



**City of Kingston
Report to Planning Committee
Report Number PC-24-025**

To: Chair and Members of the Planning Committee
From: Paige Agnew, Commissioner, Growth & Development Services
Resource Staff: Tim Park, Director, Planning Services
Date of Meeting: March 7, 2024
Subject: Recommendation Report
File Number: D14-003-2023
Address: 2777 Princess Street
Application Type: Zoning By-Law Amendment
Owner: 1745115 Ontario Inc.
Applicant: RFA Planning Consultant Inc.

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote and increased supply and affordability of housing.

Executive Summary:

The following is a report recommending approval to the Planning Committee regarding an application for a zoning by-law amendment submitted by RFA Planning Consultant Inc., on behalf of 1745115 Ontario Inc., with respect to the subject site located at 2777 Princess Street.

The subject site is located at 2777 Princess Street, east of the intersection with Bayridge Drive, on a triangular parcel with frontage along both Princess Street and Woodbine Road. The primary access for residential and commercial traffic will be provided via Princess Street. The site is approximately 1,430 square metres in size (or about one third of an acre) and is currently developed with a commercial building containing a martial arts school.

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The site is designated Arterial Commercial within the City of Kingston Official Plan and is zoned Special General Commercial (C2-17) in Zoning By-Law Number 76-26. The site is bounded by an eight-storey residential apartment building to the east, single-detached residential homes to the south on the opposite side of Woodbine Road, a single-storey commercial plaza to the west, and additional single-storey commercial plazas to the north on the opposite side of Princess Street.

The applicant is proposing to intensify the site through the development of a new six-storey apartment building with ground floor retail. This new building will contain 30 homes, comprised of 5 one-bedroom, 16 two-bedroom, and 9 three-bedroom units, and the retail space is proposed to occupy 250.7 square metres. To facilitate the development, the existing one-storey commercial building is proposed to be demolished. A total of 31 parking spaces are proposed, including 3 accessible spaces, two of which are dedicated to residential tenants, and one dedicated to the commercial space. As a minimum commercial parking requirement is no longer provided in the Zoning By-Law, resident visitor and car-share parking spaces are proposed to also serve as commercial parking. In addition to vehicle parking, the site is also serviced by 37 bike parking spaces, comprised of 3 short-term and 29 long-term residential spaces, and 4 short-term and 1 long-term commercial spaces. A total of 628.47 square metres of amenity space is proposed on-site, encompassing 255 square metres of private balcony space and a 373.17 square metre rooftop terrace for shared tenant use.

The proposal is consistent with the intent of both the Provincial Policy Statement and Kingston Official Plan as it benefits from the amenities of its Urban Area location and contemplates a higher density development that makes effective use of municipal infrastructure. It will contribute towards the creation of healthy, liveable communities that offer a range of housing options that are also supported by both public transit and active transportation. It therefore represents good land use planning by providing additional housing in a compatible manner within an area of the City with full municipal service.

Recommendation:

That the Planning Committee recommends to Council:

That the application for a zoning by-law amendment (File Number D14-003-2023) submitted by RFA Planning Consultant Inc., on behalf of 1745115 Ontario Inc., for the property municipally known as 2777 Princess Street, be approved; and

That Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit A (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-24-025; and

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

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

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

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

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Peter Huigenbos, Commissioner, Major Projects & Strategic Initiatives	Not required
Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:**Statutory Public Meeting**

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

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

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

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

Chris Booth, Senior Planner
The Corporation of the City of Kingston
Planning Services
216 Ontario Street
Kingston, ON K7L 2Z3
613-546-4291 extension 3215
cbooth@cityofkingston.ca

Background and Decision Date

In accordance with By-Law Number 2007-43, this application was subject to a pre-application meeting, which was held on October 12, 2022, with Planning Services and various other departments and agencies. Following this, an application was submitted and deemed to be complete as of March 22, 2023.

In accordance with the *Planning Act*, this application is subject to a decision by Council on or before June 20, 2023, which is 90 days after a complete application was received. In the absence of a decision by Council in this timeframe, the applicant may exercise their right to appeal to the Ontario Land Tribunal (OLT).

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Site Characteristics

2777 Princess Street is located east of the intersection of Princess Street and Bayridge Drive, with 89.4 metres of frontage along Princess and 92.6 metres of frontage along Woodbine Road. Access is currently afforded via both Princess and Woodbine. The site is already developed with a two-storey commercial building containing a martial arts school and associated parking lot, with landscaped areas and 10 trees in varying conditions. The property is flat and triangular in shape, totalling 1,430.4 square metres in size (0.14 hectares, or approximately one third of an acre). It is designated Arterial Commercial within the City of Kingston Official Plan, and zoned Special General Commercial (C2-17) in Zoning By-Law Number 76-26.

The property is bounded on the north by Princess Street, across which exist commercial properties with various retail, service, and restaurant establishments. To the east is the Frederick Denyes Memorial and an eight-storey apartment building, and to the south lie several single-detached homes along the south side of Woodbine Road. The lands immediately west are occupied by another commercial plaza containing various service, retail, and restaurant establishments.

Proposed Application and Submission

The applicant is requesting a zoning by-law amendment to rezone the lands from Special General Commercial (C2-17) to a site-specific URM8 zone (Urban Multi-Residential Zone 8), which permits mixed use buildings and would contain specific development standards unique to this site.

The applicant is proposing to remove the existing two-storey commercial building and redevelop the site with a new six-storey apartment building with commercial on the ground floor. The building will contain 5 one-bedroom, 16 two-bedroom, and 9 three-bedroom homes, along with 250.7 square metres of commercial space.

Vehicular access to the site is proposed via two driveways, both from Princess Street. The westernmost driveway would access covered surface parking for visitors to the apartment building and commercial space, while the eastern-most driveway would descend to the secured underground parkade containing dedicated parking for residents. Access from Woodbine Road is limited to a small loading space only, which will be wholly contained within the building. A total of 31 parking spaces are proposed, 23 of which are underground and dedicated to residents (including 2 barrier free spaces) which equates to a ratio of 0.76 spaces per unit. The remaining nine parking spaces are intended for visitors to the apartment building and commercial space, of which 8 are regular parking spaces and one is an additional barrier free parking space. These shared visitor spaces are within the western half of the ground floor, covered by the building above and screened from view from both Princess Street and Woodbine Road. As the Zoning By-Law no longer includes minimum commercial parking requirements, this unique approach seeks to more efficiently utilize visitor parking that, for extended periods of time, may otherwise lie empty. It also responds to the more car-oriented nature of Kingston's west end, while still balancing the City's desire to reduce the impact and amount of surface parking. In addition to vehicle parking, the site is also serviced by 37 bike parking spaces, comprised of 29 long-term and 3 short-term resident

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spaces, and 1 long-term and 4 short-term commercial spaces. A bike maintenance area is also proposed within the underground parking garage.

A total of 628.47 square metres of amenity space is proposed throughout the building, encompassing 255.3 square metres of private balcony space and a 373.17 square metre rooftop terrace for tenant use. The use of the rooftop is both a thoughtful and necessary response, given the constrained area and shape of the subject property. The constrained property size also necessitates the removal of all ten existing trees on-site, but at least seven new trees are proposed to be planted along Princess Street where they will enhance the appearance of this important streetscape. The planting plan for all landscaped areas will be in accordance with the City of Kingston Tree By-Law and will be further reviewed in detail at the time of Site Plan Control.

Further technical details concerning the site layout and design will be finalized through a Site Plan Control application.

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

- Conceptual Site Plan
- Floor Plans
- Architectural Elevations
- Planning Justification Report
- Stormwater and Servicing Report
- Conceptual Grading & Servicing Plans
- Traffic Impact Study
- Noise Impact Study
- Heritage Impact Study
- Phase One Environmental Site Assessment
- Record of Site Condition
- Tree Inventory
- Urban Design Report
- Parking Justification Memo

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.

Provincial Policy Statement

The Provincial Policy Statement (2020) provides policy direction on matters of provincial interest related to land use planning and development, which are intended to be complemented by local policies addressing local interests.

The subject property is located within what the PPS defines as an urban settlement area, where growth is to take the form of higher density development patterns that optimize municipal

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investments in infrastructure and facilities. This, in turn, creates healthy, liveable communities that offer a range of housing options supported by both public transit and active transportation.

The proposal would contribute to making more effective use of a serviced parcel of land through the introduction of 30 new homes in a range of sizes. The addition of new rental housing will help provide a much-needed mix of housing supply, and its location along a major arterial road in an area well-served by public transit will allow residents to easily access commercial amenities and other services.

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

Official Plan Considerations

The subject property is designated Arterial Commercial in the Official Plan (Exhibit E – Official Plan Map). No secondary plan is in place, but the property is also within a Housing Area per Schedule 2 and is therefore subject to policies guiding development in stable areas. The Arterial Commercial designation is intended to support the traveling public by enabling commercial sites on large tracts of land that support a limited range of goods and services, automotive uses, hospitality uses, and restaurants. Residential intensification is permitted in Arterial Commercial areas through the re-zoning process, which allows for an assessment of building massing, height, density, access, and linkages with surrounding areas. The re-zoning process also enables public consultation to occur prior to projects going through the more detailed Site Plan Control process. Intensification of stable areas is permitted to occur in a variety of ways, one of which is through zoning by-law amendments. Such proposals must demonstrate compatibility with the surrounding area, achieve an effective transition, and support public transit and active transportation networks.

The subject property is located at the periphery of a stable residential neighbourhood. The proposal meets the locational and compatibility criteria for the introduction of new residential development into an Arterial Commercial area that is also within a stable neighbourhood. The policy guidance set out in the Plan is meant to ensure that additional density occurs in areas where it can be supported by adequate infrastructure and amenities that contribute a high quality of life such as employment, parkland, and shopping. The added assessment of a project's compatibility and urban design merits further ensures that new development can be sensitively added into the existing fabric of the City's neighbourhoods.

The subject site is located on Princess Street, east of the intersection with Bayridge Drive, and about 500 metres west of the Cataraqi Centre shopping mall. This affords it a position along a major arterial road that provides connections throughout the city. Not only is Princess Street capable of carrying traffic from the proposed development (with no necessary enhancements identified in the submitted Traffic Impact Study), but it also carries local transit routes 6, 10, and 15, and express routes 501 and 502 which provide connections to nearby employment and commercial lands as well as the Cataraqi Centre, where a major transfer station exists.

The property is surrounded by a variety of commercial plazas to the north, east and west, all easily accessed by a signalized intersection with existing crosswalk at Bayridge Drive. This

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makes daily services within easy reach, but the site further benefits from a cycle lane along Bayridge Drive, which provides fast and easy connections to Bayridge Centre Plaza to the south which contains more shopping, groceries, drug store, and other services. Permitting medium and high density residential uses within arterial commercial areas makes better use of highly connected and well-serviced parcels, but also helps ensure vehicular traffic is directed onto arterial streets rather than through stable residential areas.

This mixed-use proposal complements the surrounding residential and commercial land uses and its six-storey massing transitions effectively from the eight and 14-storey apartment buildings immediately east. No shadowing concerns are anticipated due to the building location being north of residential homes to the south. The travel path of the sun causes shadows to typically cast to the north, east and west, leaving the homes to the south unimpacted. Further, the building has been designed to minimize visual intrusion on homes along Woodbine Road by positioning the majority of balconies on the north and west sides of the building, with only about 17% the south façade comprised of balconies.

Through the submission of several studies supporting development of high density residential at this location, the proposal demonstrates that it is possible to achieve rates of up to 210 units per net hectare with minimal impact on the surroundings. Key examples include the findings of a Traffic Impact Study, which identified no improvements being necessary on Princess Street, and a Parking Justification Memo demonstrating the adequacy of the proposed parking configuration. With residential parking being provided at a rate of 0.76 spaces for every home, and 8 combined residential and commercial visitor parking spaces, the site provides a balanced approach that sees parking being responsibly provided while also encouraging alternative modes of travel such as bicycles, with 37 bike parking spaces being provided. A noise study found that 30 new homes could be easily accommodated in this location, requiring simple construction techniques such as thicker glazing and use of central air-conditioning to ensure minimal noise impacts; surrounding uses were not deemed to be a major obstacle. City staff performed a detailed technical review of all submitted documentation and found the proposal to be supportable.

Development on this underutilized parcel would make better use of existing municipal infrastructure, public transit lines, cycling infrastructure, and provide its residents with access to extensive nearby commercial services and employment opportunities, fostering a high quality of life and healthy economy.

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

Zoning By-Law Discussion

The property is currently zoned Special General Commercial (C2-17) in the Kingston Zoning By-Law (Exhibit G – Zoning Map). The C2-17 zone only permits one dwelling unit to exist above ground floor commercial, but its designation of Arterial Commercial in the Official Plan enables residential development provided it is adjacent to a Residential designated area, offers adequate amenity space, protection from noise and other impacts, and active transportation

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linkages exist. The Official Plan requires that introduction of residential uses into Arterial Commercial areas be subject to a rezoning and Site Plan Control process. This allows the proposal to be assessed against the Official Plan’s compatibility and location criteria, as well as density and urban design policies.

The applicant is seeking to rezone the subject property to URM8 – Urban Multi-Residential Zone 8, which permits the construction of mixed-use buildings. However, a site-specific amendment is proposed that tailors certain provisions to achieve optimal site design. The proposed zoning amendment provides an acceptable and desirable mix of uses for this location, and the new provisions, though refined, are not expected to contribute to an increased nuisance or impact on neighbouring properties.

A detailed summary of the proposed refinements to the zoning provisions, along with a rationale for each change, can be found below.

Table 1 – Requested relief from URM8 Zone

Provision	URM8 Zone	Proposed E153	Relief Requested from the URM8 Zone
Minimum lot area	1,480 square metres for a mixed-use building	1430 square metres	Yes
Minimum exterior setback	3.0	1.0 metre	Yes
Minimum interior setback	3.0	1.0 metre	Yes
Maximum lot coverage	55%	65%	Yes
Minimum parking requirement	24 resident spaces (ratio of 0.8 spaces per unit)	23 resident spaces (ratio of 0.76 spaces per unit)	Yes
Minimum parking requirement	5 spaces	0.26 mixed-use visitor, car-share, and commercial spaces per dwelling unit	Yes

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– visitor spaces			
Minimum parking requirement – car share spaces	2 spaces	0.26 mixed-use visitor, car-share, and commercial spaces per dwelling unit	Yes
Minimum communal amenity area	Amenity areas, if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 square metres	A minimum of 24 square metres of enclosed amenity area must be provided within Part B on Figure E153.	Yes
Minimum setback, size and projection of rooftop building components	Mechanical and service equipment penthouse, elevator, or stairway penthouses, enclosed building components providing tenants with access to rooftop amenity areas, and skylights or other similar rooftop components are permitted to project a maximum of 3.5 metres above the maximum permitted height, with a maximum area of 10% of the roof area on which they are located, and must have a minimum setback from the edge of the roof equal to the vertical height of such building component.	Despite Clause 4.18.2, the identified building components may include an enclosed amenity area and the minimum setback from the edge of the roof of 0 metres as shown as Part B on Figure E153, with a maximum 5% variance on noted dimensions permitted.	Yes

Minimum Lot Area

The proposal is situated on a pre-existing lot that is atypically in shape due to the surrounding street grid. However, it is nonetheless only 50 square metres shy of the minimum required lot area, and the submitted studies have shown it to be of sufficient size to accommodate a mixed-use building in alignment with the intent of the URM8 zone.

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Minimum Exterior Setback

The subject site's frontage on two streets qualifies it as a through-lot. The 89.39 metre frontage on Princess Street qualifies as the front yard and the 92.55 frontage on Woodbine Road qualifies not as a rear yard, but as an exterior yard due to its street frontage. The presence of not one but two parkade access ramps along the Princess Street frontage necessitate the building being setback 3 metres from the front lot line on Princess Street, leaving room for a one metre setback along Woodbine. The unique shape of the lot creates challenges for optimal floor layouts, particularly in the narrowest end of the site, making the one-metre setback an important contributor to project viability. While no trees are possible within this setback, there is opportunity for shrubs and flower beds, which will be further discussed with the applicant during the Site Plan Control stage. To mitigate the proximity of the building to the lot line, the applicant has reduced the length of the façade along Woodbine by 18 metres, and of the only five balconies proposed along Woodbine, all are inset within the building face to minimize projections and overlook.

Minimum Interior Setback

The project's western interior setback, abutting the neighbouring commercial plaza, is the widest and most usable portion of the site. As described above, the atypical site configuration presents challenges for optimal floor layouts, making it necessary to make the most of the widest areas of the property. The flexibility afforded through the requested setback reductions helps make the wide range of proposed unit types possible (one-, two-, and three-bedroom homes), which not only helps address Kingston's housing crisis, but provides living accommodation for varying family sizes. The building was also positioned further to the west to give preference to the Frederick Denyes Memorial, which abuts the site to the east, and is situated along a pathway running between Princess Street and Nottinghill Avenue.

While Building Services requires a 1.2 metre setback where there are unprotected openings in the side yard, they do not have any objections to this zoning relief as the Ontario Building Code provides options for the western façade that can be examined and pursued through a Building Permit application.

Maximum Lot Coverage

A slight increase in lot coverage from 55% to 65% is a necessary response to the site's constrained size and enables the intensification encouraged in the Official Plan. The increase in lot coverage is not anticipated to impact stormwater management, and it should be noted that the proposal provides more than double the amount of landscaped open space required in the URM8 zone, at 25.55% compared to the minimum 10% required.

Minimum Parking Requirement

Despite the property's size limitations, the proposal is seeking only minor relief from the required parking, at 23 parking spaces compared to the 24 required in the Kingston Zoning By-Law. This yields a ratio of 0.76, where 0.8 is typically required. Such a reduction is reasonable given the

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site's location on an arterial road with ready access to a wide array of commercial services, including the nearby Cataraqui Centre Shopping Mall. Further, it benefits from six transit routes including express service with connections throughout the entire city. Active transportation is also a viable option due to nearby cycle lanes on Bayridge Drive, which link to the City's growing cycle network. This option is made even more attractive as the applicant has proposed 37 bike parking spaces and seeks no relief from any of the associated bicycle requirements.

