



**City of Kingston  
Report to Planning Committee  
Report Number PC-17-107**

---

**To:** Chair and Members of Planning Committee  
**From:** Lanie Hurdle, Commissioner, Community Services  
**Resource Staff:** Paige Agnew, Director, Planning, Building & Licensing Services  
**Date of Meeting:** November 16, 2017  
**Subject:** Comprehensive Report  
**File Number:** D14-027-2017  
**Address:** 194 Mack Street  
**Application Type:** Zoning By-Law Amendment  
**Owner:** 1923800 Ontario Inc.  
**Applicant:** 1923800 Ontario Inc. and Fotenn Consultants Inc.

---

**Executive Summary:**

The following is a comprehensive report recommending approval to the Planning Committee regarding an application for a zoning by-law amendment submitted by Fotenn Consultants Inc. on behalf of 1923800 Ontario Inc., with respect to the subject site located at 194 Mack Street.

The property is designated 'Residential' in the City of Kingston Official Plan and zoned 'A' (One and Two-Family Zone) in Zoning By-Law Number 8499.

The applicant is requesting an amendment to the zoning by-law to permit the construction of a two-storey triplex with an elevated basement to contain three, three-bedroom dwelling units. The proposal requires a zoning by-law amendment to permit three dwelling units on the property, and to permit relief from maximum permitted lot coverage, minimum yard setbacks and the number of parking spaces. Since the Public Meeting, the applicant has revised the location and tandem configuration of the four parking spaces originally proposed to include two parking spaces which can each be accessed independently. The revised proposal requires relief from the minimum number of parking spaces for three dwelling units.

November 16, 2017

Page 2 of 18

The proposed two-storey development containing three dwelling units is compatible with the residential use and development of adjacent properties and the streetscape. The proposal is consistent with the applicable policies of the Provincial Policy Statement and complies with the general intent of the City of Kingston Official Plan. The requested zoning by-law amendment represents good land use planning by permitting an appropriate infill development and increase in density within the Urban Boundary, within walking distance of transit and public parks and in proximity to commercial areas. The reduction in the required number of parking spaces in this location is appropriate, given the proximity of transit and opportunities for active transportation.

**Recommendation:**

**That** it be recommended to Council that the application for a zoning by-law amendment (File Number D14-027-2017) submitted by Fotenn Consultants Inc. on behalf of 1923800 Ontario Inc., for the property municipally known as 194 Mack Street, be approved; and

**That** By-Law Number 8499, entitled "Restricted Area (Zoning) By-Law of the Corporation of the City of Kingston", as amended, be further amended, as per Exhibit A (Draft By-Law and Schedule A to Amend Zoning By-Law Number 8499) to Report Number PC-17-107; 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.

November 16, 2017

Page 3 of 18

**Authorizing Signatures:**

ORIGINAL SIGNED BY COMMISSIONER

---

**Lanie Hurdle, Commissioner, Community Services**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

---

**Gerard Hunt, Chief Administrative Officer**

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

Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Denis Leger, Commissioner, Corporate & Emergency Services	Not required
Mark Van Buren, Acting Commissioner, Transportation & Infrastructure Services	Not required

November 16, 2017

Page 4 of 18

**Options/Discussion:****Background and Decision Date**

In accordance with By-Law Number 2007-43, this application was subject to a pre-application meeting held on November 17, 2016, with the Planning Division and various other departments and agencies. Following this, a formal submission was made by the applicant on July 21, 2017 and on August 3, 2017, this application was deemed complete in accordance with the *Planning Act*.

In accordance with the *Planning Act*, this application is subject to a decision by Council on or before December 1, 2017 which is 120 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 Municipal Board (OMB).

**Application and Submission**

The applicant is proposing to construct a two-storey triplex with an elevated basement to contain three, three-bedroom dwelling units on a 330 square metre lot. Each dwelling unit will occupy a floor of the building, with a three bedroom unit on the basement, ground floor and second floor level. Entrances to each unit are provided from a shared front entrance which leads to a stairwell and separate interior access to each unit, and a secondary exit is provided by exterior stairs at the rear of the dwelling. Amenity area will be provided primarily in the rear yard.

Since the Public Meeting, the applicant has revised the location and tandem configuration of the four parking spaces originally proposed to include two parking spaces which can each be accessed independently. The revised proposal no longer requires relief from the proposed location and tandem configuration of the parking spaces, but will require relief from the minimum number of parking spaces for three dwelling units. Three, sheltered and secured bicycle parking spaces will be provided in the rear yard.

The subject site is designated 'Residential' in the Official Plan and is zoned 'A' (One-Family Dwelling and Two-Family Dwelling Zone) in Zoning By-Law Number 8499, as amended. One and Two-Family Dwellings are permitted in the 'A' zone, but a three-family dwelling, or triplex, is not a permitted use. The proposal also requires zoning relief from maximum permitted lot coverage, minimum yard setbacks and the number of parking spaces.

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

- Planning Justification Report, prepared by Fotenn Consultants Inc.
- Conceptual Site Plan (Exhibit F)
- Front Elevation (Exhibit G)
- Floor Plans (Exhibit H)
- Grading and Servicing Plan (Exhibit K)
- Stage 1 & 2 Archaeological Assessment Report
- Clearance Letter from the Ministry of Tourism, Culture and Sport

November 16, 2017

Page 5 of 18

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.

**Site Characteristics**

The subject property is located at 194 Mack Street and is 330 square metres in area with 19 metres of street frontage (Exhibit B – Key Map). Mack Street is classified as a Local Road in Schedule 4 of the Official Plan. The subject property is currently undeveloped.

The site is located in the Sunnyside neighbourhood (City of Kingston Neighbourhood Profiles 2011). The Sunnyside neighbourhood contains a mix of single detached dwellings (46.7 %), apartments with fewer than five-storeys (32%), apartments with five or more storeys (11.7%), duplexes (6.3%) and semi-detached houses (2.7%).

The subject property is surrounded predominantly by residential land uses, with a neighbourhood commercial establishment (convenience store) to the northwest, and a day care operating out of a single detached dwelling to the west. To the north of the subject property are two, two-storey multiple family dwellings with elevated basements. To the east and south of the property are one and two-storey single detached dwellings.

The subject property is within walking distance of Churchill Park and Victoria Park (Exhibit C – Neighbourhood Context). There are transit stops approximately 200 metres from the subject site, served by Routes 12 and the Express Routes 701 and 702.

**Provincial Policy Statement**

The Provincial Policy Statement (2014) 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 within the City of Kingston Urban Boundary where major sewer, water and transportation infrastructure is available or has been planned, and where most growth is intended to occur. Applicable policies in the Provincial Policy Statement include, but are not limited to: policies which encourage development patterns that minimize land consumption and servicing costs and are transit-supportive (Sections 1.1.1a),d),e) 1.1.3.1 and 1.1.3.2a) 5.); policies promoting opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas (Section 1.1.3.3); policies encouraging the optimization of existing infrastructure (Sections 1.6.3 a) and 1.6.6.1 a) 1.); policies which encourage active transportation (Section 1.6.7.4); and policies which encourage an appropriate range and mix of housing (Sections 1.1.1b) and 1.4).

The proposed zoning by-law amendment is consistent with the 2014 Provincial Policy Statement.

November 16, 2017

Page 6 of 18

**Official Plan Considerations**

The application is subject to the 2010 Official Plan, which was in effect when the application was deemed complete.

The subject property is designated 'Residential' in the City of Kingston Official Plan (Exhibit D – Official Plan). The residential uses within the 'Residential' designation include detached, semi-detached or duplex dwellings, townhouses, and apartments of various types, tenure and density that respond to a wide range of housing needs. In addition to the various forms of housing, community facilities such as schools and places of worship are also permitted. Small-scale, convenience commercial uses which support residential neighbourhoods and are compatible with the residential setting may also be permitted in the designation. The proposed triplex is consistent with the residential uses contemplated in the Residential land use designation of the Official Plan.

Section 2.2 of the Official Plan states that the City is divided into broad, structural elements which are intended to remain stable for the duration of the Plan. The subject property is within a 'Housing District'. Housing Districts are generally planned to remain stable, but it is stated that they will continue to mature and adapt as the City evolves (Section 2.2.5). Re-investment and upgrading are encouraged through minor infilling and compatible development that minimizes conflict or adverse effects. The proposed 'infill' development of the vacant lot in a Housing District is consistent with strategic policy direction to direct residential growth within the Urban Boundary.

The Official Plan identifies that the intent to increase urban residential density will be achieved through larger scale development; the expansion or conversion of existing buildings; the redevelopment of vacant, underutilized or brownfield sites; and infill developments (Section 2.4.5). The proposed development of a vacant parcel of land in an established residential neighbourhood is consistent with this strategic policy direction.

Increases in density, where additional units are proposed, are promoted subject to the Land Use Compatibility Principles of Section 2.7 of the Official Plan and the Stable Areas and Areas in Transition policies of Section 2.6 of the Official Plan.

The following adverse effects, outlined in section 2.7.3 of the Official Plan, are eliminated or minimized by the proposed infill development and three residential units:

a. Shadowing:

The proposed height and massing of the two-storey dwelling minimizes adverse effects that could result from shadowing, as the height and side yard setbacks comply with the maximum height and minimum setbacks that can be expected in the existing 'A' zone. The south rear yard setback is proposed to be 6.0 metres, as opposed to a minimum required 7.5 metre rear yard; however, given that the proposed building is north of the property adjacent to the rear yard, adverse effects from shadowing are not anticipated. The recommended zoning by-law amendment carries forward the maximum height from

November 16, 2017

Page 7 of 18

the 'A' zone (10.7 metres) into the site-specific 'B' zone which would otherwise permit a 12 metre building height.

b. Loss of privacy due to intrusive overlook:

The proposed development minimizes the potential for intrusive overlook through the provision of adequate side and rear yard setbacks. Windows are not proposed on the east facing side wall which has a 1.2 metre setback from the adjacent property line (Exhibit H – Floor Plans). On the west facing side wall and south facing rear wall, where there are windows proposed, a 6 metre setback is provided from the property lines, which exceeds the side yard setback requirements of the existing 'A' zone, and is similar to the rear yard setback required in the underlying 'A' zone (i.e. 7.5 metres).

c. Increased levels of noise, odour, dust or vibration:

The proposed residential use of the property will not generate undue adverse noise, odour, dust or vibration.

d. Increased and uncomfortable wind speed:

The proposed two-storey structure will not generate an increased and uncomfortable wind speed associated with the new building massing on the property.

e. Increased level of traffic that can disrupt the intended function or amenity of a use or area:

The proposed development will accommodate two parking spaces on the subject property, in the side yard, along with three bicycle parking spaces. The three-dwelling unit development is not anticipated to result in an increased level of traffic.

f. Environmental damage or degradation:

The proposal will require the removal of the tree in the rear yard of the subject property, which will be required to comply with the City's Tree By-Law.

g. Diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded:

The potential residential intensification of the property, which is permitted by the recommended zoning by-law amendment, will result in a maximum of three dwelling units, increased from the one-and two-family dwellings permitted in the existing 'A' zone. This moderate increase in the number of dwelling units will not diminish social or physical service levels in the area.

