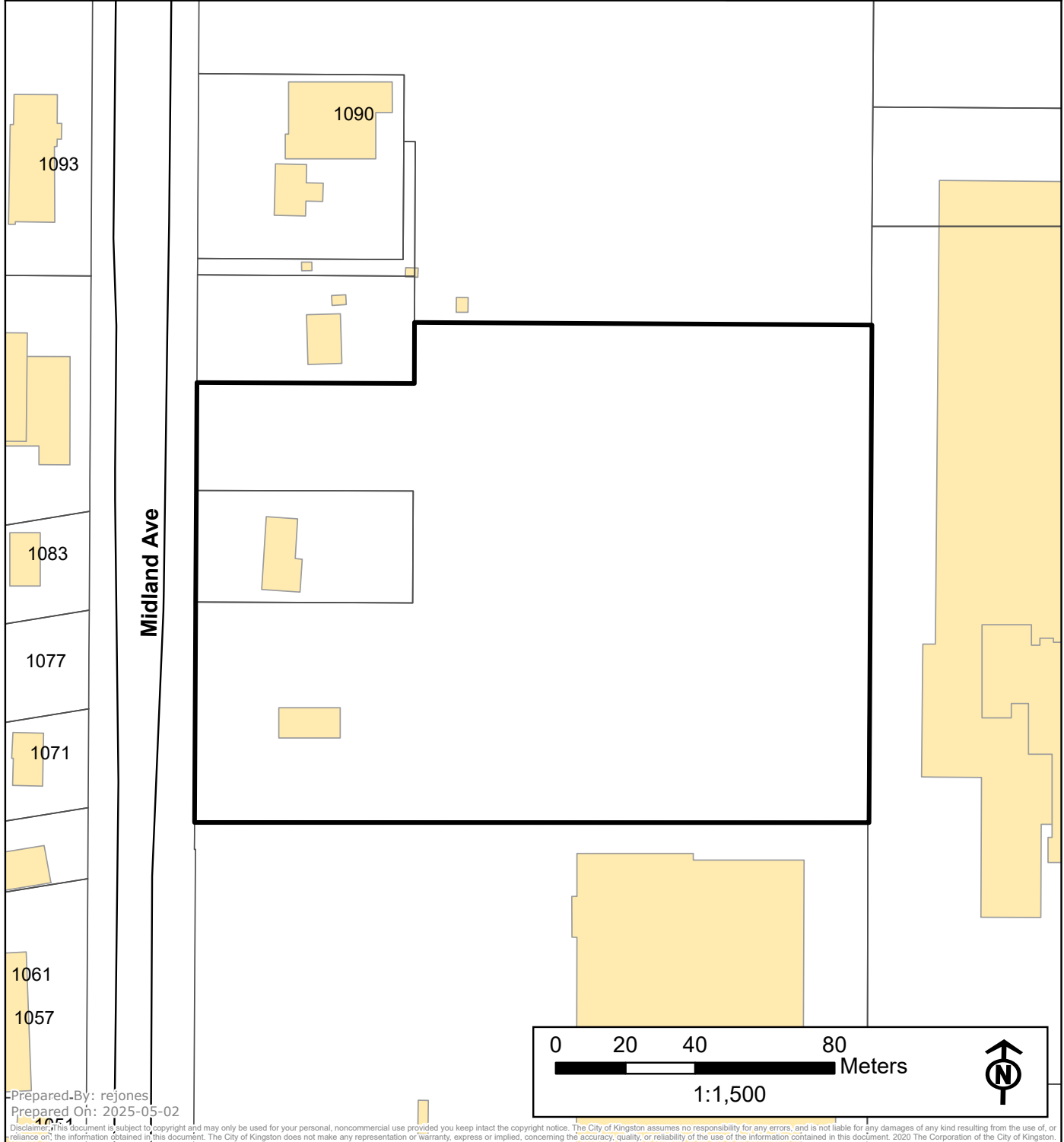
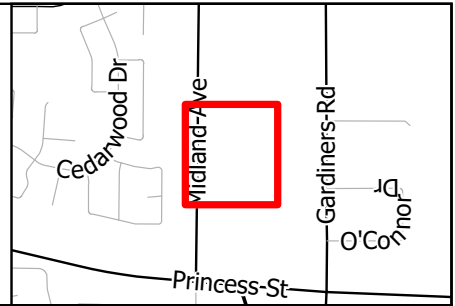
Prepared By: ncameron  
Prepared On: 2025-05-21

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Planning Committee  
**Key Map**  
Address: 1048 Midland Ave  
File Number: D14-003-2025

 Subject Lands



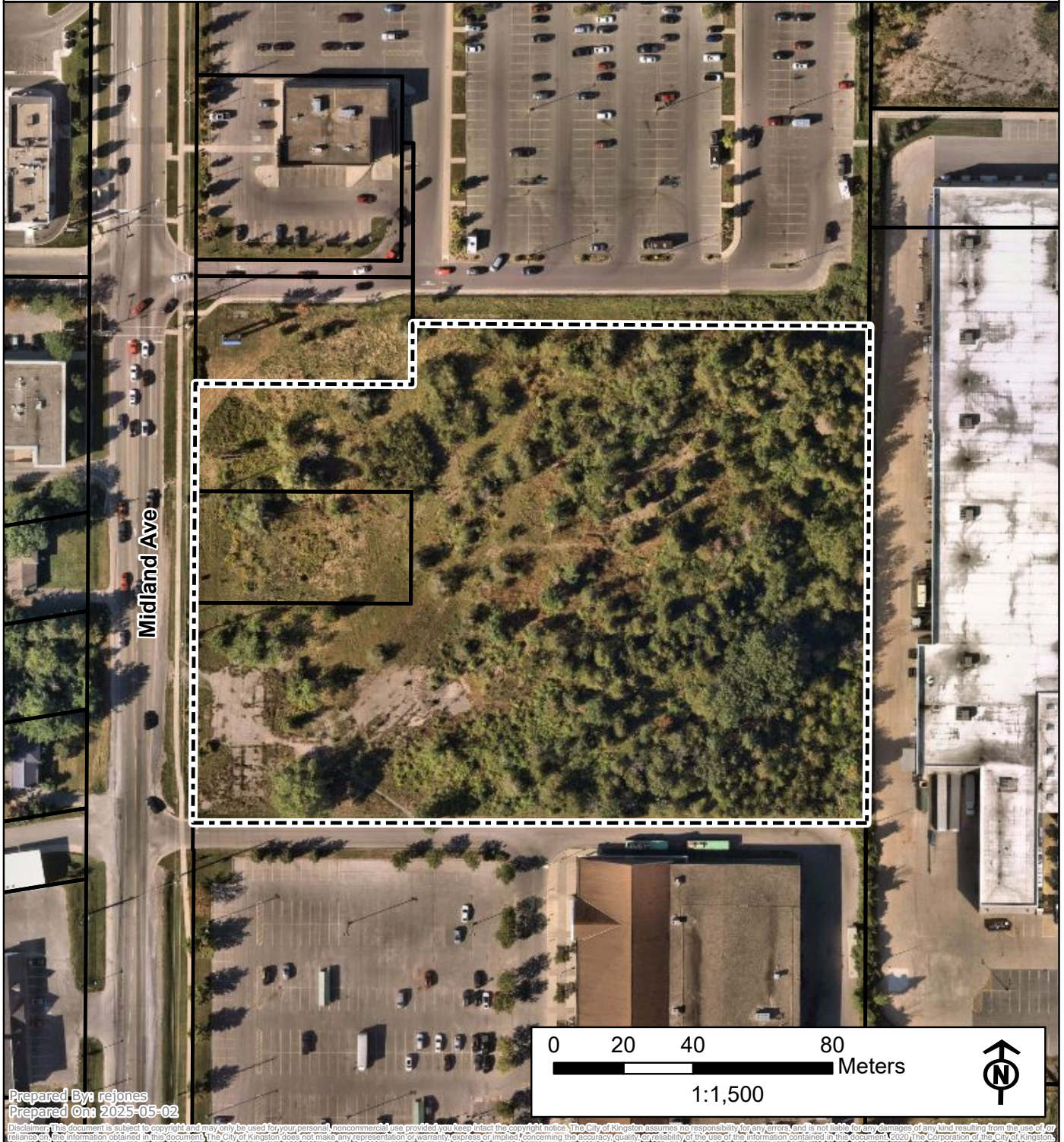
Prepared By: rejonas  
Prepared On: 2025-05-02

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City of Kingston  
**Neighbourhood Context**  
Address: 1048 Midland Ave  
File Number: D14-003-2025

- Subject Lands
- Property Boundaries
- Proposed Parcels



Prepared By: rejones  
Prepared On: 2025-05-02

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**Demonstration of How the Proposal is Consistent with the Provincial Planning Statement (2024)**

Policy	Conformity with the Policy
<p><b>2.2 Housing</b></p>	
<p><b>2.2.1.</b> Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <ul style="list-style-type: none"> <li>b) permitting and facilitating:               <ul style="list-style-type: none"> <li>2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;</li> </ul> </li> <li>c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and</li> <li>d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.</li> </ul>	<p>The development represents intensification and provides a range and mix of housing through the provision of mid-rise mixed-use buildings affording a greater diversity of unit types within the area.</p> <p>The development includes a commercial component, and will provide an appropriate mix of uses into the area as well as a broader suite of housing options for residents across the demographic spectrum.</p> <p>The mix of uses within the site and additional unit types within the neighbourhood are intended to facilitate active transportation and transit-supportive development.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<b>2.3 Settlement Areas and Settlement Area Boundary Expansions</b>	
<b>2.3.1.1.</b> Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The development is located within the settlement area and would help the City accommodate planned growth within this area.
<b>2.3.1.2.</b> Land use patterns within settlement areas should be based on densities and a mix of land uses which: <ul style="list-style-type: none"> <li>a) efficiently use land and resources;</li> <li>b) optimize existing and planned infrastructure and public service facilities;</li> <li>c) support active transportation;</li> <li>d) are transit-supportive, as appropriate; and</li> <li>e) are freight-supportive.</li> </ul>	The site makes use of an underutilized parcel of land making efficient uses of resources and infrastructure.  The transit-supportive location and proximity to active transportation pathways help support active transportation. The assisted living housing format is intended to cater to a broader range of residential housing needed for a full spectrum of housing options.
<b>2.3.1.3.</b> Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	See Section 2.2.1.
<b>2.3.1.3.</b> Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The proposed development would help the City meet its planned targets for intensification within the built-up areas as set out in the Official Plan.