Visitor and Car-Share Parking Requirements

The applicant is proposing a creative approach that would see these spaces perform a dual purpose as both visitor spaces for the apartments and commercial space. Such a proposal is a reasonable response to the site's size constraints and its location in an area of the city where automobile use is still high. Visitor and car-sharing spaces are therefore not being eliminated but are rather being re-classified as a new type of shared parking space, of which 8 are provided. It should be noted that this figure exceeds the 7 visitor spaces (which are allowed to double as car-share spaces) that would have typically been required had the usual Visitor and Car-Share classifications been retained. As the Kingston Zoning By-Law does not require parking for commercial uses, this proposal, in effect, results in not only a higher amount of available parking, but a more flexible and efficient implementation.

Minimum Communal Amenity Area

The proposal contains two communal amenity areas – a rooftop patio and an enclosed rooftop party room or gym (the exact function and/or programming of amenity areas is determined by the applicant at later stages in the development process and is not regulated by the Zoning By-Law). The Zoning By-Law regulates the minimum size of communal amenity areas to ensure that they are useful and functional spaces and requires that they be a minimum of 54 square metres in size. While the rooftop patio in the proposed development exceeds the minimum size requirement, the adjacent interior gym or party room does not. Relief is therefore requested for the enclosed rooftop amenity room, which is reasonable given that the proposed 24 square metre size of the room still affords a functional and usable space, and it is adjacent (and has opportunity to open out onto) the rooftop patio space, allowing both areas to potentially function as one. The reduction also demonstrates the applicant's desire to limit the building size and reduce massing impacts on the surrounding community.

Minimum Setback, Size and Projection of Rooftop Building Components

The proposal is seeking minor relief from the Kingston Zoning By-Law requirement that rooftop building components be set back a distance equal to the height of such building component. The proposed floor plans on this irregularly shaped parcel place the elevator and stairwells at the rear (south) of the site, and the width of the property constrains the space available for rooftop building components such as the mechanical and service penthouses, and vestibules providing access to the rooftop amenity area. Relief is sought to enable these rooftop components to project above the permitted building height, and – with the exception of an amenity room proposed in the centre of the rooftop – be located flush with the southern façade

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of the building. While the Zoning By-Law currently allows rooftop components to project up to 3.5 metres beyond the permitted building height, the applicant is proposing to limit their height to just under three metres. To provide further control and assurance over the expected massing, the size and location of these components are being specified in the amending by-law.

Other Applications

The subject property is not yet the subject of any other applications, but the applicant intends to submit for Site Plan Control approval pending approval of the Zoning By-Law amendments.

Technical Analysis

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

Public Comments

At the time of writing this report, Planning staff have not received written comments directly from members of the public with regards to this proposal, however, constructive feedback was shared by several community members and Planning Committee members during the Community Meeting on May 10, 2023, with regards to traffic congestion, traffic safety, parking, landscaping, scale of development, construction impacts, loading areas, and carbon-neutral development. Those comments are summarized below.

Traffic congestion and attention to safety:

Comment: I am concerned about the potential for parking cars on Woodbine as it is a narrow road. The property to the west is a strip mall with lots of restaurants and is very busy. There are lots of accidents at the corner because it is a sharp turn. Did the Traffic Impact Study look at the area where Woodbine turns into Nottinghill? Deliveries to commercial plaza are made on the Woodbine side, at the back of the buildings, so delivery trucks proceed down Nottinghill when exiting since they are too large and can't turn around and head back to Bayridge. This also happens with small delivery vans, as well as the recycling and garbage collection trucks. If you put 12 parallel parking spots along Woodbine, it will create a dangerous situation. The area is also becoming busier with school kids, so the risk is increased.

Comment: Traffic is expected to be an issue. When you try to bike, it's very hazardous. People in the existing mall park along the back, so people will do that with new building too. We need to look at our community balance – we need to look at how we balance new development with the existing environment. This proposal brings new congestion and more pavement. New development should not bring new congestion and new traffic.

Comment: I am concerned about the Woodbine & Bayridge intersection. We don't need anymore traffic adding to that intersection.

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Comment: How will Uber and Amazon deliveries be accommodated? These short-term deliveries are becoming increasingly prevalent today. Can they only access from Princess, or will they be able to exit onto Woodbine too?

Comment: Can people turn left back onto Princess Street? Is there a barrier, or can you make a turn in both directions?

Response:

The applicant has re-configured the site by removing the underground parkade access ramp from Woodbine and relocating it on Princess Street. All resident and visitor traffic is now proposed to flow via Princess Street, with only a small loading area accessed from Woodbine. The loading area accommodates small delivery vehicles only and is located wholly within the building out of respect for concerns related to aesthetics along Woodbine Drive. Its orientation perpendicular to Woodbine also ensures that delivery vehicles can make a three-point turn and exit back towards Bayridge Drive, reducing the need to drive south down Nottinghill Avenue through the rest of the neighbourhood. A short-term loading area intended for pick-up and drop-off, while not required by the Kingston Zoning By-Law, is contemplated within the ground-floor parking area.

A two-way centre lane in the middle of Princess Street allows people to make two-way turns into and out of properties on both sides of the road. Likewise, the proposed development will be able to make use of the centre lane in the same fashion, particularly as the submitted Traffic Impact Study found the proposed development is expected to generate a similar number of trips to that of the current property.

The Traffic Impact Study contains a dedicated section (Section 9) related to collision history and relies on data provided by the City of Kingston. Four intersections were analyzed, including Princess Street and Bayridge Drive, Princess Street and Midland Avenue, Bayridge Drive and Woodbine Road and Bayridge Drive and Cedarwood Drive. Between March 2018 and March 2022, 5 collisions occurred at Bayridge and Woodbine, with 26 occurring at the busier intersection of Princess and Bayridge (most of which were due to inclement weather rather than traffic conditions. The report therefore found the Bayridge and Woodbine intersection not to be collision-prone despite the traffic conditions present there. The re-configuration of the site to move all traffic to Princess Street will ensure that conditions at Woodbine do not worsen as a result of this development. To address conditions at Princess Street and Bayridge Drive, the City has recently installed red light cameras.

Attention to parking

Comment: Parkade doors can take a while to open, so vehicles idling and waiting for the door can add to congestion. The existing building has only three spaces on Woodbine, so overflow goes out onto street.

Comment: Parking is a serious issue along Woodbine and this project will make it even worse. 33 parking stalls is not a reasonable amount. The absence of a loading space is problematic.

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Comment: How did they determine only three commercial spaces would be required? How do they determine that it's sufficient? If you're taking away all that surface parking for the existing business, how do you justify only the three new ones? Is there a measure or a means of identifying what would typically be required for parking? We need to address concerns regarding overflow parking.

Comment: I'm not sure how commercial and residential visitor parking will be divvied up.... It's likely people will decide on their own to park on the road, or on the adjacent strip mall parking lot. The Dojo has a pretty big parking lot, so since that is pretty much full, how will you still provide parking for that dojo if it's going to be the tenant of the new building?

Response:

The applicant has altered the proposal to create a more flexible approach to parking spaces for visitors to the commercial and residential units. Where only 3 spaces were formerly proposed for commercial visitors, it is now proposed that all spaces on the ground floor (with the exception of the two barrier-free parking spaces) be available for either residential or commercial visitors. This allows the use of these 7 spaces to ebb and flow with demand, rather than seeing some lie empty simply because they are reserved for either a residential or commercial use. This is a reasonable, creative, and balanced response for a site that is located in a car-oriented area where space is at a premium.

The applicant also undertook and submitted a dedicated parking assessment that found the overall supply to be sufficient, taking into account factors such as the shared residential/commercial visitor spaces, ample bike parking, and abundant nearby transit routes. The increasing importance of these additional modes of transportation (and the applicant's creative approach to providing visitor parking) are reflected in the City's June 2021 discussion paper entitled "The Power of Parking" which explores the impacts of parking (which include significantly higher building costs that subsequently contribute to more expensive housing) and recommends new paths forward that emphasize greater use of alternative modes of transportation, such as public transit and cycling.

Provision of trees and landscaping:

Comment: A few new trees is not good enough – there are already a few huge buildings in the vicinity, so another one is not necessary. This new building will add to already hazardous conditions. There is other land that can be used that doesn't encroach on existing areas. How do you balance when you keep adding more and more development? Also, well-being must be considered – space is essential. People need gardens and areas of respite. People have a right to space, and there is very little space around here.

Comment: This proposes that existing trees will be removed and relocated to Princess. We will end up with a massive concrete wall on Woodbine.

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Comment: It looks like the trees are going to be relocated to Princess, not Woodbine. Can they also be planted along Woodbine? Can space be made for trees along Woodbine? It needs extra bushes or hedges on that side. Ten saplings on Princess Street isn't going to cut it.

Comment: Can we encourage other greenery to be added? And what about the terrace space? Will there be greenery up there? It would be nice to add greenery wherever possible.

Response:

Locating both driveway ramps on Princess Street requires that the building be set back from Princess Street to allow for an acceptable slope on the ramps. This necessitates a reduced setback along Woodbine Road, which is not wide enough to facilitate healthy tree growth. While trees are not proposed along Woodbine, there remains opportunity to work with the applicant through the Site Plan Control process to encourage the planting of shrubs and flower beds along this façade within the 1 metre setback. It is important to note that Planning Services no longer has the ability to review and control landscaping due to recent provincial changes to the *Planning Act*. Any potential application for Site Plan Control will ensure that the provision of trees on-site is as per the City's Tree-By-Law.

Ensuring appropriate and balanced scale of development

Comment: We need to consider what is appropriate for this specific-site. A maximum lot coverage in the 70-75% range is not appropriate. This is not downtown, there is a significant difference on a lot of this size. A one metre setback along Woodbine will have significant impact on visibility.

Response:

The applicant has proposed a building which is consistent with the heights of nearby apartment buildings, but gradually decreases in height from the larger eight and 14-storey buildings to the east. This is a reasonable response that balances the site's location and constrained size with the housing needs currently being experienced in Kingston. The applicant has taken feedback into consideration and reduced the footprint of the building by pulling it back a further 18 metres from the property line abutting the Frederick Denyes Memorial. This change not only reduces the lot coverage to under 65% (which is only 10% greater than what is allowed in the URM8 zone), but also reduces the building massing when viewed from Nottinghill Avenue.

Rooftop projections are also being controlled through the use of a prescriptive height map that specifies the allowable width and height of all features that project above the maximum height, such as mechanical penthouses, vestibules that access rooftop amenity spaces, and indoor rooftop amenity areas themselves. The Kingston Zoning By-Law already allows projections up to 3.5 metres above the maximum allowable height (which in the URM8 zone is 20 metres), but the applicant has voluntarily limited those projections to only than 2.8 metres. These positive changes help ensure that the need for more housing is balanced by reducing impacts from traffic and massing.

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Mitigation of construction impacts:

Comment: I am concerned with the construction process. With such a small sized property, construction is likely to encroach on the surrounding area. Where will workers park, where will the laydown areas be?

Comment: Construction will also be a concern. Construction could have a 2-to-3-year duration, so during that time, where will the laydown space be? Where will workers park? Will it necessitate closure of any roads?

Comment: Will there be a construction staging area?

Response:

Recognizing the size constraints of the subject property, Planning Services would require the applicant to prepare and submit a Construction Management Plan (CMP). The CMP is intended to mitigate off-site impacts that might result from construction on constrained or difficult sites, and typically considers noise, dust, size and location of staging areas, dates of significant concrete pouring, lighting details, access, vehicular parking and queuing locations, street closures, refuse storage, and site security. They also include site supervisor contact information and a communication strategy with the surrounding community, and any other matters and details requested by the City. CMPs are an important mechanism for ensuring that impacts arising from construction are anticipated in advance, and carefully controlled and minimised.

Pursuit of carbon-neutral development:

Comment: The city has declared a climate crisis. What initiatives are being taken to make the building carbon neutral? How energy efficient will it be? Have there been considerations for heat pumps as a heating source?

Response:

While it is too early in the development process for the applicant to confirm all environmentally-friendly development details such as construction materials and mechanical systems, the applicant has confirmed the developer's intent to install electrical vehicle charging infrastructure. Additionally, the applicant is providing bike parking spaces per the Kingston Zoning By-Law, which increases the modal split for this development, thus reducing the number of cars on the road and their associated emissions.

Effect of Public Input on Draft By-Law

Feedback received from members of the public as well as through the internal technical review process informed the current iteration of this proposal. Addressing traffic concerns were made a priority, and the site and building layout was significantly redesigned to ensure that impacts on Woodbine Road were minimized to the greatest extent possible. Prioritizing the traffic concerns meant a balance had to be struck with respect to the building's position, necessitating a reduced

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setback on Woodbine to accommodate the parkade access ramps along the Princess Street frontage.

This consideration for traffic impact also meant greater attention to parking concerns. The applicant took a creative approach which balanced concern over a lack of commercial parking with current zoning rules that allow no parking for commercial uses in favour of alternative modes of transportation. The result was a tailor-made parking provision that blends residential and commercial visitor parking into a single parking space typology. By using parking spaces more efficiently, the proposal now provides more than twice the number of visitor parking spaces originally proposed, while not resulting a site that is over-supplied and under-utilized.

While Planning Services no longer has the ability to review and require landscaping due to recent changes to the *Planning Act*, there remains opportunity to work with and encourage the developer to plant vegetation other than trees along the southern property line. Reductions to the building length by more than 18 metres to accommodate the new underground parkade ramp reduce the impacts of the building massing along Woodbine Road, and particularly when viewed on approach from Nottingham Avenue. The applicant also re-configured the rooftop to move the amenity room away from the building edge and towards the centre of the roof where the massing would be less visible from Woodbine. Furthermore, building projections along the rooftop will be carefully controlled through site-specific zoning provisions in the amending by-law. These regulations, and others contained within the by-law, implement the intended scale of the property and help ensure compatibility with adjacent land uses.

Conclusion

The proposed development at 2777 Princess Street of a six-storey mixed-use building containing 30 homes and 250.7 square metres of commercial space makes good use of an under-utilized, fully serviced property within the City's Urban Boundary. Infill development containing a mix of uses at higher densities is supported by both the Provincial Policy Statement and the Kingston Official Plan, especially where those uses are in close proximity to public transit, local amenities, parkland, and commercial services. The subject site benefits from its location on an arterial road surrounded by several commercial shopping centres, and presence of local and express transit as well as dedicated cycle lanes along nearby Bayridge Drive. Such connections make active transportation a desirable choice for residents, which the site facilitates through the presence of 37 bike parking spaces.

The proposed zoning by-law amendment necessary to enable this development was supported by several studies submitted by qualified professionals. These studies were review and accepted by City staff, recognizing that the detailed elements of site design will be carefully considered through a future Site Plan Control application. This proposal meets the intent of the Provincial Policy Statement, the Kingston Official Plan, and represents responsible planning for new growth. It is therefore recommended that the application be approved.

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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, 2020

Municipal

City of Kingston Official Plan

Zoning By-Law Number 2022-62

Notice Provisions:

Pursuant to the requirements of the *Planning Act*, notice of the statutory public meeting was provided 20 days in advance of the public meeting in the form of a sign posted on the subject property and by mail to 50 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property (Exhibit J - Public Notice Map). In addition, a courtesy notice was placed in The Kingston Whig-Standard on February 27, 2024

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

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

Accessibility Considerations:

None

Financial Considerations:

None

Contacts:

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

Chris Booth, Senior Planner, 613-546-4291 extension 3215

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Other City of Kingston Staff Consulted:

None

Exhibits Attached:

- Exhibit A Draft By-Law and Schedule A & B to Amend Zoning By-Law Number 2022-62
- Exhibit B Key Map
- Exhibit C Neighbourhood Context
- Exhibit D Consistency with the Provincial Policy Statement
- Exhibit E Official Plan, Land Use
- Exhibit F Conformity with the Official Plan
- Exhibit G Zoning By-Law Number 76-22 and Zoning By-Law Number 2022-62
- Exhibit H Proposed Site Plan, Floor Plans, and Elevations
- Exhibit I Site Photographs
- Exhibit J Public Notice Notification Map

By-Law Number 2024-XX

A By-Law to Amend By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (Transfer of Lands into Kingston Zoning By-Law and Introduction of Exception Number E153, (2777 Princess Street))

Passed: [Meeting Date]

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

Whereas the subject lands are identified as “Not Subject to this By-Law” on Schedule 1 of the Kingston Zoning By-Law; and

Whereas the Council of The Corporation of the City of Kingston deems it advisable to amend the Kingston Zoning By-Law to incorporate the subject lands into the Kingston Zoning By-Law and to introduce a new exception number;

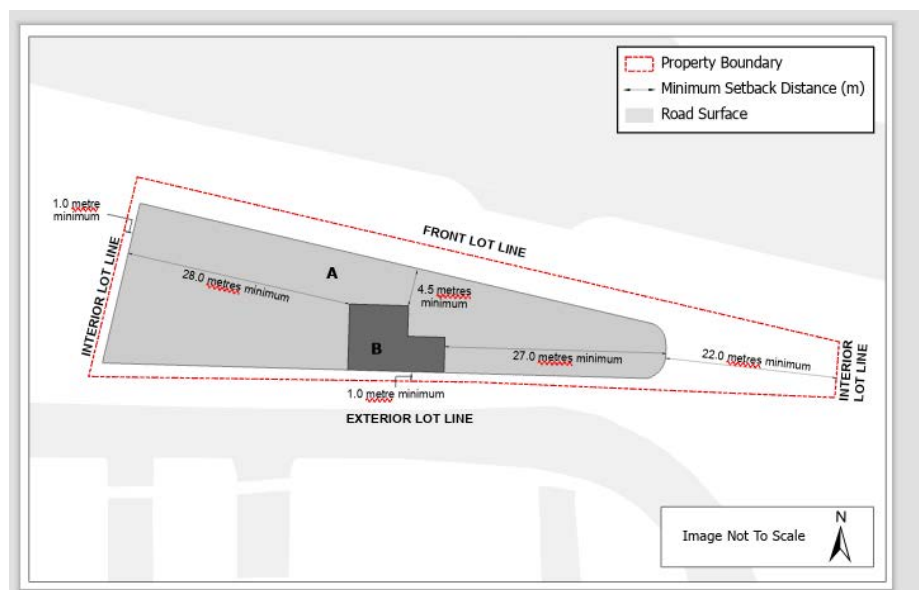
Therefore be it resolved that the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law Number 2022-62 of The Corporation of the City of Kingston, entitled “Kingston Zoning By-Law Number 2022-62”, is amended as follows:
 - 1.1. Schedule 1 – Zoning Map is amended by removing reference to “Not Subject to this By-law”, and by adding the zone symbol ‘URM8’, as shown on Schedule “A” attached to and forming part of this By-Law.
 - 1.2. Schedule E – Exception Overlay is amended by adding Exception Number E153, as shown on Schedule “B” attached to and forming part of this By-Law.
 - 1.3. By adding Exception Number E153 in Section 21 – Exceptions, as follows:

“**E153.** Despite anything to the contrary in this By-law, the following provisions apply to the lands subject to this Exception:

 - (a) The minimum **lot area** is 1430.0 square metres.
 - (b) For the purposes of interpreting zoning provisions, the **lot lines** are as specified on Figure E153.