The planning justification indicates that, with an extension to existing sanitary services available on Mack Street, the existing water, gas, electricity and cable services will be

November 16, 2017

Page 8 of 18

adequate for the proposal. Utilities Kingston reviewed the Servicing Plan (Exhibit K) submitted with the zoning by-law amendment and have indicated that they have no concerns with the proposal.

- h. Reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas, historic quality or setting:

The proposed residential development on a vacant lot will increase the “eyes on the street”, ultimately improving public safety along Mack Street. The proposed two-storey dwelling is a compatible height with surrounding dwellings, will maintain appropriate side and rear yard setbacks, and will not reduce the ability to enjoy the surrounding residential properties.

- i. Visual intrusion that disrupts the streetscape, building or cultural heritage resource:

The proposed two-storey dwelling with an elevated basement is similar in height and scale to other developments on the street block and will not disrupt the streetscape. The vacant property is not adjacent to any cultural heritage resources.

- j. Architectural incompatibility in terms of scale, style, massing and colour:

The scale, style and massing of the proposed development is in keeping with the built form in proximity, which includes a mix of one-and-two-storey single family dwellings, along with two-storey multiple family dwellings with elevated basements. Cladding materials range from brick to horizontal siding. The proposed development is architecturally compatible with a proposed mix of horizontal siding on the first and second storey and masonry veneer at the basement level.

- k. The loss or impairment of significant views of cultural heritage resources and natural features and areas to residents:

The proposed two-storey residential development will not impair significant views of cultural heritage resources and natural features.

Functional needs of the occupants or users of a building, outlined under section 2.7.7 of the Official Plan, are met by the proposal as follows:

- a. Suitable scale, massing and density in relation to existing built fabric:

The scale, massing and density of the proposed development is in keeping with the built form in proximity, which includes a mix of one and two-storey single family dwellings, along with two-storey multiple family dwellings with elevated basements.

- b. Appropriate landscaping that meets or improves the characteristic green space amenity of the site and surroundings and enhances the City’s tree planting program:



November 16, 2017

Page 9 of 18

The proposed development includes a landscaped rear yard, characteristic of the surrounding neighbourhood (Exhibit F - Conceptual Site Plan and Exhibit C - Neighbourhood Context). The area available for landscaped open space (i.e. 42%) exceeds the minimum requirement in the zoning by-law (i.e. 30%).

- c. Adequate land area and appropriate site configuration or provision for land assembly, as required:

There is adequate land area for the proposal, demonstrated by the ability to meet landscaping and amenity standards, and by the ability to provide an appropriate number of parking spaces. The site configuration includes a primary pedestrian entrance for all units from Mack Street, and a single driveway from Mack Street, which is characteristic of the adjacent residential dwellings.

- d. Efficient use of municipal services, including transit:

The proposed development of the vacant parcel with three dwelling units in an area with established water and sewer infrastructure represents efficient use of existing infrastructure. The required extension of established sanitary sewer infrastructure on Mack Street will be at the cost of the applicant.

The property is well-situated in relation to transit stops for numerous bus routes. Residential development on the subject property; therefore, represents efficient use of transit.

- e. Appropriate infill of vacant or under-utilized land:

The proposed development is appropriate infill of vacant land as discussed further below in relation to policy criteria under section 3.3.7.

- f. Clearly defined and safe:

- Site access;
- Pedestrian access to the building and parking spaces;
- Amenity area and play space;
- Building entry; and
- Parking and bicycle facilities.

Access to the site, building, parking areas and amenity areas will be clearly defined and site lines from the public right-of-way on Mack Street provide appropriate levels of visibility and public safety, as described further below.

Site access for vehicles will be obtained from a driveway off of Mack Street, which will be asphalt and clearly defined (Exhibit F – Conceptual Site Plan). The primary entrance to the proposed two-storey dwelling will be from a ground floor entrance on Mack Street, which will be visible from the public right-of-way (Exhibit G – Front Elevation). The front

November 16, 2017

Page 10 of 18

entrance will provide access to all three units through a shared vestibule and stairway (Exhibit H – Floor Plans). Secondary exits will be provided at the rear for each dwelling unit, through an exterior stairwell. Pedestrian access to the main entrance from the parking area is provided by a sidewalk connected to the driveway (Exhibit F – Conceptual Site Plan).

Amenity area is primarily contained in the rear yard, which is fenced along the west lot line, adjacent to a day care use (Exhibit L – Site Visit Photos). A dedicated play space is no longer a requirement of By-Law Number 8499 for multiple family dwellings as a result of recent amendments (By-Law Number 2017-168).

Bicycle parking will be provided in three, sheltered and secured spaces at the end of the vehicular parking area, which will be visible from the public right-of-way (Exhibit F – Conceptual Site Plan).

The proposal is a form of ‘infill’ development, defined in the Official Plan to mean “the development or redevelopment of a vacant or underutilized lot, or a consolidated number of lots”. Infill development must satisfactorily address the following criteria outlined in section 3.3.7 of the Official Plan:

- Adequate municipal services can be provided:

The planning justification indicates that, with an extension to existing sanitary services available on Mack Street, the existing water, gas, electricity and cable services will be adequate for the proposal. Utilities Kingston reviewed the Servicing Plan (Exhibit K) submitted with the zoning by-law amendment and have indicated that they have no concerns with the proposal.

- Compatibility with the general pattern of adjacent sites in terms of gradation of building heights:

The proposed two-storey development with elevated basement is compatible with the general pattern of adjacent sites, which includes a mix of one and two-storey single family dwellings, along with two-storey multiple family dwellings with elevated basements.

- Suitability of dwelling type, lot size, building height and massing, building materials and exterior design:

The proposed development resembles a two-storey single family dwelling in building typology, but will contain three self-contained dwelling units with a shared front entrance onto Mack Street. The proposal is suitable and compatible in relation to the mix of single and multiple family dwellings established in the surrounding neighbourhood. The lot size is suitable as it accommodates the required amenity area and landscaped open space required for three dwelling units in Zoning By-Law Number 8499, and an appropriate number of parking spaces. In terms of building materials, the proposed horizontal siding on the first two storeys and masonry veneer at the basement level, are similar to the

November 16, 2017

Page 11 of 18

materials present in the immediate neighbourhood. The proposed exterior design will complement the mix of architectural styles that have been established in the area.

- Compliance with setbacks, location of private open space, distance between buildings, driveways and parking areas, location of entranceways, landscape treatment or other built form elements:

The proposed front yard setback will place the proposed building in the range established by neighbouring buildings at 168 Mack Street and 164 Toronto Street. The proposed 6.0 metre rear yard setback is deficient relative to the 7.5 metres required in the zoning by-law; however, the rear yard available for residents will exceed the minimum required outdoor amenity area for three dwelling units and provides an appropriate separation distance from adjacent rear yards and development. The proposed aggregate side yard exceeds the minimum requirement in the zoning by-law.

The proposed separation distance between adjacent buildings is appropriate for the subject site. The shallowest setback between adjacent developments is on the east side of the subject property, which abuts the rear yard of the adjacent single family dwelling. The potential for intrusive overlook is limited with no windows proposed on the east facing elevation.

The location of the front entrances for all three units is provided at the front of the property, facing Mack Street and visible from the public right-of-way, is consistent with the direction in the City's Residential Design Guidelines and Crime Prevention Through Environmental Design (CPTED) principles.

- Minimal adverse effects in terms of privacy, access to sunlight or shadowing:

The proposed development minimizes potential adverse impacts in terms of privacy, access to sunlight and shadowing.

With respect to privacy, the proposed development minimizes the potential for intrusive overlook through the provision of adequate side and rear yard setbacks. Windows are not proposed on the east facing side wall which has a 1.2 metre setback from the adjacent property line (Exhibit H – Floor Plans). On the west facing side wall and south facing rear wall, where there are windows proposed, a 6 metre setback is provided from the property lines, which exceeds the side yard setback requirements of the existing 'A' zone, and is similar to the rear yard setback required in the underlying 'A' zone (i.e. 7.5 metres).

With respect to access to sunlight and shadowing, the proposed height and massing of the two-storey dwelling minimizes adverse effects that could result from shadowing, as the height and side yard setbacks comply with the maximum height and minimum setbacks that can be expected in the existing 'A' zone. The south rear yard setback is proposed to be 6.0 metres, as opposed to a minimum required 7.5 metre rear yard; however, given that the proposed building is north of the property adjacent to the rear yard, adverse effects from shadowing are not anticipated. The recommended zoning by-

November 16, 2017

Page 12 of 18

law amendment carries forward the maximum height from the 'A' zone (10.7 metres) into the site-specific 'B' zone which would otherwise permit a 12 metre building height.

- Ensuring that increases in vehicular traffic are manageable:

There are no substantive increases in vehicular traffic anticipated with the proposed development, which will contain three dwelling units.

- Compliance with Section 7.1.7 which requires a Heritage Impact Statement where deemed necessary by the City:

The subject property is currently vacant, and is not adjacent to any designated or listed properties on the City's Heritage Properties Register. As a result, a Heritage Impact Statement was not required.

The proposed triplex on the property (containing three, three-bedroom residential dwelling units) would have an associated density of 90 units per net hectare, which would be considered a 'High Density' development according to thresholds established in the Official Plan. It is notable that the built form proposed is contemplated as a low density housing type in section 3.3.A.2 of the Official Plan. Sections 3.3.C.2, 3.3.C.3 and 3.3.C.4 of the Official Plan outline criteria for new high density development which may be approved through rezoning without an amendment to the Official Plan. The proposal meets the criteria established for new high density proposals as follows, in addition to meeting the compatibility criteria outlined in section 2.7 of the Official Plan:

- The availability of adequate municipal services:

The planning justification indicates that, with an extension to existing sanitary services available on Mack Street, the existing water, gas, electricity and cable services will be adequate for the proposal. Utilities Kingston reviewed the Servicing Plan (Exhibit K) submitted with the zoning by-law amendment and have indicated that they have no concerns with the proposal.