Policy	Conformity with the Policy
<b>2.9 Energy Conservation, Air Quality and Climate Change</b>	
<p><b>2.9.1.</b> Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</p> <ul style="list-style-type: none"> <li>a) support the achievement of compact, transit-supportive, and complete communities;</li> <li>b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;</li> <li>c) support energy conservation and efficiency;</li> <li>d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and</li> <li>e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.</li> </ul>	<p>The proposed development is situated along existing pedestrian infrastructure as well as transit service representative of transit-supportive development.</p> <p>The 219 new homes are provided at an appropriate density for the area and achieves the density required to be transit-supportive.</p> <p>The applicant has provided a Stormwater Management Plan for the property which demonstrates how the site can control for water quality and quantity flowing from the site.</p> <p>The medium density development helps achieve energy conservation and efficiency as compared to lower-density built forms.</p> <p>See also Section 2.2.1.</p>
<b>3.1 General Policies for Infrastructure and Public Service Facilities</b>	
<p><b>3.1.1.</b> Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.</p> <p>Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning</p>	<p>The development capitalizes on existing infrastructure. Providing additional housing stock on this underutilized parcel of land will help ensure the infrastructure is properly leveraged financially viable over its life cycle.</p> <p>See also Section 2.9.1.</p>

Policy	Conformity with the Policy
<p>and growth management so that they:</p> <ul style="list-style-type: none"> <li>a) are financially viable over their life cycle, which may be demonstrated through asset management planning;</li> <li>b) leverage the capacity of development proponents, where appropriate; and</li> <li>c) are available to meet current and projected needs.</li> </ul>	
<p><b>3.5 Land Use Compatibility</b></p>	
<p><b>3.5.1.</b> Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.</p>	<p>The applicant has submitted a Noise Impact Study which established mitigation strategies for the sensitive (i.e., residential) land use to ensure compliance with provincial guidance set out in NPC-300. The recommendations will form a part of the Site Plan Agreement.</p>
<p><b>3.5.2.</b> Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in</p>	<p>See 3.5.1.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
accordance with provincial guidelines, standards and procedures.	
<b>3.6 Sewage, Water and Stormwater</b>	
<p><b>3.6.2.</b> Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</p>	<p>The subject lands make use of municipal servicing. A functional servicing report has confirmed capacity and the future development would be subject to the City's Municipal Servicing Allocation Policy.</p>
<p><b>3.6.8.</b> Planning for stormwater management shall:</p> <ul style="list-style-type: none"> <li>a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;</li> <li>b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;</li> <li>c) minimize erosion and changes in water balance including through the use of green infrastructure;</li> <li>d) mitigate risks to human health, safety, property and the environment;</li> <li>e) maximize the extent and function of vegetative and pervious surfaces;</li> </ul>	<p>Stormwater has been addressed through appropriate stormwater management controls. A stormwater management plan was provided for the Zoning By-law Amendment application demonstrating appropriate controls are in place to ensure the proper functioning of the stormwater management system.</p>

Policy	Conformity with the Policy
<ul style="list-style-type: none"> <li>f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and</li> <li>g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.</li> </ul>	
<b>3.9 Public Spaces, Recreation, Parks, Trails and Open Space</b>	
<p><b>3.9.1.</b> Healthy, active, and inclusive communities should be promoted by:</p> <ul style="list-style-type: none"> <li>a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;</li> <li>b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</li> <li>c) providing opportunities for public access to shorelines; and</li> <li>d) recognizing provincial parks, conservation reserves, and</li> </ul>	<p>See Section 2.2.1.</p>


Policy	Conformity with the Policy
<p>other protected areas, and minimizing negative impacts on these areas.</p>	
<p><b>4.1 Natural Heritage</b></p>	
<p><b>4.1.1.</b> Natural features and areas shall be protected for the long term.</p>	<p>The site does not have any known natural features or hazards.</p>
<p><b>4.1.2.</b> The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</p>	<p>See Section 4.1.1. and 2.9.1.</p>
<p><b>7.</b> Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.</p>	<p>The site does not have any known habitat associated with endangered or threatened species.</p>
<p><b>8.</b> Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p>	<p>See Section 4.1.1.</p>
<p><b>4.2 Water</b></p>	
<p><b>4.2.2.</b> Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features</p>	<p>The site will be serviced with municipal water and wastewater. There is no anticipated impact on the hydrologic function of any ground water resources.</p>


<b>Policy</b>	<b>Conformity with the Policy</b>
such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.	
<b>4.6 Cultural Heritage and Archaeology</b>	
<b>4.6.1.</b> Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	The subject lands are not a protected heritage property and are not adjacent to a built heritage resources or cultural heritage landscape.
<b>4.6.2.</b> Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.	The site has been cleared of archaeology
<b>4.6.3.</b> Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.	See Section 4.6.1
<b>6.1 General Policies for Implementation and Interpretation</b>	
<b>6.</b> Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to accommodate growth and development.	The Zoning By-law amendment will incorporate those portions of the subject lands within the former zoning by-law into the Kingston Zoning By-law 2022-62.




Planning Committee  
**Official Plan**  
**Existing Land Use**  
Address: 1048 Midland Ave  
File Number: D14-003-2025

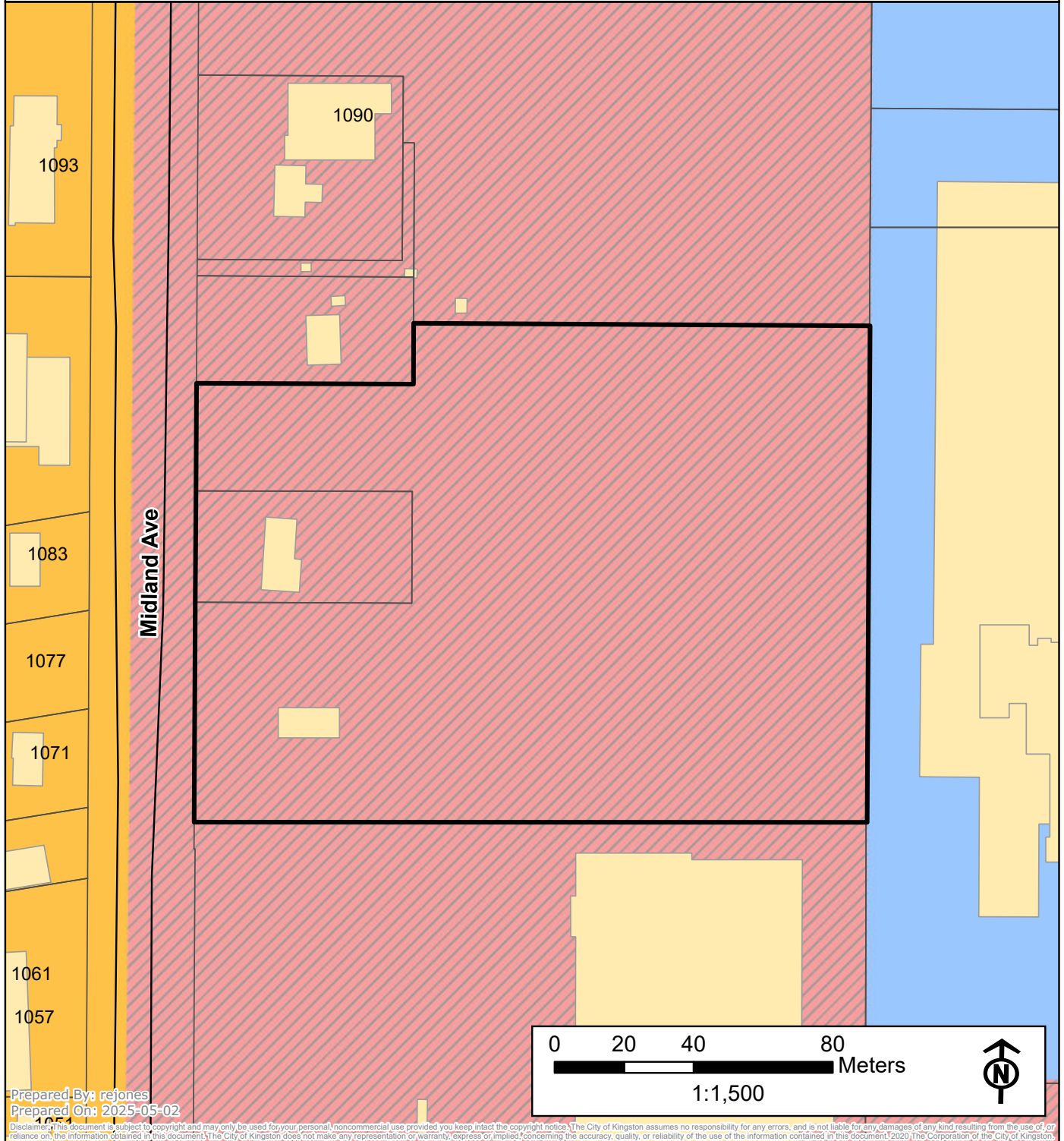
 Subject Lands

 Subject Lands

 Arterial Commercial

 Business Park Industrial

 Regional Commercial



Prepared By: rejonas  
Prepared On: 2025-05-02

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**Demonstration of How the Proposal Conforms with City of Kingston Official Plan Policies:**

