



**City of Kingston  
Planning Committee  
Meeting Number 19-2020  
Addendum  
Thursday November 19, 2020  
6:30 p.m., Electronic Meeting Format**

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**Business**

- a) **Subject: Supplemental Report to Comprehensive Report Number PC-20-065 – Update to the Williamsville Main Street Study**  
**File Number: D35-003-2020**  
**Address: Williamsville Main Street**  
**Application Type: Zoning By-Law Amendment**  
**Owner: Various**  
**Applicant: City of Kingston**

The Report of the Commissioner of Community Services (PC-20-070) is attached.

Schedule Pages 1 – 30

**Note:** Consideration of Report Number PC-20-070 will occur before consideration of PC-20-065.

Recommendation:

**That** paragraphs 2 and 3 of the recommendation in Report Number PC-20-065, be replaced with the following:

**That** the City of Kingston Official Plan, as amended, be further amended, by amendment number 71, as per Exhibit A, (Draft By-Law and Schedules to Amend the Official Plan) to Report Number PC-20-065; 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 B (Draft By-Law and Schedules to Amend Zoning By-Law Number 8499) to Report Number PC-20-070.

**Correspondence**

- a) Correspondence received from Frank Dixon dated November 11, 2020 regarding File Number D35-003-2020.

Schedule Pages 31 - 33

- b) Correspondence received from Margaret Zakos, Axion Development Corporation Limited dated November 12, 2020 regarding File Number D35-003-2020.

Schedule Pages 34 - 36

- c) Correspondence received from Mark Touw and Emma Stucke, IBI Group dated November 18, 2020 regarding File Number D35-003-2020.  
Schedule Pages 37 - 40
- d) Correspondence received from Mike Drewniak dated November 18, 2020 regarding File Number D35-003-2020.  
Schedule Page 41
- e) Correspondence received from John Grenville dated November 18, 2020 regarding File Number D35-003-2020.  
Schedule Pages 42 - 43
- f) Correspondence received from Mike Drewniak dated November 18, 2020 regarding File Number D35-003-2020.  
Schedule Page 44
- g) Correspondence received from Donald Mitchell dated November 19, 2020 regarding File Number D35-003-2020.  
Schedule Pages 45 - 48



**City of Kingston  
Report to Planning Committee  
Report Number PC-20-070**

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**To:** Chair and Members of the Planning Committee  
**From:** Paige Agnew, Commissioner, Community Services  
**Resource Staff:** Andrea Gummo, Manager, Policy Planning  
**Date of Meeting:** November 19, 2020  
**Subject:** Supplemental Report to Comprehensive Report Number PC-20-065 – Update to the Williamsville Main Street Study  
**File Number:** D35-003-2020  
**Address:** Williamsville Main Street  
**Application Type:** Zoning By-Law Amendment  
**Owner:** Various  
**Applicant:** City of Kingston

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**Council Strategic Plan Alignment:**

Theme: Policies & by-laws

Goal: See above

**Executive Summary:**

This is a supplemental report to Comprehensive Report Number PC-20-065 regarding the update to the Williamsville Main Street Study. In Exhibit J to Report Number PC-20-065, the comment and response matrix, item number 20 noted a proposed change in zoning for the property located at 170 Colborne Street. The subject property is currently in a site-specific C.188 Zone in Zoning By-Law Number 8499. As part of the changes to the Williamsville Main Street, the proposal is to include the property at 170 Colborne Street in the C4 Zone (Williamsville Main Street Commercial Zone) in Zoning By-Law Number 8499 (Exhibit A). The subject property is already within the Main Street Commercial designation in the Official Plan, and the change to the zoning would bring the property into compliance with the Official Plan.

November 19, 2020

Page 2 of 5

This proposed zoning change was inadvertently left out of the draft zoning by-law for the Williamsville Main Street (Exhibit B to Report Number PC-20-065). Staff have revised the draft zoning by-law to include a new Schedule J showing the proposed zoning change for 170 Colborne Street, and have re-labelled the text changes to the zoning by-law from Schedule J to Schedule K.

A complete copy of the revised Exhibit B, Draft Zoning By-Law Amendment to Report Number PC-20-065, is attached as Exhibit B to this report, and staff request that it be presented to Planning Committee at their meeting on November 19, 2020.

**Recommendation:**

**That** paragraphs 2 and 3 of the recommendation in Report Number PC-20-065, be replaced with the following:

**That** the City of Kingston Official Plan, as amended, be further amended, by amendment number 71, as per Exhibit A, (Draft By-Law and Schedules to Amend the Official Plan) to Report Number PC-20-065; 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 B (Draft By-Law and Schedules to Amend Zoning By-Law Number 8499) to Report Number PC-20-070.

November 19, 2020

Page 3 of 5

**Authorizing Signatures:**

ORIGINAL SIGNED BY COMMISSIONER

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**Paige Agnew, Commissioner,  
Community 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:**

Peter Huigenbos, Commissioner, Business, Environment & Projects	Not required
Brad Joyce, Commissioner, Corporate Services	Not required
Jim Keech, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Sheila Kidd, Commissioner, Transportation & Public Works	Not required

November 19, 2020

Page 4 of 5

**Options/Discussion:**

This is a supplemental report to Comprehensive Report Number PC-20-065 regarding the update to the Williamsville Main Street Study. In Exhibit J to Report Number PC-20-065, the comment and response matrix, item number 20 noted a proposed change in zoning for the property located at 170 Colborne Street. The subject property is currently in a site-specific C.188 Zone in Zoning By-Law Number 8499. As part of the changes to the Williamsville Main Street, the proposal is to include the property at 170 Colborne Street in the C4 Zone (Williamsville Main Street Commercial Zone) in Zoning By-Law Number 8499 (Exhibit A). The subject property is already within the Main Street Commercial designation in the Official Plan, and the change to the zoning would bring the property into compliance with the Official Plan.

This proposed zoning change was inadvertently left out of the draft zoning by-law for the Williamsville Main Street (Exhibit B to Report Number PC-20-065). Staff have revised the draft zoning by-law to include a new Schedule J showing the proposed zoning change for 170 Colborne Street, and have re-labelled the text changes to the zoning by-law from Schedule J to Schedule K.

A complete copy of the revised Exhibit B, Draft Zoning By-Law Amendment to Report Number PC-20-065, is attached as Exhibit B to this report, and staff request that it be presented to Planning Committee at their meeting on November 19, 2020.

**Existing Policy/By-Law:**

Please refer to Report Number PC-20-065

**Notice Provisions:**

Please refer to Report Number PC-20-065

**Accessibility Considerations:**

None

**Financial Considerations:**

None

**Contacts:**

Andrea Gummo, Manager, Policy Planning, 613-546-4291 extension 3256

Sonya Bolton, Senior Planner 613-546-4291 extension 3237

**Other City of Kingston Staff Consulted:**

Sukriti Agarwal, Manager, Service Standards and Data Management

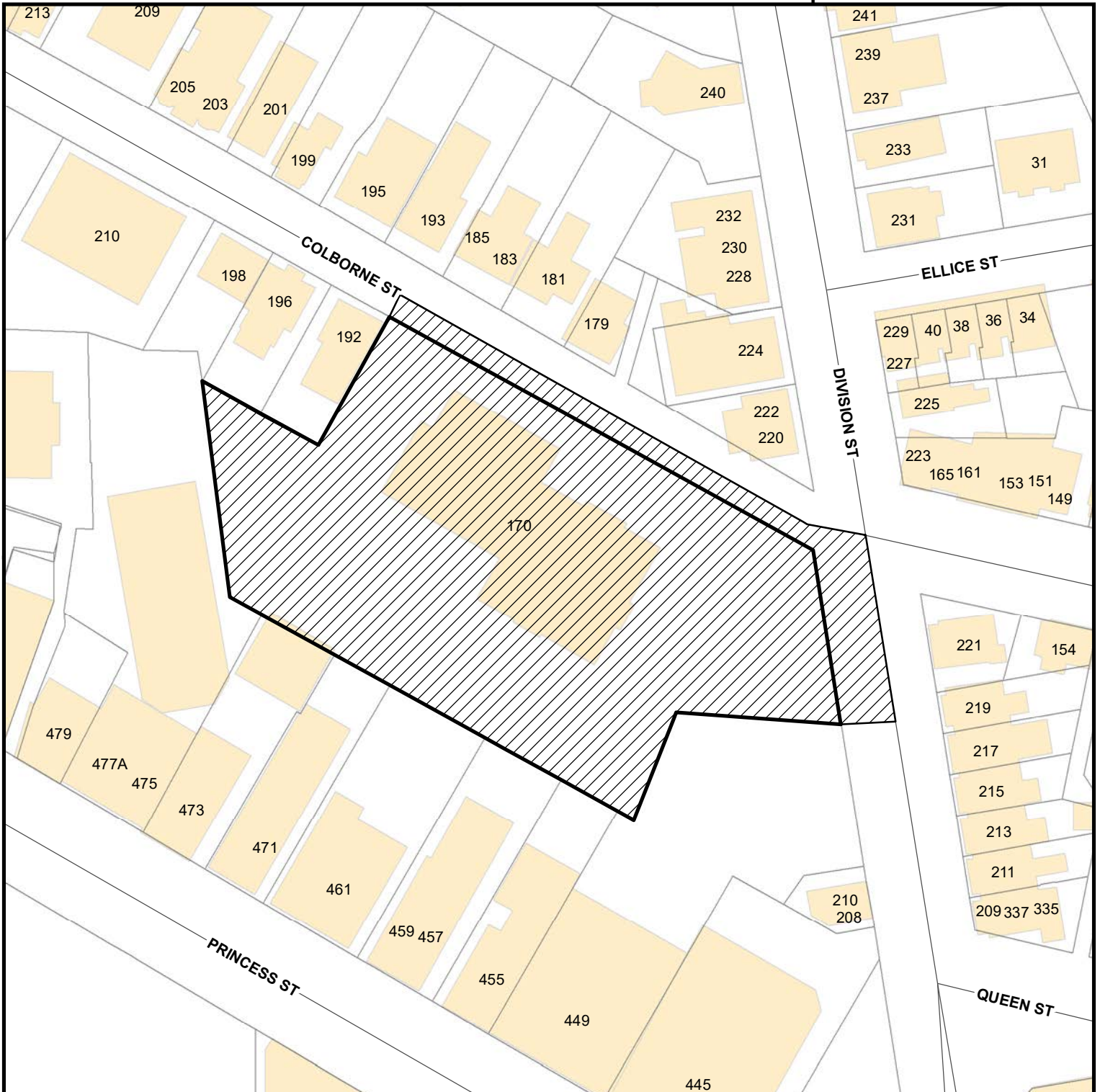
November 19, 2020

Page 5 of 5

**Exhibits Attached:**

Exhibit A     Map Showing Proposed Zoning Change to 170 Colborne Street

Exhibit B     Draft By-Law and Schedules to Amend Zoning By-Law Number 8499



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
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a department of  
Community  
Services

## SCHEDULE 'J' TO BY-LAW NUMBER

File Number: D35-003-2020  
Address: 170 Colborne St

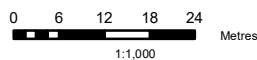
### Legend

#### Reference By-Law 8499, Map 19

 Rezoned from C.188 to C4-H (T1)

#### Certificate of Authentication

This is Schedule 'J' to By-Law Number \_\_\_\_\_,  
passed this \_\_\_\_\_ day of \_\_\_\_\_ 2020.