- Provision of adequate outdoor amenity areas:

The proposal meets these criteria, as the rear yard area available for common outdoor amenity area exceeds the minimum requirement in Zoning By-Law Number 8499 for three dwelling units. The rear yard amenity area is approximately 73 square metres, or 24 square metres per unit, which exceeds the minimum 18.5 square metres per dwelling unit specified in the zoning by-law. As specified in the zoning by-law, it is notable that the 73 square metre amenity area excludes areas that have a length of more than four times the width, such as the side yard. The proposal will also meet the minimum required 30% landscaped open space.

November 16, 2017

Page 13 of 18

- Adequate on-site parking for each residential unit:

Two parking spaces are proposed for three dwelling units which require relief from the zoning by-law. The number of proposed parking spaces is appropriate for the site, taking into consideration the availability of transit services in proximity and opportunities for active transportation. In terms of bus routes, there are transit stops in proximity (i.e. 200 metres) on Brock Street, served by Routes 12 and the Express Routes 701 and 702, as well as additional transit stops on Princess Street approximately 600 metres from the subject site. The proposal includes the provision of three, sheltered and secured bicycle parking spaces at the end of the driveway, which will be easily accessible for residents, and meets the zoning by-law requirement for three dwelling units.

- A design that encourages pedestrian activity, streetscape interest and does not impact negatively on neighbouring uses:

The proposal meets the above criteria, as the two-storey structure will fill a current void in the streetscape on Mack Street, and includes a number of street-facing windows for natural surveillance and “eyes on the street”. The residential use will not impact negatively on neighbouring uses, which include residential uses to the north, east and south, a day care use to the west and a mixed use development containing a variety store to the northwest of the property. The west side yard setback of 6 metres, in particular, provides a buffer between the proposed dwelling and the adjacent day care use.

The proposal is consistent with the urban design policies of Section 8, in the way that it is sited and designed to be compatible with adjacent uses and development. The proposed front yard setback will place the proposed building in the range established by neighbouring buildings at 168 Mack Street and 164 Toronto Street, and complement the streetscape character established by these dwellings. The scale of the two-storey dwelling is compatible with the characteristics of the surrounding neighbourhood, and the zoning by-law amendment will carry forward the maximum permitted height from the existing ‘A’ zone into the proposed ‘B’ zone.

The subject property meets the intent of the locational criteria for high density development outlined under section 3.3.C.2 of the Official Plan by being located in proximity to commercial areas to the north on Princess Street, and a short transit ride to the Central Business District, in proximity to collector and Arterial Roads designated for public transit (i.e. Victoria Street, Brock Street, Johnson Street and Princess Street), and in proximity to parkland and open space in Churchill Park and Victoria Park.

### **Zoning By-Law Considerations**

The subject property is zoned ‘A’ (One-family Dwelling and Two-family Dwelling Zone) in Zoning By-Law Number 8499, as amended (Exhibit E – Zoning By-Law Number 8499, Map 7). The uses permitted in the One-family Dwelling and Two-family Dwelling ‘A’ zone include one-family dwellings, two-family dwellings and various institutional uses such as libraries and churches.

November 16, 2017

Page 14 of 18

The 'A' zone does not permit multiple family dwellings containing three dwelling units, and requires a minimum of 370 square metres for a one-family dwelling.

A site-specific 'B' (Three to Six-Family Dwelling) zone is requested by the applicant to permit the proposed triplex with three, three-bedroom dwelling units. In addition to permitting the proposed use (i.e. a multiple family dwelling containing three dwelling units), the proposed site-specific 'B' zone would permit the following site-specific development standards:

- A maximum lot coverage of 35%;
- A maximum residential density of 90 units per hectare;
- A minimum front yard setback of 1.2 metres;
- A minimum side yard of 6.0 metres on the west side and 1.2 metres on the east side of the lot;
- A minimum rear yard setback of 6.0 metres with the exception of a rear, below-grade stairwell with a length of 3.1 metres and a width of 1.3 metres, where the minimum rear yard shall be 4.9 metres; and
- Two parking spaces for three dwelling units.

For comparison with development standards in the 'A' zone, the maximum permitted residential density is 27 units per net hectare, or 370 square metres of lot area per dwelling unit. The maximum permitted lot coverage in the 'A' zone is 33.3%. The proposed density meets the intent of the zoning by-law by locating higher density where it will not create adverse effects and ensuring there is adequate land area for a functional development for all users. The proposed two-storey dwelling with elevated basement, containing three dwelling units, is not anticipated to result in adverse effects such as shadowing, intrusive overlook or an increase in traffic. The proposed development is sited on the property, and limited in height to mitigate these impacts. The minor increase required to the maximum permitted lot coverage (33.3% to 35%) is similarly not anticipated to have adverse effects and will be compatible with the surrounding built form. It should be noted that based on further review of the proposal since the Public Meeting, it was determined that the area of the below grade stairwell structure increased the required lot coverage from 34% to 35%. The recommended relief in the zoning by-law requirement reflects this refined calculation of the foundation footprint.

The front yard setback requirement in the 'A' zone is taken as an average between the established front yard of adjacent dwellings fronting on the same street and 4.5 metres. The required front yard setback on the property with the applicable 'A' zone is approximately 2.75 metres. The front yard, permitted through the recommended zoning by-law amendment, will place the proposed building in the range established by neighbouring buildings at 168 Mack Street and 164 Toronto Street, and complement the streetscape character established by these dwellings.

The minimum required side yard setback and aggregate side yard setback requirement in the 'A' zone is met by the proposal; however, the development standards in the parent 'B' zone, relate side yard and aggregate side yard requirements to the height of the proposed building. The proposed structure, which has a height of 9.4 metres, requires a 3.7 metre side yard on one

November 16, 2017

Page 15 of 18

side, and a 7.2 metre aggregate side yard, which requires a site-specific amendment to permit the proposal. The proposed setbacks are compatible with the pattern established in the surrounding neighbourhood, minimize potential adverse effects and as a result are recommended in the zoning by-law amendment.

The proposal requires a minimum required rear yard setback of 6.0 metres, with an additional encroachment permitted for the below grade stairwell providing a secondary exit from the basement dwelling unit where the minimum rear yard provided is 4.9 metres. The rear, below grade stairwell has a width of 1.3 metres and a width of 3.1 metres. These dimensions are explicitly referenced in the zoning by-law amendment to limit the exemption to this feature. Above grade, a 6.0 metre setback is provided from the main wall of the proposed building. This is an appropriate setback, given that potential impacts associated with shadowing or intrusive overlook are not anticipated, and landscaping and amenity requirements are met by the proposal.

Since the Public Meeting, the proposed parking area has been revised from four parking spaces, with two rows of two cars in a tandem formation, to two parking spaces for the three dwelling units which can each be accessed independently (Exhibit F – Conceptual Site Plan). The revised proposal no longer requires relief from the location and configuration of the parking spaces, but does require relief from the minimum required number of parking spaces in the ‘B’ zone for three dwelling units from three required parking spaces to two required parking spaces. The proposed number of parking spaces is appropriate for three units on the subject property, given the number of transit stops in proximity, the proximity of commercial areas, opportunities for active transportation and availability of parking spaces.

### **Other Applications**

There are no other current or previous *Planning Act* applications on the subject property.

In accordance with By-Law Number 2010-217, Site Plan Control is not required for the proposed development.

### **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 technical issues with this application remain at this time.

### **Public Comments**

The following is a summary of all of the public input received to-date, including the public submissions received at the Public Meeting held on September 7, 2017. All original public comments are available in Exhibit J of this report.

Comment: Bicycle parking spaces should be provided in an area that’s accessible to residents.

Response: The applicant has revised the proposal to include three bicycle parking spaces in a sheltered and secured location accessible to all occupants at the end of the proposed driveway in the rear yard (Exhibit F – Conceptual Site Plan). The revised proposal meets the minimum

November 16, 2017

Page 16 of 18

requirement for bicycle parking in the zoning by-law, and meets objectives pertaining to functionality and safety outlined in section 2.7 of the Official Plan.

Comment: A one or two-family dwelling is a more cohesive fit with the houses immediately surrounding the vacant lot and is in keeping with the greater majority of the Sunnyside neighbourhood.

Response: The proposed two-storey development with elevated basement is compatible with the general pattern of adjacent sites, which includes a mix of one and two-storey single family dwellings, along with two-storey multiple family dwellings with elevated basements. The recommended site-specific 'B' zone carries forward the maximum permitted building height from the existing 'A' zone, which is not exceeded by the proposal.

The setbacks and open space provided on the property mitigate any potential adverse effects associated with shadowing or intrusive overlook, and there is adequate landscaped open space and amenity area available for three dwelling units.

Comment: The proposal introduces greater quantities of stormwater run off onto the 164 Toronto Street lot which could result in water ingress through the foundation as well as potentially impact the use of the amenity space.

Response: The grading and stormwater management has been revised with additional elevation points and grades. The Grading and Servicing Plan, provided in Exhibit K, is intended to illustrate the majority of the new development flows draining towards Mack Street via the proposed driveway and downspouts. Additional runoff along the existing swale and rear yard is not anticipated to be significant, and according to the applicant, will consist primarily of runoff from rear and side yard grassed areas with minimal contribution from impervious areas. As part of the plot plan review for the Building Permit, the Engineering Department will review the drainage further. Grading should not negatively affect neighbouring properties.

Comment: Suggestion that the proposed dwelling be moved towards the west to provide two parking spaces on either side of the dwelling.

Response: The proposal limits the number of driveways onto Mack Street, which is positive with respect to traffic safety and reduced potential conflict with pedestrians. The six metre setback on the west side yard also provides a buffer between the adjacent day care use and the proposed residential development, and improves privacy.

Comment: Figure 2 in the Planning Justification report labels the associated house as 164 Mack Street, which is not the case.

Response: This is a typo in the report. The photograph label should reference the property as 164 Toronto Street.