<b>Policy</b>	<b>Conformity with the Policy</b>
<b>Sustainable Development</b>	
<p><b>2.1.1.</b> Most growth will occur within the Urban Boundary, shown on Schedule 2, where development will be directed to achieve greater sustainability through:</p> <ul style="list-style-type: none"> <li>a. appropriate (minimum) densities;</li> <li>b. land use patterns that foster transit and active transportation;</li> <li>e. direction of new development and key land uses to areas where they can best result in sustainable practices;</li> <li>g. maximized use of investments in infrastructure and public amenities;</li> <li>h. strategies that will revitalize both neighbourhoods and employment areas, and rehabilitate brownfield sites for re-use;</li> <li>i. parks that are planned to be accessed by urban residents within a ten minute walk and situated in locations that lessen the need for pedestrians to cross an arterial road or major highway;</li> <li>k. climate positive development;</li> <li>m. encouraging a mix of land uses that provide for employment, education, personal service and convenience retail in close proximity to residential land uses, subject to compatibility matters as outlined in Section 2.7;</li> </ul>	<p>The Applicant has proposed a development within the Urban Boundary that furthers the City’s aim to achieve sustainability:</p> <ul style="list-style-type: none"> <li>a) The proposal intends to develop the site using a mid-rise, four-storey, built form which achieves a net density of 83 units per hectare.</li> <li>b) The site is located within a predominantly commercial neighbourhood with limited existing residential uses. The introduction of additional residential units within the neighbourhood will help reinforce the area as one of mixed-use development helping facilitate active transportation options from both the future residents and the introduction of a built form which is more pedestrian friendly.</li> </ul> <p>The site is surrounded by extensive commercial offerings which are within walking distance. Transit service is available both along Midland Avenue and through the additional offerings available at the Cataraqui Centre and in the Princess Street Corridor.</p> <ul style="list-style-type: none"> <li>e) Directing infill development towards a larger, undeveloped property in an urban location close to commercial services, where residents have the option to take transit or utilize active transportation such as walking to get to their daily destinations is a key step towards sustainable development practices.</li> <li>g) The proposed site is already serviced by municipal water, sanitary, and storm lines. Infill development in this location will ensure better use of municipal infrastructure investments.</li> <li>h) The development of these vacant lands adjacent to a significant number of commercial offerings is anticipated to increase the vibrancy of these</li> </ul>

<b>Policy</b>	<b>Conformity with the Policy</b>
	<p>businesses and contributes to complete communities.</p> <p>i) The proposed development is located in approximately 700 metres distance from Norwest Park and 800 metres distance from Lions Civic Gardens both of which do require crossing an Arterial Street, however the site is planned to accommodate many of the recreational needs of it's residents on-site through the provision of a pickleball court, shuffle board, and bocce ball court.</p> <p>k) The proposal contributes to climate-positive development by providing residential density close to services and transit, and providing 40% of the overall site area as landscaped open space, thus helping to offset the effects of urban heat islands. Furthermore, the site location encourages active transportation with its proximity to several businesses which cater to day-to-day needs.</p> <p>m) The proposed development includes 219 new homes, which not only make very effective use of a vacant parcel of land, and helps introduce a more pedestrian scaled environment into an area currently defined by the large parking areas. The presence of a significant number of new homes will support commercial tenants, thereby ensuring the vitality and longevity of the businesses that locate in this node.</p>
<b>Development Review</b>	
<p><b>2.1.4.</b> In reviewing development applications, the City will promote sustainability through:</p> <p>a. encouragement of green building design to reduce greenhouse gases by adopting:</p> <ul style="list-style-type: none"> <li>• energy efficient construction;</li> <li>• renewable sources of energy for lighting and heating;</li> <li>• natural lighting;</li> </ul>	<p>Site and building-specific details will be addressed through the Site Plan Control stage. Please refer to the response for 2.1.1 regarding contributions to sustainable development, promotion of alternative modes of transportation, mix of land uses, effective use of municipal infrastructure, and provision of a significant number of new homes in a variety of configurations.</p>

Policy	Conformity with the Policy
<ul style="list-style-type: none"> <li>• design that reduces water consumption;</li> <li>• design which minimizes discharge into the sanitary sewers; and</li> <li>• design which reduces or eliminates discharge into the storm sewers through incorporating stormwater management practices including low impact design and stormwater re-use.</li> </ul> <p>b. design, landscaping, and streetscaping practices that promote protection from undesirable sun, wind, or other conditions and reduces the negative effects of urban summer heat;</p> <p>c. design, landscaping, and streetscaping practices that reduce the quantity of impermeable surfaces;</p> <p>d. construction and operational practices that minimize waste and maximize re-use of resources;</p> <p>e. practices that conserve or recycle materials, energy, or other resources;</p> <p>f. design which promotes a reduction of automobile trips, active transportation and transit, including secured public access to bicycle storage and parking;</p> <p>g. the creation of a mix of uses that support increased access to healthy foods;</p>	

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>h. the use of materials that have been extracted or recovered locally;</p> <p>i. design that reduces municipal costs associated with the provision of infrastructure and municipal service delivery over the long term;</p> <p>j. development that generates sufficient tax revenue to pay for the increased services (e.g., solid waste collection, fire and police services, snow clearing, etc.) that the City has to provide; and,</p> <p>k. development that suits the demographic and/or socio-economic needs of the community.</p>	
<b>City Structure</b>	
<p><b>2.2.3.</b> The City Structure is based on an expected medium population growth (i.e., base case) projection to 2036 of 18,180 new people, derived from the City of Kingston and Kingston CMA Population, Housing and Employment Projections (2013). It is expected that, 9,130 new residential units will be required to accommodate projected growth and the trend to smaller household sizes. A total of approximately 9,210 new jobs are anticipated for the City of Kingston to 2036. The majority of the growth will be directed to lands located within the Urban Boundary.</p>	<p>The proposal will result in 219 new homes together with accessory commercial space, which will contribute to Kingston’s residential and employment growth, thereby helping to address the housing shortage and accommodate population targets within the Urban Boundary.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p><b>2.2.4.</b> The Urban Boundary shown by the dashed line on Schedule 2 has been established to recognize the substantially built up areas of the City where major sewer, water and transportation infrastructure has been planned. The land within the Urban Boundary will be the focus of growth and development in the City and contains sufficient land to accommodate the projected growth for a planning horizon of 2036. The Area Specific Phasing area within the Urban Boundary is subject to site-specific urban growth management policies. The Special Planning Area sites are also within the Urban Boundary and are now committed to a substantial land use but could accommodate future growth.</p>	<p>The proposed development is within the City’s urban boundary and is on an underutilized parcel that will make more effective use of existing municipal services. The applicant has submitted a servicing plan which was reviewed by City staff and Utilities Kingston demonstrating there exists adequate system capacity. Allocation of system capacity will require a Municipal Servicing Allocation (MSA) application in accordance with the existing policy framework.</p> <p>Refer to the response provided for 2.1.1 regarding optimal use of municipal infrastructure investments, including existing water, sanitary, and storm services, road networks, public transit, and multi-use pathways in the immediate vicinity of the subject site.</p>
<p><b>2.2.6.</b> Business Districts are primarily intended to accommodate employment opportunities. These include General Industrial and Business Park Industrial designations, as well as the Waste Management Industrial designation and limited retail and service commercial uses that serve business activities. The Norman Rogers Airport is also recognized as being in a Business District under an Airport designation. Regional Commercial uses and some specialized quasi-commercial uses will be limited to the permitted uses for the specific designations, as described in Section 3. Standards in Business Districts will be sufficiently flexible to allow a ready response to new</p>	<p>The property will meet the intent of the Official Plan’s policies for business districts by providing employment opportunities to the employees of the restaurant and the assisted living building addressing the area’s primary role, as well as providing residents who will ultimately increase the vitality of the commercial area by providing an additional customer base for this area.</p> <p>The applicant has submitted a noise study demonstrating that there will be no conflict between the sensitive residential use and separation distances are sufficient to mitigate potential conflicts. The proposed development is compatible and will not result in undue adverse impacts.</p> <p>The development of the subject lands brings the streetwall closer to Midland Avenue helping to create a pedestrian scale which is further enhanced by plantings planned by the applicant.</p> <p>The development is not anticipated to be a large traffic generator, but the applicant has worked with</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>types of employment uses provided that:</p> <ul style="list-style-type: none"> <li>a. areas of interface with sensitive uses are addressed so that compatible development is achieved and there is no adverse effect on the sensitive use or to the proposed employment use(s);</li> <li>b. an upgraded visual appearance is maintained at gateways as defined in Section 8.11, along major roads and the interface with any Centre, Corridor or Housing District shown on Schedule 2;</li> <li>c. uses which may involve noise or odour are sufficiently separated, buffered, or screened in accordance with Provincial guidelines (D-1 and D-6) or any such further regulation implemented by the City, as applicable;</li> <li>d. uses which generate large amounts of traffic or have intensive on-site operations are located in areas that are able to accommodate, or can be improved to accommodate, such activity levels without adverse effects on the planned transportation system, the nearby Housing Districts, Centres or Corridors; and,</li> <li>e. regional commercial uses, institutions, recreation or hospitality uses will be restricted to limited locations that will not undermine the business park, industrial or technological uses</li> </ul>	<p>the City's Transportation Services division to relocate the full movement entrance away from Midland Avenue and onto the interior laneway which currently intersects with Midland Avenue. A 'right-in right-out' access point is provided directly onto Midland Avenue with the restricted turning movements intended to maintain the road's role as an Arterial road.</p> <p>The hospitality uses associated with the restaurant use is not anticipated to undermine the focus of the surrounding business district as it is expected to cater almost exclusively to the residents of the building and their associated visitors.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
intended as the focus of Business Districts.	
<b>Principles of Growth</b>	
<b>2.3.1.</b> The focus of the City's growth will be within the Urban Boundary, shown on Schedule 2, where adequate urban services exist, or can be more efficiently extended in an orderly and phased manner, as established by this Plan. Kingston's Water Master Plan and Sewer Master Plan will guide the implementation of the infrastructure planning.	Please refer to the response provided for 2.1.1.
<b>2.3.2.</b> In 2013, residential density within the City's Urban Boundary was 25.7 units per net hectare. The City intends to increase the overall net residential and non-residential density within the Urban Boundary through compatible and complementary intensification, the development of underutilized properties and brownfield sites, and through the implementation of area specific policy directives tied to Secondary Planning Areas and Specific Policy Areas, as illustrated in Schedule 13.	The proposal aims to increase the density of an underutilized area of land which would achieve 83 units per net hectare plus any jobs associated with the assisted living building and its associated restaurant. Please refer to the response provided for 2.1.1 and 2.2.5.
<b>2.3.11.</b> In order to implement the Strategic Direction of the Kingston Transportation Master Plan, active transportation will be aggressively promoted with greater emphasis on pedestrians, cyclists and transit, and accessibility for all residents and visitors.	Active transportation is anticipated to be primarily focused on walking and transit given the immediate proximity to day-day commercial offerings such as groceries and other items, the proximity to various transit routes, and the general lack of cycling infrastructure.  The proposal does include both short- and long-term bike spaces though long-term bike storage is provided at a reduced rate, roughly one for every five residents, commensurate with the