\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



**By-Law Number 2020-XX****A By-Law to Amend By-Law Number 8499, “Restricted Area (Zoning) By-Law of The Corporation of the City of Kingston” (Zone Changes to the Williamsville Main Street Commercial Zone “C4”)****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 19 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject sites from “C” to “C4-H (T1)”, as shown on Schedule “A” attached to and forming part of By-Law Number 2020-XX.
  - 1.2. Map 19 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject sites from “B3” to “C4-H (T1)”, as shown on Schedule “B” attached to and forming part of By-Law Number 2020-XX.
  - 1.3. Map 30 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject sites from “A” to “C4-H (T1)”, as shown on Schedule “C” attached to and forming part of By-Law Number 2020-XX.
  - 1.4. Map 30 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject sites from “A” to “C4-H (T1)”, as

shown on Schedule “D” attached to and forming part of By-Law Number 2020-XX.

- 1.5. Map 19 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject sites from “A” to “C4-H (T1)”, as shown on Schedule “E” attached to and forming part of By-Law Number 2020-XX.
  - 1.6. Map 20 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject sites from “A” to “C4-H (T1)”, as shown on Schedule “F” attached to and forming part of By-Law Number 2020-XX.
  - 1.7. Map 20 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject sites from “C1” to “C4-H (T1)”, as shown on Schedule “G” attached to and forming part of By-Law Number 2020-XX.
  - 1.8. Map 20 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject sites from “B3” to “C4-H (T1)”, as shown on Schedule “H” attached to and forming part of By-Law Number 2020-XX.
  - 1.9. **Add** a new Schedule “O”, entitled “Williamsville Main Street”, as shown on Schedule ‘I’ to By-Law Number 2020-XX.
  - 1.10. Map 19 of Schedule “A” as amended, is hereby further amended by changing the zone symbol of the subject sites from “C.188” to “C4-H (T1)”, as shown on Schedule “J” attached to and forming part of By-Law Number 2020-XX.
  - 1.11. **Delete** Section 23C, General Provisions for the Williamsville Main Street Commercial Zone “C4” in its entirety and **replace** it with a new Section 23C, General Provisions for the Williamsville Main Street Commercial Zone “C4” as shown on Schedule ‘K’ to By-Law Number 2020-XX.
2. That 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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**John Bolognone**

**City Clerk**

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**Bryan Paterson**  
**Mayor**





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
Planning Services  
a department of  
Community  
Services

## SCHEDULE 'B' TO BY-LAW NUMBER

File Number: D35-003-2020  
Addresses: 192, 196, 198, 210 Colborne St

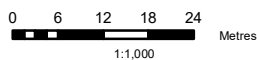
### Legend

Reference By-Law 8499, Map 19

 Rezoned from B3 to C4-H (T1)

### Certificate of Authentication

This is Schedule 'B' to By-Law Number \_\_\_\_\_,  
passed this \_\_\_\_\_ day of \_\_\_\_\_ 2020.



\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



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## SCHEDULE 'C' TO BY-LAW NUMBER

File Number: D35-003-2020  
Address: 562 Princess St

### Legend

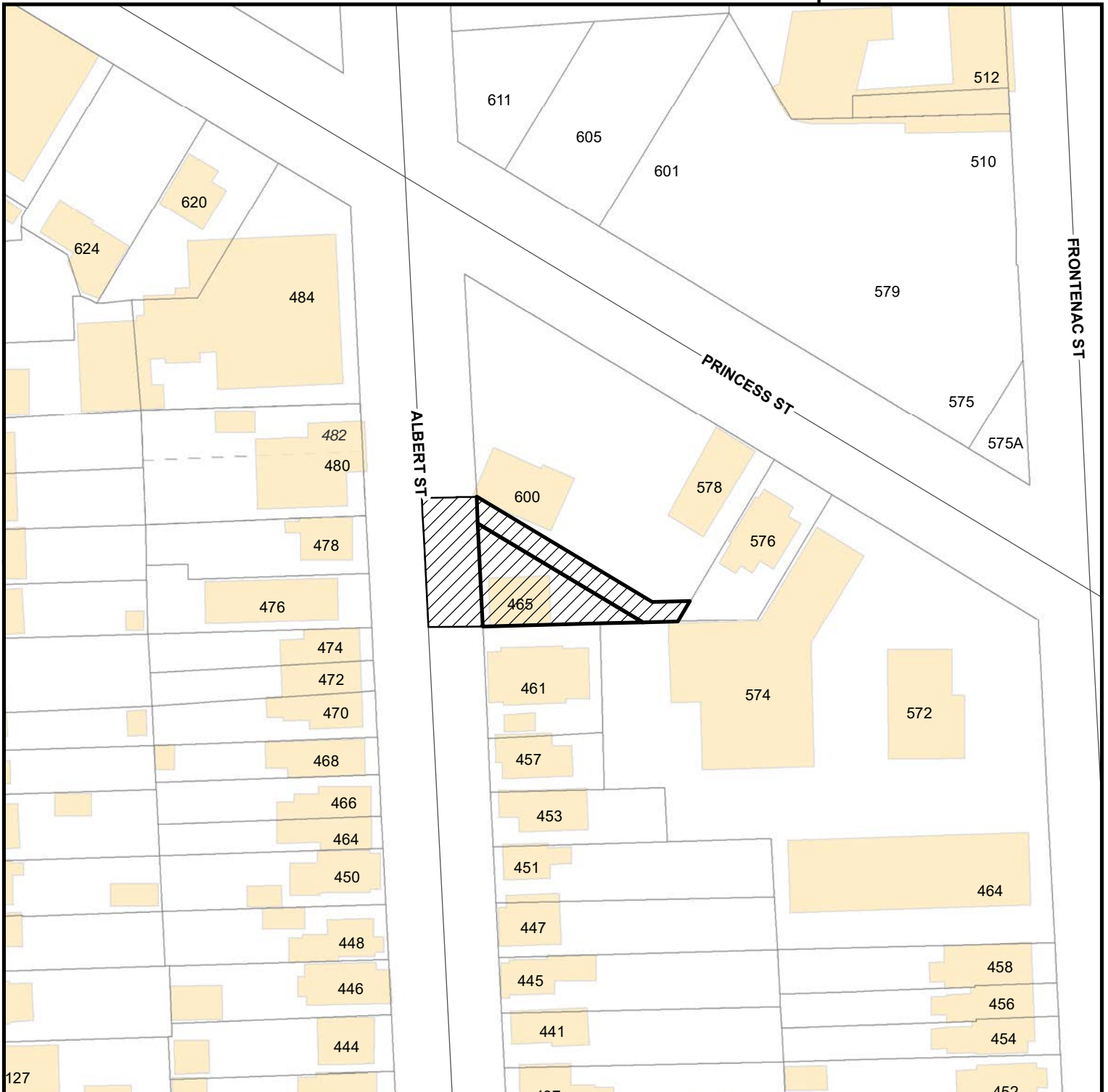
Reference By-Law 8499, Map 30

 Rezoned from A to C4-H (T1)

### Certificate of Authentication

This is Schedule 'C' to By-Law Number \_\_\_\_\_,  
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**SCHEDULE 'D'  
TO BY-LAW NUMBER**

File Number: D35-003-2020  
Address: 465 Princess St

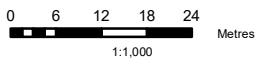
**Legend**

**Reference By-Law 8499, Map 30**

Rezoned from A to C4-H (T1)