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

Due to public input provided in writing prior to the Public Meeting, and oral comments at the Public Meeting, the proposal was revised to address stormwater drainage, to provide three



November 16, 2017

Page 17 of 18

sheltered and secured bicycle parking spaces in a location accessible to all residents, and to provide two parking spaces that can be accessed independently from Mack Street.

**Conclusion**

A site-specific zoning by-law amendment is recommended to permit the proposed two-storey development containing three dwelling units. The proposal is compatible with the residential use and development of adjacent properties and the streetscape, is consistent with the applicable policies of the Provincial Policy Statement, and complies with the general intent of the City of Kingston Official Plan. The recommended zoning by-law amendment represents good land use planning by permitting an appropriate infill development and increase in density within the Urban Boundary, within walking distance of transit and public parks and in proximity to commercial areas. The reduction in the required number of parking spaces in this location is appropriate, given the proximity of transit and opportunities for active transportation.

**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 Policy Statement, 2014

**Municipal**

City of Kingston Official Plan

Zoning By-Law Number 8499

**Notice Provisions:**

A Public Meeting was held respecting this application on September 7, 2017. Pursuant to the requirements of the *Planning Act*, a notice of the Statutory Public Meeting was provided by advertisement in the form of signs posted on the subject site 20 days in advance of the Public Meeting. In addition, notices were sent by mail to 101 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property and a courtesy notice was placed in The Kingston Whig-Standard on August 29, 2017.

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 the writing of this report, three (3) pieces of correspondence have been received and all planning related matters have been addressed within the body of this report. Any correspondence received after the publishing of this report will be included as an addendum to the Planning Committee agenda.

**Accessibility Considerations:**

November 16, 2017

Page 18 of 18

Not applicable

**Financial Considerations:**

Not applicable

**Contacts:**

Paige Agnew, Director, Planning, Building & Licensing Services 613-546-4291 extension 3252

Marnie Venditti, Manager, Development Approvals 613-546-4291 extension 3256

Amy Didrikson, Intermediate Planner 613-546-4291 extension 3288

**Other City of Kingston Staff Consulted:**

Not applicable

**Exhibits Attached:**

Exhibit A Draft By-Law and Schedule A to Amend Zoning By-Law Number 8499

Exhibit B Key Map

Exhibit C Neighbourhood Context (2015)

Exhibit D Official Plan, Land Use

Exhibit E Zoning By-Law Number 8499, Map 20

Exhibit F Conceptual Site Plan

Exhibit G Proposed Front Elevation

Exhibit H Proposed Floor Plans

Exhibit I Public Notice Notification Map

Exhibit J Public Comments

Exhibit K Servicing and Grading Plan

Exhibit L Site Visit Photos

**By-Law Number 2017-XX**

**A By-Law to Amend By-Law Number 8499, “Restricted Area (Zoning) By-Law of the Corporation of the City of Kingston” (Zone Change from ‘A’ to ‘B.539’, 194 Mack Street)**

**Passed:** [Meeting Date]

**Whereas** by Order of the Minister of Municipal Affairs and Housing, The Corporation of the Township of Kingston, The Corporation of the Township of Pittsburgh and The Corporation of the City of Kingston were amalgamated on January 1, 1998 to form The Corporation of the City of Kingston as the successor municipal Corporation and pursuant to the Minister’s Order, any by-laws of the former municipality passed under the *Planning Act* continue as the by-laws covering the area of the former municipality now forming part of the new City; and

**Whereas** the Council of The Corporation of the City of Kingston deems it advisable to amend By-Law Number 8499, as amended, of the former City of Kingston;

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

- 1. By-Law Number 8499 of The Corporation of the City of Kingston, entitled “Restricted Area (Zoning) By-Law of The Corporation of the City of Kingston”, as amended, is hereby further amended as follows:
  - 1.1. Map \_ of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject site from ‘A’ to ‘B.539’, as shown on Schedule “A” attached to and forming part of By-Law Number 2017-\_\_\_\_.
  - 1.2. By **Adding** the following section .539 in Part VIII – Exceptions To Various Zone Classifications as follows:

**“539. 194 Mack Street**

Notwithstanding the provisions of Sections 5, 6.3 and 13 hereof to the contrary, the lands designated ‘B.539’ on Schedule ‘A’ hereto, the following regulations shall apply:

- (i) Permitted uses:
  - a. One and two-family dwellings
  - b. Multiple family dwellings

- (ii) Maximum Residential Density: 90 dwelling units per hectare
- (iii) Maximum Height: 10.7 metres
- (iv) Maximum Lot Coverage: 35%
- (v) Minimum Number of Parking Spaces: 2
- (vi) Minimum Front Yard: 1.2 metres
- (vii) Minimum East Side Yard Setback: 1.2 metres
- (viii) Minimum West Side Yard Setback: 6.0 metres
- (ix) Minimum Rear Yard Setback of 6.0 metres, with the exception of a rear, below-grade stairwell with a length of 3.1 metres and a width of 1.3 metres, where the minimum rear yard shall be 4.9 metres.

2. This by-law shall come into force and take effect on the day it is passed subject to and in accordance with the provisions of the *Planning Act*, R.S.O. 1990, c. P. 13 as amended from time to time.

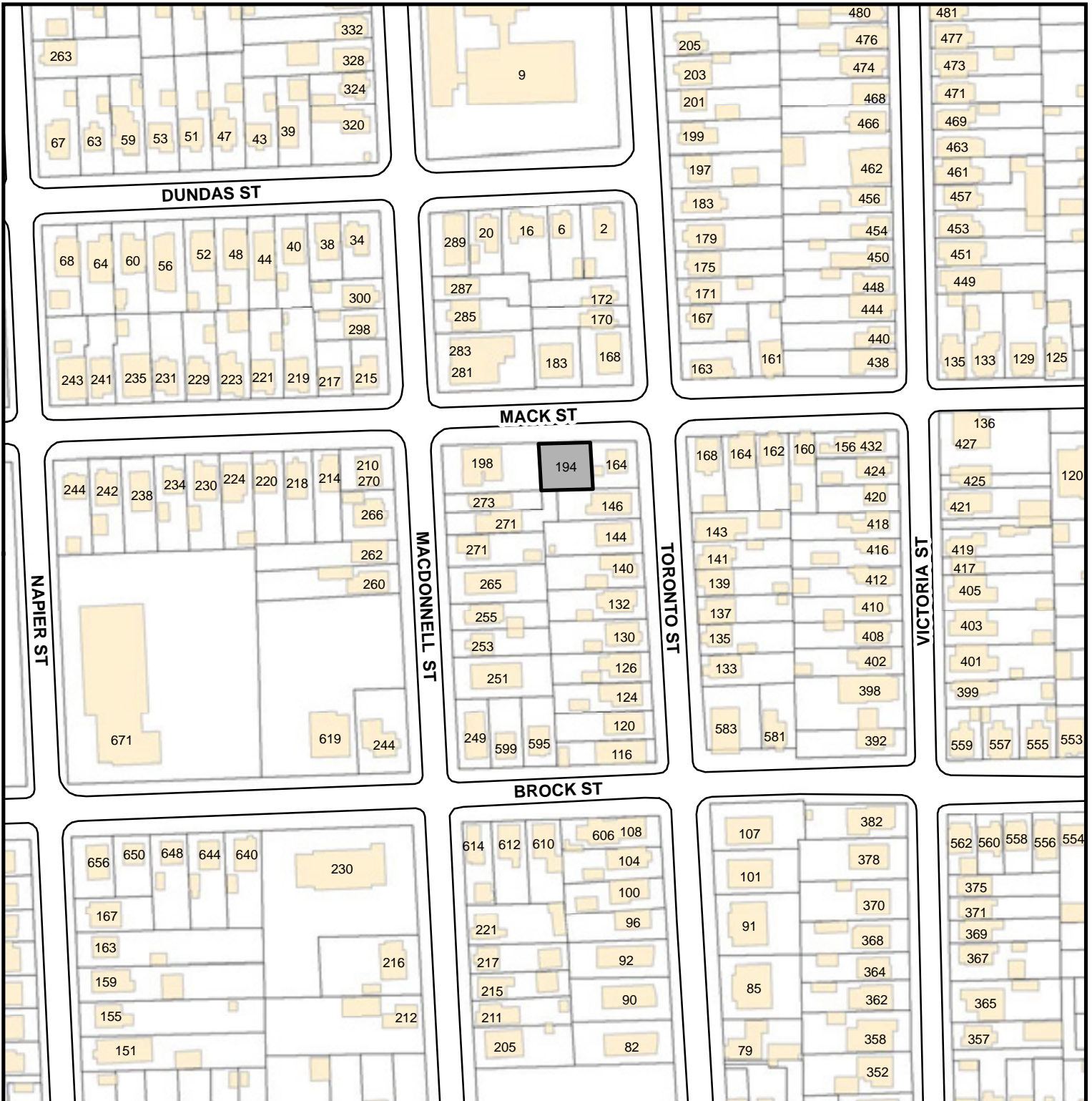
Given all Three Readings and Passed: [Meeting Date]

---

**John Bolognone**  
City Clerk

---

**Bryan Paterson**  
Mayor



Planning, Building & Licensing Services


a department of Community Services

**SCHEDULE 'A' TO BY-LAW NUMBER**

Applicant: 1923800 Ontario Inc and Fotenn Consultants Inc.  
 Owner: 1923800 Ontario Inc  
 File Number: D14-027-2017  
 Address: 194 Mack Street