<b>Policy</b>	<b>Conformity with the Policy</b>
	demographics of the site’s users. Please refer to the response provided for 2.1.1.
<p><b>2.3.18.</b> Through the prevention and removal of barriers for persons with disabilities, and the application of universal design principles, the City supports and promotes opportunities for all people to access the City and make contributions as citizens. The application of universal design principles in development and renovation is promoted. The City also encourages owners of private properties with public access to do the same.</p>	<p>The proposal will be constructed as a universally-accessible site, barrier-free parking spaces are provided to meet the needs of residents, visitors, and customers. Specific site and building design will be assessed through Site Plan Control, and the buildings will be expected to meet all applicable barrier-free provisions of the Building Code, and the application will also be reviewed by the Municipal Accessibility Advisory Committee.</p>
<b>Phasing of Growth</b>	
<p><b>2.4.1.</b> The City supports sustainable development of a compact, efficient, urban area with a mix of land uses and residential unit densities that optimize the efficient use of land in order to:</p> <ul style="list-style-type: none"> <li>a. reduce infrastructure and public facility costs;</li> <li>b. reduce energy consumption and greenhouse gas emissions;</li> <li>c. support active transportation and viable public transit;</li> <li>d. conserve agriculture and natural resources within the City; and</li> <li>e. reduce reliance on private vehicles.</li> </ul>	<p>Please see the response provided for 2.1.1.</p>
<p><b>2.4.3.</b> It is the intent of this Plan to achieve an increase in the City’s net urban residential densities through promoting intensification</p>	<p>Please see the response provided for 2.1.1.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
and requiring minimum densities for residential development.	
<p><b>2.4.4.</b> New residential development and new secondary plans are subject to the following policies and minimum densities:</p> <ul style="list-style-type: none"> <li>c. for mixed use building developments in existing and proposed Centres and Corridors, a minimum density of 75 residential units per net hectare is established as the target for new residential development in order to support active transportation and transit; and,</li> <li>d. a moderate increase in density will be permitted adjacent to Centres and Corridors so as to accommodate a transition in density from areas intended to support high-rise residential to those supporting low-rise and mid-rise residential, provided the proposal demonstrates conformity to the policies of Section 2.6 and 2.7 of this Plan.</li> </ul>	<p>Minimum densities will be met, as the development is proposed to provide a density of 83 units per net hectare. Not only will this density be transit-supportive, but it will contribute to the City's efforts to address the housing shortage.</p> <p>The increase above the minimum, 75 units per hectare, represents a modest increase and the building's mid-rise, four-storey, built form fits within the surrounding area with one- and two-storey buildings many of which have taller ground floor heights.</p> <p>Please also refer to the response provided for 2.1.1.</p>
<p><b>2.4.5.</b> The City has established the following minimum targets for intensification to occur within the Urban Boundary.</p> <ul style="list-style-type: none"> <li>a. It is the intent of the City that 40 percent (%) of new residential development occur through intensification.</li> <li>b. It is the intent of the City that ten percent (10%) of new non-residential development occur through intensification.</li> </ul>	<p>The proposed development introduces 219 new homes on an underutilized parcel within the urban boundary and therefore will contribute to the City's intensification targets.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<b>Phasing of Municipal Infrastructure and Transportation</b>	
<b>2.5.8.</b> Where intensification is encouraged, increased densities will only be approved when it has been determined by the City that servicing capacity exists or that capacity expansions are imminent to accommodate additional development.	Please refer to the response provided for 2.1.1 with respect to servicing capacity.
<b>2.5.10.</b> In order to foster sustainability within the City and reduce reliance on the automobile, the City will make efficient use of the existing infrastructure and provide the facilities and services to encourage active transportation and transit as priority modes before providing new road infrastructure in order to satisfy travel demand. While the automobile will continue to be the primary mode of transportation in the City, other, more active forms of transportation will be aggressively promoted to maximize existing road capacity and improve environmental conditions	Please refer to the response provided for 2.1.1.
<b>2.5.11.</b> The use of transit will be supported and encouraged through the development of mixed-use areas and mixed-use buildings, the development of Corridors and more intense mixed-use Centres, and through the increase of densities within newer areas, compatible uses and infill with complementary uses, and appropriate development of underutilized and brownfield sites.	Please refer to the response provided for 2.1.1.