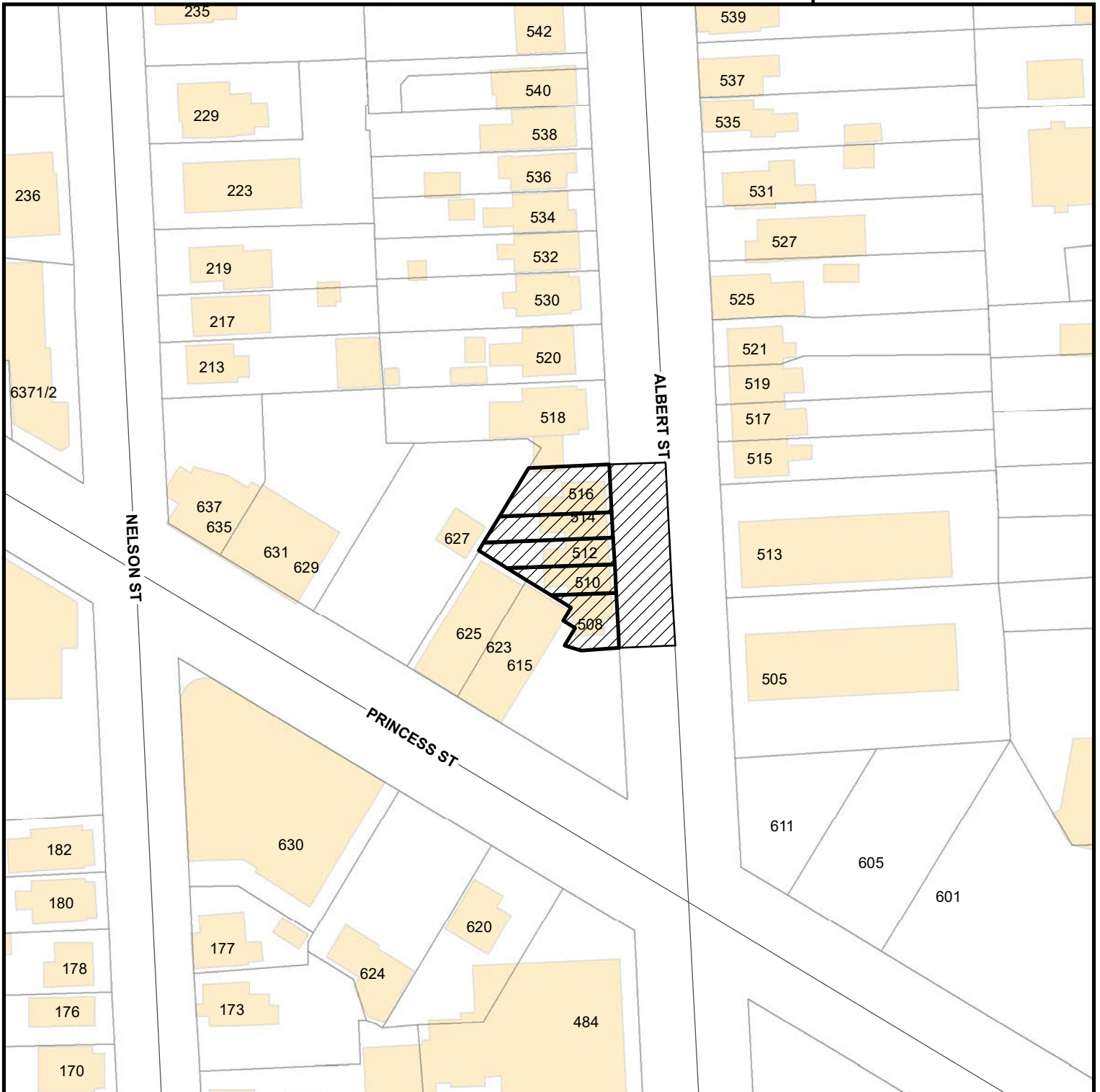
**Certificate of Authentication**

This is Schedule 'D' to By-Law Number \_\_\_\_\_,  
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Mayor

Clerk



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

File Number: D35-003-2020  
Addresses: 508, 510, 512, 514, 516 Albert St

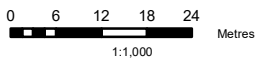
**Legend**

**Reference By-Law 8499, Map 19**

Rezoned from A to C4-H (T1)

**Certificate of Authentication**

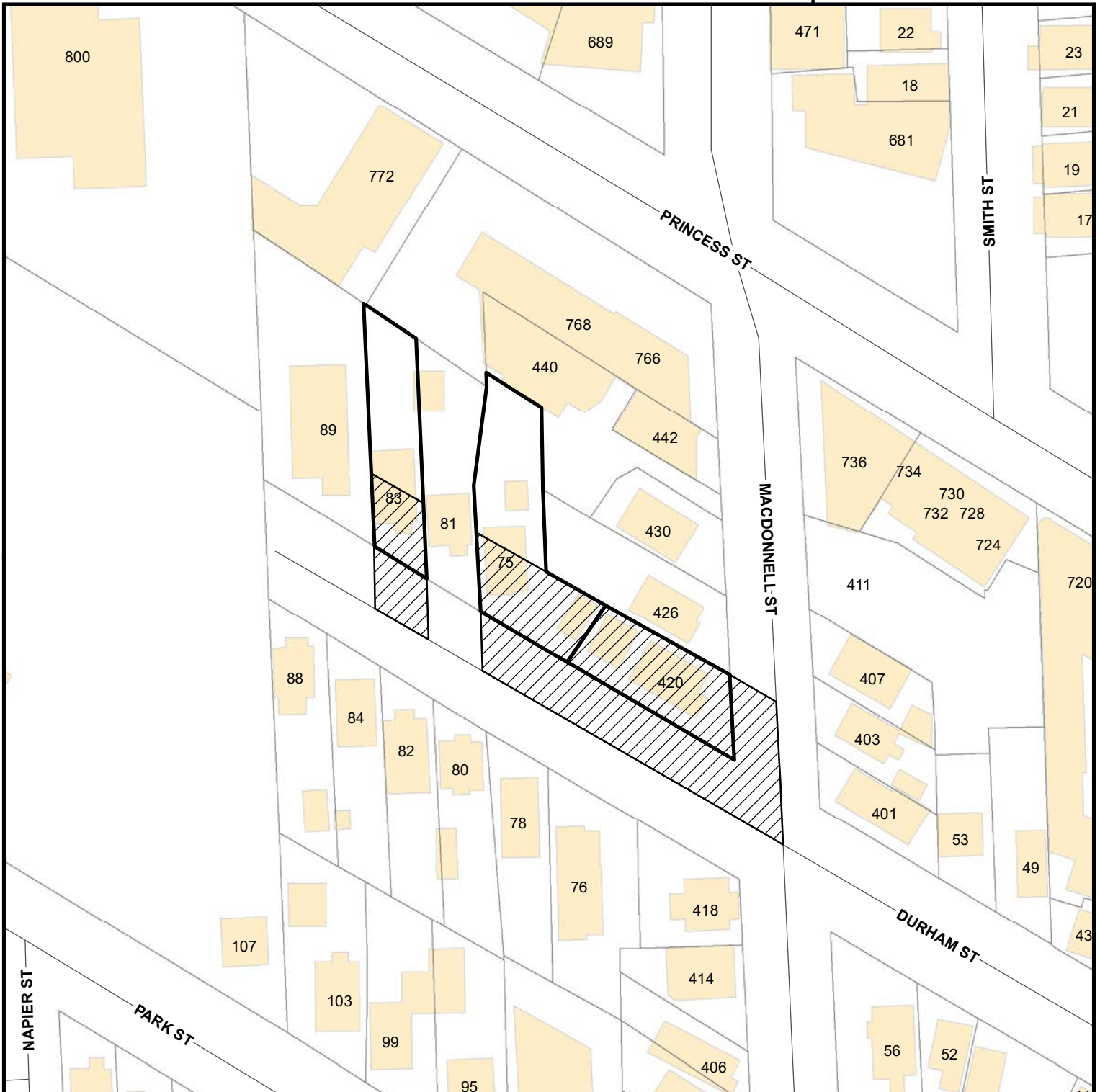
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Mayor

Clerk





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

File Number: D35-003-2020  
Addresses: 73, 83 Durham St;  
420 MacDonnell St

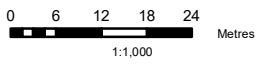
**Legend**

**Reference By-Law 8499, Map 20**

 Rezoned from A to C4-H (T1)

**Certificate of Authentication**

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Mayor

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

File Number: D35-003-2020  
Addresses: 474, 480 MacDonnell St;  
689 Princess St

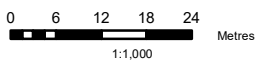
**Legend**

**Reference By-Law 8499, Map 20**

Rezoned from C1 to C4-H (T1)

**Certificate of Authentication**

This is Schedule 'G' to By-Law Number \_\_\_\_\_,  
passed this \_\_\_\_\_ day of \_\_\_\_\_ 2020.



\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk





**LEGEND**

 REQUIRED GROUND FLOOR COMMERCIAL ALONG PRINCESS STREET FRONTAGE

**BUILDING HEIGHTS**

 MAXIMUM HEIGHT THE LESSER OF 20 METRES OR 6 STOREYS

 TOWER PERMITTED - MAXIMUM HEIGHT THE LESSER OF 61.5 METRES OR 20 STOREYS



THE CORPORATION OF THE CITY OF KINGSTON

**SCHEDULE 'I' TO BY-LAW**

File Number: D35-003-2020  
Location: Williamsville Main Street-  
Princess Street from Division Street  
to Bath Road