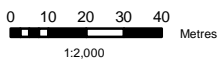
**LEGEND**

Reference By-Law 8499, Map 20

 Rezoned from A to B.539

**Certificate of Authentication**

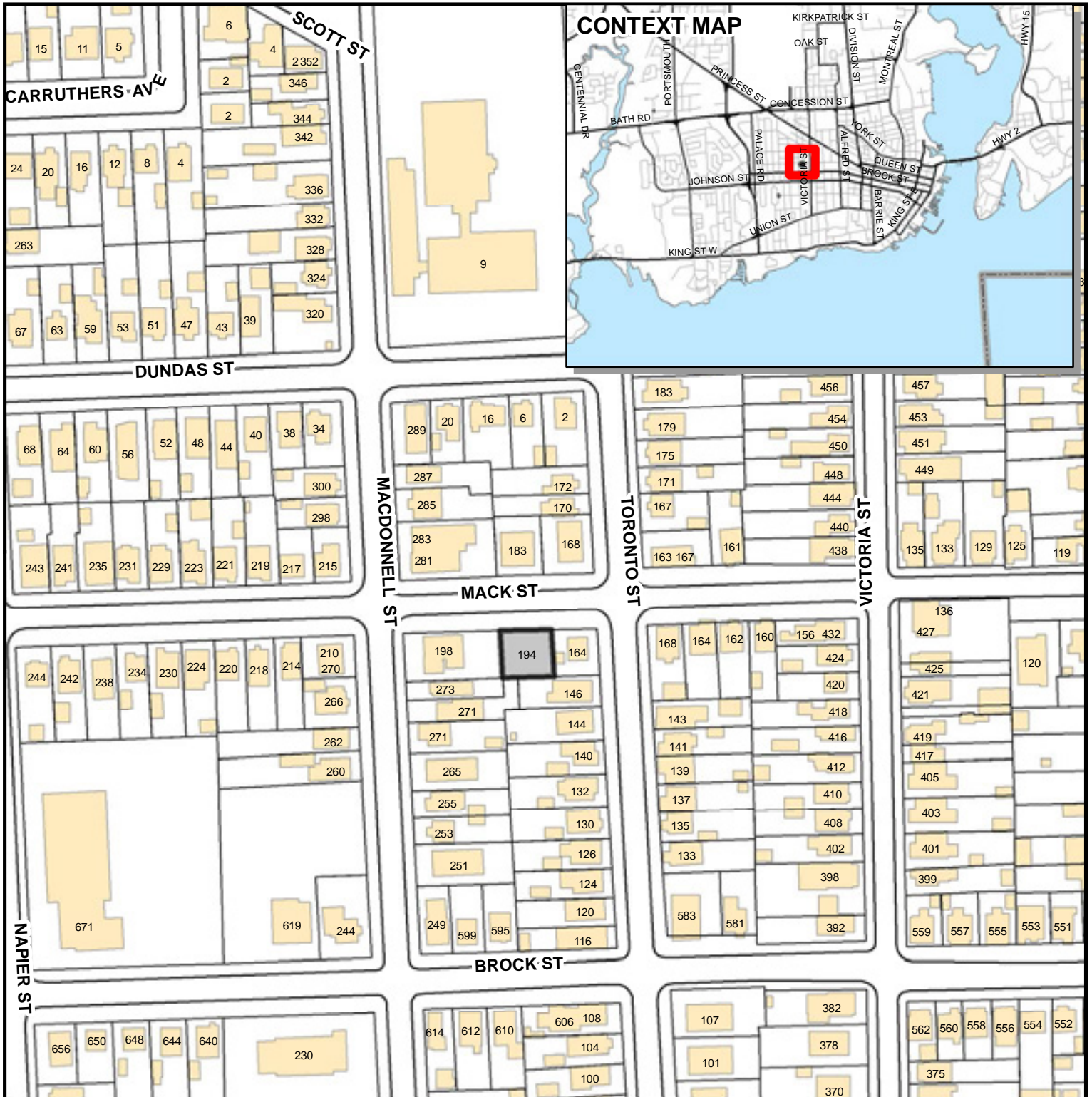
This is Schedule 'A' to By-Law Number \_\_\_\_\_, passed this \_\_\_\_\_ day of \_\_\_\_\_ 2017.



Mayor

Clerk







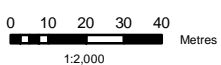
Planning, Building & Licensing Services  
a department of  
Community Services

PLANNING COMMITTEE  
**KEY MAP**

Applicant: 1923800 Ontario Inc and Fotenn Consultants Inc.  
Owner: 1923800 Ontario Inc  
File Number: D14-027-2017  
Address: 194 Mack Street

**LEGEND**

-  Subject Property
-  Property Boundaries







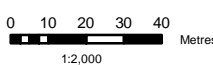
Planning, Building & Licensing Services  
 a department of Community Services

PLANNING COMMITTEE  
**NEIGHBOURHOOD CONTEXT (2015)**

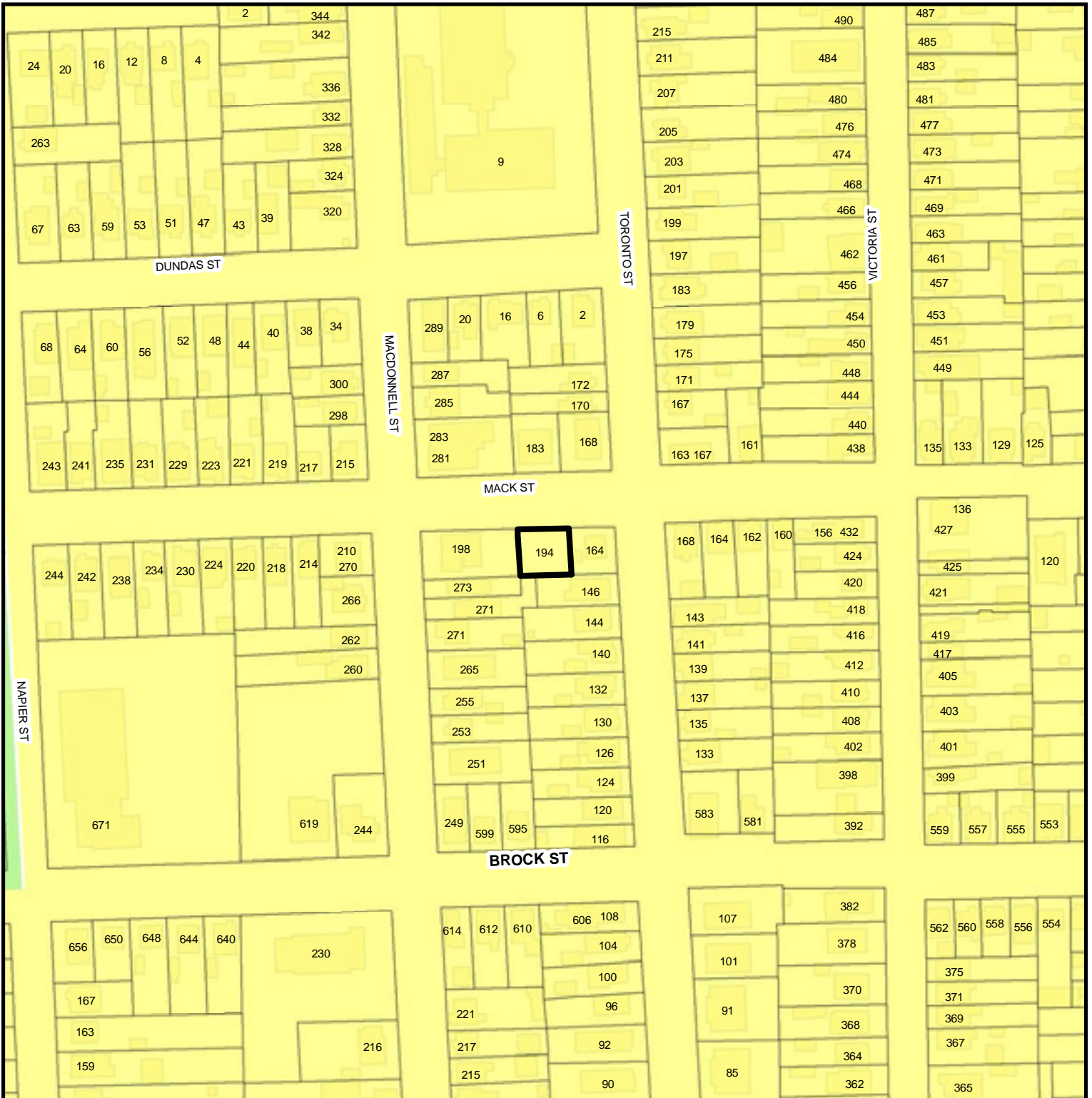
Applicant: 1923800 Ontario Inc and Fotenn Consultants Inc.  
 Owner: 1923800 Ontario Inc  
 File Number: D14-027-2017  
 Address: 194 Mack Street

**LEGEND**

- Subject Property
- Property Boundaries



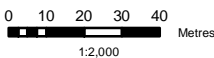







Planning, Building  
& Licensing Services  
a department of  
Community  
Services

PLANNING COMMITTEE  
**OFFICIAL PLAN, Land Use**

Applicant: 1923800 Ontario Inc and Fotenn Consultants Inc.  
Owner: 1923800 Ontario Inc  
File Number: D14-027-2017  
Address: 194 Mack Street