<b>Policy</b>	<b>Conformity with the Policy</b>
<b>Residential Development</b>	
<p><b>2.6.5.</b> New mid-rise residential buildings should generally be located:</p> <ul style="list-style-type: none"> <li>a. on a site that is appropriate given the context of surrounding land uses;</li> <li>b. adjacent to, or within walking distance of, commercial areas;</li> <li>c. in an area that has access to public transit; and,</li> <li>d. within walking distance of parkland, open space or community facilities.</li> </ul>	<p>The subject lands are located within an area with a significant number of day-to-day commercial offerings which would benefit by the additional customer base, while the introduction of additional residents into the area would help achieve a greater modal split towards walking given the proximity to these goods and services. The site is within walking distance parkland and open space while having immediate access to the #19, #13, and #14 transit routes which run along Midland Avenue as well as greater opportunities for transit along Princess Street and at the Catarauqui Centre.</p>
<b>Land Use Compatibility Principles</b>	
<p><b>2.7.1.</b> Development and/or land use change must demonstrate that the resultant form, function and use of land are compatible with surrounding land uses.</p>	<p>Please refer to the response for 2.6.3.</p>
<p><b>2.7.2.</b> The demonstration of compatible development and land use change must consider the potential for adverse effects and matters that have the potential to negatively impact the character, planned function and/or ecological integrity of an area, and the health and safety of humans. Where there exists a potential for negative impacts, a land use compatibility study, focused specifically on the identified land use compatibility matters, will be required.</p>	<p>Please see response provided in Section 2.7.3.</p>
<p><b>2.7.3.</b> The land use compatibility matters to be considered under</p>	<p>The Applicant has submitted various studies from qualified professionals, including a Noise Study, Traffic Impact Study to assess potential impacts and consider mitigation where warranted. These</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>Section 2.7.2 include, but are not limited to:</p> <ul style="list-style-type: none"> <li>a. shadowing;</li> <li>b. loss of privacy due to intrusive overlook;</li> <li>c. increased levels of light pollution, noise, odour, dust or vibration;</li> <li>d. increased and uncomfortable wind speed;</li> <li>e. increased level of traffic that can disrupt the intended function or amenity of a use or area or cause a decrease in the functionality of active transportation or transit;</li> <li>f. environmental damage or degradation;</li> <li>g. diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded;</li> <li>h. reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas, heritage or setting;</li> <li>i. visual intrusion that disrupts the streetscape or buildings;</li> <li>j. degradation of cultural heritage resources;</li> <li>k. architectural incompatibility in terms of scale, style, massing and colour;</li> <li>l. the loss or impairment of significant views of cultural heritage resources and natural</li> </ul>	<p>studies were reviewed and accepted by City staff, and recommendations that influence site and building characteristics will be addressed at the Site Plan Control Stage. The studies did not raise concerns that would impact the viability of a re-zoning or Official Plan amendment.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>features and areas to residents; or, m. adverse effects on neighbouring properties related to stormwater management or drainage</p>	
<p><b>2.7.4.</b> Mitigation measures may be used to achieve development and land use compatibility. Such measures may include one or more of the following:</p> <ul style="list-style-type: none"> <li>a. ensuring adequate setbacks and minimum yard requirements;</li> <li>b. establishing appropriate transition in building heights, coverage, and massing;</li> <li>c. requiring fencing, walls, or berming to create a visual screen;</li> <li>d. designing the building in a way that minimizes adverse effects;</li> <li>e. maintaining mature vegetation and/or additional new landscaping requirements;</li> <li>f. controlling access locations, driveways, service areas and activity areas; and,</li> <li>g. regulating location, treatment and size of accessory uses and structures, lighting, parking areas, garbage storage facilities and signage.</li> </ul>	<p>Mitigation measures will be assessed and addressed in detail at the time of Site Plan Control, and any necessary development agreements will be drafted.</p> <p>Buildings on the site are proposed at greater than 15 metres distance from the lot lines which will achieve the minimum setbacks and yard requirements of the URM8 zone. An exception overlay is proposed to allow the encroachment of four visitor parking spaces into the front yard which are proposed in line with the parking lot to the south. While less than otherwise required of the URM8 zone, the encroachment of visitor spaces is consistent with other multi-residential zones, and provides an appropriate transition between the parking lot to the south and the parking area associated with this development.</p> <p>The site has been scaled appropriately with a mid-rise, four-storey, built form which is fitting with the taller single-storey commercial buildings which read as being taller than they are through ornamental features and relatively taller ground floor heights. The coverage and massing is consistent with the surrounding large format retail while the building itself is broken up into separate sections reducing the impact of a single blank street wall.</p> <p>A noise attenuation buffers in the form of a berm at the rear of the property is intended to mitigate noise from the loading area of the hardware store to the rear of the property and will act as an landscaped open space feature.</p> <p>The applicant has reduced the surface parking of the lot since the initial proposal in an effort to retain the existing tree canopy at the northeast portion of</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
	<p>the site. This feature will compliment the planting program for the site which will help create a more pedestrian friendly environment.</p> <p>As described in 2.7.2, a number of studies were submitted assessing impacts, including noise, traffic, environmental, etc. Where necessary, those studies make recommendations for site and building design, which will be further assessed during Site Plan Control.</p> <p>The overall site is proposed to provide 40% landscaped open space.</p> <p>Site specific details such as access, driveways, and other site layout aspects will be assessed at the time of Site Plan Control. As described in 2.7.2, a Traffic Impact Study was submitted assessing the project impacts and necessary mitigation measures in the road right of way. The study was supported by City staff.</p> <p>Features such as lighting, garbage, accessory structures, parking area, and signage will be further assessed at the time of Site Plan Control.</p> <p>See also 2.2.6.</p>
<p><b>2.7.6.</b> Only development proposals that meet the long-term needs of the intended users or occupants will be supported. Proponents, whether developing individual buildings on a single site, or multiple buildings being built at one time or phased over time, will be required to demonstrate to the satisfaction of the City that the functional needs of the occupants or users will be met by providing:</p> <ul style="list-style-type: none"> <li>a. suitable scale, massing and density in relation to existing built fabric;</li> <li>b. appropriate landscaping that meets or improves the characteristic green space amenity of the site and</li> </ul>	<p>The buildings are located on the north side of the street and are appropriately scaled for the location, in light of the residential and commercial uses to the south and east, and the industrial use to the north.</p> <p>The site proposes 40% landscaped open space which is achieved, in part, by various resident outdoor amenity areas including a pickleball court, shuffle board, and bocce ball court as well as the retention of a relatively large natural forested area at the northeast corner of the site.</p> <p>The site, being 2.63 hectares in size, can easily accommodate the proposed number of units and buildings while still ensuring appropriate landscaped open space to provide natural areas and outdoor amenity spaces for all residents.</p> <p>As described in 2.6.5 the site supports transit routes #19, #13, and #14 which run along Midland</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>surroundings and enhances the City's tree planting program;</p> <p>c. adequate land area and appropriate site configuration or provision for land assembly, as required;</p> <p>d. efficient use of municipal services, including transit;</p> <p>e. appropriate infill of vacant or under-utilized land; and,</p> <p>f. clearly defined and safe: site access; pedestrian access to the building and parking spaces; amenity areas; building entry; and parking and secure and appropriate bicycle facilities.</p>	<p>Avenue as well as greater opportunities for transit along Princess Street and at the Catarauqui Centre.</p> <p>As described in 2.1.1, the site presents a significant infill opportunity and will make better use of existing municipal infrastructure.</p> <p>Site access has been assessed through the submitted Traffic Impact Study. Through redirecting the full movement access to the existing entrance south of the site proper flows and continued functionality of Midland Avenue is maintained.</p>
<p><b>2.7.7.</b> When assessing development applications or undertaking new development area studies, the City may require urban design guidelines, a heritage impact statement or an environmental impact assessment, and other studies as appropriate, to be prepared by the proponent and at the expense of the proponent, and approved by the City. This is to assist in assessing impacts, to provide means of appropriate transition or mitigation, or to foster cohesive and improved conditions. At any stage of the application process, the City may require such studies to undergo a peer review at the proponent's expense.</p>	<p>All necessary supporting studies have been submitted for the proposed Official Plan and Zoning By-law amendments. Please refer to the response provided for 2.7.2.</p>
<p><b>Protection of Resources</b></p>	
<p><b>2.8.8.</b> Cultural heritage resources, will be conserved, managed and promoted for their contribution to</p>	<p>A Stage 1 Archaeological Assessment was submitted. Subject to planning approval, a Stage 2 Archaeological Assessment, would be undertaken</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>the City’s unique identity, history and sense of place in such a way as to balance heritage concerns with environmental and accessibility issues. Care will be taken not to put the existing UNESCO World Heritage Designation of the Rideau Canal, Fort Henry and the Kingston Fortifications at risk by working with partners to implement the Rideau Corridor Landscape Strategy.</p>	<p>consisting of a test pit survey of the undisturbed portion of the study area, and archaeological clearance would be required prior to any site disturbance.</p>
<b>Economic Development</b>	
<p><b>2.9.1.</b> It is the intent of this Plan to promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> <li>a. providing an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs;</li> <li>b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses that support a wide range of economic activities and complementary uses, and takes into account the needs of existing and future businesses;</li> <li>c. planning for, protecting and preserving employment areas for current and future uses;</li> <li>d. ensuring the necessary infrastructure is provided to support current and projected needs;</li> </ul>	<p>The proposal includes limited commercial space, which will further contribute to the City’s economic base and meet the needs of on-site and nearby residents.</p> <p>The site is not within a designated employment area, and so will not detract from the City’s inventory of employment lands. It does, however, provide a modest amount of commercial space that will complement the surrounding commercial uses.</p> <p>Please refer to the response provided in 2.1.1.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<b>Climate Change Resiliency</b>	
<p><b>2.10.1.</b> In order to improve the resiliency and ensure the long-term prosperity of the community the City intends to:</p> <ul style="list-style-type: none"> <li>a. consider the potential impacts of climate change when assessing the risks associated with natural hazards;</li> <li>b. consider the potential impacts of climate change and extreme weather events when planning for infrastructure, including green infrastructure, and assessing new development;</li> <li>c. support climate-resilient architectural design of buildings incorporating durable, reusable, sustainable materials and low-impact technology for energy and stormwater management; and,</li> <li>d. explore opportunities to achieve climate positive development.</li> </ul>	<p>Climate concerns are addressed by making better use of existing land and municipal services, and by building at higher densities with a mix of uses to make the most of available land.</p> <p>The project makes effective use of transit through the presence of nearby routes, and the high densities proposed on site. Furthermore, active transportation is supported through the immediate adjacency to day-to-day shopping needs. Please refer to the response provided in 2.1.1.</p>
<b>Residential Uses</b>	
<p><b>3.3.1.</b> The predominant use of land in a Residential designation will be for various forms of housing contemplated by the low-rise, mid-rise and high rise residential polices in Section 2.6. Specific uses are permitted in accordance with Section 3.2.</p>	<p>The proposal is predominantly residential, with 219 homes and commercial space in the form of a restaurant.</p>
<p><b>3.3.2.</b> Where appropriate and compatible, small-scale convenience commercial uses are allowed within apartment buildings or on a site specific basis on a low-rise or mid-rise residential site.</p>	<p>A moderate amount of commercial space is proposed on the ground floor, which will further contribute to and complement the existing commercial services in the immediate area.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
Section 3.4.F provides detailed policies for neighbourhood commercial uses.	
<b>Regional Commercial – Residential Uses</b>	
<p><b>3.4.B.8.</b> On Regional Commercial sites, mid-rise or high-rise residential, either alone or in combination with commercial uses are permitted subject to appropriate heights, setbacks, density, access and linkages. New mid-rise and high-rise residential development must address the criteria of Section 2.7. and the urban design policies of Section 8 of this Plan to ensure the built form of the development is compatible with that of adjacent uses. New residential development is encouraged to be oriented towards public streets so as to contribute to the pedestrian environment and the overall character of development.</p>	<p>The site proposes a mid-rise, four-storey, built form which is in keeping with the surrounding area. The building has been brought closer to the streetline than many of those in the surrounding area helping to create a more pedestrian friendly environment. The four-storey building is set back appropriately and maintains a pedestrian scaled environment improving the overall character of the areas development.</p> <p>See also sections 2.7 and 8.</p>
<b>Open Space</b>	
<p><b>3.8.13.</b> In accordance with the Planning Act and the policies of this Plan, the City requires as a condition of development, a land dedication to be conveyed to the municipality for park or other public recreational purposes. This can amount to up to 2 percent of the total land area in the case of land proposed for industrial or commercial development, and an amount of up to 5 percent in the case of land proposed for residential development. These provisions apply unless an alternative cash-in-lieu contribution</p>	<p>The parkland dedication will be further assessed and collected at the time of Site Plan Control.</p>

Policy	Conformity with the Policy
<p>is approved by the City, or a higher dedication is required for more intensive residential development, as required under Section 3.8.15.</p>	
<p><b>3.8.16.</b> The City may request cash-in-lieu for all or part of any required land dedication under the Planning Act under the following circumstances:</p> <ul style="list-style-type: none"> <li>a. where the parcel of land is either too small or poorly located to meet parkland needs;</li> <li>b. in an area that has excess parklands;</li> <li>c. where the condition of the land is unsuitable for park purposes;</li> <li>d. where no opportunity exists to enlarge existing neighbourhood parks;</li> <li>e. where there is no opportunity to obtain useful waterfront land;</li> <li>f. where a large development project is within reasonable walking distance to an existing park, provided that the trip does not involve crossing an arterial road; and,</li> <li>g. where the provision of cash-in-lieu from a large project would not result in an overload to the existing park(s)</li> </ul>	<p>Through technical review of this proposal, City staff identified that cash in lieu of parkland would be required for the proposed mixed-use development. A market appraisal would be required to determine the land valuation needed for the calculation to be finalized.</p>
<b>Infrastructure &amp; Transportation – General Policies</b>	
<p><b>4.1.1.</b> New development will proceed only if the City is satisfied that adequate services, roads, and utilities are available, or can be made available, to serve the proposal adequately. In determining the adequacy of</p>	<p>Please refer to the response provided for 2.1.1.</p>

Policy	Conformity with the Policy
servicing, utility systems, or the transportation system, the City will consider not only the proposal, but also the potential for development that exists in the same service area.	
<b>Stormwater Management</b>	
<p><b>4.3.4.</b> For urban infill development projects, the City will require the preparation of a stormwater management report to address the impacts of additional lot coverage or new uses of the site on the quality and quantity of water. Proponents must endeavour to improve the management of stormwater from the existing development areas.</p>	<p>A stormwater management plan and report was provided by the Applicant in support of the proposed development. This report was accepted by City Staff.</p>
<b>Transportation</b>	
<p><b>4.6.1.</b> As described in Section 2.5.11 of this Plan, the City intends to foster sustainability within the community and to reduce reliance on the automobile by satisfying travel demand through the efficient use of the existing infrastructure, and by providing the facilities and services to encourage walking, cycling and transit as priority universally accessed modes of travel, before expanding the City's road infrastructure.</p>	<p>Please refer to the response provided in 2.1.1.</p>
<p><b>4.6.10.</b> Improving connections between active transportation and transit will be required through such means as improved pedestrian amenities, connected on and off street cycling routes, bicycle storage, improved transit routing and amenities, and such</p>	<p>Please refer to the response provided in 2.1.1 and 2.3.11. The site design will be further refined through Site Plan Control to address connections to the street and specific building features.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>site plan control matters as locating building entrances near sidewalks and transit stops, and providing weather protection for people using all modes of travel including transit users.</p>	
<p><b>4.6.38.</b> Specific means of encouraging transit use include, but are not limited to: a. the careful location, design and site planning of high intensity uses;</p>	<p>Please refer to the response provided in 2.1.1.</p>
<p><b>4.6.47.</b> It is the intention of this Plan to encourage a balance between providing sufficient parking to address existing or future requirements, and not oversupplying parking to the detriment of public transit usage or active transportation.</p>	<p>Vehicular parking, including visitor, car-share, and accessible is provided in accordance with the requirements of the Zoning By-law. Bike spaces for short term bike parking is provided conveniently at the front of the building. A storage area is provided for a reduced number of bike spaces which recognizes the intended residents, the walkable nature of the surrounding amenity, and the lack of bike infrastructure in the immediately surrounding road network, and existence of many transit routes accessible within walking distance.</p>
<p><b>4.6.48.</b> Parking areas will be provided for any land use in the City as specified by the zoning by-law. Special provisions to accommodate those with disabilities will be provided in all zones.</p>	<p>Please refer to the response for 4.6.47.</p>
<p><b>4.6.61.</b> The zoning by-law will be used to regulate the supply of accessible parking as required by provincial legislation. The location of accessible parking spaces shall provide enhanced accessibility through a consideration of factors including, but not limited to, the distance between parking spaces and accessible building entrances, security of the parking area, lighting of the area, protection from</p>	<p>Please refer to the response for 4.6.47 and 4.6.48.</p>