- (c) The minimum **exterior setback** is specified on Figure E153, with a maximum 5% variance on noted dimensions permitted.
- (d) The minimum **interior setback** is specified on Figure E153, with a maximum 5% variance on noted dimensions permitted.
- (e) The maximum **lot coverage** is 65%.
- (f) The minimum number of required **parking spaces per dwelling unit** is 0.76.
- (g) For the purposes of this By-law, “mixed use space” means a **parking space** within a **mixed use building** reserved solely for **use** by customers of a business or as a **car share space** or **visitor space**.
- (h) The minimum number of required **mixed use spaces per dwelling unit** is 0.26.
- (i) A minimum of 24 square metres of enclosed **amenity area** must be provided within Part B on Figure E153.
- (j) Despite Clause 4.18.2, the identified **building** components may include an enclosed **amenity area** and the minimum **setback** from the edge of the roof of 0 metres as shown as Part B on Figure E153, with a maximum 5% variance on noted dimensions permitted.
- (k) Figure E153



2. The lands shown on Schedule "A" attached to and forming part of this By-Law are incorporated into the Kingston Zoning By-Law and the provisions of City of Kingston By-Law Number 76-26, entitled "Township of Kingston Restricted Area By-Law", as amended, no longer apply to the lands.
3. This By-Law shall come into force in accordance with the provisions of the *Planning Act*.

Given all Three Readings and Passed: [Meeting Date]

Janet Jaynes
City Clerk

Bryan Paterson
Mayor



Schedule 'A' to By-Law Number

Address: 2777 Princess Street
File Number: D14-003-2023

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

Lands to be Zoned URM8

Certificate of Authentication

This is Schedule 'A' to By-Law Number _____, passed this _____ day of _____ 2024.

Mayor

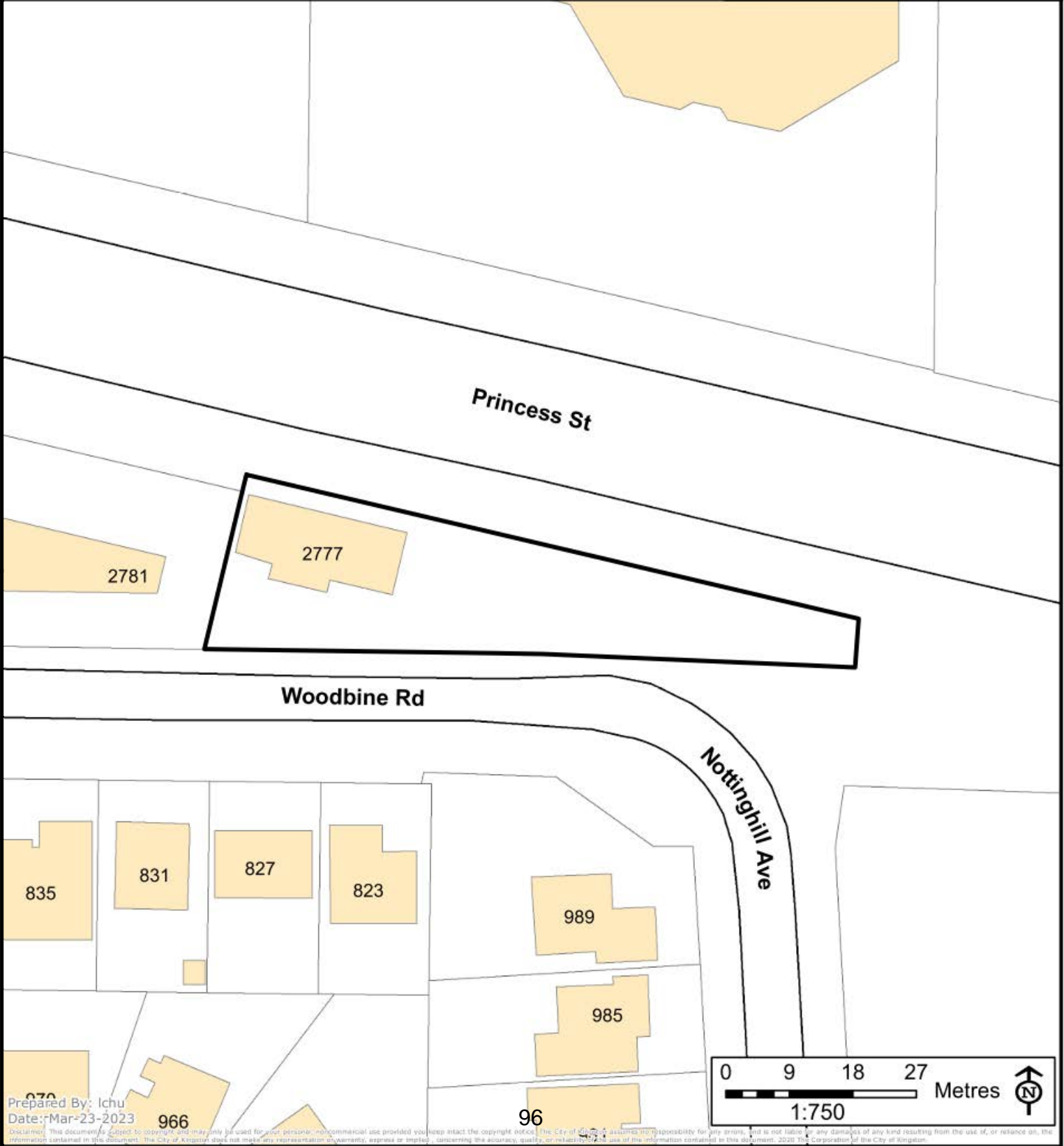
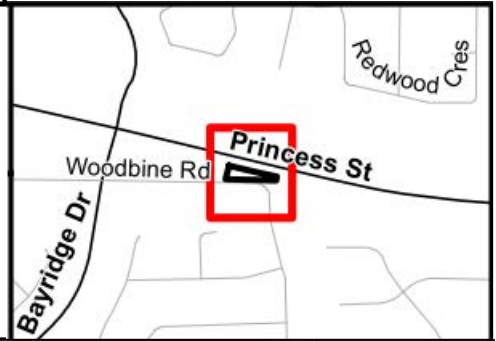
Clerk





Planning Committee
Key Map
Address: 2777 Princess Street
File Number: D14-003-2023

 Subject Lands





Planning Committee
Neighbourhood Context (2022)

Address: 2777 Princess Street
File Number: D14-003-2023

- Subject Lands
- Property Boundaries
- Proposed Parcels



Demonstration of How the Proposal is Consistent with the Provincial Policy Statement

Policy Number	Policy	Category	Consistency with the Policy
1.1.1	<p>Healthy, livable and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p>	<p>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</p>	<p>a) The proposed redevelopment of this existing lot represents an efficient use of land as the development will be connected to municipal services and will not require the expansion of the Urban Boundary. The proposed mixed use development is anticipated to increase the tax base for the financial benefit of the municipality and the Province.</p> <p>b) The proposed development will provide 30 dwelling units accessed by an elevator, 24 of which will be barrier free. The development will contribute to an increase available supply of housing in Kingston.</p> <p>c) There are no natural heritage features on the subject lands or on nearby lands, and therefore no environmental impacts are anticipated. The applicant was required to submit a Phase 1 Environmental Site Assessment. The results of this Assessment do not indicate that there will be any public health concerns.</p> <p>d) The proposed development is within an</p>

Policy Number	Policy	Category	Consistency with the Policy
	<p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate.</p>		<p>existing established settlement area.</p> <p>e) The proposed development will efficiently utilize existing servicing infrastructure, and is located on lands which are serviced by numerous bus transit routes. The development represents a cost effective use of existing servicing and transit infrastructure.</p> <p>f) The proposed mixed-use building will be subject to a Site Plan Control application, at which point an Accessibility Checklist will be completed in accordance with Accessibility for Ontarians with Disabilities Act (AODA). The building will feature an elevator, which will improve accessibility.</p> <p>g) The proposed redevelopment will be serviced by existing water and sewage systems. A Serviceability Report has been submitted by the applicant which indicates that current and projected needs can be met.</p> <p>h) No natural heritage features will be impacted by this development.</p> <p>i) The proposed mixed-use building will be constructed to current Ontario Building Code water and energy</p>

Policy Number	Policy	Category	Consistency with the Policy
			efficient standards and utilize modern heating and cooling technology, facilitating efficient water and energy use. The building will feature bicycle parking and bicycle maintenance infrastructure and is located in close proximity to bus transit routes. As such, this development will facilitate efficient energy use and promote sustainable transit options.
1.1.3.1	Settlement areas shall be the focus of growth and development.	Settlement Areas	The subject property is located within the City of Kingston's Urban Boundary.
1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; and <p>Land use patterns within <i>settlement areas</i> shall also be based on a range of uses and</p>	Settlement Areas	<ul style="list-style-type: none"> a) The proposed 6-storey, 30-dwelling unit mixed-use building is to be constructed on the site of a commercial building represents an efficient use of land and resources. b) The proposed mixed use building will make efficient use of existing servicing infrastructure, as shown by the applicant's Serviceability Report. c) The proposed mixed-use building is to utilize current technology and be built to current Ontario Building Code energy-efficiency standards. d) The proposed mixed use building allows for a higher level of residential density which will reduce

Policy Number	Policy	Category	Consistency with the Policy
	opportunities for <i>intensification</i> and <i>redevelopment</i> in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.		residents needs for vehicle trips. e) The building will feature bicycle parking and bicycle maintenance infrastructure. f) The building will be located in close proximity to numerous transit routes.
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.	Settlement Areas	The site has frontage and access on a Princess Street, a designated arterial road which consists of multiple transit routes, and its intensification and redevelopment will provide transit supportive housing options.
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	Settlement Areas	Relief for street wall, setbacks, lot coverage and floor space index are requested through the proposed Zoning By-Law Amendment to facilitate redevelopment and intensification on the subject property. The appropriateness of the requested zoning relief is outlined in the Planning Justification Report submitted by the applicant. None of the proposed zoning amendments are anticipated to pose risks to public health and safety.

Policy Number	Policy	Category	Consistency with the Policy
1.1.3.5	<p>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</p>	Settlement Areas	<p>The City of Kingston's Official Plan has established minimum targets for intensification within the Urban Boundary. The Official Plan establishes a 40% target for intensification for residential development and a 10% target for intensification for non-residential development. As a mixed use building within the Urban Boundary this proposal contributes towards the meeting both targets.</p>
1.4.1	<p>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</p> <ul style="list-style-type: none"> a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification 	Housing	<ul style="list-style-type: none"> a) The City's ability to accommodate residential growth will be supported by the proposed rezoning of the subject property to allow for residential intensification through redevelopment. b) The subject property is already serviced with municipal water and sewage, where its rezoning will facilitate residential intensification through redevelopment and assist the City in providing a 3-year supply of land with servicing capacity

Policy Number	Policy	Category	Consistency with the Policy
	<p style="text-align: center;">and redevelopment, and land in draft approved and registered plans.</p> <p>Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</p>		
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic 	Housing	<p>a) The proposed redevelopment offers 30 residential units in total, representing a mix of 5 one-bedroom units, 15 two-bedroom units, and 9 three-bedroom units, providing a range of options to households of differing sizes and income levels.</p> <p>b) The proposed redevelopment represents efficient residential intensification which will increase the range of housing options available to current and future residents of the City.</p> <p>c) Existing infrastructure and public service facilities are sufficient to adequately support the proposed redevelopment, as illustrated in the technical reports and studies.</p> <p>d) At 210 units per net hectare, the density of the proposed mixed-use redevelopment will efficiently use previously</p>

Policy Number	Policy	Category	Consistency with the Policy
	<p>changes and employment opportunities; and</p> <p>2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</p> <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p> <p>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</p> <p>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>		<p>developed land, infrastructure and public service facilities and will support the use of existing and planned active transportation facilities.</p> <p>e) The proposed mixed use development is considered transit supportive given its proximity to multiple bus routes.</p> <p>f) See Section 1.1.3.4</p>
1.6.6.2	<p>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.</p>	Sewage, Water and Stormwater	<p>The site is located within a settlement area, where its redevelopment and intensification will help optimize the use of available municipal water and sewage services.</p>

Policy Number	Policy	Category	Consistency with the Policy
	<p>Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</p>		
1.6.6.7	<p>Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term; b) minimize, or, where possible, prevent increases in contaminant loads; c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; e) maximize the extent and function of vegetative and pervious surfaces; and f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development. 	Sewage. Water and Stormwater	<p>a) A Serviceability and Stormwater Management Report has been prepared in support of the proposed redevelopment and confirms that the existing municipal storm system will be utilized due to the size of the subject property, which has been reviewed together with water and sewage servicing.</p> <p>b) The landscaped open space of the site will be increased and site's impervious area is to be reduced, which will assist in minimizing potential contaminant loads.</p> <p>c) There are no apparent erosion concerns. An increase in landscaped open space (over 2.5 times the URM8 Zone requirement) is anticipated to reduce loads on existing storm water infrastructure and assist in preparing for the impacts of climate change.</p> <p>d) Stormwater management on the property presents no apparent risk of flood hazard, concerns for</p>

Policy Number	Policy	Category	Consistency with the Policy
			<p>human health, safety and the environment.</p> <p>e) The vegetative / impervious surfaces have been maximized and will increase from the existing conditions by 50 square metres.</p> <p>f) The proposed apartment building will be constructed to current Ontario Building Code water efficient standards. See analysis for PPS 1.6.6.7 a), b) and e) above.</p>
1.6.7.4	<p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</p>	Transportation Systems	<p>The proximity of the proposed redevelopment to existing bus stops will help to support current and future use of transit. The density of the proposed mixed-use building can help to support transit, ride-sharing and carpooling. Princess Street offers sidewalks on both sides, along with on-street and off-street cycle lanes along Bayridge Drive (approximately 200 metres to the west), that can facilitate active transportation.</p>
1.7.1	<p>Long-term economic prosperity should be supported by:</p> <p>a) promoting opportunities for economic development and community investment-readiness;</p> <p>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of</p>	Long-Term Economic Prosperity	<p>a) The proposed new mixed use building promotes economic development by facilitating residential and commercial growth.</p> <p>b) The proposed mixed-use building will contribute to the market housing supply with a</p>

Policy Number	Policy	Category	Consistency with the Policy
	<p><i>housing options</i> for a diverse workforce;</p> <p>c) optimizing the long-term availability and use of land, resources, <i>infrastructure</i> and <i>public service facilities</i>;</p> <p>d) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;</p> <p>e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including <i>built heritage resources</i> and <i>cultural heritage landscapes</i>;</p> <p>g) providing for an efficient, cost-effective, reliable <i>multimodal transportation system</i> that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;</p> <p>j) promoting energy conservation and providing opportunities for increased energy supply;</p> <p>k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature.</p>		<p>variety of unit sizes and configurations.</p> <p>c) The proposed mixed use building represents a more optimal use of the subject lands and available infrastructure compared to the existing commercial use.</p> <p>d) The introduction of a mixed use building is anticipated to enhance the vitality of this section of Princess Street, an arterial road.</p> <p>e) The proposed building represents a unique and visually dynamic design resulting from the triangularly shaped lot. The "Denyes Monument", a designated heritage property adjacent to the proposed building, will not be impacted by the redevelopment.</p> <p>g) See Sections 1.1.1(i), 1.1.3.3, and 1.6.7.4</p> <p>j) The proposed mixed-use building will be constructed to current Ontario Building Code energy-efficiency standards.</p> <p>k) The proposed mixed-use redevelopment considers the ecological benefits provided by nature through increasing the landscaped area relative to existing conditions and a using 1:1 tree replacement ratio, which will increase storm runoff infiltration.</p>

Policy Number	Policy	Category	Consistency with the Policy
1.8.1	<p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</p> <p>a) promote compact form and a structure of nodes and corridors;</p> <p>b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</p> <p>e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</p> <p>f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and</p> <p>g) maximize vegetation within settlement areas, where feasible.</p>	Energy Conservation, Air Quality and Climate Change	<p>a) The proposed building represents an efficient and compact built form and would front onto Princess Street, a major arterial road.</p> <p>b) See Sections 1.1.1(i), 1.1.3.3, and 1.6.7.4</p> <p>e) As a mixed use and transit supportive development, the proposed building is anticipated to contribute towards a reduction of commute journeys.</p> <p>f) See Sections 1.7.1(j) and 1.7.1(k) above.</p> <p>g) The proposed redevelopment would increase the amount of landscaped open space to more than double what is required by the URM8 Zone. New trees are proposed along the Princess Street frontage.</p>
2.6.1	<p>Significant built heritage resources and significant cultural heritage landscapes shall be conserved.</p>	Cultural Heritage and Archaeology	<p>The "Denyes Monument", a protected heritage structure adjacent to the proposed building, will not be impacted by the redevelopment. Following consultation with Heritage Planning staff, a Heritage Impact Statement was not required for this application.</p>

Policy Number	Policy	Category	Consistency with the Policy
2.6.2	Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.	Cultural Heritage and Archaeology	The subject lands have been cleared of archeological concern.