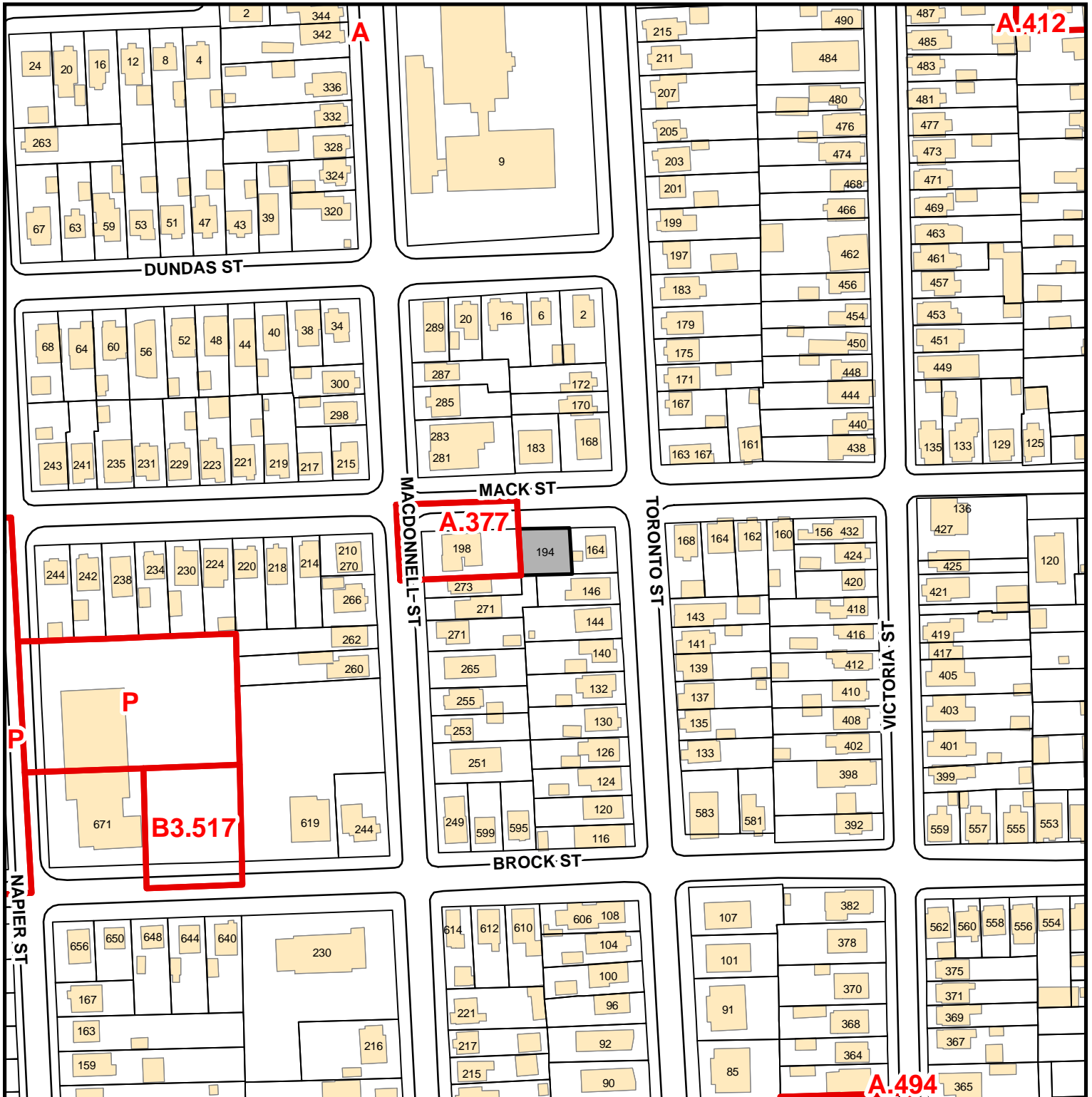


**LEGEND**

-  Subject Property
-  Residential
-  Open Space



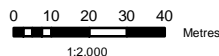




Planning, Building & Licensing Services  
a department of Community Services

PLANNING COMMITTEE  
**ZONING BY-LAW 8499, Map 20**

Applicant: 1923800 Ontario Inc and Fotenn Consultants Inc.  
Owner: 1923800 Ontario Inc  
File Number: D14-027-2017  
Address: 194 Mack Street

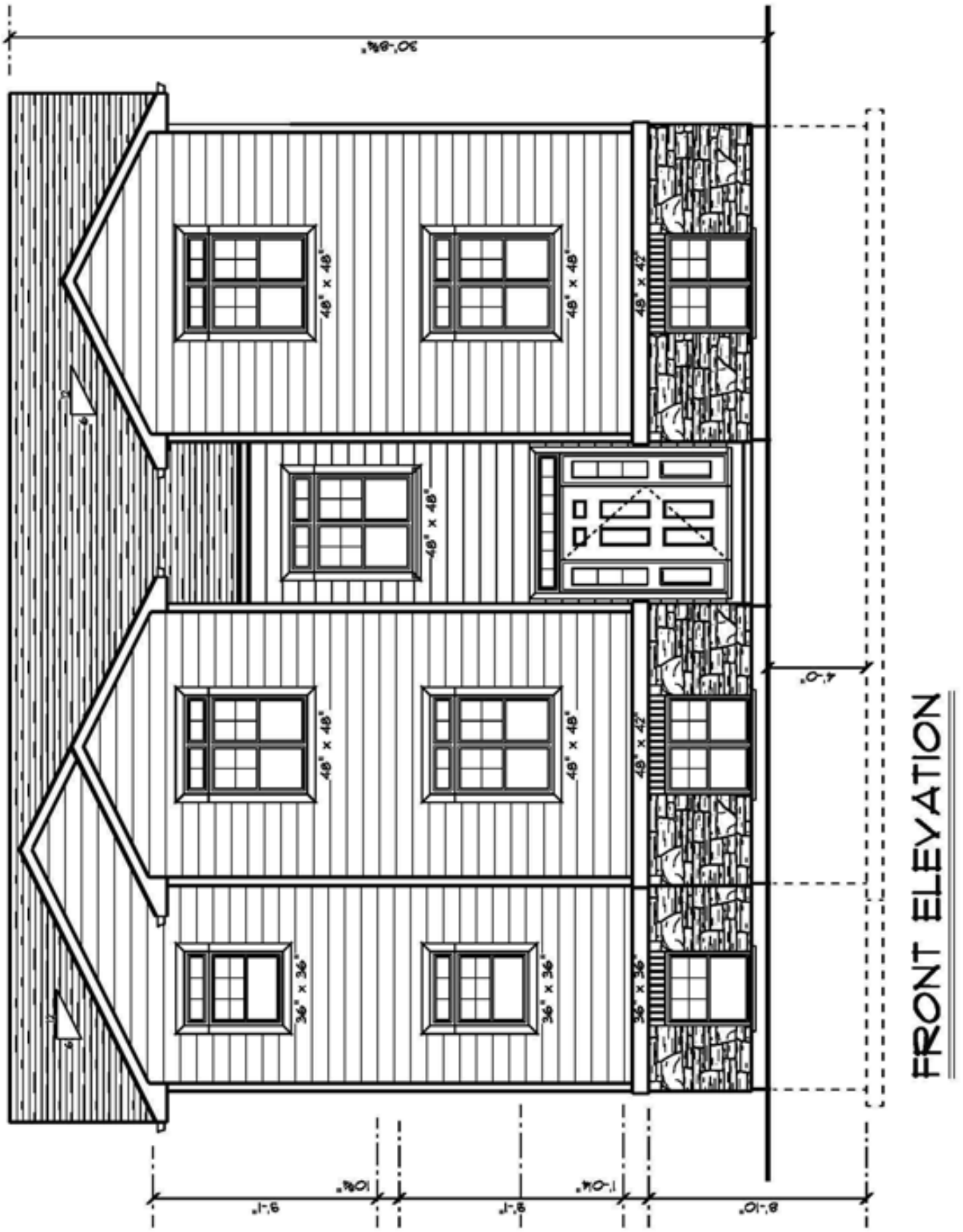


**LEGEND**

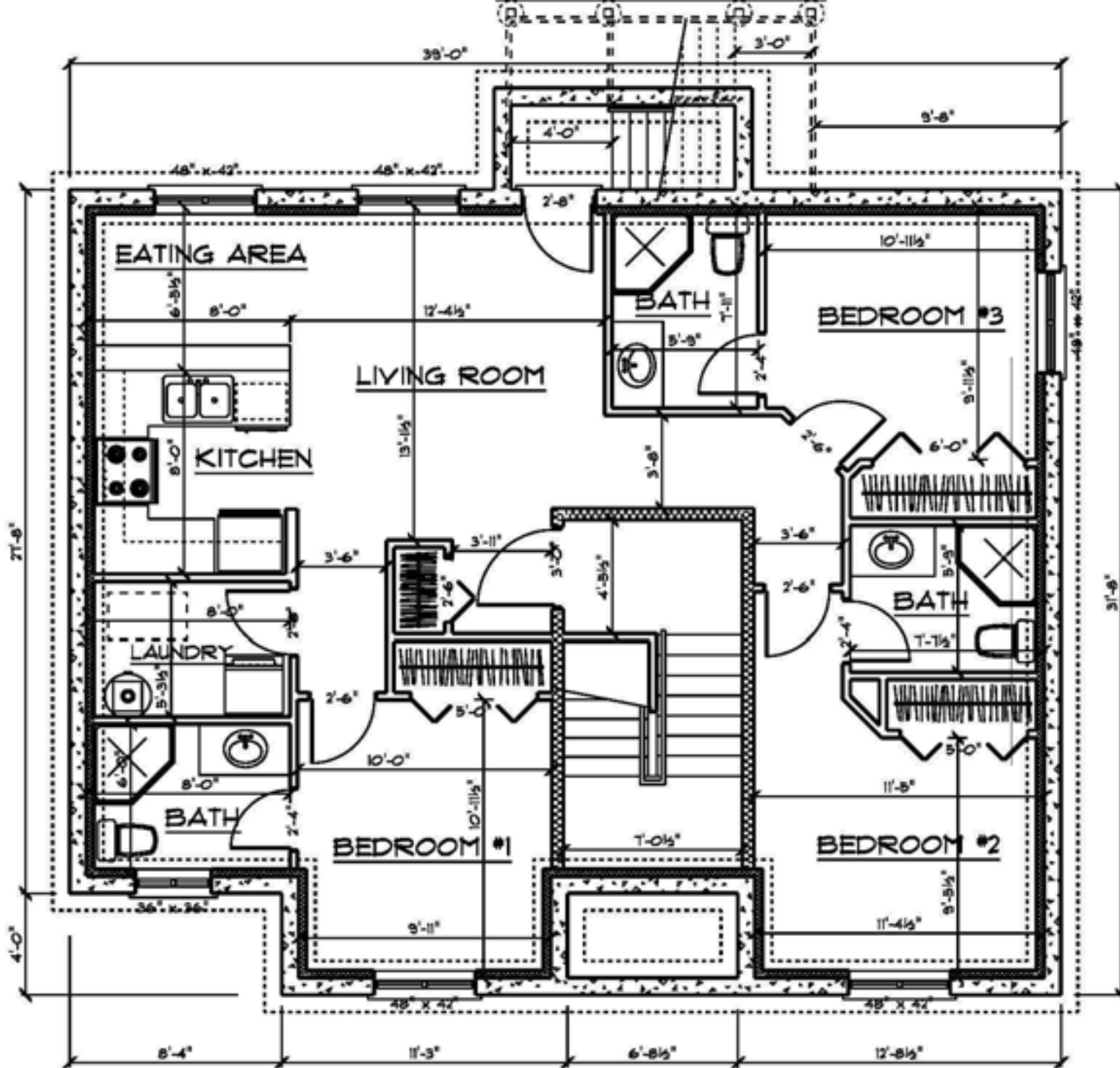
- Consolidated Zoning
- Subject Property
- Property Boundaries