Policy	Conformity with the Policy
the weather, and ease of maintenance.	
<b>Noise Study</b>	
<p><b>5.21.</b> The City of Kingston recognizes the importance of noise management. Any proposed development that has a sensitive use within the potential influence area as described in the Province’s D-6 Guideline or between the 25 to 30 NEF contours requires a detailed noise study to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines or any such further guidance or requirement implemented by the City, as applicable, address all sources of noise affecting the site, and include recommendations for mitigation to meet the applicable noise criteria.</p>	Please refer to the response for 2.7.2.
<b>Noise from Stationary Sources</b>	
<p><b>5.26.</b> Any use, including industrial, commercial, institutional or high density residential, proposed to generate a stationary source of noise or vibration may be required to undertake a detailed noise and/or vibration study, to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines, address all sources of noise and vibration, include recommendations for mitigation to meet the applicable criteria, and ensure that there is no</p>	Please refer to the response for 2.7.2.

Policy	Conformity with the Policy
adverse effect on an existing or planned sensitive use.	
<p><b>5.27.</b> Where a sensitive use is proposed within 300 metres of a stationary source of noise, the City requires that a noise study be prepared to address the Ministry of the Environment and Climate Change noise guidelines. All related means of mitigation are required to be secured prior to approval of development.</p>	Please refer to the response for 2.7.2.
<b>Energy Conservation and Production</b>	
<p><b>6.2.13.</b> The City promotes intensification based on principles of minimizing energy consumption through attention to building design and the design and installation of infrastructure, and densities that support active transportation and transit.</p>	Please refer to the response for 2.1.1.
<b>Guiding Principles for Development of Residential Lots</b>	
<p><b>8.3.</b> The Design Guidelines for Residential Lots establish the following guiding principles that should be used to ensure new residential development is integrated into the existing built fabric, and is conducive to active transportation:</p> <ul style="list-style-type: none"> <li>a. protect and preserve stable residential communities (in accordance with Section 2.6 of this Plan);</li> <li>b. foster developments that are context appropriate;</li> </ul>	Please refer to the response for 2.1.1 and 2.6.3.

Policy	Conformity with the Policy
<p>c. foster attractive developments which add to the existing sense of place;</p> <p>d. provide a variety of housing types;</p>	
<b>Accessibility and Safety</b>	
<p><b>8.4.</b> Through the review of development proposals, construction of public works, or the preparation and approval of area plans, the City will promote the provision of barrier-free access and safety by:</p> <ul style="list-style-type: none"> <li>a. providing for age-friendly needs and the requirements of people with disabilities, and others requiring access supports through improved amenities such as parking, benches, and washrooms, clear signage, visual or auditory indicators, and other means as appropriate;</li> <li>b. improving public security through enhanced lighting, visibility of public areas, provision of entrance locations in well-traveled areas, and ease of access for emergency personnel or vehicles;</li> <li>c. clearly defining building entrances and avoiding designs that would create areas that are hidden from public view and thus potentially available for criminal activity;</li> <li>e. providing adequate walkway widths, visually permeable materials and structures, and landscaping elements that do not obstruct sightlines in the design</li> </ul>	<p>As discussed in 2.3.18, the proposal will be constructed as a universally-accessible site, complete with the required number of parking spaces. Specific site and building design features affecting accessibility and safety will be assessed at the time of Site Plan Control.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>of streetscapes, transportation facilities, or public buildings and places; and,</p> <p>f. promoting safe environments by applying Crime Prevention Through Environmental Design (CPTED) concepts and principles in the design of buildings, site layout and landscaping of development sites.</p>	
<b>Streetscapes and Public Spaces</b>	
<p><b>8.5.</b> Through the review of development proposals, construction of public works, or the preparation and approval of area plans, the City shall maintain or enhance the character of valued streetscapes, community areas, and landscapes by:</p> <p>a. preserving human scale in locations that are pedestrian-oriented and establishing an appropriate street wall height by controlling building heights through an implementing zoning by-law, requiring building step-backs, having entrances at street level, providing street furniture, and other means as appropriate;</p> <p>b. providing shade through natural or built means to provide comfortable outdoor environments and provide protection from ultraviolet radiation;</p> <p>d. siting new buildings and structures in a manner that repeats and complements the siting and spacing of existing buildings, structures or landscaped areas in order to</p>	<p>The proposed building enhances the character of the existing built form by providing a mid-rise, four-storey, building close to the street line. The massing of the building wall is broken up helping to reinforce the pedestrian scale of the building through the use of a middle section which is further recessed from the street and enhanced with an entrance feature.</p> <p>Tree plantings along the street frontage are proposed as well as two pedestrian linkages between the buildings and the city's sidewalk.</p> <p>Trees lining the southern edge of the development site would provide shading as well as an attractive environment.</p> <p>The parking area at the south of the development site which extends into the front yard serves as a transition between the larger parking area servicing the grocery store and the parking on the subject site which is, otherwise, set further back.</p> <p>The applicant is proposing a variety of open space features intended to cater to the residents of the development (e.g., pickleball court, shuffle board, and bocce ball court).</p> <p>The revised plan has also been amended to reduce the extent of surface parking in order to protect a forested area at the northeast part of the lot.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>continue a pattern that is characteristic of surrounding neighbourhoods and heritage areas;</p> <p>e. the strategic use of building separation, landscaping and buffers to mitigate inharmonious elements of the built or natural environment, such as railways, service areas, or incompatible uses;</p> <p>f. designing public spaces or requiring the design of common spaces in private projects to have a clear sense of definition, and provide sufficient amenity, accessibility and security to encourage public use and linkage to other public areas;</p> <p>g. preserving and enhancing the context of special buildings, streetscapes, landscapes and sites that have been identified as having architectural, or cultural heritage value or interest;</p>	
<b>New Development</b>	
<p><b>8.6.</b> The City requires the design of new development to be visually compatible with surrounding neighbourhoods and areas of cultural heritage value or interest through its site plan control review, preparation of zoning standards, and urban design guidelines, as appropriate, that address the following:</p> <p>a. siting, scale and design of new development in relation to the characteristics of the surrounding neighbourhood or the significant cultural heritage resources</p>	<p>Please refer to the response provided for 2.6.3, and 2.7.4 regarding compatibility, scale and site &amp; building design. The response for 2.8.8 speaks to the Archaeological assessment and regard for cultural heritage features. This proposal will be subject to Site Plan Control.</p>

Policy	Conformity with the Policy
<p>including, scale, massing, setbacks, access, landscaped treatment, building materials, exterior design elements or features;</p> <p>d. achieving compatibility in land use and with a predominant architectural style, street pattern or site arrangement where that style or arrangement forms a valuable component of the existing neighbourhood or the cultural heritage value or interest of the identified area. Section 2.7 provides additional policy in this regard;</p>	
<b>By-Laws</b>	
<p><b>9.5.9.</b> When considering an application to amend the zoning by-law, the Planning Committee and Council will have regard to such matters as:</p> <p>a. conformity of the proposal with the intent of the Official Plan policies and schedules;</p> <p>b. compatibility of the proposal with existing uses and zones, sensitive uses, the natural heritage system, cultural heritage resources, and compatibility with future planned uses in accordance with this Plan;</p> <p>c. compatibility of proposed buildings or structures with existing buildings and structures, with zoning standards of adjacent sites, with any future planned standards as provided in this Plan, and with any urban design</p>	<p>As outlined throughout, the proposal conforms to the policies and intent of the Official Plan. Please refer to the responses provided for 2.1.1, 2.6.3, 2.7.4 for further discussion on compatibility and servicing. Approval of this proposal would not establish an undesirable precedent as the lands are not within an employment zone (and thus not proposing to re-designate employment lands), and are adjacent to other higher-density residential and mixed-use sites. As described in 9.3.1, the proposal is also consistent with the intent of the Provincial Policy Statement and represents good planning.</p>

<b>Policy</b>	<b>Conformity with the Policy</b>
<p>guidelines adopted by the City for the area;</p> <p>d. the extent to which the proposal is warranted in this location and the extent to which areas zoned for the proposed use are available for development;</p> <p>e. the suitability of the site for the proposal, including its ability to meet all required standards of loading, parking, open space or amenity areas;</p> <p>f. the suitability of the density relative to the neighbourhood and/or district, in terms of units per hectare, bedrooms per hectare, floor space index, and/or employees per hectare, as applicable;</p>	