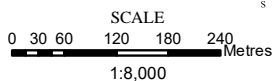
**Legend:**

SCHEDULE "O" TO ZONING BY-LAW  
NUMBER 8499 - WILLIAMSVILLE MAIN  
STREET

Planning Services

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Community  
Services

Prepared by: akeeping  
Date: 2020-11-06

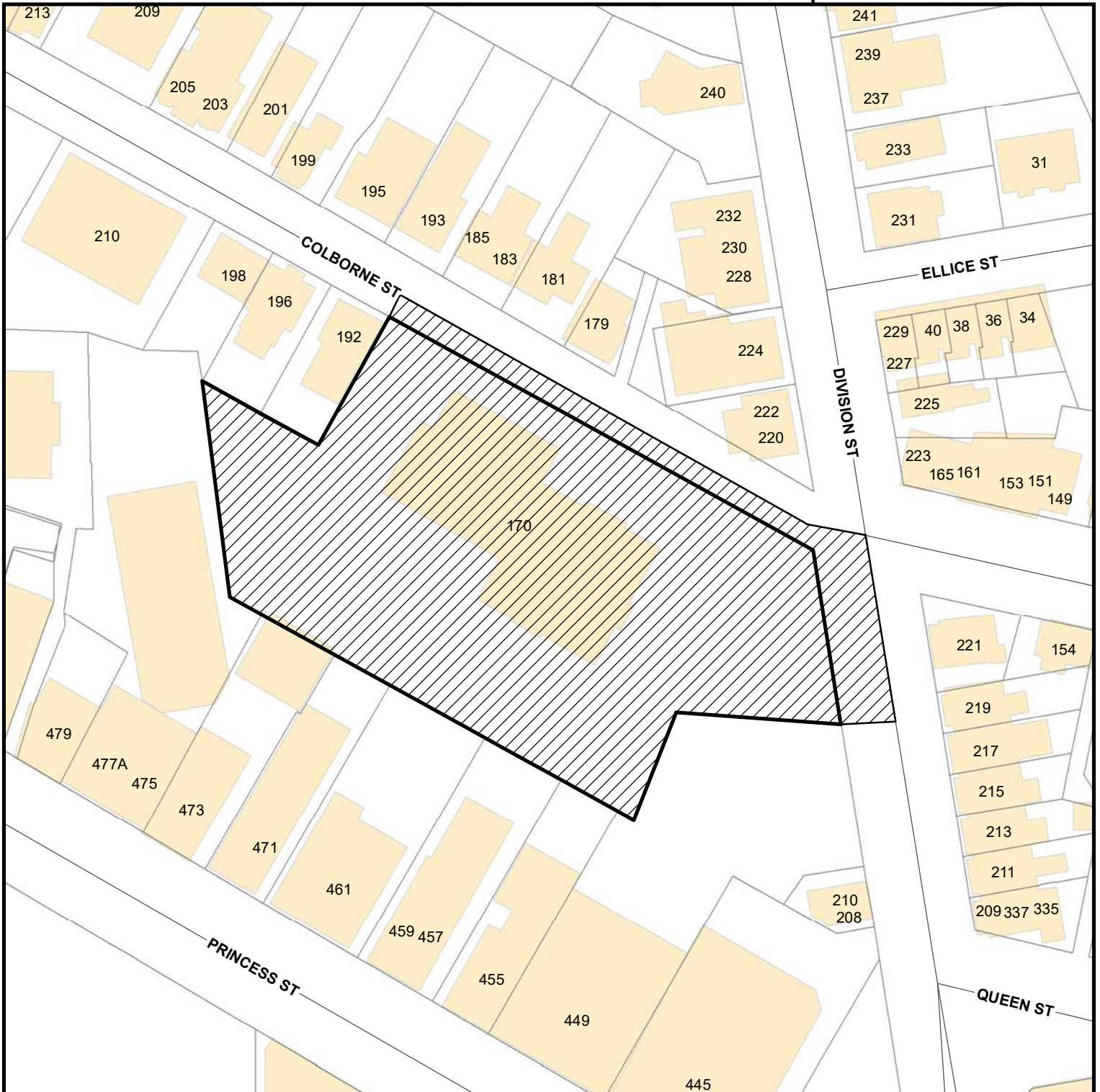


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This is Schedule 'I' to By-Law No. \_\_\_\_\_  
passed this \_\_\_\_\_ day of \_\_\_\_\_ 2020

Mayor

Clerk



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
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## SCHEDULE 'J' TO BY-LAW NUMBER

File Number: D35-003-2020  
Address: 170 Colborne St

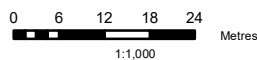
### Legend

Reference By-Law 8499, Map 19

 Rezoned from C.188 to C4-H (T1)

### Certificate of Authentication

This is Schedule 'J' to By-Law Number \_\_\_\_\_,  
passed this \_\_\_\_\_ day of \_\_\_\_\_ 2020.



## **Schedule K to By-Law Number 2020-XXX Amendment to Zoning By-Law Number 8499**

### **Section 23C General Provisions for the Williamsville Main Street Commercial Zone “C4”**

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**23C.1** Subject to compliance with the provisions of Section 5, where applicable, the following provisions shall apply in the C4 Zone.

**23C.2 Permitted Uses** – The following uses only shall be permitted in the C4 Zone:

- (a) libraries, art galleries and museums;
- (b) churches, community halls, community centres and parish halls;
- (c) offices and ancillary uses associated with not-for-profit and social service agencies; offices for or in connection with businesses or professions; offices for printing and publishing; for clarity this includes co-working spaces;
- (d) artisans’ workshops and creativity centres;
- (e) hospitals, clinics, pharmacies, and medical laboratories;
- (f) retail stores or shops, markets, and bakeries;
- (g) undertakers' establishments;
- (h) banks and credit unions;
- (i) hotels, bars and restaurants, including take-out restaurants;
- (j) multiple family dwellings; row dwellings; supportive housing and special needs housing, including community homes, crisis care shelters, residential care facilities, recovery homes, group homes, and community support houses; co-operative living spaces;
- (k) laundromat and dry cleaners;
- (l) theatres, bowling alleys, pool and billiard halls, places of amusement, and private clubs;
- (m) recreational uses, including fitness centres/clubs;

- (n) commercial schools;
- (o) day care centres;
- (p) personal service shops;
- (q) accessory buildings, subject to the provisions of Section 23C.4(m).

**23C.3 Definitions** – The following definitions shall apply to lands, buildings or structures in the C4 Zone:

- (a) **Amenity Area** means the area situated within the boundaries of any residential development site intended for recreational purposes, and may include landscaped open space, patios, private amenity areas, balconies, communal lounges, swimming pools, children’s play areas, and similar uses, but does not include any area occupied at grade by a building’s service areas, parking areas, parking aisles, or driveways.
- (b) **Balcony** means an unenclosed or partially enclosed platform that is attached to and only directly accessible from within a building. A balcony includes associated guards, fencing, walls, screening and other associated features.
- (c) **Building Frontage** means the building façade that fronts on a street line where access to the building is available.
- (d) **First Storey** means the storey with its floor level closest to finished grade and shall exclude any floor of a building that has a floor level located below finished grade.
- (e) **Lot Line** means a line delineating any legal boundary of a lot.
  - i. **Exterior Lot Line** means the lot line of a corner lot which abuts the street, other than a front lot line.
  - ii. **Front Lot Line** means, in the case of an interior lot, the lot line dividing the lot from the street. In the case of a corner lot, the lot line abutting Princess Street shall be deemed the front lot line and the lot line abutting the other street shall be deemed an exterior lot line. In the case of a corner lot that does not abut Princess Street, the shorter lot line shall be deemed the front lot line. In the case of a corner lot which is also a through lot, the front lot line shall be the lot line abutting Princess Street.

- iii. **Interior Lot Line** means a lot line, other than a rear lot line that does not abut a street and is generally perpendicular to the front lot line.
  - iv. **Rear Lot Line** means the lot line(s) that is generally opposite to, and most distant from, the front lot line. In the case of a lot with frontage on Princess Street, all lot lines that separate the lot from a zone outside of the C4 zone or another commercial zone shall be considered a rear lot line.
- (f) **Podium** means the base component of any building that is greater than 20 metres in height (excluding mechanical penthouses) and shall only include the first through sixth storeys of such a building.
- (g) **Setback** means the horizontal distance from the lot line to the nearest part of any building or structure on a lot.
- i. **Exterior Setback** means the setback between the exterior lot line and the nearest part of any building or structure on the lot required by this By-Law.
  - ii. **Front Setback** means the setback between the front lot line and the nearest part of any building or structure on the lot required by this By-Law. Where a corner lot includes a front lot line and exterior lot line that do not intersect at one point, the front setback shall be determined by measuring the hypothetical point of intersection of the extension of the front lot line and the extension of the exterior lot line.
  - iii. **Interior Setback** means the setback between the interior lot line and the nearest part of any building or structure on the lot required by this By-Law.
  - iv. **Rear Setback** means the setback between the rear lot line and the nearest part of any building or structure on the lot required by this By-Law.
- (h) **Stepback** means the horizontal distance from the exterior wall of a specified storey to the exterior wall of the storey immediately below it. The horizontal distance shall be measured in the direction that is opposite to the lot line, ensuring that the stepback moves towards the centre of the lot.
- (i) **Storey** means that portion of a building between the top of any floor and the top of the floor next above it, or between the top of the floor and the ceiling above the floor, if there is no floor above it. Mechanical



penthouses, green roofs, rooftop amenity areas and other similar rooftop elements shall not be considered a storey.

- (j) **Streetwall** means the nearest wall or nearest portion of a wall of a building to a street line.
- (k) **Streetwall Height** means the vertical distance between the top of the streetwall and the finished grade immediately adjacent to the streetwall.
- (l) **Tower** means any portion of any building that is greater than 20 metres in height (excluding mechanical penthouses), excluding a podium, below grade parking structures and a mechanical penthouse.

**23C.4 Regulations** – The following regulations shall apply to lands, buildings, or structures in the C4 Zone:

- (a) Height:
  - i. All buildings / structures shall have a maximum height of the lesser of 20 metres or 6 storeys, except where shown on Schedule “O”, where the maximum height shall be the lesser of 61.5 metres or 20 storeys.
  - ii. The minimum streetwall height for all buildings / structures shall be 10.5 metres.
  - iii. A minimum of 75 percent of a wall of the building which faces a street line shall be built to the required front setback for the height of the streetwall.
  - iv. Notwithstanding Section 5.14, the height of mechanical penthouses and other rooftop equipment and elements shall be permitted in accordance with the provisions of Sections 23C.4(g) and 23C.4(h).
  - v. Where a lot or building is located within two different height areas shown on Schedule “O”, each portion of such lot or building shall comply with the height restrictions applicable to such portion of the lot or building.
- (b) Setbacks and Stepbacks:
  - i. Setbacks and stepbacks are required in accordance with the following table:

<b>Setbacks and Stepbacks</b>	<b>Minimum</b>	<b>Maximum</b>
Front setback and exterior setback	3.0 metres	5.0 metres

(along Princess Street, Division Street, Concession Street or Bath Road) – first storey		
Front setback and exterior setback (along Princess Street, Division Street, Concession Street or Bath Road) – second, third and fourth storeys	2.0 metres	5.0 metres
Stepbacks where the building faces Princess Street, Division Street, Concession Street or Bath Road – fifth and six storeys	2.0 metres from the exterior wall of the fourth storey	Not applicable
Front setback and exterior setback (along all other streets) – first through fourth storeys	2.0 metres	5.0 metres
Stepbacks where the building faces all other streets – fifth and sixth storeys	2.0 metres from the exterior wall of the fourth storey	Not applicable
Interior setback (for a property fronting on Princess Street)	0.0 metres	Not applicable
Interior setback (for a property not fronting on Princess Street)	1.2 metres	Not applicable
Rear setback	8.0 metres	Not applicable

- (d) Maximum Lot Coverage: 70%
- (e) Projections into Required Setbacks:
  - i. The following regulations apply to balconies that project out from the face of a building/structure:
    - 1. Balconies are permitted above the fourth storey of a building façade that is facing a street line, to a maximum depth of 1.5 metres.
    - 2. Balconies are permitted above the second storey of a building façade adjacent to a lot line that is not a street line, to a maximum depth of 2.0 metres.
- (f) Ground Floor Conditions:
  - i. Buildings fronting on Princess Street are required to have ground floor commercial uses on the first storey where any portion of the lot aligns with the area identified as “Required Ground Floor

Commercial Along Princess Street Frontage” on Schedule “O” to this By-Law.