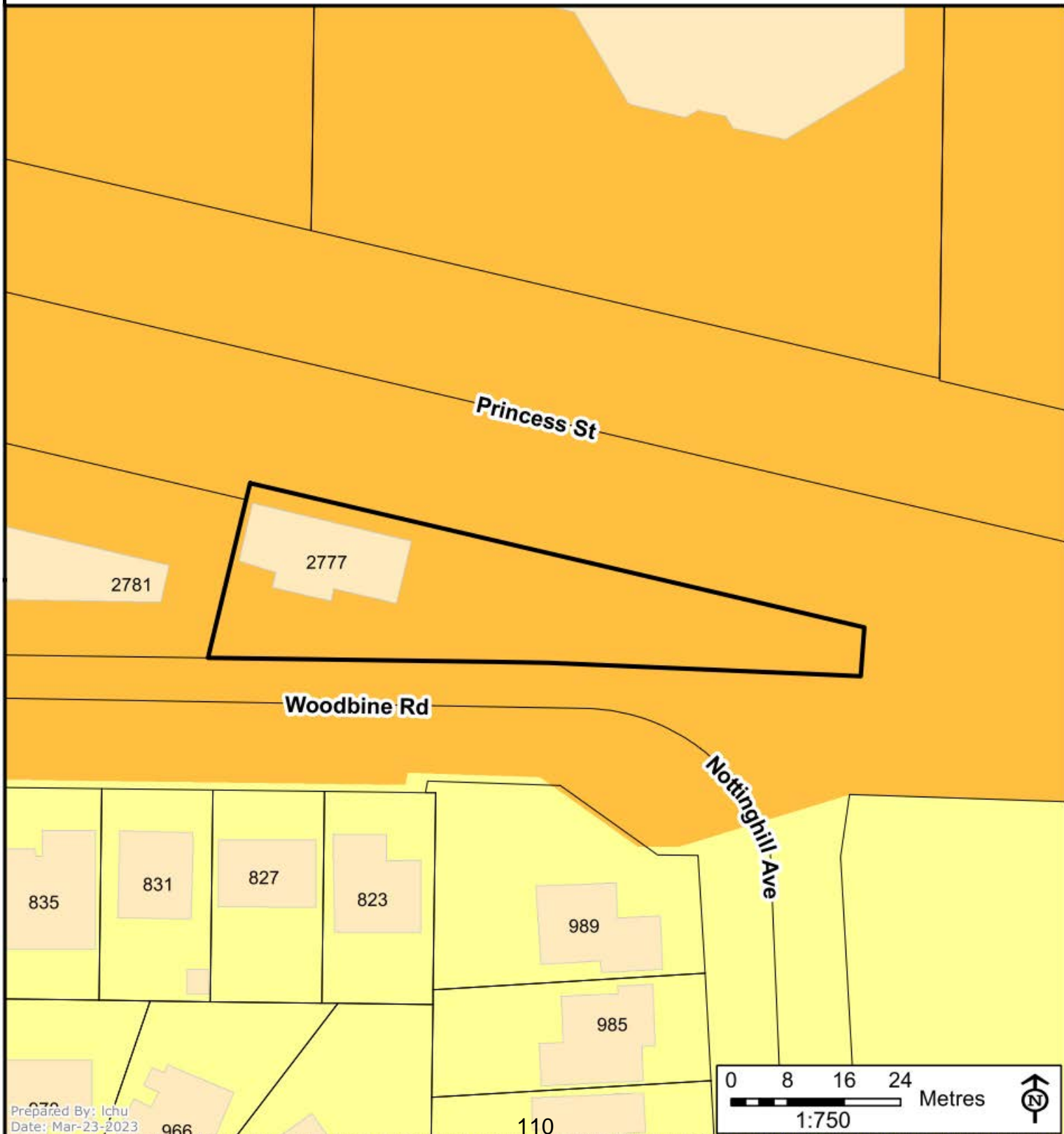
Planning Services

Planning Committee Official Plan, Existing Land Use

Address: 2777 Princess Street

File Number: D14-003-2023

-  Subject Lands
-  ARTERIAL COMMERCIAL
-  RESIDENTIAL



Prepared By: lchu
Date: Mar-23-2023

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Demonstration of How the Proposal Conforms to the Official Plan

Policy	Category	Conformity with the Policy
<p>2.1.1. Most growth will occur within the Urban Boundary, shown on Schedule 2, where development will be directed to achieve greater sustainability through:</p> <p>a. appropriate (minimum) densities;</p> <p>b. land use patterns that foster transit and active transportation;</p> <p>e. direction of new development and key land uses to areas where they can best result in sustainable practices;</p> <p>g. maximized use of investments in infrastructure and public amenities;</p> <p>h. strategies that will revitalize both neighbourhoods and employment areas, and rehabilitate brownfield sites for re-use;</p> <p>k. climate positive development;</p>	<p>Urban Areas – Focus of Growth</p>	<p>The proposed development is located within the Urban Boundary. The proposed mixed-use building represents an appropriate housing development, increasing density in a location that is supported by transit and full municipal services. The proposal will take advantage of the transit service which includes a covered bus stop between the subject property and Princess Street. The subject property is walking distance from many commercial uses and employment opportunities. The proposed residential development will benefit from the existing schools nearby, which are less than two kilometres from the subject site. The increase in density will support the existing commercial uses nearby, revitalizing the area.</p>
<p>2.1.4. In reviewing development applications, the City will promote sustainability through:</p> <p>a. encouragement of green building design to reduce greenhouse gases by adopting:</p> <ul style="list-style-type: none"> • energy efficient construction; • renewable sources of energy for lighting and heating; • natural lighting; • design that reduces water consumption; • design which minimizes discharge into the sanitary sewers; and • design which reduces or eliminates discharge into the storm sewers through incorporating stormwater management practices 	<p>Development Review</p>	<p>The proposed building will be constructed according to the current energy efficient standards of the Ontario Building Code and will utilize modern heating and cooling technology. Car charging infrastructure for electric vehicles will be provided. The redevelopment will increase the amount of landscaped open space provided on site beyond current levels and beyond what is required to meet zoning requirements. This reduction in impervious surfaces on the site will reduce discharge into storm sewers.</p> <p>Through the provision of bicycle parking for both residential and commercial uses on the site, the provision of a bicycle maintenance area underground, and the location of the site along multiple bus transit routes, the proposed redevelopment is supportive of public transit and active transit infrastructure. Provision</p>

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<p>including low impact design and stormwater re-use.</p> <p>b. design, landscaping, and streetscaping practices that promote protection from undesirable sun, wind, or other conditions and reduces the negative effects of urban summer heat;</p> <p>d. construction and operational practices that minimize waste and maximize re-use of resources;</p> <p>e. practices that conserve or recycle materials, energy, or other resources;</p> <p>f. design which promotes a reduction of automobile trips, active transportation and transit, including secured public access to bicycle storage and parking;</p> <p>i. design that reduces municipal costs associated with the provision of infrastructure and municipal service delivery over the long term;</p> <p>k. development that suits the demographic and/or socio-economic needs of the community.</p>		<p>of these transit alternatives to vehicular travel is anticipated to reduce necessary automobile trips.</p> <p>The proposed redevelopment will make efficient use of existing municipal infrastructure. The new mixed use building would contribute to available housing supply by adding 30 new residential units ranging between one and three bedroom units to meet different household needs.</p>
<p>2.2.4. The <i>Urban Boundary</i> shown by the dashed line on Schedule 2 has been established to recognize the substantially built up areas of the City where major sewer, water and transportation <i>infrastructure</i> has been planned. The land within the <i>Urban Boundary</i> will be the focus of growth and <i>development</i> in the City and contains sufficient land to accommodate the projected growth for a planning horizon of 2036. The Area Specific Phasing area within the <i>Urban Boundary</i> is subject to site-specific urban growth management policies. The Special Planning Area sites are also within the <i>Urban Boundary</i> and are now committed to a</p>	<p>Urban Boundary</p>	<p>The proposed redevelopment is located within the Urban Boundary on land that is already serviced by municipal water and sewage, which is intended to be the focus of growth and development in the City.</p>

Policy	Category	Conformity with the Policy
substantial land use but could accommodate future growth.		
<p>2.2.5 Housing Districts are planned to remain stable in accordance with Section 2.6 of this Plan, but will continue to mature and adapt as the City evolves. Re-investment and upgrading will be encouraged through minor infilling and minor development (i.e., that which can integrate compatibility within the prevailing built form standards of height, density and amenity that are generally found in the neighbourhood). Housing Districts will be designated for residential uses of different types, but will also contain areas of open space, community facilities and commercial uses.</p>	Housing Districts	<p>The site is located within a Housing District, but is designated Arterial Commercial by the Plan, which permits residential development of outmoded / traditional arterial commercial strips with medium- or high-density residential uses without amendment to the Plan. These areas are intended to adapt and evolve over time. Due to the site's location along an arterial road (Princess Street) and at the fringe of a stable residential area, the proposed redevelopment may take the prevailing built form standards of height and density of the existing high and midrise apartments abutting to the east. The intent is to transform the subject property from underutilized commercial lands to a more activated pedestrian environment that frames the street.</p>
<p>2.3.1. The focus of the City's growth will be within the Urban Boundary, shown on Schedule 2, where adequate urban services exist, or can be more efficiently extended in an orderly and phased manner, as established by this Plan. Kingston's Water Master Plan and Sewer Master Plan will guide the implementation of the infrastructure planning.</p>	Growth Focus	<p>The proposed redevelopment will be located within the Urban Boundary and will utilize existing urban services.</p>
<p>2.3.2. In 2013, residential density within the City's Urban Boundary was 25.7 units per net hectare. The City intends to increase the overall net residential and non-residential density within the Urban Boundary through compatible and complementary intensification, the development of underutilized properties and brownfield sites, and through the implementation of area specific policy directives tied to Secondary Planning Areas and</p>	Intensification	<p>The proposed mixed use building will facilitate residential intensification within the Urban Boundary through the redevelopment of an underutilized commercial property. The residential density of this development would be 210 units per net hectare and would increase the City's overall residential and non-residential density.</p>

Policy	Category	Conformity with the Policy
Specific Policy Areas, as illustrated in Schedule 13.		
2.3.11. In order to implement the Strategic Direction of the Kingston Transportation Master Plan, active transportation will be aggressively promoted with greater emphasis on pedestrians, cyclists and transit, and accessibility for all residents and visitors.	Transportation	See Section 2.1.4
2.3.18. Through the prevention and removal of barriers for persons with disabilities, and the application of universal design principles, the City supports and promotes opportunities for all people to access the City and make contributions as citizens. The application of universal design principles in development and renovation is promoted. The City also encourages owners of private properties with public access to do the same.	Accessibility	The proposed building will be provided with two barrier-free parking spaces for residents, one at the surface level and one underground. An additional barrier free parking space is provided for the ground floor commercial use. 24 of the proposed 30 units will be barrier-free. The building is also proposed to be developed with an elevator.
2.4.1. The City supports sustainable development of a compact, efficient, urban area with a mix of land uses and residential unit densities that optimize the efficient use of land in order to: a. reduce infrastructure and public facility costs; b. reduce energy consumption and greenhouse gas emissions; c. support active transportation and viable public transit; d. conserve agriculture and natural resources within the City; and e. reduce reliance on private vehicles.	Phasing of Growth - Vision	The proposed building will maximize efficient use of existing infrastructure services, will be constructed according to current Ontario Building Code energy-efficiency standards, and is considered transit supportive. See Section 2.1.4 for further details. No natural heritage resources or agricultural resources will be impacted.
2.4.2 It is the intent of this Plan to be consistent with the policies of the Provincial Policy Statement (PPS). The PPS supports residential intensification, infill	Provincial Policy Statement	The proposal is consistent with PPS direction by accommodating residential growth within existing

Policy	Category	Conformity with the Policy
<p>development, and an appropriate range of housing types and densities needed to meet the projected requirements of current and future residents. It is the intent of the City to maintain, at all times, the ability to accommodate residential growth for a minimum of 10 years with lands that are designated and available for residential development. It is also the intent of this Plan to maintain lands with servicing capacity to provide at least a three year supply of residential units available through lands suitably zoned and lands that are draft-approved or registered plans of subdivision. This Plan will ensure sufficient land is made available to accommodate an appropriate range and mix of land uses to meet projected need for a time horizon of up to 20 years.</p>		<p>urban areas and utilizing lands with sufficient servicing capacity.</p>
<p>2.4.3. It is the intent of this Plan to achieve an increase in the City's net urban residential densities through promoting intensification and requiring minimum densities for residential development.</p>	<p>Residential Density</p>	<p>The proposed redevelopment is a form of intensification and will contribute toward an increase in the City's net urban residential densities. See Section 2.3.2.</p>
<p>2.4.4. New residential development and new secondary plans are subject to the following policies and minimum densities:</p> <p>a. for the existing built-up residential areas, a net <i>urban residential density</i> of 22 dwelling units per net hectare is established as the overall minimum density, except where specifically increased in subsections (b), (c), and (d) below;</p> <p>c. for mixed use building developments in existing and proposed Centres and Corridors, a minimum density of 75 residential units per net hectare is established as the target for new residential development in order to support</p>	<p>Minimum Residential Density</p>	<p>The proposed redevelopment offers a density of 210 residential units per net hectare approximately 300 metres from the nearest designated Centre / Corridor and is positioned to support existing active transportation facilities and public transit.</p> <p>The proposed mixed-use building accommodates a transition in density from 6 storeys to the 8-storey and 14-storey high density residential buildings abutting to the east. The proposed development will therefore be of a similar context and character as the built form within the designated Centre / Corridor nearby to the east.</p>

Policy	Category	Conformity with the Policy
<p>active transportation and transit; and,</p> <p>d. a moderate increase in density will be permitted adjacent to Centres and Corridors so as to accommodate a transition in density from areas intended to support high density residential to those supporting low and medium densities, provided the proposal demonstrates conformity to the policies of Section 2.6 and 2.7 of this Plan.</p>		<p>Conformity with Section 2.6 and 2.7 is addressed below.</p>
<p>2.4.5. The City has established the following minimum targets for intensification to occur within the Urban Boundary.</p> <p>a. It is the intent of the City that 40 percent (%) of new residential development occur through intensification.</p> <p>b. It is the intent of the City that ten percent (10%) of new nonresidential development occur through intensification.</p>	<p>Intensification Targets</p>	<p>By providing 30 new residential units and one new commercial unit through intensification, this proposed redevelopment will contribute to both residential and non-residential intensification targets.</p>
<p>2.5.8. Where intensification is encouraged, increased densities will only be approved when it has been determined by the City that servicing capacity exists or that capacity expansions are imminent to accommodate additional development.</p>	<p>Servicing Capacity</p>	<p>Through the submission of a Servicing Report, the applicant has demonstrated that there is sufficient servicing capacity to support the proposed increase in density. This report was reviewed and accepted by Utilities Kingston.</p>
<p>2.5.10. In order to foster sustainability within the City and reduce reliance on the automobile, the City will make efficient use of the existing infrastructure and provide the facilities and services to encourage active transportation and transit as priority modes before providing new road infrastructure in order to satisfy travel demand. While the automobile will continue to be the primary mode of transportation in the City, other,</p>	<p>Strategic Direction to Promote Active Transportation</p>	<p>Active transportation options are facilitated through the provision of bicycle parking spaces for the residential and commercial uses on site, and the provision of a bicycle maintenance area for residents.</p> <p>Additionally, the site is located close to two bus stops on Princess Street which are serviced by multiple bus routes.</p>

Policy	Category	Conformity with the Policy
<p>more active forms of transportation will be aggressively promoted to maximize existing road capacity and improve environmental conditions.</p>		
<p>2.5.11. The use of transit will be supported and encouraged through the development of mixed-use areas and mixed-use buildings, the development of Corridors and more intense mixed-use Centres, and through the increase of densities within newer areas, compatible uses and infill with complementary uses, and appropriate development of underutilized and brownfield sites.</p>	Transit Priority	<p>The proposed redevelopment will provide a mixed use building on the subject property and increase residential density.</p>
<p>2.6.1. It is the intent of this Plan to promote development in areas where change is desired while protecting stable areas from incompatible development or types of development and rates of change that may be destabilizing.</p>	Stable Areas	<p>The proposed redevelopment is located at the fringe of a stable area, where change is desired (see analysis of Section 3.4.E.4, below). Section 2.7 Land Use Compatibility Principles are analyzed below.</p>
<p>2.6.3. Stable areas will be protected from <i>development</i> that is not intended by this Plan and is not <i>compatible with built heritage resources</i> or with the prevailing pattern of <i>development</i> in terms of density, activity level, built form or type of use. The following types of <i>intensification</i> are generally considered appropriate within stable areas:</p> <p>a. <i>infill development</i> that is limited and designed to complement the area’s existing built form, architectural and streetscape character, and level of activity;</p> <p>d. <i>intensification</i> that requires a zoning by-law amendment or minor variance in support of factors that may affect the intensity of use (e.g., density, building height, reduction in parking and/or amenity areas, etc.) provided it can be</p>	Stable Areas	<p>Intensification of the subject property is considered to be appropriate as the Official Plan permits medium and high-density residential uses within the Arterial Commercial designation (see Section 3.4.E.4).</p> <p>The intent is to transform the subject property from a typical commercial strip into an appealing pedestrian environment and urban corridor that frames the street by extending the prevailing mid and high-rise pattern of development that is predominant further east along Princess Street to the subject site. The proposed rezoning will allow for intensification that demonstrates the following:</p> <ul style="list-style-type: none"> • As a mixed use development, the proposal will complement both nearby commercial uses as well as the high-density residential developments