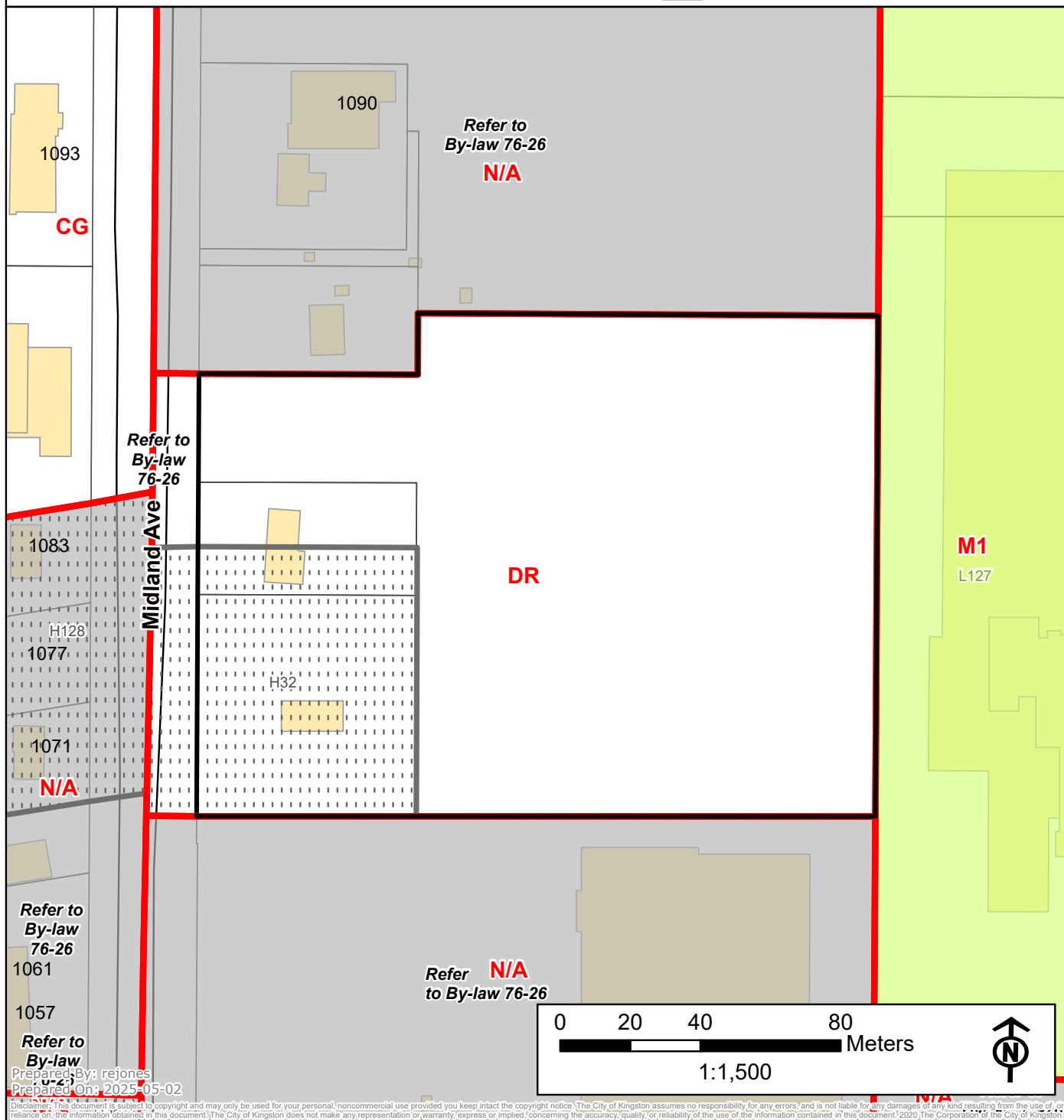
Planning Committee  
Existing Zoning  
Kingston Zoning By-Law 2022-62

Address: 1048 Midland Ave  
File Number: D14-003-2025

Subject Lands

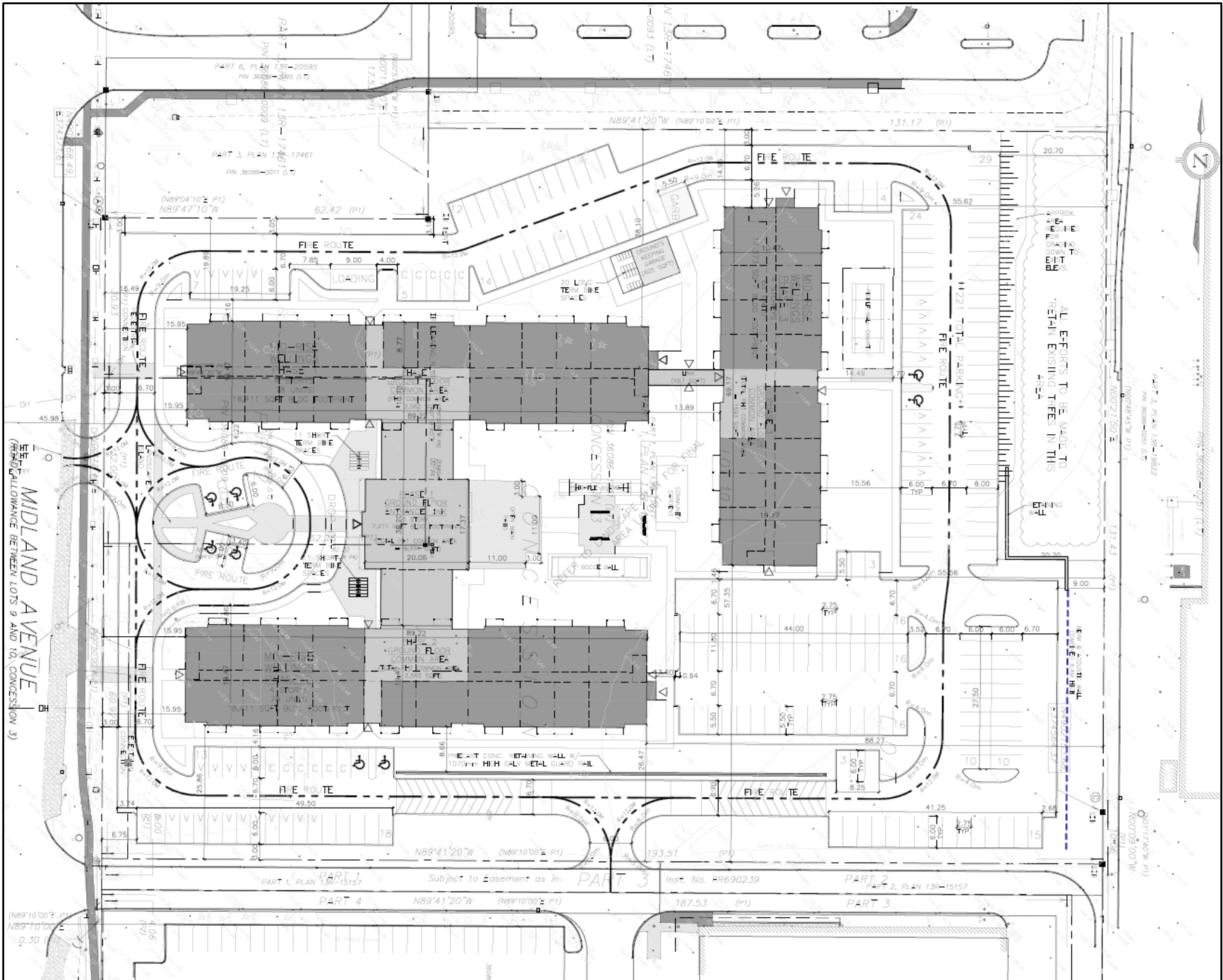
Schedule 1 Zoning Map

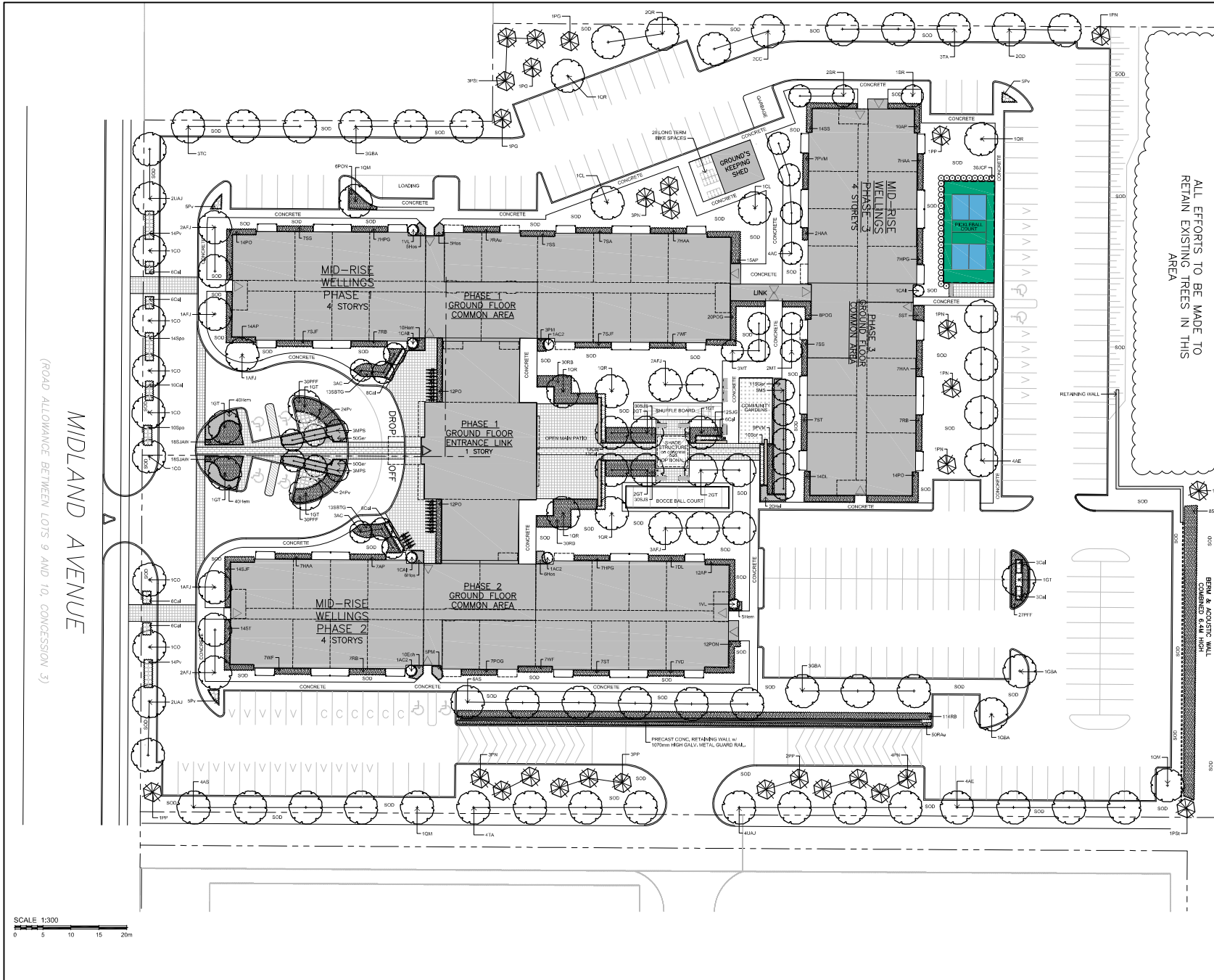
- Zone
- Not Subject to the Kingston Zoning By-law
- Schedule E - Exception Overlay
- Legacy Exceptions (LXXX)
- Exceptions (EXXX)
- Schedule F - Holding Overlay
- Holding Overlay (HXXX)