- ii. Where ground floor commercial uses are required, the entire street frontage of the first storey, excluding areas devoted to a lobby or other shared entrances/exits for other permitted uses, shall be occupied by commercial uses. Portions of the floor area of the first storey that do not have frontage on a public street may be occupied by uses that service the building such as loading spaces, waste management facilities and rooms, mechanical rooms, bicycle parking facilities and other similar uses.
  - iii. The first storey of a building / structure shall have a minimum floor to floor height of 4.5 metres.
  - iv. The height of the first storey of a building / structure shall be measured from finished grade to the level of the floor immediately above it.
- (g) Mechanical Penthouses and Other Rooftop Mechanical Equipment:
- i. Notwithstanding Section 5.14, mechanical penthouses shall be permitted to exceed the maximum allowable building height by up to 3.5 metres.
  - ii. Mechanical penthouses shall not exceed 10 percent of the roof area on which they are located.
  - iii. Mechanical penthouses and other rooftop equipment shall be setback from the edge of the roof line a minimum distance equal to the height of the mechanical penthouse or other piece of rooftop mechanical equipment.
  - iv. Notwithstanding 23C.4(g)iii., enclosures dedicated only to stairs that are located at the end of a building shall be permitted within the required setback from the edge of a roof line.
- (h) Green Roofs and Other Rooftop Elements:
- i. Architectural appurtenances to support green roofs, other rooftop sustainability elements, or rooftop amenity spaces shall be permitted to exceed the maximum allowable building height by up to 3.5 metres.
- (i) Tower Conditions:

- i. Maximum Tower Floor Plate: Where a tower is permitted by Schedule “O” of this by-law, the maximum floor plate of the tower shall be 790 square metres. Tower floor plate shall include all areas enclosed within exterior walls, including hallways, elevators, stairs, mechanical shafts, etc.
  - ii. Tower separation: Where a tower is permitted by Schedule “O” of this by-law, it shall be separated from any other tower by a minimum distance of 25 metres and shall be located no closer than 12.5 metres from an adjacent property.
  - iii. Stepback: Where a tower is permitted by Schedule “O” of this by-law, it shall be setback from the podium by a minimum distance of 2.0 metres.
  - iv. Notwithstanding 23C.4(h)(ii), where an adjacent property has already been developed with a tower, the tower is permitted to be located closer than 12.5 metres to the lot line shared with that adjacent property so long as the 25 metre tower separation distance is maintained.
- (j) Parking Spaces
- i. Parking provisions shall be as set out in Section 5.3 of this Zoning By-Law, with the exception of the following provisions:
    - 1. Parking spaces shall not be permitted in a yard abutting a street line.
    - 2. Minimum number of residential parking spaces: 0.4 per dwelling unit.
    - 3. Maximum number of residential parking spaces: 1.0 per dwelling unit.
  - ii. Section 23C.4(j)(i)(1) shall not be construed to prohibit a reduction in the minimum number of parking spaces required if such reduction is authorized through a minor variance or rezoning in accordance with the Planning Act.
- (k) Maximum Residential Density

- i. The maximum residential density shall be 210 dwelling units per net hectare, except where a tower is permitted by 23C.4(2)(i), the maximum residential density of the tower and its podium shall be 480 dwelling units per net hectare.

(l) Loading Spaces

- i. Loading space provisions shall be as set out in Section 5.4 of this Zoning By-Law, with the exception of the following provisions:
  1. Loading spaces shall not be permitted in a yard abutting a street line.
  2. A minimum number of loading spaces shall be provided in accordance with the following table:

<b>Land Use</b>	<b>Commercial Gross Floor Area / Residential Dwelling Units</b>	<b>Number of Required Loading Spaces</b>
Commercial Uses	0-300 square metres	0
	Greater than 300 square metres to 2,500 square metres	1
	Greater than 2,500 square metres to 7,500 square metres	2
	Greater than 7,500 square metres	2 plus 1 for each additional 9,300 square metres beyond 7,500 square metres
Residential Uses	0-50 dwelling units	0
	51-399 dwelling units	1
	Greater than 400 dwelling units	2

(m) Amenity Area:

- i. The amenity area provisions of Section 5.27 of this by-law apply.
- ii. Notwithstanding Section 5.27(a), a minimum of 10 square metres of amenity area shall be provided for each dwelling unit on a lot.

(n) Accessory Buildings:

- i. Maximum Height: 4.6 metres

- ii. Maximum Lot Coverage: 10% of lot area
  - iii. Location: Detached accessory buildings shall be located:
    - 1. In an interior side yard or rear yard;
    - 2. A minimum of 1.2 metres from a lot line;
    - 3. Not closer to the street than the front of the main building;  
and,
    - 4. Not closer to the street than the side of the main building on a corner lot.
- (o) Transition Clause:
- i. Nothing in this By-Law shall prevent the development or use of a lot or one or more buildings or structures for which a complete application for a building permit was received by the City on or before (date of passing of this By-Law), if the development or use complies, or the building permit application is amended to comply, with the applicable former provisions of Zoning By-Law Number 8499 as it was read immediately prior to the passing of this By-Law.
  - ii. Where a complete application was received by the City on or before the date of passing of this By-Law for the development or use of a lot or one or more buildings or structures, approval may be granted, if deemed appropriate, in the context of the applicable former provisions of Zoning By-Law Number 8499 as it was read immediately prior to the passing of this By-Law, for one or more of the following applications:
    - 1. minor variances pursuant to Section 45 of the Planning Act;
    - 2. site plan control approval pursuant to Section 41 of the Planning Act;
    - 3. consent pursuant to Section 53 of the Planning Act;
    - 4. draft plan of subdivision approval or draft plan of condominium approval pursuant to Section 51 of the Planning Act;
    - 5. payment in lieu of parking agreement pursuant to Section 40 of the Planning Act; and

6. a part lot control exemption approval pursuant to Section 50 of the Planning Act.
- iii. Where the development or use of a lot or one or more buildings or structures qualifies under Section 23C.4(o)ii., a building permit may be issued after final approval is received for all required applications and if the development or use complies, or the building permit application for the development or use is amended to comply, with the provisions of the applicable former general zoning by-law as it was read immediately prior to the passing of this By-Law.
- iv. Nothing in this By-Law applies so as to continue the exemption provided by Section 23C.4(o) beyond the issuance of the final building permit upon which the exemptions are founded.
- v. Section 23C.4(o) shall be repealed in its entirety three years after the date of passing of this By-Law.

**23C.5 Holding Symbol:**

- (a) Purpose and Requirement for Removal of Holding Symbol:
  - i. The use and removal of the “-H” Holding Symbol shall be in accordance with the provisions of Section 5.39.
  - ii. Redevelopment of lands shall not proceed until the City is satisfied that there is adequate servicing capacity (i.e. water, wastewater, natural gas, and electrical) for the proposed development.
- (b) Permitted Interim Uses:
  - i. In accordance with Section 23C.2, provided the use occurs within the walls of a building / structure that existed on the date of the passage of this by-law.

**23C.6 Temporary Use:**

(T1) Williamsville Main Street

Expires: December 18, 2021 of By-Law Number 2019-6

The lands to which By-Law Number 2019-6 applies may be used for the following uses, in addition to those uses permitted in Section 23C.2:

- (a) Permitted Uses

- i. Surface parking lot



**From:** M S N Service

**Sent:** November 11, 2020 7:33 PM

**To:** Bolton,Sonya <sbolton@cityofkingston.ca>; Gummo,Andrea <agummo@cityofkingston.ca>; M S N; Neill,Jim <jneill@cityofkingston.ca>; Joan Bowie

**Subject:** Williamsville Main Street Study Update - further input from Frank Dixon

Nov. 11, 2020.

To: Sonya Bolton and Andrea Gummo, Senior Planners, City of Kingston

From: Frank Dixon, Williamsville resident

Ref: Williamsville Main Street Study Update file progress -- further input

Hello Sonya and Andrea,

Thank you for the notification on this file's progress. I hope you are both doing well.

I do want to add a few further comments on this file, as a supplement to my earlier submission, from October.

1) The 'Nomad Homes Complex', located at 730 Princess Street, south side, in the heart of the Williamsville Main Street Study area, has now seen its construction completed, and is in active operation. But there is NO STREET NUMBER for this extensive residential building, at street level. I would think that for a building of this size, a street number should be required.

2) There is currently no Business Improvement Organization for the Williamsville area. The Downtown BIA does NOT want to expand into Williamsville. I am wondering if the City of Kingston could take some initial steps to foster the formation of a new BIA for Williamsville, as part of the WMSS updates. I realize that this should be a private-sector endeavour, as the BIA was; I think it began in 1983 or thereabouts. But the Downtown BIA does receive some grant funding from the City.

3) I would like to see some recycle bins and garbage cans installed, on the Princess Street sidewalks, in the Williamsville MSS Area. I walk along Princess Street frequently, and there is really a lot of litter and garbage; it looks awful, on what is supposed to be an arterial route of pride for the city; it is very heavily travelled by vehicles, many of which are newly arrived in the city. There is one at the Giant Tiger Kingston Transit stop, but no others until next to the Metro Grocery parking lot, between Barrie and Division Streets, ten or so blocks away. The area around Princess and University is especially bad for this. I would think three of these on each side, in that segment, would help a lot.

4) Bike lanes have been installed on Princess Street between Division Street and the Kingston Centre for several years now. I made the point several years ago, at a City meeting, that the street is wide enough to support these, along with parking and vehicular traffic. I think the installation has been a success.

