



**SECONDARY PLAN:
RIDEAU COMMUNITY-'SPECIAL STUDY AREA'**

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EXECUTIVE SUMMARY

The following document presents a secondary plan for a 'Special Study Area' (SSA) in Kingston, Ontario. This document was prepared by Sean Moore and Anil Wijesooriya, for whom this also fulfills the master's report requirement of their program at the School of Urban and Regional Planning at Queen's University. The initiative for creating this secondary plan came from the Llynlea Development Corporation, which is interested in potential development of the said study area. Therefore, this plan was developed for Llynlea in order to incorporate their development themes as well as best planning practices.

The plan addresses development issues with respect to the SSA, which is located in the Rideau Community. The Rideau Community is part of the New City of Kingston and is located in the former Pittsburgh Township planning area. The Rideau Community is primarily residential and is continuing to grow as it accommodates the influx of new residents. The SSA was designated through Amendment Number 58 and it consists of three properties (owned by the City [7 ha], Axion [11 ha] and Cruickshank [12 ha] respectively); the designation was applied as a consequence of uncertainty regarding the appropriate future use of the site. The SSA is bordered by Highway 15 to the east, Gore Road to the south and the Great Cataraqui River to the west. The Llynlea proposal for the SSA seeks to:

- Develop a single community that involves Axion, Cruickshank and a neighbouring property (to the north of the SSA) owned by Queen's University
- Have a mixture of housing types
- Have a restaurant and entertainment facility near the Great Cataraqui River and also establish a marina at the centre of the Cruickshank property, with a channel leading out to the river

Examples of secondary planning best practices, and the integration of themes put forward by Llynlea, helped us to formulate our goals and objectives. Using existing policy documents and background studies, these goals and objectives were then analyzed in

seven sections: land use, community facilities, transportation, natural heritage, heritage, servicing and phasing.

The Land Use of the Llynlea development will consist of low – medium density units, comprising of single-family dwellings, townhouses and apartments/condominiums. It is suggested by the authors that 2-3% of the constructed residential units be set aside for affordable housing. Also located within the proposed development will be various types of commercial uses. A 10,000 sq. ft. commercial facility/restaurant is suggested to be located adjacent to the marina. It is also suggested that village square retail (convenience shopping) be located within the development to serve the local residents. The provision of a linear park bordering the Great Cataraqui River is strongly recommended, both to serve as a buffer along the EPA and to serve the community as a recreational pathway system. Finally, the overall design of the development should adhere to the theme of an “eclectic village” as described in the Rideau Community Plan. This theme ties in design aspects such as, heritage ornaments, complimentary street furniture, human scale (pedestrian oriented development) and the use of local materials (limestone).

Community facilities such as schools, libraries, police services, fire services and recreational facilities are vital complimentary components to the land uses discussed above. School-aged children living within the Llynlea development are within walking distance (1.6 km) from both a Catholic Elementary School (St. Martha) and a proposed public school. Also, LaSalle Highschool, located 2 km from the proposed development, will provide adequate servicing for the site. The remaining community services (Library, Police, Fire and Recreational) are also located outside of the Llynlea development; however, they will meet the requirements of the new residents.

In terms of Transportation, the Llynlea development is accessed through the arterial road of Highway 15. This road should be upgraded from two lanes to four to provide for safe and efficient access into the internal road network of the development. In addition improvements should be made for the provision of adequate pedestrian sidewalks and transit shelters along Highway 15. These improvements will aid in the promotion of

Highway 15 as a multi-functional transportation network. Access should be made available in the form of a controlled intersection where the main collector road meets Gore Road at Woods' Landing Subdivision. It is advised that this "main" collector road be single loaded, in order to provide for a pathway system along the Great Cataraqui River.

Natural Heritage concerns, with regard to the SSA, are several-fold. First, the proposed marina development is the most important consideration, given its potential impacts on the Great Cataraqui River. Second, there are environmental protection areas (marsh and woodlot) that call for adequate setbacks from future development occurring within the SSA. Third, energy and water conservation initiatives are suggested, which will benefit the environment and help establish the SSA as an innovative development in Kingston. Fourth, buffer zones will help protect sensitive areas, as well as mitigate noise and sound issues. Fifth, and finally, in anticipation of potential problems, several development alternatives are suggested.

The Heritage section outlines the importance of built and cultural heritage. Based on findings from the Ontario Heritage Act, it was determined that the SSA has no heritage designated buildings. In addition, this section briefly sets out how archaeological remains are to be handled, if they are discovered in the process of land development.

With respect to servicing in the SSA, this plan calls for the provision of: piped/potable water, sanitary sewers, storm drainage facilities, electrical distribution systems and general utilities. An examination of existing services and infrastructure is included and this is followed with a list of four servicing guidelines that are to be followed (these guidelines involve development approvals, costs, development charges/revenues and control). This section also provides some water supply and wastewater calculations for the Llynlea proposal and shows that the volumes will be 512,320 L/Day and 384,240 L/Day respectively. The final aspect of the servicing analysis focuses on stormwater and suggests a management framework that: follows guidelines similar to those outlined in

the City of Kingston Official Plan; and applies the lessons learned from the River's Edge subdivision that is located close to the SSA.

In Section 9.0, it is suggested that phasing should be carried out logically, sequentially and on the basis of the servicing guidelines from Section 8.0. With this in mind, two phases are outlined for the area – Phase 1 and Phase 2. Phase 1 will involve Axion, Cruickshank, the single-loaded collector road and grading activities. Phase 2 will see the development of the Queen's property. This section ends with a discussion of the rationale behind this phasing scheme.

Overall, this secondary plan concludes that the development themes put forward by Llynlea are congruent with existing planning policies/reports for the area. As the population in the region continues to grow, the Rideau Community will remain an important residential sector for the New City of Kingston. The SSAs unique position within the Rideau Community lends itself to exciting, innovative and precedent-setting development potential, so long as it is carried out using solid planning practices.