Prepared By: rejones  
Prepared On: 2025-05-02

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- LEGEND / SYMBOL**
- PROPOSED DECIDUOUS TREE  
DETAIL: 11.0.01
  - PROPOSED CONIFEROUS TREE  
DETAIL: 11.0.01
  - PROPOSED DECIDUOUS MULTI-STEM ACCENT SHRUB  
DETAIL: 11.0.01
  - PROPOSED SHRUBS, PERENNIALS, ORNAMENTAL GRASSES  
DETAIL: 11.0.01
  - PROPOSED UNIT PAVER TYPE A
  - PROPOSED UNIT PAVER TYPE B
  - PROPOSED LOW MODULAR SECRETARIAL DOUBLE-ENDED LANDSCAPE WALL  
DETAIL: 21.0.01
  - PROPOSED SHORT TERM BICYCLE PARKING SPACE (PROVIDE 25)
  - PROPOSED BICYCLE RACK  
PROVIDE 25  
DETAIL: 51.0.01
  - PROPOSED BENCH  
DETAIL: 51.0.01
  - PROPOSED WASTE RECEPTACLE  
DETAIL: 51.0.01

ALL EFFORTS TO BE MADE TO  
RETAIN EXISTING TREES IN THIS  
AREA

MIDLAND AVENUE  
(ROAD ALLOWANCE BETWEEN LOTS 9 AND 10, CONCESSION 3)

**FOR APPROVAL ONLY**

DATE	ISSUE FOR APPROVAL
1. AUG. 2023	ISSUE FOR REVIEW/COORDINATION
DATE	REVISION

Contractor shall check and verify all dimensions on site and report all errors and/or omissions to the Consultant.  
Work to be done in accordance with all applicable codes and bylaws.  
Do not scale Drawing.  
This Drawing shall not be used for construction until signed by the Consultant.  
Copyright reserved. This Drawing is the exclusive property of Levstek Consultants Inc. and shall not be used without consent.

**LEVSTEK CONSULTANTS**  
2871 Highway 26, Suite 200, Kingston, Ontario, K7M 2W8  
416-332-7818

**Wellings**  
NLGC

Project: **WELLINGS OF KINGSTON  
MIDLAND AVENUE  
KINGSTON, ONTARIO**

Drawing Title: **LANDSCAPE PLAN**

Drawn	Date	Drawing No.
MGB	AUG. 2023	L1.01
Scale	Project No.	
1:300	1224	

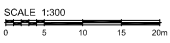


Image 1 - View looking northeast towards the Subject lands

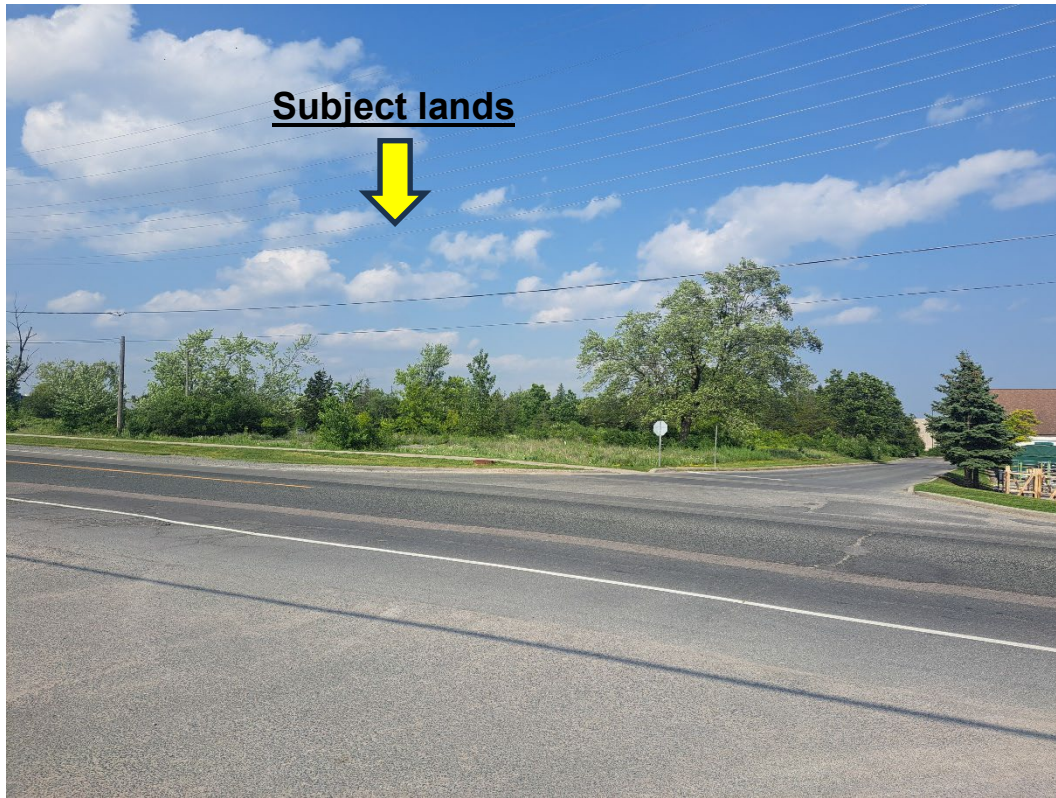


Image 2 - View of subject lands and existing entrance from driveway west of site



Image 3 - View looking southeast towards the Subject lands



Image 4 - View of southern edge of subject lands at entrance point to existing drive aisle



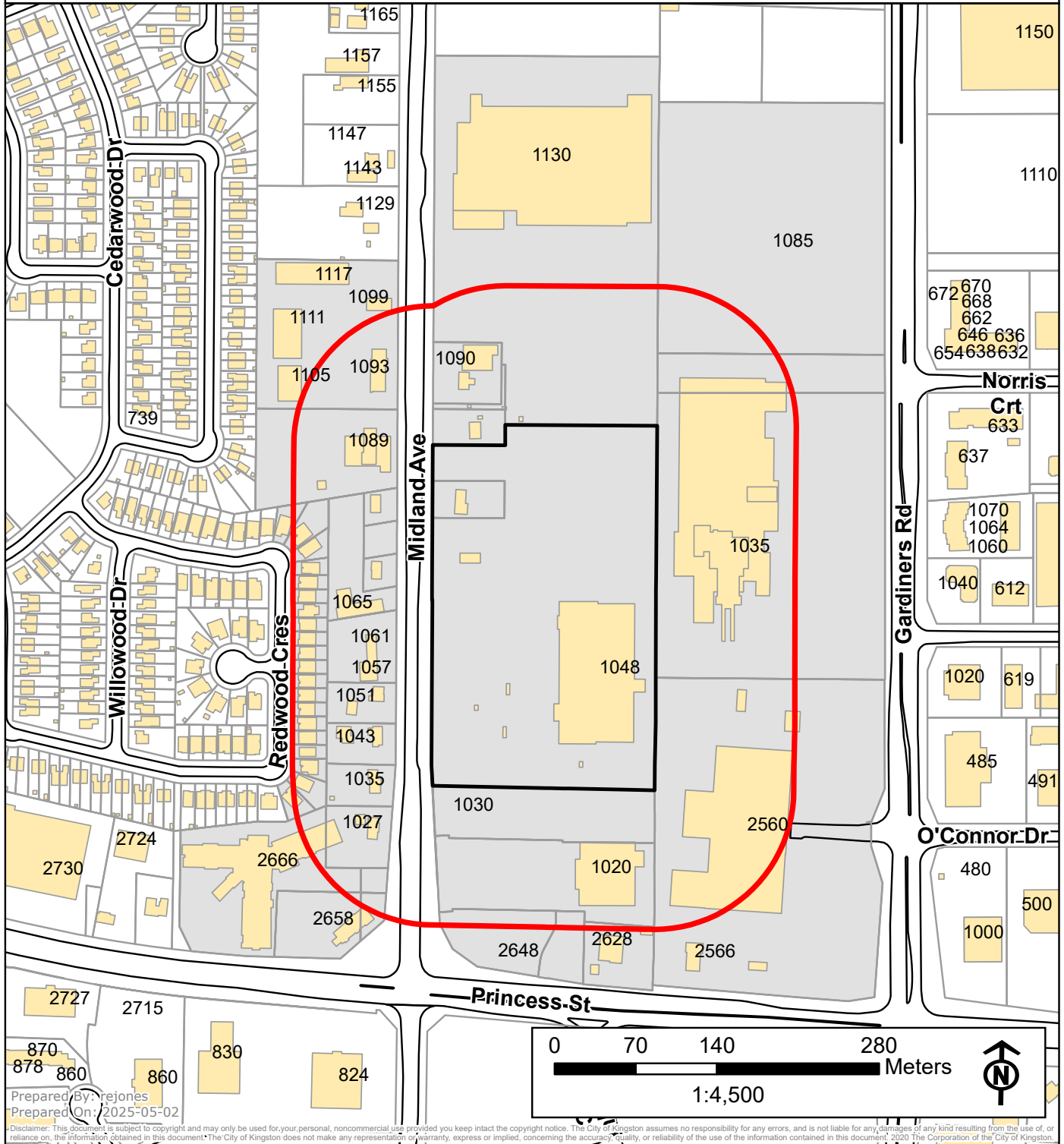
Image 5 - View along southern edge of subject lands





**Delegated Authority  
Public Notification Map**  
Address: 1048 Midland Ave  
File Number: D14-003-2025

- Property Boundaries
- Proposed Parcels
- 53 Properties in Receipt of Notice (MPAC)
- Subject Lands
- 120m Public Notification Boundary



Prepared By: rejonas  
Prepared On: 2025-05-02

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