NOW:

a) With the increased construction activity for the several new projects, and eventually increased residential density, and the car traffic from it, these will all impact the bike lane safety. I am wondering if the Active Transportation Master Plan is taking this into account. I am very concerned about potential increased accidents, especially in winter, when some people persist riding bikes. (I stopped doing that several years ago; I just didn't feel safe.)

b) I am a cyclist myself, and support active transportation. But, as a pedestrian, I notice a lot of unsafe 'active transportation' activity. For one thing, powered scooters have arrived in Kingston, and I notice people riding them on the sidewalks, even when bike lanes are available. Not good. I see skateboarding on sidewalks; not sure if this is allowed. And there is really a lot of bicycling taking place on sidewalks, in the WMSS area. I don't see any enforcement taking place on these violations. Does the City have an enforcement plan in place to deal with this problem? If not, I think we need occasional patrols in Williamsville for this.

5) I am concerned over the coming winter season and the winter control plan for the Princess Street section where there is a lot of construction taking place. How will the lanes be plowed, how will the snow be cleared and removed, how will the sanding and salting take place -- and so on. I believe that advance planning needs to take place for this.

Thank you very much for your time and consideration.

Respectfully submitted,  
Frank Dixon

cc: Williamsville Community Association -- Joan Bowie  
cc: Williamsville District Councillor Jim Neill



## AXION DEVELOPMENT CORPORATION LIMITED

---

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[margaret@zakosenterprise.com](mailto:margaret@zakosenterprise.com)

November 12, 2020

Dear Ms. Gummo,

I am submitting this letter to the City of Kingston to share my thoughts on the draft Addendum to the Williamsville Study and related draft official plan and zoning amendments. I am the president of Axion Development Corporation, a corporation through which I own multiple properties in Williamsville, including 544-556 Princess Street and 336 Alfred Street.

My properties are at the corner of Alfred Street and Princess Street. They are currently developed with a 2-storey commercial building. You will recognize that there are active applications for two 10-storey buildings across the road, which I have been watching with great interest.

I understand that the proposed changes to the Williamsville Study, the OP and zoning will increase the height on my properties to 6 storeys, however I am concerned that height will then be limited to that height. Under the current policy regime, my properties meet the criteria for increased height up to 10 storeys and the height could be increased through a zoning amendment. Once you change the policies, this will no longer be the case and will be detrimental to the development potential of this land. Even with a 6 storey building height, it will be more economically viable for me to convert my upper storey to residential and leave the building as-is than demolish what I have and build at 6 storeys.

My properties are at a corner which will be made more prominent by the development of the two other 10 storey buildings, why not allow another tall building at this corner? It would balance the aesthetic of the street, certainly. My properties are also beside an existing residential apartment building, so they would not face the same compatibility challenges that have been raised elsewhere where tall building sites are directly beside single-detached houses.

It was made clear at the land economics Q&A on October 14 that the proposed 6 storey limit is a hard cap on functional height in this area. This is contrary to the draft update to the Williamsville Study that states:

*There are a number of benefits to taller buildings from a public interest perspective when they are well designed. Taller buildings, when facilitating higher densities, make more efficient use of land, support active transport and public transit ridership, are less resource-intensive to heat and service, and provide a housing option that would not be available to the market under height restrictions. Because taller buildings are required to include elevators and are built to current accessibility standards, they also tend to be much more accessible for those with mobility challenges than low-rise buildings.*

I understand the concern that has been expressed by the community and Council about the corridor being developed much faster than expected and at greater height. Is this not what the study was intended to achieve? Why are we now looking at that success as if it were a failure? This is an opportunity to make corrections, to give better guidance to the development community and make gradual shifts in policy, not the dramatic shift that's being proposed which will stifle redevelopment along the central portion of the corridor for years to come.

The consultant at the Q&A session said that 6 storeys is the maximum proposed because that's the maximum height allowed by the building code for wood construction. The consultant then suggested that if the building code changes to allow up to 12 storeys in wood construction, this greater height might be considered for Williamsville. I find this rationale confusing. In planning terms, what is the difference between a 12 storey wood frame building versus a 12 storey concrete building? They have the same needs vis a vis parking and amenity area, they cast the same shadow, so why would 12 storeys be allowed in wood frame but not concrete?

### **Financial Viability**

It was said by City staff during the Q&A session that the City is looking to support the financial viability of development projects within Williamsville, but it was also indicated that no further financial testing will be completed. No analysis will occur to determine the effect of the proposed policy or zoning changes on the financial viability of development in Williamsville. I find this both concerning and alarming. City staff said during the meeting that they will monitor the area to see how the changes in policy affect development. In effect, the City is gambling on the future of housing and overall success of the Williamsville revitalization without a clear expectation of the economic realities.

I am particularly concerned since it was made clear at that same Q&A session that a 6 storey building is not economically viable. City staff asked for suggestions about how they could improve viability but ignore the elephant in the room, which is that more height and a higher unit count would improve economic viability. Nickel and dime solutions, such as a lower parking rate, are unlikely to significantly improve financial viability. And why is the City making these decisions based on land economics in any event? The economic factor is the responsibility of the developer, and all that the City's analysis has done is show that developers have been correct when saying that 6 storeys is not financially viable along this main street.

The economic analysis assumed a net retail rent of \$25 per sq ft, which is rather optimistic. Who are the retailers that will be locating to this area where there is little to no on-street parking for their clientele? Even employees will be hard-pressed to find parking, and the walk from the public parking lots in the downtown is a long one.

The original study apparently did not consider the consequences of policies that favour land assembly and how a 10 storey height limit would affect property values. The Williamsville update seems to have swung completely the other way, to the detriment of existing property owners in the corridor who may have had the flexibility to build at a height between 6 and 10 storeys, but who will no longer have that option.

### **Tall Building Criteria**

The original Williamsville study asserted that sites with a lot depth of 36 metres or greater from Princess Street could be appropriate for additional height and density, subject to demonstrating compatibility. While I have heard this described numerous times as a "loop hole" for developers, this Official Plan direction offered a means of achieving the housing goals for the area in a form

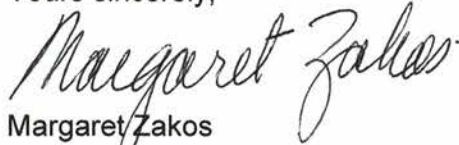
that was financial viable. Extensive consultation with the community, staff and council has led to these being the most successful and exciting projects in Williamsville.

I am requesting that the City provide criteria for the development of tall buildings on a site specific basis in Williamsville, rather than applying this blanket limit on height at 6 storeys. A 10 storey building can be more compatible with a low-rise building than a 6 storey building if the 10 storey is designed well and the 6 storey is not. Why not continue to work with the community to develop agreeable policy criteria?

At the Q&A session, City staff asked the public to make suggestions about potential factors that would support the land economics of development in Williamsville. One suggestion was a maximum parking rate instead of a minimum, which I agree with as a reasonable approach for residential development but I note that commercial properties may have greater need for parking in this area so I would prefer to see this limited to residential uses only. Another idea would be to provide more flexibility for amenity area. Williamsville already benefits from a reduced requirement, perhaps there can be more creativity and the opportunity to count corner parkettes towards the private amenity requirement. It may also be helpful to allow additional height specific to the inclusion of enclosed rooftop amenity areas. Other factors might be allowing greater height (up to a limit of 10 storeys) where it can be demonstrated by an applicant that the allocated unit count requires greater height to achieve a compatible and functional building.

I would be pleased to meet with City staff, the consulting team and my planning consultant to further discuss my comments. I also ask to be notified directly of any status updates related to these applications, as well as of any decision made by Council.

Yours sincerely,



Margaret Zakos  
President

Axion Development Corporation Limited



**IBI GROUP**  
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November 18, 2020

Sonya Bolton  
Senior Planner  
City of Kingston  
1211 John Counter Blvd  
Kingston, Ontario  
K7K 6C7

**WILLIAMSVILLE MAIN STREET STUDY ADDENDUM OPA/ZBA  
429 & 445 PRINCESS ST. KINGSTON  
IBI FILE NO. 121711**

**Introduction**

IBI Group is the authorized agent for 1975919 Ontario Inc. (“Goldmanco Inc.”), the owner of the properties municipally addressed as 429 and 445 Princess Street (the “subject lands”). The subject lands are located on the north side of Princess Street, west of Division Street. 429 Princess Street is currently occupied with a paved parking lot, and 445 Princess Street is improved by a commercial building currently occupied by Shoppers Drug Mart. The parking lot is for the exclusive use of the Shoppers tenant.

IBI Group was retained to review the Interim Control By-law applying to the Williamsville Main Street Corridor, as enacted by the City in May 2019. Our review considers the ICBL as it applies to the subject lands and any changes that may be proposed to the Official Plan policies and implementing zoning. This letter is provided in response to the Comprehensive Report for the Update to the Williamsville Main Street Study (November 19, 2020) as well as the accompanying Draft Official Plan Amendment and Zoning By-law Amendment.

**Proposed Policy Review**

As indicated in previous correspondence with City staff, the owners were generally satisfied with the proposed policies for the subject lands, particularly the inclusion of both properties in the Williamsville Main Street Designation and the height provisions proposed for the subject lands. We reviewed a building concept plan against the proposed Official Plan Amendment and Zoning By-law Amendment released on July 24, 2020 and subsequently provided comments in a letter to staff dated September 30, 2020. Our clients were happy to see some of the comments addressed in the revised draft OPA and ZBA released November 19, 2020. However, review of the updated OPA and ZBA drafts revealed additional policies and provisions of concern. On behalf of Goldmanco Inc., we provide the following additional comments:

***Maximum Residential Density***

Section 23C.4(k)(i) allows a maximum residential density of 480 dwelling units per net hectare (UPH) for a tower and its podium. However, a maximum density of 480 UPH would limit the development of a tall building on the subject lands in a manner that seems contrary to other policies of the Plan, specifically the allowance for 20 stories and a maximum floor plate size of 790 sq.m.

November 18, 2020

The subject property has an area of approximately 0.23 hectares. If a development on the subject lands were to comply with the maximum density outlined in the draft by-law, it would be limited to 110 residential units (110 units/0.23 ha = 478 UPH). Based on the conceptual plans created by the owner for the subject lands, upwards of 300 residential units are achievable on the site based on the built form parameters in the proposed policies and zoning. This is a density of greater than 1,300 UPH.