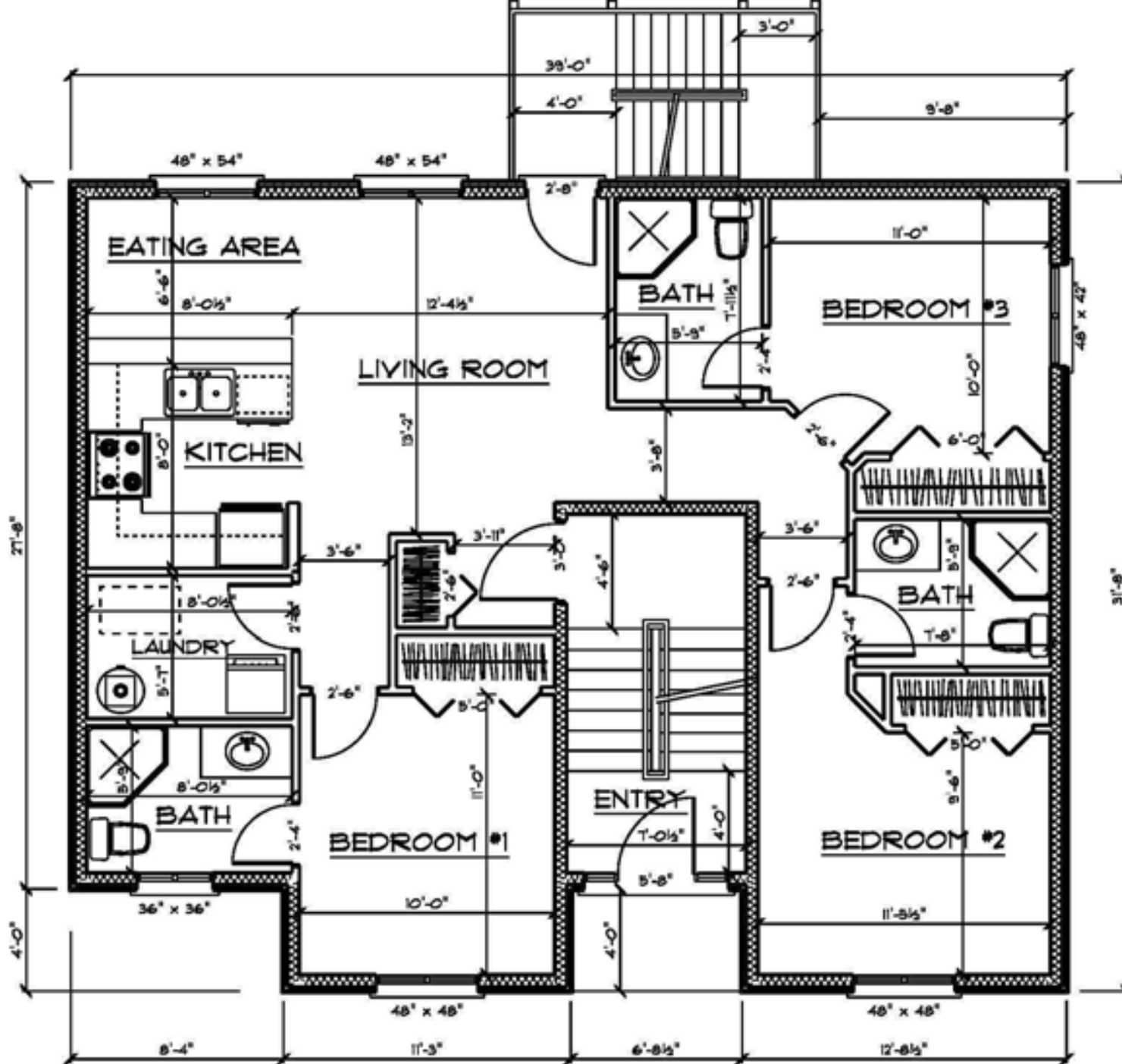


FRONT ELEVATION



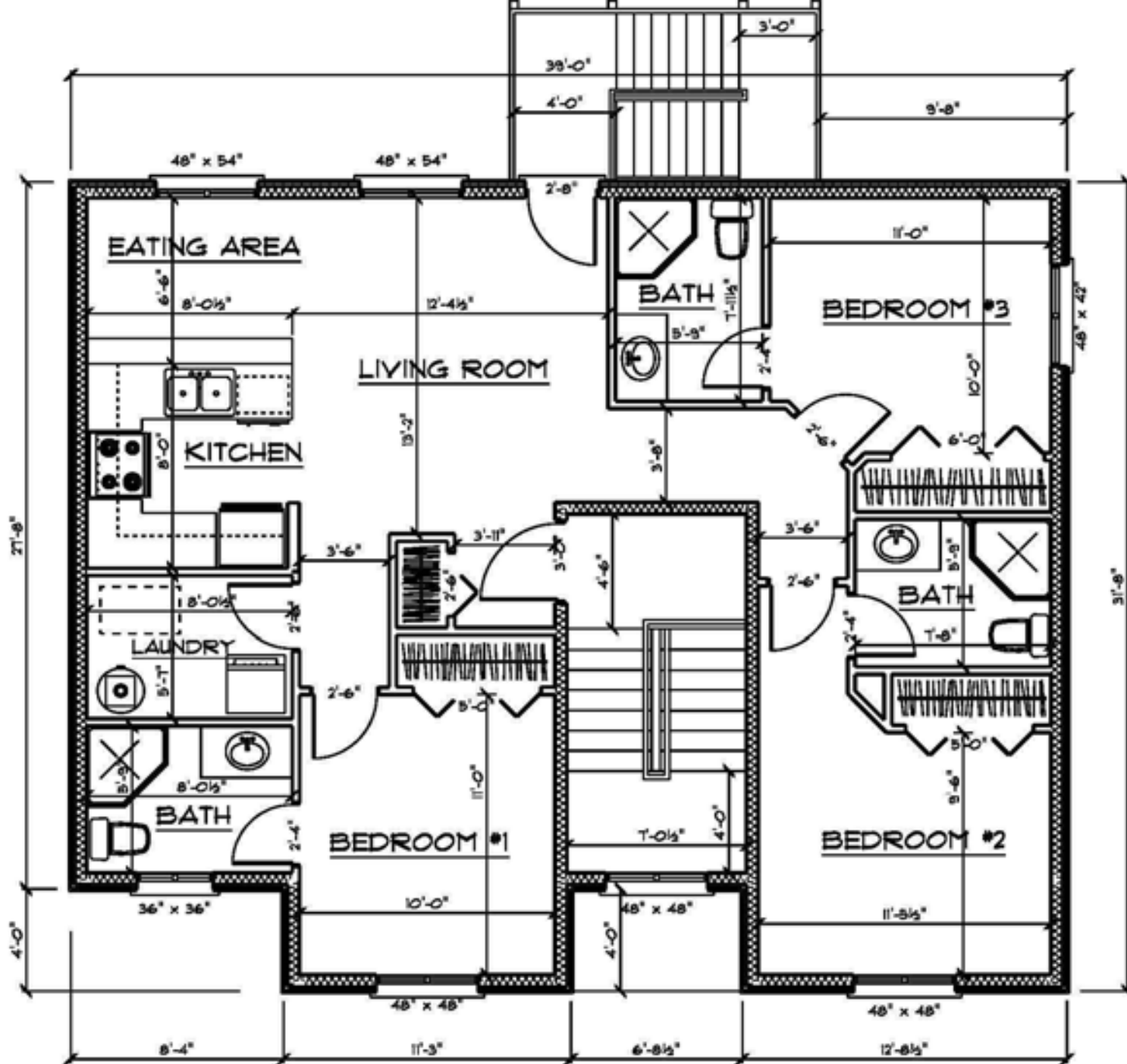
## BASEMENT FLOOR PLAN "B"

UNIT AREA = 940 sq.ft.  
 STAIR COMMON AREA = 104 sq.ft.  
 TOTAL FLOOR AREA = 1,044 sq.ft.



## GROUND FLOOR PLAN "B"

UNIT AREA = 1,080 sq.ft.  
 STAIR COMMON AREA = 104 sq.ft.  
 TOTAL FLOOR AREA = 1,184 sq.ft.



## SECOND FLOOR PLAN "B"

UNIT AREA = 1,080 sq.ft.

STAIR COMMON AREA = 104 sq.ft.

TOTAL FLOOR AREA = 1,184 sq.ft.







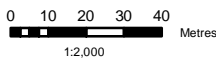
Planning, Building & Licensing Services  
 a department of  
 Community Services

PLANNING COMMITTEE  
**PUBLIC NOTICE NOTIFICATION MAP**

Applicant: 1923800 Ontario Inc and Fotenn Consultants Inc.  
 Owner: 1923800 Ontario Inc  
 File Number: D14-027-2017  
 Address: 194 Mack Street

**LEGEND**

-  Subject Property
-  120m Public Notice Boundary
-  Property Boundaries
-  101 Properties in Receipt of Notice



**Didrikson, Amy**

---

**From:** Nicholas Kuhl [REDACTED]  
**Sent:** Monday, August 21, 2017 8:26 PM  
**To:** Didrikson, Amy  
**Subject:** 194 Mack St. Zoning Bylaw Amendment

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Amy,

I would just like to say that while I support the proposed zoning bylaw amendments and project in general, I am concerned by the ask for relief from the provision of bicycle parking spaces. Especially in a 2.5 storey triplex setting, expecting residents to carry their bikes up and down multiple flights of stairs every day to get to work, school, or elsewhere, and to store their bikes in their units, does not seem in keeping with the City's objectives of promoting a built form that is conducive for the uptake of active transportation. I believe this application should be approved with the condition that proper cycle parking amenities are provided for all residents.

Nick Kuhl  
183 Mack Street



**Didrikson, Amy**

---

**From:** Didrikson, Amy  
**Sent:** Thursday, August 24, 2017 3:57 PM  
**To:** 'Sherina Macedo'  
**Subject:** RE: City File Number D14-027-2017

Hello Sherina,

Thanks for your e-mail. I see the Figure 2 you're referring to in the Planning Justification report, which should reference the address as 164 Toronto Street. I will let the Planning consultant know.

Please feel free to contact me if you have any further questions or comments.  
Amy



**Amy Didrikson, MCIP RPP**

Intermediate Planner  
Planning, Building & Licensing Services  
City of Kingston

Location: 1211 John Counter Boulevard  
Mailing Address: 216 Ontario Street, Kingston, ON K7L 2Z3  
613-546-4291 ext. 3288  
[adidrikson@cityofkingston.ca](mailto:adidrikson@cityofkingston.ca)



---

**From:** Sherina Macedo [REDACTED]  
**Sent:** Tuesday, August 22, 2017 7:34 PM  
**To:** Didrikson, Amy  
**Subject:** City File Number D14-027-2017

To whom it may concern:

I wanted to note that figure 2 in the supporting documents states the house as 164 Mack Street. This is not the case.