Policy	Category	Conformity with the Policy
<p>demonstrated that the proposal will:</p> <ul style="list-style-type: none"> • complement existing uses in the area; • support a transition in density and built form; • support <i>active transportation</i> and public transit; and • be <i>compatible</i> with existing <i>development</i> taking into account the policies of Section 2.7 of this Plan. 		<p>further east on Princess Street</p> <ul style="list-style-type: none"> • The proposed 6-storey building, located on the fringe of a stable residential area, facilitates a transition in density and built form from higher-density residential buildings in the nearby designated Centre / Corridor and the low-density residential and commercial uses adjacent to the property. • The development is active transit supportive (see Section 2.5.10 above). • Compatibility with Section 2.7 is addressed below.
<p>2.7.1. Development and/or land use change must demonstrate that the resultant form, function and use of land are compatible with surrounding land uses.</p>	<p>Compatible Development and Land Use Change</p>	<p>Intensification of the subject property is considered to be appropriate as the Official Plan permits medium and high density residential uses within the Arterial Commercial designation.</p> <p>The proposed 6-storey mixed-use building is comparable in form offering a transition in building height to other mid and high-rise apartment buildings abutting to the east along Princess Street, such as the Notting Hill Apartments (8 storeys), L'Hermitage East and West (14 storeys each) and Cataraqui Heights Residence (6 storeys). The proposed redevelopment seeks to extend this existing pattern of development further west along Princess Street. See Section 2.6.3. Specific compatibility concerns are addressed in Section 2.7.3 below.</p>
<p>2.7.2. The demonstration of compatible development and land use change must consider the potential for adverse effects and matters that have the potential to negatively impact the character, planned function and/or ecological</p>	<p>Compatible Development and Land Use Change</p>	<p>Land use compatibility matters are examined below (Section 2.7.3).</p> <p>A Planning Justification Report has been prepared and submitted by the applicant in support of the proposed redevelopment.</p>

Policy	Category	Conformity with the Policy
<p>integrity of an area, and the health and safety of humans. Where there exists a potential for negative impacts, a land use compatibility study, focused specifically on the identified land use compatibility matters, will be required.</p>		
<p>2.7.3. The land use compatibility matters to be considered under Section 2.7.2 include, but are not limited to:</p> <ul style="list-style-type: none"> a. shadowing; b. loss of privacy due to intrusive overlook; c. increased levels of light pollution, noise, odour, dust or vibration; d. increased and uncomfortable wind speed; e. increased level of traffic that can disrupt the intended function or amenity of a use or area or cause a decrease in the functionality of active transportation or transit; f. environmental damage or degradation; g. diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded; h. reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas, heritage or setting; i. visual intrusion that disrupts the streetscape or buildings; j. degradation of cultural heritage resources; k. architectural incompatibility in terms of scale, style, massing and colour; l. the loss or impairment of significant views of cultural heritage 	<p>Land Use Compatibility Matters</p>	<ul style="list-style-type: none"> a) Based on the proposed location of the building, there are no anticipated concerns for shadowing onto residential areas to the south. There are no sensitive land uses to the north, east and west that would be impacted. b) The rear yards which comprise the primary outdoor amenity areas for the homes along Woodbine Road are located south of the dwellings, allowing the structures themselves to function as additional visual screening to overlook from the proposed 6-storey building to the north. While the property at the corner of Woodbine Road and Nottinghill Avenue is not oriented towards the north like the other properties along Woodbine Road, the rear yard of this lot is developed with multiple trees and fencing for additional screening. The number of balconies on the south façade of the proposed apartment adjacent to the sensitive uses has been minimized (17% total) to mitigate potential visual intrusion onto homes to the south. The majority of the proposed building’s balconies and windows are oriented to face Princess Street, focusing overlook to the north. c) Light pollution is understood to be assessed from exterior illumination. Zero cut-off and/or dark-sky compliant exterior light fixtures will be used to mitigate potential light pollution impacts. A Noise Impact Study has been prepared in support of the proposed redevelopment. J.E.

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resources and natural features and areas to residents.		<p>Coulter and Associates Ltd. confirms that rooftop and grade-level ventilation systems will have to meet MECP's NPC-300 noise criteria, with recommended noise control measures as required. There are no apparent concerns for odour, dust or vibration levels.</p> <p>d) No increase in wind speed is anticipated as a result of this application.</p> <p>e) Following concerns expressed by nearby residents, the applicant redesigned the proposal so that vehicular access for the residential and commercial uses will be provided from Princess Street and not Woodbine Road. The only access from Woodbine Road will be for a single loading space. The Traffic Impact Study prepared in support of the proposed redevelopment concludes the forecasted level of traffic will not significantly disrupt the intended function or amenity of uses in the area, or cause a decrease in the functionality of active transportation or transit.</p> <p>f) There are no significant environmental or natural heritage features on site. Through the submission of a tree preservation report, it was determined that of the ten trees on-site, four are either in poor or only fair health.</p> <p>g) There are no reported social or physical infrastructure service level issues in the area.</p> <p>h) As addressed throughout this Section, the proposal has been designed to ensure minimal adverse impacts to the enjoyment and use of surrounding properties.</p> <p>i) The intent is to transform the subject property from a typical</p>

Policy	Category	Conformity with the Policy
		<p>commercial strip into an appealing pedestrian environment and urban corridor that frames the street by extending the prevailing mid and high-rise pattern of development to the site. The proposed setback and tree plantings are intended to enhance the Princess streetscape, which already consists of 8- and 13-storey apartments to the east.</p> <p>j) The impact of the proposed building façade on the adjacent Denyes Monument has been minimized by being pulled back as far as possible outside of the prescribed area of influence of By-law No. 2010-87. The property has been cleared of archeological resources. As such, there is no anticipated degradation of cultural heritage resources.</p> <p>k) The proposed building is comparable in size and scale to other nearby buildings fronting onto Princess Street. The recessed balconies and architectural detailing and variation in colour / material is intended to diminish the massing of the building so as to further lessen its visual impact.</p> <p>l) No significant views of natural features or cultural resources will be lost resulting from this proposal.</p>
<p>2.7.4. Mitigation measures may be used to achieve development and land use <i>compatibility</i>. Such measures may include one or more of the following:</p> <p>a. ensuring adequate setbacks and minimum yard requirements;</p> <p>b. establishing appropriate transition in building heights, coverage, and massing;</p> <p>d. designing the building in a way that minimizes <i>adverse effects</i>;</p>	<p>Mitigation Measures</p>	<p>a) Requested relief for setbacks are considered appropriate as the front setbacks will allow for street tree plantings and landscaping and to minimize the ramp gradient to the parking garage. The proposed interior and exterior side yard setbacks are sufficient for access and to establish separation from the Denyes Monument.</p> <p>b) See Section 2.7.3 (b), (i), and (k) above.</p>

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<p>e. maintaining mature vegetation and/or additional new landscaping requirements;</p> <p>f. controlling access locations, driveways, service areas and activity areas; and,</p> <p>g. regulating location, treatment and size of <i>accessory uses</i> and structures, lighting, parking areas, garbage storage facilities and signage.</p>		<p>d) The proposed building has been designed to minimize adverse effects to the surrounding area, with particular regard to overlook, traffic and architectural compatibility concerns. See Section 2.7.3 (b), (e), (i), and (k).</p> <p>e) New landscaped open space in excess of zoning requirements will be provided. Trees are proposed to be planted along the Princess Street frontage to enhance the street front and character of this major arterial.</p> <p>f) In response to concerns of local residents, access from Woodbine Road will be limited to a single loading space, all other access will come from Princess Street. See Section 2.7.3(e).</p> <p>g) Parking areas and garbage storage facilities will be enclosed in the proposed building. Exterior lighting will be dark-sky compliant and/or zero cut-off.</p>
<p>2.7.6. Only development proposals that meet the long-term needs of the intended users or occupants will be supported. Proponents, whether developing individual buildings on a single site, or multiple buildings being built at one time or phased over time, will be required to demonstrate to the satisfaction of the City that the functional needs of the occupants or users will be met by providing:</p> <p>a. suitable scale, massing and density in relation to existing built fabric;</p> <p>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;</p>	<p>Functional Needs</p>	<p>a) See Section 2.7.1</p> <p>b) See Section 2.7.4(e)</p> <p>d) See Section 2.5.10</p> <p>e) The proposal will facilitate the redevelopment of an underutilized commercial property.</p> <p>f) Site access to the mixed use building will be clearly defined, with secure parking facilities provided at grade and below ground.</p>

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<p>d. efficient use of municipal services, including transit;</p> <p>e. appropriate infill of vacant or under-utilized land; and,</p> <p>f. clearly defined and safe: site access; pedestrian access to the building and parking spaces; amenity areas; building entry; and parking and secure and appropriate bicycle facilities.</p>		
<p>2.8.5. Stormwater runoff will be managed on site where feasible, and runoff may be required to be stored, treated and directed away from the natural heritage system. Its quantity will be required to be controlled to prevent impact on downstream areas. Stormwater connections are not permitted in areas where combined sewer infrastructure exists in the City.</p>	Stormwater Management	<p>A Storm Water Report has been prepared and accepted by the City's Engineering Department in support of the proposed redevelopment. Run-off will be directed to the municipal storm water system due to the size of the subject property. It is understood that the storm water mains are separate from the sanitary mains. The amount of landscaped area will be increased, reducing stormwater runoff.</p>
<p>2.10.1. In order to improve the resiliency and ensure the long-term prosperity of the community the City intends to:</p> <p>b. consider the potential impacts of climate change and extreme weather events when planning for infrastructure, including green infrastructure, and assessing new development;</p> <p>c. support climate-resilient architectural design of buildings incorporating durable, reusable, sustainable materials and low impact technology for energy and stormwater management; and,</p> <p>d. explore opportunities to achieve climate positive development.</p>	Resiliency	<p>The proposed development is active and public transit supportive, increases landscaped space to reduce stormwater runoff, will be constructed according to energy-efficient Ontario Building Code standards, and will provide electric car charging infrastructure.</p>
<p>3.3.7. Within existing stable residential areas, applications for <i>infill</i> must be located and organized to fit with neighbouring properties, including <i>cultural heritage</i></p>	Infill	<p>See response provided for 2.5.8, 2.6.3 and 2.7.3.</p>

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<p><i>resources</i>, and must satisfactorily address the following criteria:</p> <p>a. confirmation that adequate municipal services can be provided;</p> <p>b. demonstrated suitability of dwelling type, lot size, building height and massing, building materials, and exterior design; and</p> <p>c. demonstrated ability to achieve <i>compatible</i> use and <i>development</i> of the property taking into account the policies of Section 2.7.</p>		
<p>3.3.1. The predominant use of land in a Residential designation will be for various forms of housing. Community facilities are permitted in accordance with Section 3.2.</p>	Permitted Uses	The majority of the gross floor area (94%) is slated to be residential, excluding basement, balconies, and parking.
<p>3.3.2 Where appropriate and compatible, small-scale convenience commercial uses are allowed by zoning within apartment buildings or on a site specific basis on a low or medium density residential site. Section 3.4.F provides detailed policies for neighbourhood commercial uses.</p>	Neighbourhood Commercial	The URM8 Zone permits commercial uses allowed in the Neighbourhood Commercial (CN) Zone on the ground floor. The ground floor commercial use will function similarly to and be compatible with other ground floor commercial uses to the north and west of the site.
<p>3.3.8. Within the <i>Urban Boundary</i>, <i>intensification</i> through moderate increases in building height or density may be considered at the edge of neighbourhoods, provided that the development is adjacent to one or more of the following: transit routes, community facilities, areas of open space, or mixed use Centres or Corridors, as identified on Schedule 2.</p>	Intensification	The proposed redevelopment is a form of intensification at the edge of a stable residential neighbourhood. The site is located along multiple transit routes on Princess Street, a short trip from public open space (approximately 700 metres from Old Colony Park) and is within walking distance to a designated Centre / Corridor (approximately 300 metres) to the east.
<p>3.3.16. Some forms of residential <i>development</i> will be subject to the site plan control policies of Section 9.5 of this Plan.</p>	Site Plan Control	This development will be subject to Site Plan Control.
<p>3.3.C.1. High density residential land uses primarily include apartments and mixed use</p>	High Density Residential - Density	The proposed mixed-use apartment building is considered High Density Residential as it will have a density

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buildings with commercial on the ground floor and a residential density of 75 units per net hectare or more, unless an approved secondary plan establishes other provisions.		of 210 units per net hectare and 270 square metres of ground-floor commercial area.
3.3.C.2. The density of a residential use is a function of the number of units per net hectare and is not always indicative of built form. Proposals for new high density residential that are not in keeping with the established built form of adjacent development must demonstrate compatibility with regard to both land use and built form considerations in accordance with the policies of Section 2.7 and Section 8.	Built Form	Built form compatibility is assessed in Section 2.7.3, see above. More detailed built form considerations are addressed in the applicant’s Urban Design Study, which is intended to be read in conjunction with this report. Compatibility of this proposal with Section 8 – Urban Design of the Official Plan is addressed below.
3.3.C.3. Proposals for new high density residential use which require a zoning bylaw amendment or minor variance in support of factors that affect built form and the intensity of use shall generally satisfy the following locational criteria: a. The subject property is located: within a Centre or Corridor; within an area subject to a Secondary Plan or a Specific Policy Area Plan provided such Plan permits high density residential use; or on the periphery of a low or medium density residential neighbourhood provided the proposal demonstrates conformity to the policies of Sections 2.6 and 2.7 of this Plan, where applicable; b. the property is within walking distance of areas designated for commercial use (i.e., any of the uses within the Commercial Hierarchy except for Neighbourhood Commercial);	Location Criteria	a) The proposed mixed use building is on the periphery of a low density residential neighbourhood. The subject property is approximately 300 metres from the designated Centre / Corridor located around the Catarauqui Centre to the east. See Sections 2.6 and 2.7 above for details on compatibility. b) There are numerous restaurants, shops and services within walking distance of the subject property, allowing residents the opportunity to access multiple services and shopping without relying exclusively on a personal vehicle. c) While not technically within walking distance (defined as 600 metres by the Official Plan), Old Colony Park is located only about 700 metres from the subject property. This large neighbourhood park offers trails, sports fields, a playground, and abundant open space. d) The property is located along Princess Street, an existing arterial road.

Policy	Category	Conformity with the Policy
<p>c. the property is within walking distance of parkland, open space or community facilities; and</p> <p>d. the property is located on an existing arterial or collector road.</p>		
<p>3.3.C.4. Proposals for new high density residential use must be justified by a site specific urban design study that demonstrates compatibility in accordance with the policies of Section 2.7, and conformity to the urban design policies of Section 8. The Study must consider, amongst other matters, architectural compatibility in terms of scale, style, massing and colour.</p>	<p>Urban Design Study</p>	<p>An Urban Design Study has been prepared in support of this application, showing compatibility with Section 8 of the Official Plan. See Section 2.7.3 and 2.7.4 for details on compatibility.</p>
<p>3.3.C.6. New high density residential development must be designed to ensure a transition in density and built form, particularly along the periphery of Centres and Corridors, and areas for which a Secondary Plan or Specific Policy Area Plan has been established.</p>	<p>Transition in Density & Built Form</p>	<p>The proposed 6-storey mixed-use building will provide a transition in density and built form from taller, high-rise apartments (14 storeys) closer to the Cataragui Centre. The context, character and function of this nearby Centre / Corridor extends west along Princess Street, beyond Midland Avenue, and includes the site through to Bayridge Drive, supported by the Arterial Commercial areas in the vicinity.</p>
<p>3.4.2. Within Commercial designations shown on Land Use Schedule 3, a wide range of retail goods and services, offices, entertainment, and major recreation uses, and in some cases residential uses, are permitted, subject to the policies of this Plan. Uses will also be further specified in each type of designation, and further regulated in the implementing zoning by-law.</p>	<p>Permitted Uses</p>	<p>The intended ground-floor commercial area in the building will conform to the permitted uses of the Official Plan and the Neighbourhood Commercial Zone of the Kingston Zoning By-law.</p>
<p>3.4.4. Residential uses permitted will vary according to the policies of the individual designations.</p>	<p>Residential Uses</p>	<p>A residential use is permitted on this Commercial designated land, in compliance with Section 3.4.E.4.</p>

Policy	Category	Conformity with the Policy
<p>3.4.E.4. Residential development of outmoded or under-utilized arterial commercial sites for medium or high density residential use may be permitted without amendment to this Plan, provided that the City is satisfied that the site is adjacent to a Residential designated area, has adequate residential amenity in terms of open space, access, protection from noise or other impacts, and that the site can be provided with active transportation linkages to the adjacent Residential designated area.</p> <p>New development will be subject to a rezoning and site plan control review in order to assess appropriate heights, setbacks, density, access and linkages, and to ensure that a public consultation process is undertaken. Such proposals must comply with the density policies of Section 2.4, compatibility criteria of Section 2.7 and urban design policies of Section 8 of this Plan. New medium and high density residential developments must address the locational criteria of Sections 3.3.B.4 and 3.3.C.3 of this Plan, respectively.</p>	<p>Residential Development in Arterial Commercial Designation</p>	<p>The site of the proposed redevelopment is considered part of a traditional, outmoded, underutilized arterial commercial strip, is designated Housing District on Schedule 2 of the Official Plan and is located adjacent to a Residential area as designated on Schedule 3. The City is satisfied that the site has adequate residential amenity in terms of open space, protection from adverse impacts, and is provided with active transit infrastructure.</p> <p>A Rezoning and Site Plan Agreement is required to permit the proposed redevelopment.</p> <p>The proposal complies with all applicable policies for density, compatibility, urban design and locational criteria.</p> <p>See Sections 2.4, 2.7, 3.3.C.3, and 8 for further details.</p>
<p>3.8.13. In accordance with the Planning Act and the policies of this Plan, the City requires as a condition of development, a land dedication to be conveyed to the municipality for park or other public recreational purposes. This can amount to up to 2 percent of the total land area in the case of land proposed for industrial or commercial development, and an amount of up to 5 percent in the case of land proposed for residential development. These provisions apply unless an</p>	<p>Parkland Dedication</p>	<p>A cash-in-lieu of parkland dedication is to be submitted by the applicant at the Site Plan Control stage.</p>