The proposed zoning identifies the site as a location for tall buildings and higher density development. Tower buildings are permitted on the site with a maximum height of 20 storeys or 61.5 m (14 storey tower with a 6 storey podium). The maximum permitted floor plate size for the tower is 790 sq. m. A tower with a 790 sq. m floor plate can accommodate approximately 10 large residential units (1,000 sq.ft. each). Assuming a 6 storey podium, the tower is permitted to be 14 storeys tall which would result in a total of 140 residential units in the tower alone. On the subject lands, this results in a residential density of 609 UPH in the tower alone (140 units/0.23 ha), with a similar amount able to be accommodated in the podium. Therefore, the proposed limit of 480 UPH would have the effect of substantially limiting building height.

In light of the above discussion, our client requests that the as-of-right density be increased to correspond with the density that would be allowed by the built form policies and provisions. Alternatively, the density provision could be removed entirely, and the intensity of development controlled through the building envelope, amenity area and parking requirements.

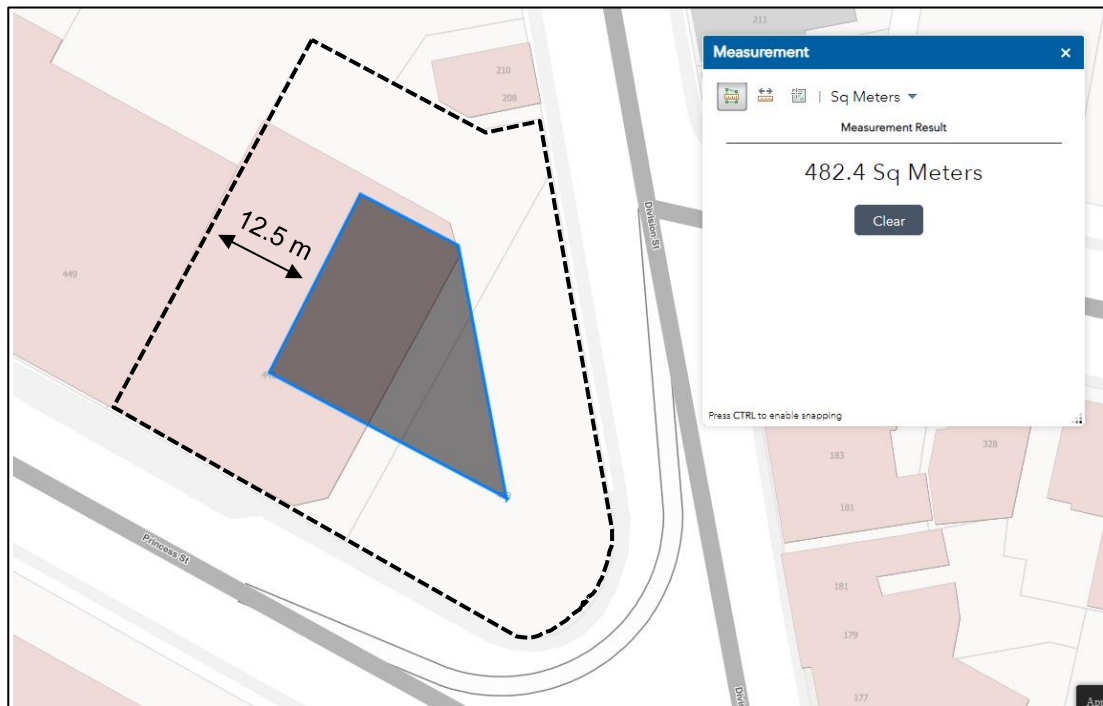
#### ***Tower Conditions***

Section 23C.4(i)(ii) requires that a tower shall be located no closer than 12.5 metres from an adjacent property. In the case of the subject lands, it is unclear if the 12.5 metre tower setback applies to the Princess Street and Division Street frontages or if the required tower setback for the Princess Street and Division Street frontages is intended to be 4 metres (2 metre setback at the fourth storey plus the 2 metre stepback from the sixth storey). We request confirmation from staff if the 12.5 metre setback applies to property lines that are adjacent to a road allowance.

As illustrated below, a 12.5 m setback from adjacent properties on all lot lines reduces the potential tower floor plate to approximately 482 square metres whereas the by-law permits a maximum floor plate of 790 square metres. Based on discussions with the owner and our own experience on similar projects, a tower floor plate of this reduced size would not be viable. If the setback of 12.5 m applies to all property lines, our client requests that this be revised to apply only to those lot lines shared with developable properties and not street lines.



November 18, 2020



**Figure 1:** 12.5 metre tower separation from all property lines (Kmaps).

### ***Loading Space***

Section 23C.4(l) requires minimum loading spaces for commercial and residential uses. As written, it is unclear how to interpret the loading space requirement for mixed use development. We request confirmation from staff if the intention is that the required loading spaces for residential and commercial uses could be shared (perhaps up to a certain number of units/commercial floor area) or does a mixed use development a loading space for each use regardless of size? We suggest that a shared loading space may be appropriate for mixed-use developments of a certain size.

### ***Commercial Parking Requirement***

Section 23C.4(j) includes parking provisions specific to the Williamsville Main Street Area. This section includes parking reductions for residential parking but does not include any reduction for commercial parking. We have consistently seen reductions in the commercial vehicle parking requirements for new development in Williamsville, and so are surprised to see that the original/existing standard remains unchanged. A parking ratio of 1 space per 150 sq.m. of commercial gross leasable area has been approved on other sites in the area (e.g. 652 Princess St. and 495 Princess St.) and a requirement of this nature may be more appropriate compared to the current commercial parking requirement of 1 space per 28 sq. m (300 sq. ft.) of GLA. We note that it may be appropriate to retain a separate standard for restaurant uses and medical offices as they may generate a higher amount of vehicular traffic than other commercial.

Our clients request that the recommended by-law provisions include a reduced general commercial/retail parking ratio to better enable the development of sites as realized and reduce the risk of “overparking” in the area. The City-commissioned studies by MMM Group in 2015 include recommendations to consider “shared” parking in mixed-use developments, and we

November 18, 2020

suggest that this could be considered in conjunction with a commercial parking requirement reduction.

## Summary

On behalf of Goldmanco Inc., we request that the City address these additional comments in a revised Official Plan Amendment and Zoning By-law Amendment recommended to Council for the Williamsville Main Street Study Update. Related to this, we have asked whether the City would be supportive of site-specific amendments if the requested changes to the draft policies and provisions are not made, and would like to express our concern if this approach is taken as there may be public confusion as to why site-specific amendments for substantial changes (particularly density on 20-storey sites) are proposed so soon after these new policies are enacted. Our clients would much prefer that these matters be clearly addressed as part of the current City-led process rather than through a site-specific process at a future date, and would prefer to work with Staff prior to adoption of these amendments rather than after-the-fact.

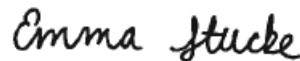
Thank for this opportunity to provide further input, and we look forward to discussing with you as needed.

Sincerely,  
**IBI GROUP**



---

Mark Touw, MCIP RPP  
Associate Director



---

Emma Stucke, BCD  
Planner

Michael Drewniak  
P.O. Box 112  
Kingston, Ontario  
K7L 4V6

November 18, 2020

Planning Services Department  
216 Ontario Street  
Kingston, Ontario  
K7L 2Z3

Dear Ms. Andrea Gummo, (Manager Policy Planning)

**RE: OBJECTION TO PROPOSED ZONING CHANGE**

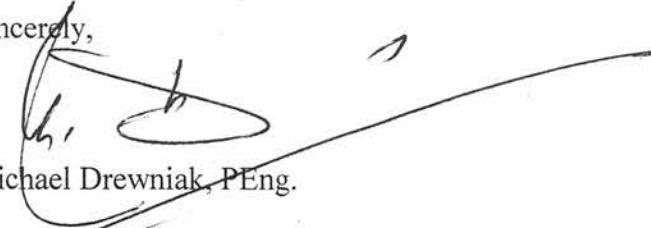
We are writing to express strong objection to the proposed change in zoning at 210 Colborne Street from "B3" zone to "Williamsville Main Street Commercial C4-H (T1) zone.

The Williamsville Main Street Commercial (WMSC) study area and subsequent implementation of the C4 zone for the corridor along Princess Street from Division Street to Concession Street at the formal traffic circle was to spur development. A rash of development including tall buildings with little to no setbacks from the sidewalk has created an obtrusive "concrete corridor look" not consistent with the surroundings.

Notwithstanding the planning department's review of the zone to cap structures at a maximum of 6 stories with 3 meter setbacks, we object to have Colborne Street and specifically 210 Colborne Street to be absorbed by the proposed WMSC C4 Zone. The current "B3" zone at 210 Colborne Street should be maintained. It is essential that this area be maintained B3 so as to act as a buffer against the higher density development intended for the Williamsville Corridor.

It is respectfully requested that the proposal to change the zoning at 210 Colborne Street to Williamsville Main Street Commercial "C4-H(T1)" be denied and that the current zoning of B3 be retained without any changes thereto.

Sincerely,



Michael Drewniak, PEng.

**From:** John Grenville

**Sent:** November 18, 2020 2:50 PM

**To:** Neill <jim.neill@sympatico.ca>; Osanic,Lisa <losanic@cityofkingston.ca>; Hill,Wayne <whill@cityofkingston.ca>; Hutchison,Rob <rhutchison@cityofkingston.ca>; Kiley,Robert <rkiley@cityofkingston.ca>

**Cc:** Gummo,Andrea <agummo@cityofkingston.ca>; Bolton,Sonya <sbolton@cityofkingston.ca>; Joan Bowie <>; Sue Bazely <>

**Subject:** Comments on Williamsville Study - for Thursday 19th November 2020

Good Afternoon – As you may know, I actively participated in the development of the Williamsville Main Street Study in 2010-12. The review announced in May 2019 was welcomed. However, now that we have reached the final recommendation it has been difficult both personally and as a member of the Williamsville Community Association to review and provide comments in the short time that the Comprehensive Report has been available. I have reviewed as much of the 469-page report as I can but cannot possibly review all of it. Because of prior volunteer commitments, I will not be able to participate in the public meeting on Thursday 19<sup>th</sup>. I have only had time to review one major issue that I would like to bring to your attention – the suggestion in the Comprehensive Report that adjoining low-rise residential do not deserve the same consideration as they had in the original Williamsville Main Street Study.