Sherina Macedo  
164 Mack Street  
[REDACTED]

**Didrikson,Amy**

---

**From:** Mike Davis <[REDACTED]>  
**Sent:** Wednesday, September 06, 2017 1:03 PM  
**To:** Didrikson,Amy  
**Subject:** RE: File No. D14-027-2017 (194 Mack Street)

Thank you very much Amy – very good information.

Review of the Zoning Bylaw Regulations, the Sunny side area is predominantly One family or Two family residential designation's. Based on the type of dwellings on the south side of Mack Street, I feel this vacant lot is better suited for a One or Two family type dwelling. The multi family dwelling on Brock street to the south is better situated as it is not surrounded by single family dwellings.

My wife and I own 164 Toronto street. We are not opposed to the development of the vacant lot (original was the back yard of 164 Toronto street), but are of the opinion based on the vacant lots position a One or Two Family dwelling is better suited.

The Grading and Service Plan, Forefront Engineering, July 2017, indicates current grading of the west half of the lot does not drain to the existing swale on our property. This proposed development will introduce more water onto our lot through the swale via new grading (2.0% min slope in the south east direction) and the run off of the entire driveway thus increasing flood potential in the residence and Amenity space. We believe in order to prevent flooding due to the increased water introduced into the swale, water proofing will need to be applied to the foundation walls of 164 Toronto Street, primarily the west wall, south wall and the south portion of the east wall. The need for water proofing is a result of the increased water presence in the yard due to the development of the vacant lot.

Are you able to add our concerns to the Agenda for the committee to review tomorrow?

1. A One or Two family dwelling is a more cohesive fit with the houses immediately surrounding the vacant lot and is in keeping with the greater majority of the Sunnyside neighborhood.
2. The current proposal introduces greater quantities of storm water run off on to the 164 Toronto Street lot which could result in water ingress through the foundation as well as potentially impact the use of the Amenity space.

Regards,

Mike Davis

---

**From:** [Didrikson,Amy](#)  
**Sent:** Wednesday, September 6, 2017 10:52 AM  
**To:** '[Mike Davis](#)'  
**Subject:** RE: File No. D14-027-2017 (194 Mack Street)

Hi Mike,

I can provide the following information in response to your questions below.

- The neighbourhoods and areas of Kingston that are in the 'residential' land use designation of the Official Plan include a variety of residential zones. In the area of 194 Mack Street, there are a few different residential zones (such as the property on Brock Street with a 'B', Three to Six Family Dwelling Zone), but primarily properties are within the 'A' (One and Two Family Dwelling) Zone. The map at the following link may help to view the various residential zones that apply in residential areas (use the "Zoning By-law Regulations" layer, that you can select along the left side).  
<http://cityofkingston.maps.arcgis.com/apps/MapSeries/index.html?appid=343a968a042a4a3ba52cd398795c58e5>
- The Sunnyside neighbourhood is defined and described in the attached report available on the City's website. There is more information on the various neighbourhoods that have been defined on the following webpage: <https://www.cityofkingston.ca/city-hall/neighbourhood-profiles/profile-maps>
- With respect to shadowing, for large-scale developments a shadow impact study will be requested which would analyze shadows during different seasons and the time of day. For proposals of this scale, Planners request that the Planning Justification report address potential adverse affects associated with shadowing and recommend mitigation if required (through increased setbacks or a reduced height). The Planning Justification report submitted with this application (attached), indicates that the two storey height is not anticipated to cast significant shadows. It is notable that the proposed height (9.4 m) is within the height permitted for the current 'A' zone (10.7 m). Our review of potential undue adverse shadow impacts will take into consideration the expectations set by the zoning by-law in effect (through the minimum required setbacks and maximum permitted building envelope), the setbacks and massing proposed, and the potential for undue adverse effects associated with shadows on amenity areas (yards) in adjacent properties.
- With respect to stormwater, due to the nature and scale of the development we did not request a Stormwater Management Report as part of the application. The Planning Justification report includes details on the existing stormwater management infrastructure, and indicates that storm drainage will continue to be to the south, towards an existing swale running east-west along the southern property line. In general, grading for new development should not negatively affect neighboring properties. This is reviewed by our Engineering department as part of the Plot Plan review for the entrance permit, and building permit application.

I hope that this is helpful. Please let me know if you have any further questions or comments on the application.

Amy

**Amy Didrikson, MCIP RPP**  
Intermediate Planner  
Planning, Building and Licensing Services  
City of Kingston

**Location:**

1211 John Counter Blvd., Kingston, ON K7K 6C7

**Mailing Address:**

216 Ontario St., Kingston, ON K7L 2Z3

613-546-4291, ext. 3288

613-542-9965 (fax)

email: [adidrikson@cityofkingston.ca](mailto:adidrikson@cityofkingston.ca)

---

**From:** Mike Davis [REDACTED]  
**Sent:** Tuesday, September 05, 2017 2:38 PM  
**To:** Didrikson,Amy  
**Subject:** RE: File No. D14-027-2017 (194 Mack Street)

Hi Amy – Thank you for the information.

I have a couple of questions:

- Are the Kingston area neighborhoods predominantly mixed zones (i.e. zone a, b & c intertwined)? A quick google earth review of the neighborhood (north side of Brock street to the south side of Mack street and east side of Macdonnell street to the west side of Toronto street) appears to be single family dwellings. If the search is expanded further there appears to be a limited number of multi-family dwellings.
- The north side of Mack street between Macdonnell and Toronto street appears to be a one off scenario for the neighborhood (convenience beside multi-family dwellings). The report to the planning committee (Site Characteristics) indicates this area is in the Sunnyside neighborhood. Can you tell me the boundaries of this neighborhood?
- How is shadowing determined? Is time of day taken into account?
- As the current site is vacant, storm water management (not including a 100 year storm) is primarily absorbed by the ground. With the proposed development of more than 50% of the site and the change in land slope (2.0% min) at the rear of the yard, a majority of storm water will exit through the existing swale where it does not today. What precautions will be required to ensure the properties abutting the swale are not impacted?

Regards,

Mike Davis

---

**From:** [Didrikson,Amy](mailto:Didrikson,Amy)  
**Sent:** Tuesday, September 5, 2017 12:00 PM  
**To:** 'Mike Davis'  
**Subject:** RE: File No. D14-027-2017 (194 Mack Street)

Hi Mike,

Yes - please send any written comments to me. I will provide them to the Planning Committee and the applicant. If you're able to provide comments before the Public meeting they will be added to the Addendum to the agenda. All of the comments that staff receive will be reviewed and addressed as part of our comprehensive report (to be presented to the Planning Committee at a subsequent meeting), and if there are questions that I can answer I will do my best to get back to you shortly.

I should mention that there is a Public Meeting staff report on the web with some exhibits that should provide some additional details on the proposal:

[https://www.cityofkingston.ca/documents/10180/21014571/PLN\\_A1817-17086.pdf/e892d16f-a51e-40b4-90b1-257cb8a00935](https://www.cityofkingston.ca/documents/10180/21014571/PLN_A1817-17086.pdf/e892d16f-a51e-40b4-90b1-257cb8a00935)

Regards,

Amy



**Amy Didrikson, MCIP RPP**

Intermediate Planner  
Planning, Building & Licensing Services  
City of Kingston

Location: 1211 John Counter Boulevard  
Mailing Address: 216 Ontario Street, Kingston, ON K7L 2Z3  
613-546-4291 ext. 3288

[adidrikson@cityofkingston.ca](mailto:adidrikson@cityofkingston.ca)



---

**From:** Mike Davis [REDACTED]  
**Sent:** Tuesday, September 05, 2017 11:44 AM  
**To:** Didrikson,Amy  
**Subject:** RE: File No. D14-027-2017 (194 Mack Street)

Thank you Amy,

I am unable to attend the meeting. Can I forward any questions, comments or concerns to you?

Regards,

Mike

---

**From:** [Didrikson,Amy](#)  
**Sent:** Tuesday, September 5, 2017 11:41 AM  
**To:** '[Mike Davis](#)'  
**Subject:** RE: File No. D14-027-2017 (194 Mack Street)

Hi Mike,

There may be an issue with the internet browser that you are using. The following are “supported browsers” for viewing files through DASH:

**Supported Browsers:**

- Microsoft Internet Explorer 8, 9, 10 (32 bit), 11 (32 bit)
- Firefox 13, 29
- Safari 5, 6

- Google Chrome 44 or earlier
- Opera 21

\* Silverlight plugin is required

\* Microsoft Edge does not support all features

If you continue to have trouble viewing the application on-line, you could contact Jason Budd (613-546-4291, ext 3288 or [jbudd@cityofkingston.ca](mailto:jbudd@cityofkingston.ca)) at our office who can offer technical support. Alternatively, you could come into our office and myself or the Planner at front counter could assist you with pulling up the application on our kiosk for you to view.

As you may know, the public meeting for this zoning by-law amendment application will be this coming Thursday evening in Council Chambers. The Planning Committee meeting begins at 6:30pm and Public Meetings are held first.

Regards,  
Amy



**Amy Didrikson, MCIP RPP**

Intermediate Planner  
Planning, Building & Licensing Services  
City of Kingston

Location: 1211 John Counter Boulevard  
Mailing Address: 216 Ontario Street, Kingston, ON K7L 2Z3  
613-546-4291 ext. 3288

[adidrikson@cityofkingston.ca](mailto:adidrikson@cityofkingston.ca)



---

**From:** Mike Davis [REDACTED]  
**Sent:** Monday, September 04, 2017 7:47 PM  
**To:** Didrikson,Amy  
**Subject:** File No. D14-027-2017 (194 Mack Street)

Hello Amy,

I am trying to review the above noted application. When I "click" on view details I receive an error message Accela Citizen Access Add-on is not available.

How do I review the details of this application?

Regards,

Mike Davis



This E-mail contains confidential information intended only for the individual or entity named in the message. If the reader of this message is not the intended recipient, or the agent responsible to deliver it to the intended recipient, you are hereby notified that any review, dissemination, distribution or copying of this communication is prohibited. If this communication was received in error, or if you wish to stop receiving communications from the City of Kingston, please notify us by reply E-mail and delete the original message.