Policy	Category	Conformity with the Policy
<p>alternative cash-in-lieu contribution is approved by the City, or a higher dedication is required for more intensive residential development, as required under Section 3.8.15.</p>		
<p>3.8.16. The City may request cash-in-lieu for all or part of any required land dedication under the Planning Act under the following circumstances:</p> <ul style="list-style-type: none"> a. where the parcel of land is either too small or poorly located to meet parkland needs; b. in an area that has excess parklands; c. where the condition of the land is unsuitable for park purposes; d. where no opportunity exists to enlarge existing neighbourhood parks; e. where there is no opportunity to obtain useful waterfront land; f. where a large development project is within reasonable walking distance to an existing park, provided that the trip does not involve crossing an arterial road; and, g. where the provision of cash-in-lieu from a large project would not result in an overload to the existing park(s) 	<p>Cash-in-lieu</p>	<p>The City will require the applicant to submit a cash-in-lieu of parkland dedication for the proposed development. The exact financial amount to be dedicated shall be determined at the Site Plan Control stage of this proposal based on the submission of a market appraisal.</p>
<p>4.1.1. New development will proceed only if the City is satisfied that adequate services, roads, and utilities are available, or can be made available, to serve the proposal adequately. In determining the adequacy of servicing, utility systems, or the transportation system, the City will consider not only the proposal, but also the potential for development that exists in the same service area.</p>	<p>Infrastructure & Transportation – New Development</p>	<p>The Serviceability and Stormwater Management Report and a Traffic Impact Study that have been prepared in support of the proposed redevelopment, in accordance with the terms of reference provided by Kingston, confirm that adequate servicing and transportation systems can be provided.</p>

Policy	Category	Conformity with the Policy
<p>4.3.4. For urban <i>infill development</i> projects, the City will require the preparation of a stormwater management report to address the impacts of additional lot coverage or new uses of the site on the <i>quality and quantity of water</i>. Proponents must endeavour to improve the management of stormwater from the existing <i>development areas</i>.</p>	<p>Stormwater Management – Quality and Quantity of Water</p>	<p>The applicant has provided a Stormwater Management Report, which confirms that post-development flows will not exceed pre-development flows.</p> <p>The proposal will see the landscaped open space on the property expanded compared to existing conditions, which will have the effect of reducing stormwater runoff.</p>
<p>4.6.1. As described in Section 2.5.11 of this Plan, the City intends to foster sustainability within the community and to reduce reliance on the automobile by satisfying travel demand through the efficient use of the existing infrastructure, and by providing the facilities and services to encourage walking, cycling and transit as priority universally accessed modes of travel, before expanding the City’s road infrastructure.</p>	<p>Transportation – Strategic Direction</p>	<p>The proposed development is adjacent to two bus stops on Princess Street which are serviced by multiple bus routes, including express transit. Additionally, the development will provide bicycle parking infrastructure to support active transit. See Section 2.5.10 and 2.5.11 for more details.</p>
<p>4.6.10. Improving connections between <i>active transportation</i> and transit will be required through such means as improved pedestrian amenities, connected on and off street cycling routes, bicycle storage, improved transit routing and amenities, and such site plan control matters as locating building entrances near sidewalks and transit stops, and providing weather protection for people using all modes of travel including transit users.</p>	<p>Active Transportation and Transit – Intermodal Improvements</p>	<p>Both short-term and long term bike parking is provided on site in accordance with the requirements of the Urban Residential ‘UR8’ Zone. Dedicated bike lanes on Bayridge Drive and the sidewalks along Princess Street ensure adequate connections between transit and active transportation modes.</p>
<p>4.6.28. The City will augment its program of landscaping and street tree planting and replacement in many parts of the City to enhance the streetscape, particularly within the <i>Urban Boundary</i>.</p>	<p>Street Landscaping</p>	<p>Seven street trees are currently proposed along Princess Street which will enhance the streetscape and improve the pedestrian experience. The provision of trees will be as per the City’s Tree By-Law, and will be assessed at the time of Site Plan Control.</p>

Policy	Category	Conformity with the Policy
4.6.38. Specific means of encouraging transit use include, but are not limited to: a. the careful location, design and site planning of high intensity uses;	Transit Service	The main entrance to the building is located towards the west of the site on Princess Street for more convenient access to the bus stop to promote transit use.
4.6.47. It is the intention of this Plan to encourage a balance between providing sufficient parking to address existing or future requirements, and not oversupplying parking to the detriment of public transit usage or active transportation.	Parking	The proposed redevelopment is considered a high-intensity use located on an arterial road (Princess Street) with direct access to transit. At the same time, the provision of residential, commercial, and car-share parking ensures a balanced approach to reducing auto-oriented development.
4.6.48. Parking areas will be provided for any land use in the City as specified by the zoning by-law. Special provisions to accommodate those with disabilities will be provided in all zones.	Parking	At-grade and underground parking is proposed, with a total of 31 vehicular parking spots, including three barrier-free parking spots. While commercial uses are no longer required to provide parking per the Zoning By-Law, the applicant has proposed a creative approach that would see visitor parking spaces service both the apartment and the commercial unit to ensure the most efficient use of parking on a site where space is at a premium.
4.6.56. On-street parking will be regulated and monitored by the City to allow for safe, convenient and efficient movement of traffic, and to protect the carrying capacity of the road network.	On-street Parking	The City will enforce the parking by-law to ensure that on-street parking will not interfere with safe, efficient and convenient movement of traffic.
4.6.61. The zoning by-law will be used to regulate the supply of accessible parking as required by provincial legislation. The location of accessible parking spaces shall provide enhanced accessibility through a consideration of factors including, but not limited to, the distance between parking spaces and accessible building entrances, security of the parking area, lighting of the area, protection from the weather, and ease of maintenance.	Accessible Parking	Two barrier free parking spaces are proposed on the ground floor, while the third barrier free parking space is located underground, closest to the elevator. As a result, the location of accessible parking spaces provides enhanced accessibility. The accessible parking provided meets the requirements of the Zoning By-law and provincial legislation.

Policy	Category	Conformity with the Policy
<p>5.21. The City of Kingston recognizes the importance of noise management. Any proposed development that has a sensitive use within the potential influence area as described in the Province’s D-6 Guideline or between the 25 to 30 NEF contours requires a detailed noise study to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines or any such further guidance or requirement implemented by the City, as applicable, address all sources of noise affecting the site, and include recommendations for mitigation to meet the applicable noise criteria.</p>	<p>Noise Study</p>	<p>A Noise Impact Study was prepared by J.E Coulter Associates Limited in support of the proposed redevelopment. Staff in Engineering reviewed the Noise Impact Study as part of the technical review of this application and had no concerns with the feasibility of required noise mitigation measures for the introduction of residential units.</p> <p>Recommendations to mitigate the noise levels from the adjacent arterial road will include elements such as central air conditioning in all residential units, warning clauses in purchase and sale and tenancy agreements, 6 millimetre double-glazing, among other mitigation measures.</p>
<p>5.26. Any use, including industrial, commercial, institutional or high density residential, proposed to generate a stationary source of noise or vibration may be required to undertake a detailed noise and/or vibration study, to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines, address all sources of noise and vibration, include recommendations for mitigation to meet the applicable criteria, and ensure that there is no adverse effect on an existing or planned sensitive use.</p>	<p>Noise from Stationary Sources</p>	<p>See Section 5.21. The Noise Impact Study prepared in support of the subject application was prepared by a qualified person. The report was reviewed and accepted by City staff.</p>
<p>5.27. Where a sensitive use is proposed within 300 metres of a stationary source of noise, the City requires that a noise study be prepared to address the Ministry of the Environment and Climate Change noise guidelines. All related means of mitigation are required to be secured prior to approval of development.</p>	<p>Noise from Stationary Sources</p>	<p>See Section 5.21 for details. A series of recommendations are proposed to meet the current noise guidelines of MECP, which will be further reviewed at the time of Site Plan Control.</p>

Policy	Category	Conformity with the Policy
<p>6.2.2. The City promotes landscaping and tree planting programs that help to moderate summer and winter micro-climatic conditions.</p>	<p>Energy Conservation and Production - General</p>	<p>Street trees will be provided along Princess Street in order to moderate the summer and winter micro-climatic conditions.</p>
<p>6.2.13. The City promotes intensification based on principles of minimizing energy consumption through attention to building design and the design and installation of infrastructure, and densities that support active transportation and transit.</p>	<p>General</p>	<p>The 6-storey mixed use building will increase the density of the area, supporting the existing transit system and cycling infrastructure nearby.</p>
<p>8.3. The Design Guidelines for Residential Lots establish the following guiding principles that should be used to ensure new residential development is integrated into the existing built fabric, and is conducive to <i>active transportation</i>:</p> <ul style="list-style-type: none"> a. protect and preserve stable residential communities (in accordance with Section 2.6 of this Plan); b. foster <i>developments</i> that are context appropriate; c. foster attractive developments which add to the existing sense of place; d. provide a variety of housing types; 	<p>Urban Design – Guiding Principles for Development of Residential Lots</p>	<p>The proposed development is located approximately 300 metres from designated Centre and Corridor, along Princess Street which is designated as an arterial road. Although the subject property is within a stable residential community, there are a wide variety of uses and development forms surrounding the site.</p> <ul style="list-style-type: none"> a. Development proposals resulting in intensification can be accommodated in stable residential areas in accordance with Section 2.6.3. d) of the Official Plan. See Section 2.6.3 above. b. The proposed mixed use building responds to the planning context of the area. Please refer to 2.7.3, 2.7.4, 2.7.5, and 2.7.6 for further details. c. An Urban Design Study was completed to support this application, which speaks to compatibility and appropriate transition to surrounding uses. Please refer to 2.7.3, 2.7.4, 2.7.5, and 2.7.6 for further details. d. The residential unit types proposed include one-bedroom, two-bedroom, and 3-bedroom units, providing a variety of housing. The proposal will also increase the

Policy	Category	Conformity with the Policy
		supply of apartment housing, which will complement the low-rise forms south on Woodbine Road.
<p>8.4. Through the review of <i>development</i> proposals, construction of public works, or the preparation and approval of area plans, the City will promote the provision of barrier-free access and safety by:</p> <p>c. clearly defining building entrances and avoiding designs that would create areas that are hidden from public view and thus potentially available for criminal activity;</p> <p>f. promoting safe environments by applying Crime Prevention Through Environmental Design (CPTED) concepts and principles in the design of buildings, site layout and landscaping of <i>development</i> sites.</p>	Accessibility and Safety	<p>Construction will be in accordance with the Ontario Building Code, including any applicable accessibility requirements.</p> <p>The proposed development has clearly defined building entrances accessed directly from Princess Street. Commercial uses on the ground floor will animate the site and reduce the likelihood of hidden areas.</p> <p>CPTED principles have been considered in the design of the buildings, the site layout and landscaping and will be further reviewed at the Site Plan Control stage.</p>
<p>8.6. The City requires the design of new <i>development</i> to be visually <i>compatible</i> with surrounding neighbourhoods and areas of cultural heritage value or interest through its site plan control review, preparation of zoning standards, and urban design guidelines, as appropriate, that address the following:</p> <p>a. siting, scale and design of new <i>development</i> in relation to the characteristics of the surrounding neighbourhood or the <i>significant cultural heritage resources</i> including, scale, massing, setbacks, access, landscaped treatment, building materials, exterior design elements or features;</p> <p>d. achieving <i>compatibility</i> in land use and with a predominant architectural style, street pattern or site arrangement where that style</p>	New Development	The proposal meets the land use compatibility policy as above in Section 2.7.3, 2.7.4, 2.7.5, and 2.7.6.

Policy	Category	Conformity with the Policy
<p>or arrangement forms a valuable component of the existing neighbourhood or the cultural heritage value or interest of the identified area. Section 2.7 provides additional policy in this regard;</p>		
<p>9.5.9. When considering an application to amend the zoning by-law, the Planning Committee and Council will have regard to such matters as:</p> <p>a. conformity of the proposal with the intent of the Official Plan policies and schedules;</p> <p>b. compatibility of the proposal with existing uses and zones, sensitive uses, the natural heritage system, cultural heritage resources, and compatibility with future planned uses in accordance with this Plan;</p> <p>c. compatibility of proposed buildings or structures with existing buildings and structures, with zoning standards of adjacent sites, with any future planned standards as provided in this Plan, and with any urban design guidelines adopted by the City for the area;</p> <p>d. the extent to which the proposal is warranted in this location and the extent to which areas zoned for the proposed use are available for development;</p> <p>e. the suitability of the site for the proposal, including its ability to meet all required standards of loading, parking, open space or amenity areas;</p> <p>f. the suitability of the density relative to the neighbourhood and/or district, in terms of units per hectare, bedrooms per hectare, floor space index, and/or</p>	<p>Planning Committee / Council Considerations</p>	<p>a. The proposal conforms with the intent of the Official Plan policies and schedules as detailed in this table.</p> <p>b. The proposed mixed-use residential development is compatible with existing residential uses in the adjacent neighbourhood which is zoned for a mix of dwelling types, including the apartment building adjacent to the subject property. There are no natural heritage features on the subject property.</p> <p>c. The residential redevelopment, enabled through the recommended Zoning By-Law amendment, will allow for the development of a six-storey mixed use building that is consistent with the zoning standards of adjacent sites, and the Urban Design Guidelines for Residential Lots as described above.</p> <p>d. The site is on full municipal services, which is the first priority for urban development according to Subsection 2.4.6 of the Official Plan.</p> <p>e. The site is suitable for additional density given the proximity to transit, parks, and commercial amenities.</p> <p>f. The mid-rise development proposed is suitable relative to the neighbourhood, as</p>

Policy	Category	Conformity with the Policy
<p>employees per hectare, as applicable;</p> <p>g. the impact on municipal infrastructure, services and traffic;</p> <p>h. comments and submissions of staff, agencies and the public; and,</p> <p>i. the degree to which the proposal creates a precedent.</p>		<p>described under Section 3.3.A.1.</p> <p>g. The subject site is on full municipal services, and will benefit from existing transit stops, and active transportation infrastructure in the surrounding area. Adverse impacts on the capacity of these services are not anticipated.</p> <p>h. The application has been circulated for technical review and there are no outstanding technical comments pertaining to the zoning by-law amendment. Comments received from members of the public and Planning Committee are reviewed in staff's comprehensive report.</p> <p>i. The proposal has been evaluated based on the unique characteristics of the site and will not set an undesirable precedent.</p>

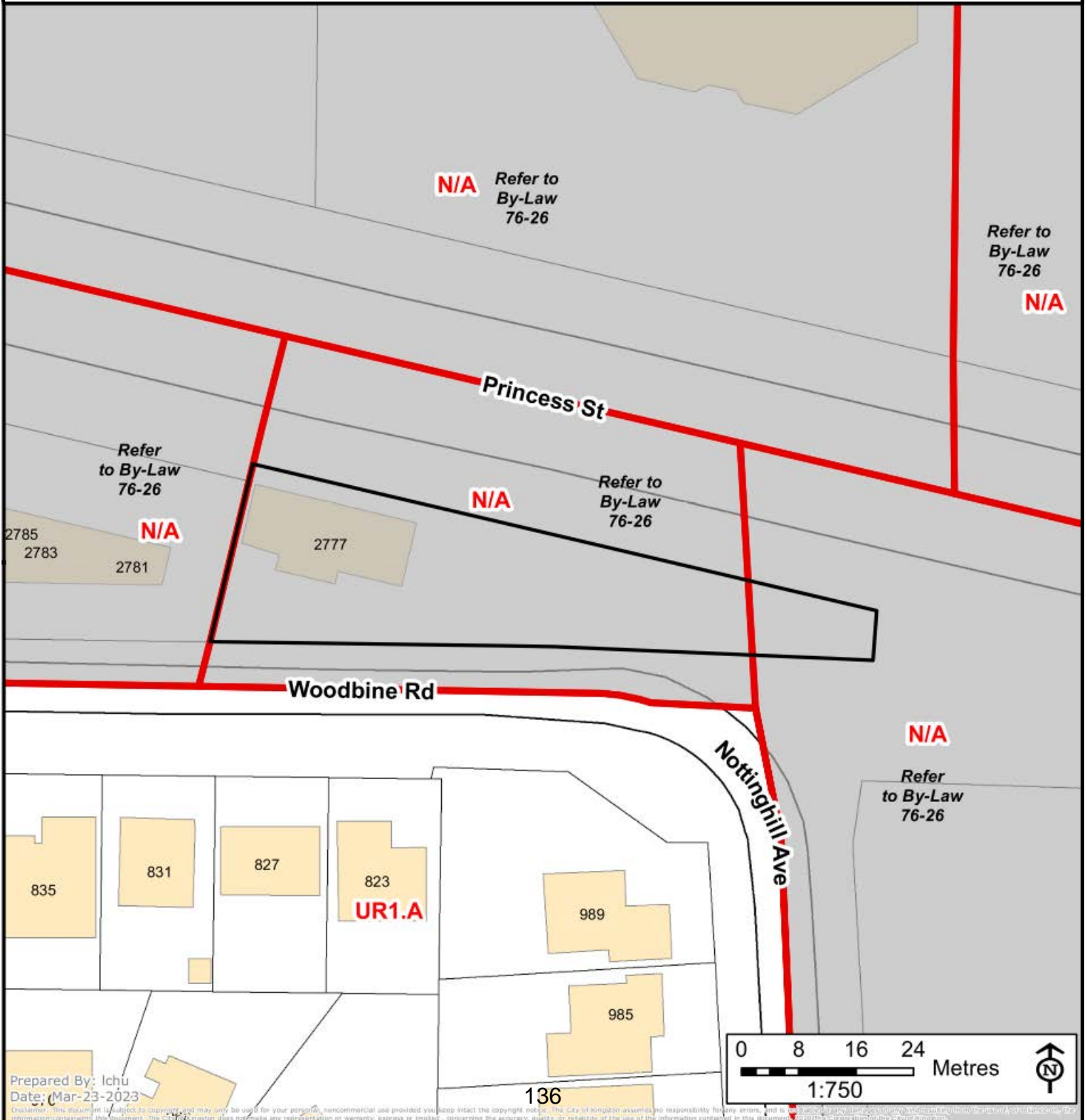


Planning Committee
Existing Zoning
Kingston Zoning By-Law 2022-62

Planning Services

Address: 2777 Princess Street
File Number: D14-003-2023

- Subject Lands
- Schedule 1 Zoning Map
- Zone
- Not Subject to the Kingston Zoning By-law
- Schedule E - Exception Overlay
- Legacy Exceptions (LXXX)
- Exceptions (EXXX)
- Schedule F - Holding Overlay
- Holding Overlay (HXXX)



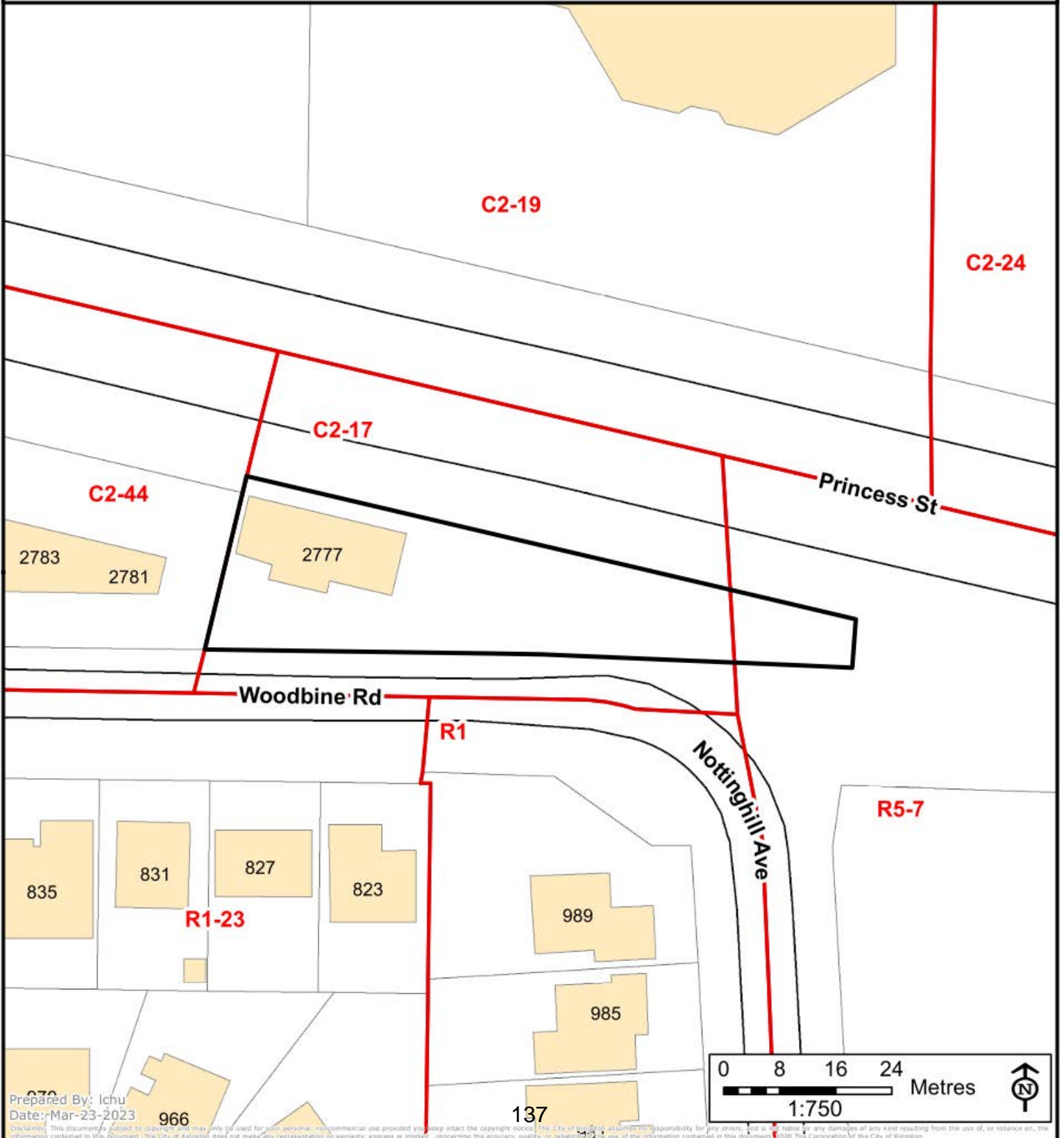
Prepared By: Ichu
Date: Mar-23-2023

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Planning Committee
Existing Zoning - By-law 76-26, Map 3
Address: 2777 Princess Street
File Number: D14-003-2023

- Subject Lands
- Consolidated Zoning





BUILDING UNIT SCHEDULE	
1 BEDROOM	5
2 BEDROOM	18
3 BEDROOM	4
TOTAL	27

2777-Princess ST PROPOSED INFORMATION	
COVERAGE	Area (m²) / Percentage (%)
TOTAL LOT AREA (GIS APPROX)	1430.4 SQ.M / 100%
TOTAL BUILDING AREA	929.3 SQ.M
BUILDING COVERAGE	64.8 %
LANDSCAPED OPEN SPACE - AREA	395.4 SQ.M / 27.6%
DRIVEWAY AREA	141.7 SQ.M / 9.9%
BUILDING HEIGHT	30.00 M
NUMBER OF STOREYS	6
NUMBER OF DWELLING UNITS	23
TOTAL COMMERCIAL AREA	256.7 SQ.M
NUMBER OF CAR PARKING SPOTS	31 (22 Underground for Residential, 8 Ground floor Share-Type Lots)
NUMBER OF BIKE PARKING SPOTS	37 (1 SHORT TERM, 36 LONG TERM) AND LONG TERM BIKE LOCKERS
PUBLIC ROOFTOP GARDENS) - AREA	273.2 SQ.M
NUMBER OF BALCONIES (EXCLUDING SECOND FLOOR ROOF GARDENS)	30 (HARD BALCONIES)
TOTAL BALCONY AREA (EXCLUDING SECOND FLOOR ROOF GARDENS)	258.3 SQ.M
GROSS FLOOR AREA	4246.0 SQ.M
	FLOOR AREA INCLUDING BALCONIES, BIKE LOCKERS, BIKE STORAGE, BIKE RACKS, STAIRWELL LIFTS

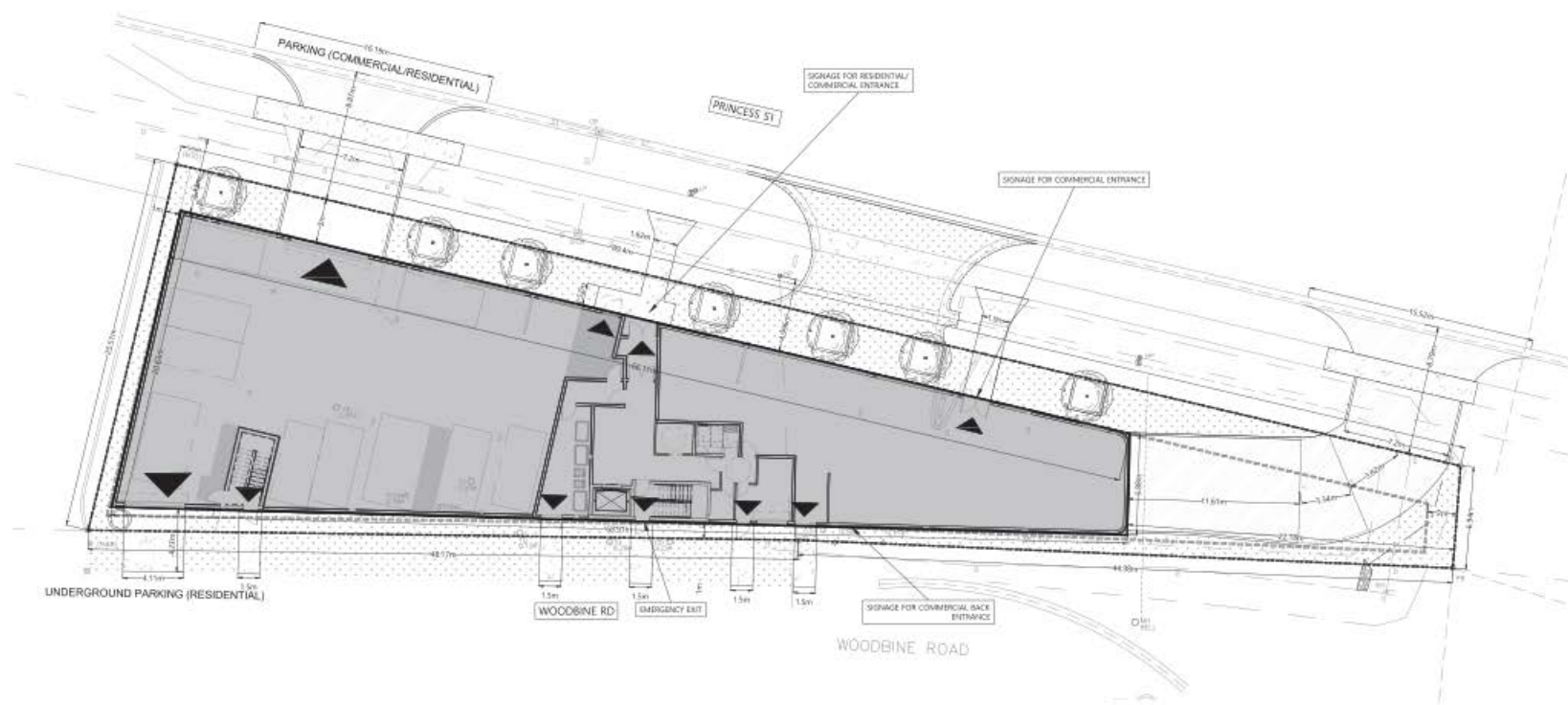
6-STOREY BUILDING
2777 Princess St, Kingston ON

CLIENT:
Angelo Lianos

ASTERISK
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REVISION	REV.	DATE
ZBLA	1	July 24, 2023
ZBLA	2	Nov 10, 2023

Do not make drawings. Refer to Architectural drawings for dimensions. All revisions/changes shall be verified with Architectural drawings and any discrepancy shall be reported immediately to consultant.
Read the drawing in conjunction with ALL applicable Architectural, Mechanical, electrical and other disciplines involved.
The drawings are "stage drawings" only and are not intended to be used as shop drawings.



LEGEND:

- SALT FENCE
- PROPERTY LINE
- PROPOSED SETBACK
- PROPOSED SIDEWALK
- PROPOSED BUILDING
- PROPOSED LANDSCAPE
- PROPOSED SIDEWALK
- PROPOSED STREET TREE
- PROPOSED MANHOLE
- PROPOSED STRAY BALE

SCALE: 1:150 UNITS: m

DESIGNED: TC	CHECKED: TC	DRAWN: MT
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DRAWING TITLE:
SITE PLAN AND FIRST FLOOR LAYOUT

DRAWING NO.:
C-01

PROJECT NO.: 22-080
DATE: Jan 2022

CAR AND BIKE PARKING SPOTS TABLE	
TOTAL NUMBER OF CAR PARKING SPOTS	31
NUMBER OF BARRIER FREE CAR PARKING SPOTS	3
UNDERGROUND RESIDENTIAL CAR PARKING SPOTS	32
NUMBER OF SHARED TYPE CAR PARKING SPOTS	1
TOTAL NUMBER OF BIKE PARKING SPOTS	37
SHORT TERM COMMERCIAL BIKE SPOT	4
SHORT TERM RESIDENTIAL BIKE SPOT	3
LONG TERM COMMERCIAL BIKE SPOT	1
LONG TERM RESIDENTIAL BIKE SPOT	39
LONG TERM BIKE LOCKER	3
TOTAL SHORT TERM BIKE SPOT	7
TOTAL LONG TERM BIKE SPOTS	39

BUILDING UNIT SCHEDULE	
1 BEDROOM	5
2 BEDROOM	16
3 BEDROOM	9
TOTAL	30

2777-Princess ST PROPOSED INFORMATION	
COVERAGE	Area (m ²) / Percentage (%)
TOTAL LOT AREA (GIS APPROX)	1400.4 SQ.M / 100%
TOTAL BUILDING AREA	903.33 SQ.M
BUILDING COVERAGE	64.55 %
LANDSCAPED OPEN SPACE - AREA	366.28 SQ.M 26.59%
DRIVEWAY AREA	141.88 SQ.M - 9.9 %
BUILDING HEIGHT	25.00 M
NUMBER OF STOREYS	0
NUMBER OF DWELLING UNITS	30
TOTAL COMMERCIAL AREA	250.00 SQ.M
NUMBER OF CAR PARKING SPOTS	31 (32 UNDERGROUND FOR RESIDENTIAL & 30000 FLOOR SHARE TOP SPOTS)
NUMBER OF BIKE PARKING SPOTS	37 (7 SHORT TERM (3 COMMERCIAL, LONG TERM BIKE LOCKER)
PUBLIC TERRACE ROOF AREA	273.17 SQ.M
NUMBER OF BALCONIES	30
TOTAL BALCONY AREA	355.3 SQ.M
GROSS FLOOR AREA	4,940 SQ.M

RESIDENTIAL BUILDING
2777 PRINCESS ST

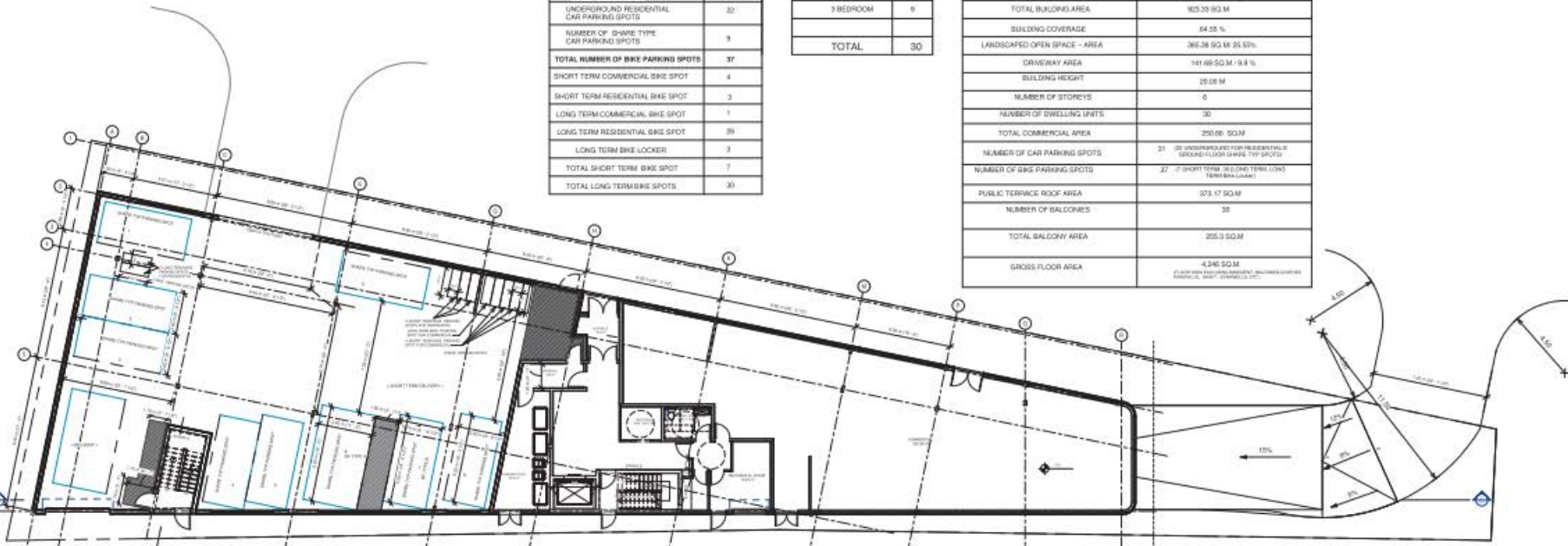
Client:
Angelo Lianos



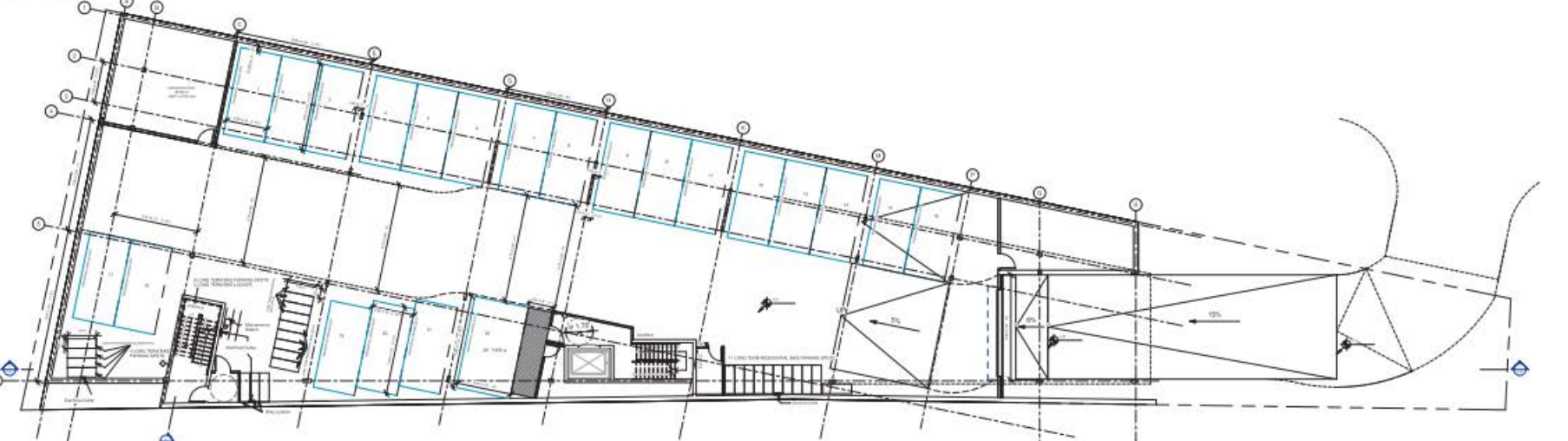
1480 Bath Road Unit 201
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REVISION	NOV	DATE
PRELIMINARY		APR 27th, 2023
		MAY 26th, 2023
		JUNE 8th, 2023
		JULY 21, 2023
		AUG 11th, 2023
		SEP 28th, 2023
		NOV 16th, 2023
		JAN 11th, 2024

Do not scale drawings. Refer to Architectural drawings for dimensions. All elevations/dimensions shall be verified with Architectural drawings and any discrepancy shall be reported immediately to consultant.
Read this drawing in conjunction with ALL applicable Architectural, Mechanical, electrical and other disciplines involved.
This drawings are "design drawings" only and are not intended to be used as shop drawings.



1 Ground Floor
1 : 125



2 UNDERGROUND
1 : 125

SCALE	As indicated		
DESIGNED	CHECKED	DRAWN	
AHP/JPM	TC	PM/JCPJ	

DRAWING TITLE:
PROPOSED CONCEPT FLOOR PLANS

DRAWING NO:
A-01

PROJECT NO: 22-080
DATE: JAN 11th, 2023

RESIDENTIAL BUILDING
2777 PRINCESS ST

Client:
Angelo Lianos



1480 Bath Road Unit 201
Kingston, ON
K7M 4S5
(613) 542-2040
www.asteriskengineering.com

ISSUED FOR	REV	DATE
		APR 27th, 2023
		MAY 26th, 2023
		JUNE 01st, 2023
		AUG 11th, 2023
		SEP 28th, 2023
		OCT 30, 2023
		FEB 09, 2024

Do not scale drawings. Refer to Architectural drawings for dimensions. All elevation dimensions shall be verified with Architectural drawings and any discrepancy shall be reported immediately to consultants.
Read this drawing in conjunction with ALL applicable Architectural, Mechanical, electrical and other disciplines involved.
This drawings are "design drawings" only and are not intended to be used as shop drawings.

SCALE 1 : 125

DESIGNED	CHECKED	DRAWN
AHP/JP/M	TC	PM/JP/PJ

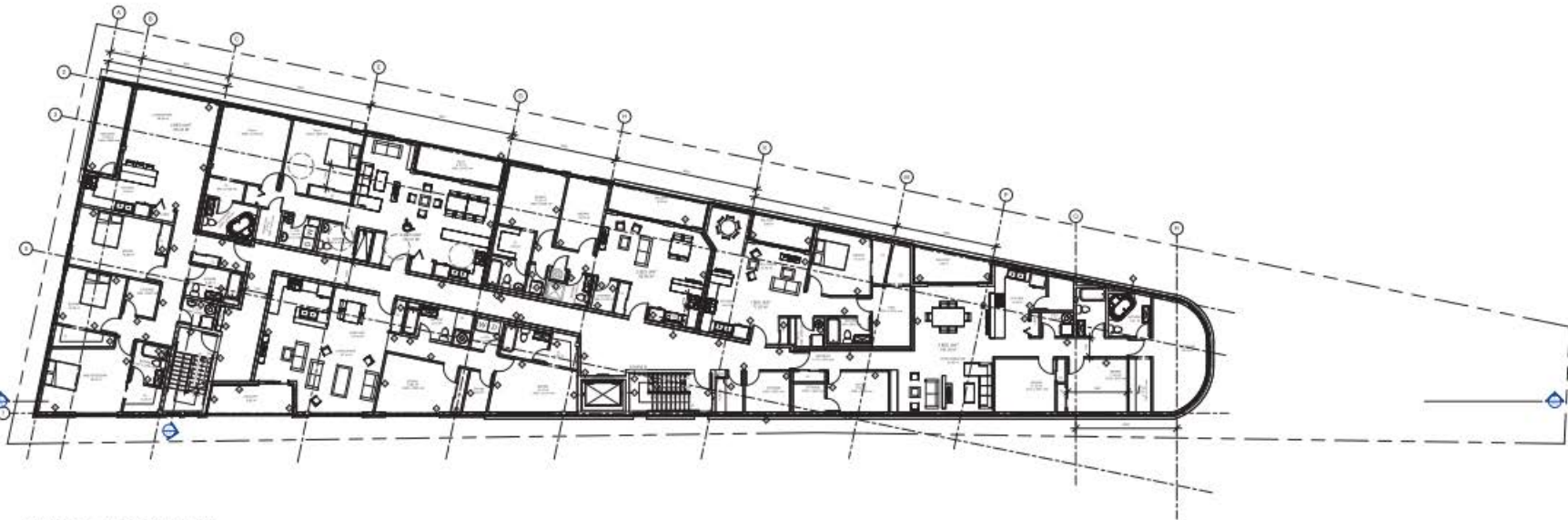
DRAWING TITLE:

DRAWING NO:

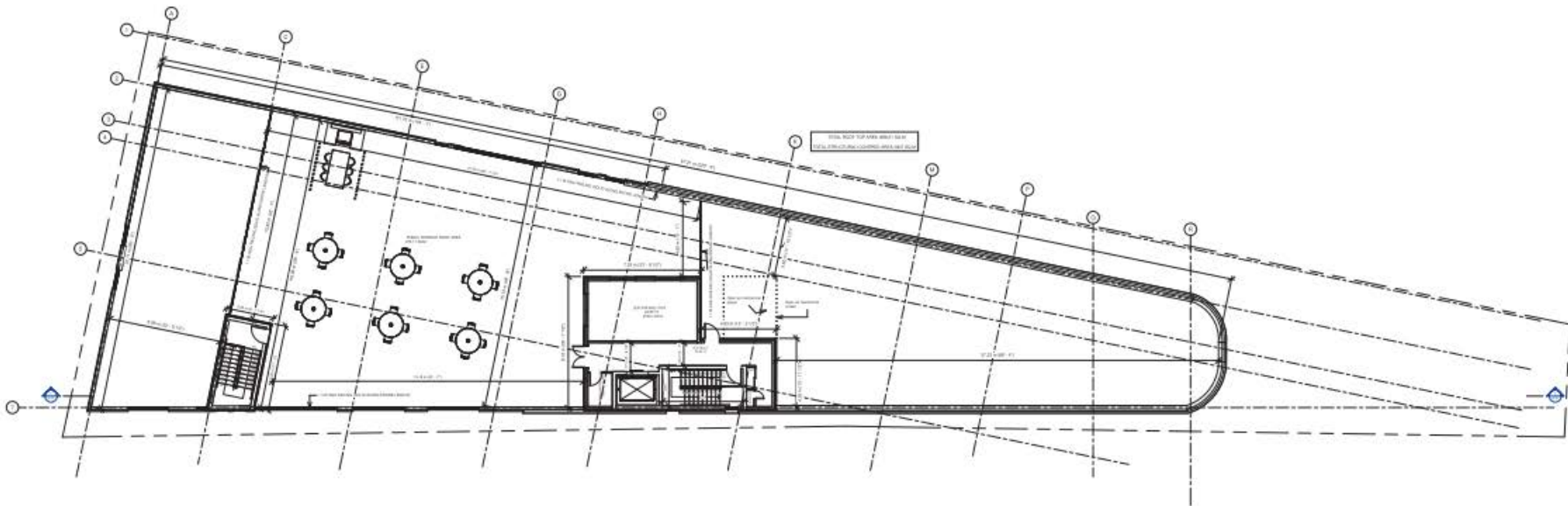
A-02

PROJECT NO: 22-080

DATE: NOV18th, 2023



② TYPICAL FLOOR PLAN
1 : 125



① TOP/P
1 : 125

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ISSUED FOR	REV	DATE
		MAY 28th, 2022
		JUNE 8th, 2022
		JULY 01, 2022
		AUG 11th, 2022
		SEP 28th, 2022
		NOV 18th, 2022
		JAN 11th, 2023

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① North
1 : 125



② South
1 : 125

To be updated at time of Site Plan Control to reflect revised rooftop layout

SCALE 1 : 125		
DESIGNED: AHP/JPM	CHECKED: TC	DRAWN: PM/JCPJ
DRAWING TITLE		
DRAWING NO. A-05		
PROJECT NO. 22-080		
DATE: JAN 11th, 2023		

RESIDENTIAL BUILDING
2777 PRINCESS ST

Client:
Angelo Lianos



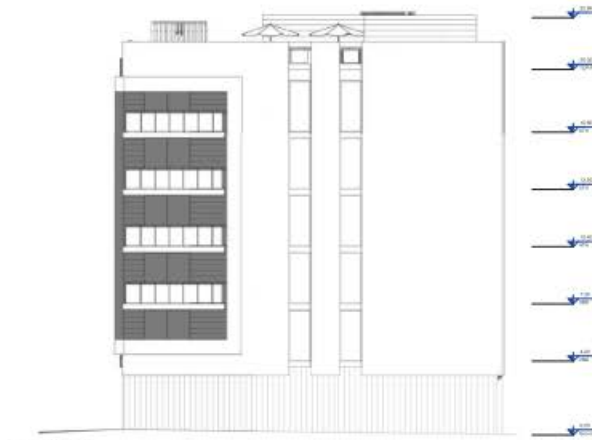
1480 Bath Road Unit 201
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ISSUE FOR	REV	DATE
		MAY 28th, 2023
		JUNE 8th, 2023
		JULY 21, 2023
		Aug 11th, 2023
		SEP 28th, 2023
		JAN 11th, 2024

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① East
1 : 125



② West
1 : 125

To be updated at time of Site Plan Control to reflect revised rooftop layout

SCALE 1 : 125		
DESIGNED:	CHECKED:	DRAWN:
AHP/JPM	TC	PM/JCPJ

DRAWING TITLE

DRAWING NO.
A-06

PROJECT NO. 22-080

DATE: JAN 11th, 2023

Site Photos

The subject site is depicted through the following photographs, taken April 4, 2023.



Figure 1: The subject site, viewed from Princess Street, looking westward. The entirety of the property is visible, with Princess Street to the right (north) and Woodbine Road to the left (south).



Figure 2: The eastern (narrower) half of the subject site, viewed from Princess Street looking eastward. The neighbouring eight-storey apartment building is visible, beyond which exists a 14-storey apartment building.



Figure 3: Situated between the subject site and the eight-storey apartment building is a memorial to Frederick Denyes, who died heroically on June 19, 1929 while endeavouring to save four-year-old Kenneth Macrow from the path of a rapidly approaching automobile. Tragically, both were killed. The memorial is viewed here looking south, towards Woodbine Road where it turns into Nottinghill Avenue. The subject site is to the right (west).



Figure 4: Homes along Nottinghill Avenue, viewed from the subject site looking South. Nottinghill turns into Woodbine Road, which continues to the right (west).



Figure 5: Pictured here is a portion of the eastern façade of the martial arts school currently situated on the subject site, looking south. Trees situated along the rear (south) property line are also shown, along with an informal access to the parking lot. Homes along Woodbine Road are visible in the background.



Figure 6: Businesses along Princess Street, opposite the subject site. A covered transit stop is visible near the centre of the image, giving travellers convenient access to local routes 6, 10 and 15, and express routes 501 and 502.



Figure 7: Pictured here is the northern façade of the martial arts school on the subject site, looking east down Princess Street. The neighbouring eight-storey apartment building is visible, beyond which exists a 14-storey apartment building. The recently constructed six-storey Cataraqui Heights Retirement Home is also visible in the background, on the opposite side of Princess Street.



Figure 8: Pictured here is the transit stop just a few steps west of the subject property, situated in front of the neighbouring commercial plaza. Like the stop located across Princess, this one is also covered and serves local routes 6, 10 and 15, and express routes 501 and 502.



Figure 9: Woodbine Road, viewed looking west. The subject site is to right (north), behind the trees standing along its southern property line.



Figure 10: The eight-storey apartment building situated to the east of the subject property (located beyond the row of trees to the left of the image). The apartment building is accessed from both Princess Street and Nottinghill Avenue, which transitions into Woodbine Road (pictured in the foreground).



Figure 11: Woodbine Road, looking west towards the intersection with Bayridge Drive. The commercial plaza neighbouring the subject is visible to the right (north), while single-detached homes are visible to the left (south). A small portion of the subject site's parking lot is also visible to the right of the image.



Figure 12: The western façade of the martial arts school on the subject property, viewed from the parking lot of the neighbouring commercial plaza. Princess Street is to the left, while Woodbine Road is to the right, behind the commercial plaza.








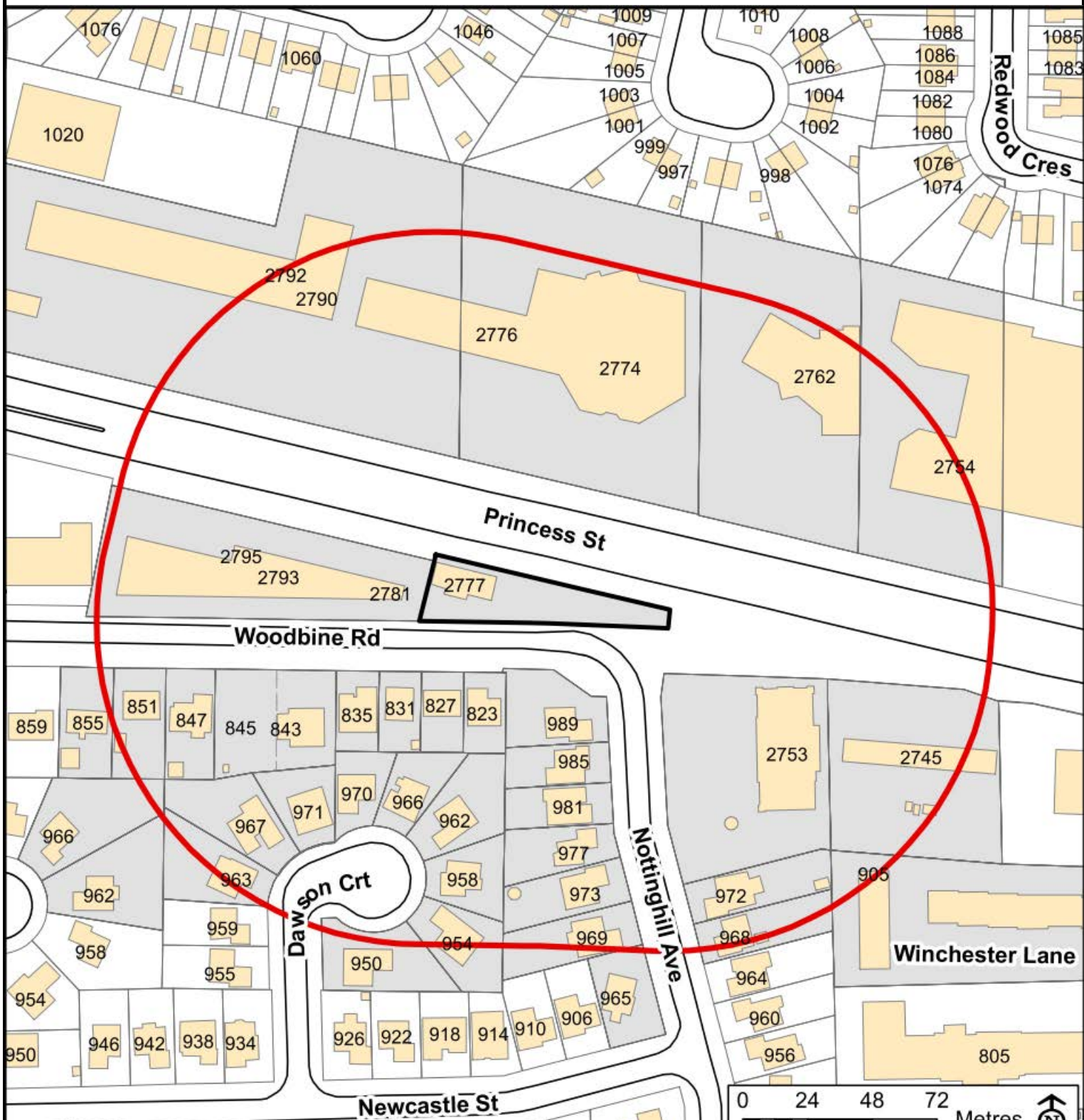
Figure 13: The front façade of the neighbouring commercial plaza, looking west towards the intersection of Princess Street and Bayridge Drive. Princess Street is to the right (north), while Woodbine Road is behind the plaza to the left (south).



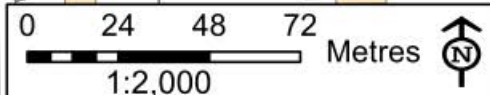
CITY OF KINGSTON Public Notice Notification Map

Address: 2777 Princess Street
File Number: D14-003-2023

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



Prepared By: rejonas
Date: Apr-04-2023



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