The protection of residential zones that adjoin Princess Street was one of the primary concerns (and in some cases the only concern) when the Williamsville Main Street Study was being done. One of the guiding principles for the original study was “Protect existing residential areas from negative impacts.” One of the definitions of success for this current WMSS review is “Respect for, and a wish to get closer in implementation to, the ‘original vision/intent’ of the Williamsville Study.” Despite the stated desire to respect and get closer to the original intent of the Williamsville Study, the Comprehensive Report states that the revised plan will provide for “intensification and redevelopment” that will have an impact on the adjoining property but that “impact on adjacent land uses is reasonable” (pg 47). The report goes on to explain: “This approach [the original WMSS] . . . weighs the perceived impact to individual landowners above broader public interest goals . . . (pg 265). Although the original study was completed by a recognized and well-respected urban planner, had extensive public consultation, was highly recommended by the Planning Department, was unanimously approved by Council and has had an enormous uptake by the development community, we are now told, seven years later, that the report that was supported by the Williamsville Community Association and the residents of Williamsville does not have sufficient respect for broader public interest goals.

Eliminating the requirement for a rear lane and a 45-degree angular plane and replacing it with an 8-metre setback does little to protect the low-rise residential when a 6-storey building is constructed next to it. Part of the problem can be mitigated by adopting the measures that are in the Ottawa’s *Urban Design Guidelines for High-rise Buildings* ensuring that the new development does not loom over the low-rise residential. At the very least there should be a setback above the third storey where buildings abut residential zones. Part of it can be further mitigated by eliminating balconies and roof-top patios on buildings that overlook low-rise residential. The problem might even be partially mitigated by constructing 2.4 metre wall to provide a physical separation between the multi-unit residential building and the low-rise residential property.

In the proposed zoning by-law amendment, in terms of protecting low-rise residential, there will be no setback. That is, the full 6-storeys will loom over the low-rise residential

property. Balconies will be allowed from the second storey to the sixth storey, projecting out two metres but with no other restrictions on the size of the balcony. There will be no restrictions in the zoning by-law on roof-top patios which will be able to overlook the low-density residential property. There is no requirement for a physical separation, such as a wall, between the 6-storey building and the low-rise residential property.

It appears that instead of “broader public interest goals” the changes in the setback, at least in this instance, will increase the options and opportunity for the developer to enhance the value of the land rather than protecting the “attractive, predominantly low-rise residential character” of the adjoining neighbourhood. (Comprehensive Report, pg 45).

I am not writing this so that we don't get a six-storey building looming over our low-rise residential property. I can tell you exactly what it is like to have a five-storey building set back only 6-metres from the lot line and to have about 40 windows overlooking your backyard with an underground garage entrance on the lot line. That's now the situation for our property at 515 Frontenac Street with the recent development. Overlook prevails, privacy is virtually non-existent, sunshine will only be available, if we are lucky in the summer, not in the winter when we need it most and vehicles for 99 units will be coming and going on the ramp to the underground garage at all hours.

This is an open invitation to visit our property and to stand in our backyard (you don't have nearly the same feeling by viewing it from the street) to see what it is like. Call me anytime at or send me an email – and I would be glad to show you around.

Thanks for taking the time to read this.

John

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John Grenville  
24 Jenkins Street

**From:**modrewniak  
**Sent:**Wednesday, November 18, 2020 3:37 PM  
**To:**Gummo,Andrea <agummo@cityofkingston.ca>  
**Subject:**RE: 210 Colborne St.- Objection to Zoning Change

Hi Andrea,

Thank you for confirming receipt of my letter today.

My concern over changing the zoning from B3 as it is now to the proposed Williamsville Main Street commercial CH4 is intensification/over-densification of development on Colborne Street up to 6 stories. Additionally I noticed that the southwest corner of Division Street and Colborne Street ( Cogeco Building) is included in this proposed change. Directly to the west and east of 210 Colborne Street are detached single family dwellings that should not be subject to intensification of development that Williamsville C4 would provide. Colborne Street should remain as a buffer providing development no higher than 3 stories which is what is now situated on 210 Colborne Street. Residents of basement/ground level apartments at 210 Colborne Street would be exposed to greater street noise through increased traffic as building developments would intensify to meet the provisions of a C4 zone. Maintaining the B3 zoning would provide a "relief" to the intensification experienced along the Williamsville corridor.

On a separate matter, I believe planning committee should assess and evaluate the impact on the Kingston rental market that 2000+ new units in the Williamsville corridor will have on the vacancy rate [not to](#) mention the many other developments under construction. I question whether the rental market can absorb this supply in such a short period. We own over 100 multi unit residential rental units in the Kingston area (existing stock) offering rental accommodation to the general public and Queens university students. We are currently experiencing a vacancy rate of about 4%. This is without the 2000+ new units that will be coming on stream within the next 2 years. Many rental providers in Kingston are offering 1 month free, special bonuses and recently 8 month Leases. These are all signs that indicate challenges in leasing. There has to be a balance between providing new housing to meet demand and not creating an oversupply that would diminish existing property values and create pockets of vacant buildings. I wonder whether planning department has taken into consideration in calculating rental supply the number of single family homes that have improved basements and are being used as rental accommodation.

Please reference my concerns in your meeting tomorrow.

Thank you,

Michael Drewniak

**From:**

**Sent:**Thursday, November 19, 2020 11:52 AM

**To:**Neill,Jim <jneill@cityofkingston.ca>; Hill,Wayne <whill@cityofkingston.ca>; Hutchison,Rob <rhutchison@cityofkingston.ca>; Kiley,Robert <rkiley@cityofkingston.ca>; Osanic,Lisa <losanic@cityofkingston.ca>

**Cc:**Thompson,James <jcthompson@cityofkingston.ca>

**Subject:**Williamsville Main Street Study

Good morning Planning Committee, City Councillors.

My thanks and admiration for your work on this committee.

I've attached three photos that speak to some of what I appreciate about Williamsville's growth for your consideration.

- **Photo 1622:**The view from the block behind a new development on Princess Street. The varied scales, planes and dimensions appeal to me from street level.
- **Photo 1625:**The transition from a couple houses away same development facing Princess Street. The area planning which is acknowledged in the draft addendum to the Williamsville Main Street Study (WMSS) provisions diversity, density and quality. Viewing more photos of the 'there and back' from study area to surrounding neighbourhoods on various side streets might have shown respectful transition and the marvelous diversity of Williamsville's built form.
- **Photo 1649:**Victoria Park with heritage considerations received an excellent investment and upgrade to become a preferred destination to other parks by many of our 'Sunnyside' (Williamsville & Sydenham as per the CKGS area designation) residents both students and diverse families. You'll note in the centre of the photo the barely perceptible crane above the trees being higher than the building but not impacting the oasis of the heritage park. It seems important for mental health considerations and other concerns to ensure residents can find opportunities to 'escape' the City within their City and neighbourhoods.

I have a few additional comments for your consideration.

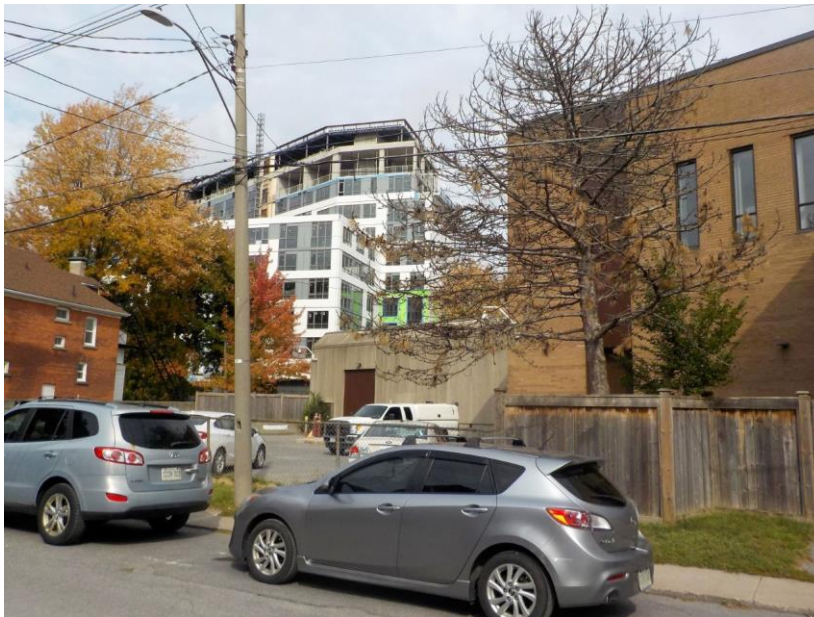
- Planning experts, such as Daniel Parolek (Missing Middle Housing & Form-Based Codes), have suggested that there are counter beliefs to the theory that "as you add more units to a building it needs to get bigger". It seems to me that some of the recent development along the Princess Street corridor is attempting to have it both ways. Developers are adding more units and making smaller units but at the same time pushing for greater workarounds to acceptable maximum width, depth and height. Further they are challenging the public perceptions of appropriate setback space and the positive engagement experience of walking/rolling the public realm. It would be interesting to hear what Jan Gehl (Cities for People) would say about the public space realms in this study area. I don't think ROI for development should be at the expense of the diversity and abundance of public space and its varied engagement by all.

- I'm hopeful that people, including councillors, will consider the area in small walkable/rollable units. Ask "Can I meet all my needs in this portion and smoothly transition to another portion? Are there areas for rest and respite as I travel further along the Princess Street corridor?" I believe great urban design like what you evidence living in the Danforth in Toronto with nothing more scaled than Missing Middle Housing of a wide spectrum, or experience living near Oak Bay Avenue in Victoria B.C. with a similar middle scale provides engaging diversity, density and quality not only in the structures and uses but also in the varying pedestrian realm.
- My impression is that City staff, experts and community have fairly weighed and evaluated the WMSS to update and move it towards a balance that will not be perfect but acceptable. The 'gap' between six storeys and ten storeys with the considerations of wood construction versus metal construction seems important to me. I am inspired by what can be accomplished when I look at the building in the attached photos 1622 & 1625 especially when you have opportunity to view it human scale from all sides.

Thank you for your time and consideration.

Cheers Donald Mitchell  
Resident 43 Gibson Avenue

**1622:**





1625:



1649:

