



**City of Kingston
Committee of Adjustment
Meeting Number 04-2024
Addendum**

**Monday, March 18, 2024 at 5:30 p.m.
Hosted in City Hall in Council Chamber**

12. Correspondence

- a)** Correspondence received, dated March 11, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Pages 1 – 3

- b)** Correspondence received, dated March 14, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Pages 4 – 7

- c)** Correspondence received, dated March 15, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Pages 8 – 10

- d)** Correspondence received, dated March 15, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Pages 11 – 12

- e)** Correspondence received, dated March 17 – 18, 2024, regarding Application for Minor Variance – 283 Rideau Street.

Addendum Pages 13 – 15

- f)** Correspondence received, dated March 17, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Page 16

- g)** Correspondence received, dated March 18, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Pages 17 – 18

- h)** Correspondence received, dated March 17, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Pages 19 – 20

- i)** Correspondence received, dated March 13, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Pages 21 – 24

- j)** Correspondence received, dated March 16, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Pages 25 – 26

- k)** Correspondence received, dated March 18, 2024, regarding Application for Minor Variance – 51 Alwington Avenue.

Addendum Page 27

Robidoux, Meghan

From: Amy Fisher [REDACTED]
Sent: March 11, 2024 9:57 PM
To: Robidoux, Meghan
Subject: Re: Inquiry - 51 Alwington Ave

Follow Up Flag: Follow up
Flag Status: Flagged

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Hi Meghan,

Thanks so much for sending me this. On the record, we are concerned about the variances and do not find them to be minor, based on the impact to our house, family, and neighborhood. Overall, we are concerned about this property expanding from a 5-bedroom house to having an additional 3-room unit and the impact this will have on our privacy. We do not understand where the proposed walkway is going...in our flower bed beside our house. We disagree with this being built so close to our house on 47 Alwington Ave and ask that this not be accommodated. We ask that getting rid of the requirement of 3 ft from our house, not be accommodated. We are concerned about this lack of privacy, affecting our children, the impact on our house, the potential impact on the building, noise, drainage, and erosion to name just some objections.

We also do not understand how a property with 8 potential people living there, at minimum, will only have one parking space and one car. We challenge whether this will happen and are concerned about the potential for traffic and noise.

We are a family of 5 who have lived on this street for 16 years and feel our property would be encroached upon, with this proposal. It does not make sense, nor do we believe it will be followed according to plan. In the past, this rental has had numerous cars in the driveway, and we don't see how it would be any different when more people are added to the lot. This has been a fire hazard in the past, without the garage housing people, and are concerned about if and when people are living there.

When speaking with the property managers today, they did not know of the proposal for one parking space and said "The cars will be parked in the driveway and they will figure out getting them in and out".

There is restricted parking on Alwington Avenue, so any cars in excess of one, with this proposal, will not be able to be parked on the street.

Another concern of ours is well described as follows:

" A proposed redevelopment which is not compatible with existing homes in the neighborhood with respect to size and setbacks, insensitive to issues such as privacy, scale and spacing and detrimental to the streetscape or the character of the neighbourhood, should not pass this test" (Glebe minor variances).

A major concern of ours is that once (if) the variances are approved, the actual building plans will differ from what has been proposed, resulting in something that will be looming in our backyard, creating no privacy for our children, whose bedrooms the building will look into. Have building plans been submitted?

Ultimately, the variances do not make sense, will be encroaching on our property, will impact our privacy and our children's privacy and safety, have an impact on the integrity of our house and are not in keeping with the character of the neighbourhood.

We will be there in attendance on Monday, as will our concerned neighbors.

Thanks,

Amy Fisher and Tim Blackwell
47 Alwington Ave.

----- Forwarded message -----

From: **Robidoux, Meghan** <mrobidoux@cityofkingston.ca>
Date: Mon, Mar 11, 2024 at 4:13 PM
Subject: Inquiry - 51 Alwington Ave
To: [REDACTED]

Hello Amy,

Thanks again for your call. As promised, the staff recommendation report for the minor variance application for [51 Alwington Ave](#) can be found here on the City's website:
https://www.cityofkingston.ca/documents/10180/40096982/Committee-of-Adjustment_Meeting-04-2024_Report-COA-24-024_51-Alwington-Avenue.pdf/f5d0972f-a7c9-cc6c-b96a-324f8a944ff5?t=1709905006092

Please don't hesitate to reach out to myself should you have any further questions following your review of the report.

Thank you,

Meghan



Meghan Robidoux, MPI, MCIP, RPP (she/her/hers)

Supervisor, Development Approvals

Planning Services

City of Kingston



Located at: [1211 John Counter Boulevard](#)

[216 Ontario Street Kingston, ON K7L 2Z3](#)

613-546-4291 ext. 1256

mrobidoux@cityofkingston.ca

The City of Kingston acknowledges that we are on the traditional homeland of the Anishinaabe, Haudenosaunee and the Huron-Wendat, and thanks these nations for their care and stewardship over this shared land.

51 ALWINGTON AVENUE RESPONSE TO COMMENTS

March 14, 2024

Lindsay Sthamann

Intermediate Planner
Planning Services, Growth & Development
City of Kingston
12111 John Counter Boulevard
Kingston, ON K7L 2Z3
T. 613.546.4291 x 3287
E. lsthamann@cityofkingston.ca

**RE: 51 Alwington Avenue, Kingston
Minor Variance Application (File No. D13-005-2024)**

Dear Ms. Sthamann,

Fotenn Planning + Design has been retained by the owner of the subject lands located at 51 Alwington Avenue, in the City of Kingston, to assist with the coordination, submission, and processing of an application for Minor Variance. The application (file no. D13-005-2024) was submitted on January 29, 2024, and was deemed complete by City Staff on February 1st, 2024. A public notice sign was posted in accordance with the requirements of the *Planning Act* on March 7th, 2024.

The subject site contains an existing 5-bedroom dwelling and a detached garage. The proposed development consists of an application to permit the conversion of an existing detached garage to a detached additional residential unit (ARU) containing three bedrooms. The conversion will be contained entirely within the footprint of the existing garage. No changes to the existing principal dwelling are proposed, except to remove a sunroom at the rear of the building to accommodate on-site parking. Should the proposed three-bedroom ARU be approved, this will result in a total of two (2) dwelling units and eight (8) bedrooms (one 5-bedroom unit, and one 3-bedroom unit) on the subject site.

We are in receipt of public comments regarding the proposed minor variance. The purpose of this letter is to address some of the concerns raised by members of the public and neighbours. Please note that we will also be in attendance at the public meeting on Monday March 18th before the Committee of Adjustment and will be happy to address questions/comments raised at that time as well.

The following table has been prepared to provide an itemized summary of comments received to-date, and to provide clear and concise responses on each matter.

No.	Summary of Comment	Response
1	Concern regarding number of bedrooms being increased from 5 to 8.	The proposed development will result in an increase in the total number of bedrooms on the subject site from 5 to 8. The 3 additional units will be located within a detached ARU, by converting the existing garage to a dwelling. The total number of bedrooms proposed is in keeping with the maximum number of bedrooms permitted on the subject site by the City of Kingston, as per Section 4.28 of Zoning By-law 2022-62.

		It is our opinion that the proposed development represents a compatible and appropriate form of residential intensification, suitably located within the City's urban boundary where growth is encouraged.
2	Concerns regarding loss of privacy for adjacent properties. Will the new unit have sightlines into neighbouring property bedrooms?	<p>The concerns regarding potential loss of privacy are reasonable and understood. The existing garage to be converted to an ARU directly abuts the mutual property line with the lands to the south. In acknowledgement of this condition, no windows are proposed along the southern façade of the garage (i.e. facing the property to the south). As such, there will be no direct lines of sight into the neighbouring property to the south of the ARU.</p> <p>This is demonstrated on Sheet A-2, which illustrates the proposed elevations of the building. The balance of the rear of the property is bounded by a privacy fence which, will provide appropriate screening between properties to maintain privacy.</p> <p>The restriction on location of windows will be outlined as a condition of approval of the application, to ensure that no windows can be reintroduced along the south wall through the building permit review process.</p>
3	Concern regarding proximity of proposed detached ARU to adjacent property to the south.	The proposed ARU will be located within the existing garage on the subject site. The location of the garage has been long-established and is an existing condition. As discussed above, reasonable measures (fencing and window placement) are proposed to ensure there is no loss of privacy for the neighbouring property to the south as a result of the conversion to a residential use.
4	Uncertainty regarding location of walkway leading to the rear of the site.	The proposed walkway to the future detached ARU will run along the length of the driveway. It will not encroach on adjacent properties. Parking will not be permitted along the walkway, which will ensure free and clear access to the rear ARU for emergency services and residents.
5	Concerns regarding potential impacts to noise, drainage, and erosion.	The proposed development is not anticipated to result in any significant noise, drainage, or erosion concerns. Construction is limited to the existing footprint of the garage, and minimal new paving is required on the site. Sanitary and stormwater connections will be extended down the existing driveway to connected to the proposed ARU. As a result, no significant changes to drainage of stormwater or erosion patterns are anticipated. As a condition of approval for the Minor

		<p>Variance, the owner will be required to demonstrate to the City that there will be no adverse impacts on neighbouring properties as a result of any modifications to on-site grading or drainage.</p> <p>Details pertaining to drainage/erosion are anticipated to be addressed through the building permit review process with the City of Kingston.</p> <p>As a residential use, noise impacts will be minimal and will generally match the existing context of the surrounding residential neighbourhood.</p>
6	<p>Concerns regarding number of parking spaces (i.e.: insufficient parking) and potential future noise/traffic impacts.</p>	<p>A total of 1 parking space is proposed on the subject site. As a condition of approval, the owner agrees to provide, install, and maintain “no parking” signage along the length of the driveway to ensure that the driveway remains free and clear for safety reasons.</p> <p>It should be noted that opportunities to accommodate 2 parking spaces were explored at length with the owner and City Staff. Ultimately, it was determined that it will not be feasible to accommodate 2 parking spaces on the site, while also maintaining a clear walkway to the proposed ARU. The addition of a second parking space would require significant changes to the site, including substantial additional paving which would reduce green space and have major impacts to drainage of stormwater on the site. The reduction to one parking space is therefore both desirable and practical.</p> <p>The proposed parking reduction is appropriate given the location of the site within the City. The site is centrally located within walking distance (600 metres) of express transit routes, commercial uses, and open spaces. These factors help to ensure that the site is suitable for a reduced parking requirement, as future residents will be within walking distance of all essential needs. This conforms with policy direction outlined in Section 3.3.11 of the City’s Official Plan.</p> <p>Reduced parking on-site will also serve to encourage active transportation modes (i.e. biking and walking), while also minimizing potential safety issues for pedestrians by reducing the number of vehicles entering/exiting the site. It should also be noted that the proposed parking configuration will allow cars to enter and exit the site in a forward motion, which will further improve the safety of vehicle circulation on the site.</p>

		Noise from vehicles will be reduced as a result of the proposed reduction.
7	Concerns regarding availability of on-street parking.	No off-street parking is anticipated to be required for future residents. One (1) parking space will be provided on-site. As is common with all dwellings in the neighbourhood, on-street parking may be utilized by visitors on a short-term basis only.
8	Clarification requested as to how parking will be enforced to ensure no parking in driveway. Concerns regarding fire hazards and ability for emergency services to access to rear unit.	As discussed above, the owner will install signs to remind residents that parking in the driveway is not permitted. The owner will also work with their property manager to ensure residents are not parking in the driveway for safety reasons.
9	Concern of potential encroachment onto adjacent property.	No encroachment on adjacent lands is proposed. A survey of the site has been prepared which confirms the property boundaries and location of existing features (such as the driveway, dwelling garage, etc.). The walkway will be located within the existing driveway. The proposed detached ARU will be located within the existing garage. As such, there will be no encroachment onto adjacent properties.
10	General concerns regarding scale and impacts to character of streetscape and neighbourhood.	The proposed detached ARU will be located entirely within the existing garage at the rear of the property. No changes to the footprint of the garage are proposed. As such, no impacts to the character of the neighbourhood or the streetscape are anticipated.
11	Concerns regarding potential future construction of a larger structure than what is proposed.	Floor plans and elevations of the proposed ARU have been included in the Minor Variance application. Should the application be approved, those plans will accompany the approval and future building plans will be required to generally reflect the intent of the plans. This will be outlined as a condition of the Minor Variance, if approved.

Should you have any questions or comments, please do not hesitate to contact the undersigned at 613.542.5454 x 221, or via e-mail at weekes@fotenn.com.

Respectfully submitted,



Miles Weekes, MCIP RPP
Senior Planner
Fotenn Planning + Design

From: Ochej,Derek
To: Sullivan,Iain
Subject: FW: 51 Alwington Avenue
Date: March 15, 2024 3:18:57 PM

From: Marlene Kraml
Sent: Friday, March 15, 2024 2:49 PM
To: Glenn,Conny <cglenn@cityofkingston.ca>
Cc: Marlene Kraml
Subject: 51 Alwington Avenue

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Hello Conny,

I'm a resident of Alwington Avenue. We met on my porch a few years ago. I have just sent a letter of opposition to a Minor Variance application to the city and to you. I'm hoping we can have your support on this issue. Student housing is a complex issue and losing single family homes to single purpose-built student housing is not the way forward. We can't have a model that builds student housing at any cost.

Could I ask you please to confirm that the letter has been received by the Committee of Adjustment? The deadline is this afternoon.

Thanks for considering our concerns,

Marlene Kraml

Letter to the committee of Adjustment
City of Kingston
March 15, 2023

I am writing to express my opposition to the proposed variances in application D13-005-2024 regarding the property at 51 Alwington Avenue.

I'm opposed to the variances because granting them will allow the owner to convert a garage to a detached additional residential unit (ARU).

I would like to invite the Committee of Adjustment to consider the following question. Will the granting of the variances result in a development that is desirable from a planning and public interest perspective, or is it only desirable to the applicant?

The planning committee has stated that this development aligns with supporting housing affordability and promoting and increased supply of housing (**City of Kingston Report to Committee of Adjustment Report Number COA-24-024**). But let's be clear about what this property is. It has been a student rental

for almost 2 decades. There's no mention of the owner returning the home to single family use. This is not affordable housing stock, it is student rental housing. The addition of the ARU to the property will bring the number of housed students to 8 or more. This removes the property out of the single, couple, family housing market and leads to increased studentification, a phenomenon that has been studied by geographers and city planners for decades. Unchecked developments like these turn once mixed use residential neighbourhoods into student dominated neighbourhoods

<https://www.oxfordreference.com/display/10.1093/acref/9780199599868.001.0001/acref-9780199599868-e-1810>).

The language used in applications like these is frustrating. The fact that the property is a student rental matters. This project is not about increasing affordable housing stock, it's about studentification, so it would be honest and helpful to call it that. It was interesting to see the applicant label one of the bedrooms in the ARU as a Master Bedroom, suggesting that a family might move to the property. Families have had the opportunity to rent on that property for almost 2 decades and none have done so. The intent here is clear. Any landlord/developer/investor in the city can attest to the fact that there's more money to be made in a per bedroom model (only appropriate for students) than the rental of larger units for singles, couples or families.

So what's wrong with increasing the density of student housing? My property is adjacent to 3 student rentals, I was once a student, we have children who are students and many of us make a living through the University. Students are valued members of our community and like every member in the community, they deserve a place to live. **We are not discussing whether or not students can live in our neighbourhood, we are discussing how they live here.** The unchecked conversions of family homes is simply not a sustainable model.

Student housing is a complex issue and one that should be addressed by both Queen's and the City. Queen's U needs to step up and provide more affordable and accessible housing for students and provincial funding formulas need to contribute per-student allocations for on-campus housing. The city should not simply let market forces dictate the future of our shared urban landscape, and should use a long term approach to the decision of which properties are best suited to densification.

To understand what happens when we let student densification go unchecked, we need only look at Beverley Street. Lower Beverley Street was once home to a balanced mix of large and small homes with both resident owned and student rental homes. Today, the unchecked conversion of many of the properties on lower Beverley has completely changed the street. Multi unit student rentals dominate and more conversions are planned. Lower Beverley is now predominantly an investor's market and no future resident/homeowner would sink money into any of those properties.

Examples of the demise of entire neighbourhoods due to unchecked purpose-built student housing are easy to find. One recent case is the Sandy Hill neighbourhood in Ottawa. Residents there witnessed the now irrevocable change brought on by market forces that allowed the conversion of 50-60 houses in the last decade. Eventually, community outrage was so great, the city passed a one-year moratorium on student bunkhouse construction followed by a zoning amendment. But some loopholes still allowed for continued development, and the loss of housing stock to purpose-built student housing now makes it almost impossible for families and young professionals to enter the neighbourhood.

<https://ottawacitizen.com/news/local-news/the-battle-for-sandy-hill-residents-take-flight-or-stay-and-fight-as-student-rentals-devour-community>).

In summary, I am opposed to the variances because I'm opposed to this project with a stated purpose of converting a garage to a 3 bedroom unit. This will bring the minimum number of students living on the property to 8 or more and create a precedent for more single purpose-built student housing (again not affordable housing) on our street.

Every time the city approves projects like these, it is enabling the neighbourhood to be demolished one home at a time. Every one of our streets has a history of accommodating and welcoming students. But the

way in which these students are housed matters and converting the housing stock to purpose-built student housing is short-sighted and will over time erode the fabric of our community. Current residents and newcomers will eventually find the neighbourhood undesirable, unaffordable or both. And, the downtown core will suffer the consequences.

M. Kraml
Alwington Avenue Resident

Committee of Adjustments
City of Kingston
216 Ontario Street
Kingston, Ontario
Canada, K7L 2Z3

March 15, 2024

Re: File Number D13-005-2024. Minor Variance 51 Alwington Avenue

Thank you for the opportunity to provide comments on this application. As a neighbour near the address making the application it is important for the committee to understand our strong opposition to this application.

As long-time owners of our home at 57 Alwington Ave. we were intrigued when the city made changes to the zoning by-laws in 2022. Given the changes in the by-laws to allow additional residential units (ARU) in our zone we investigated this very idea for our property to allow an elderly parent to reside there. After careful reading of the by-laws as well as a lengthy conversation with a very helpful city employee in the Planning Department it became evident that our property was not suitable for such a unit. We were absolutely comfortable to learn this as it was clear that the by-laws that were in place were thoughtfully established to ensure the safety of all residents on the property, ensure there was not increased congestion, disruption and inconvenience for the residents of the street, and finally they did not allow for a structure to be built that frankly would not be well received by the immediate neighbours (i.e., a large structure with windows in close and direct line with adjacent building, etc.). As such it came as quite a surprise when we received this notice of application for six minor variances including parking, drive aisle width, walkway overlap, interior setback, lot coverage, and privacy fence requirements, as well as the recommendation that they be approved for a property very similar in area to ours.

It is somewhat perplexing given our understanding of the nature of and need for the by-laws in place (which were developed for a reason) that an applicant can be granted relief of performance standards simply by asking. In reviewing the application for variance we understand the committee applies four tests that must be met Under Section 45(1) of the Planning Act.

1. Is the application minor?
2. Is the application desirable for the appropriate development of the lands in question?
3. Does the application conform to the general intent of the Zoning Bylaw?
4. Does the application conform to the general intent of the Official Plan? It is important to note that to consider any application a minor variance it must meet all four tests.

Although the application may be desirable for the appropriate development of the land and may conform to the general intent of the official plan, we really fail to understand how this application is appropriate and is in any way, minor given that the applicant has asked for a combined six by-laws to be relieved. Surely this must indicate the property (which is very similar to ours in structure placement, driveway width, access and parking – for which we fully understood and agreed should not have ARU) is not suitable for this kind of development. Is not waiving six by-laws, that are presumably in place for a reason, akin to changing the rules such that a square peg can fit in a round hole? For us to fully understand how this application for variances of six by-laws should be allowed it would be helpful to know how variances to the by-laws in this application conform to the general intent of the by-laws. For example, how does allowing provision to eliminate a delineated walkway or minimal parking size and number conform to intent of these by-laws for adequate access for both residents and first responders in the event of an emergency? – a clear and relevant reason that was explained to us when we called the planning department with our initial inquiry.

We understand the need to provide adequate housing and that the changes in the zoning by-laws were made with purpose. On our street and in our zoning area developments of ARU are permitted where lot size and access are adequate. That said, these by-laws are also in place to ensure that such development is not permitted on properties that do not meet a minimum standard for the safety of residents and impact on immediate neighbors/entire street. This is clearly the case with this property which requires six variances of by-laws to proceed.

Finally, in addition to the obvious unsuitability of this development in this application, we are concerned that granting all of the requested variances sets an ugly precedent that these by-laws can be adjusted or worked around such that any property on the street or in our zoning area (like ours) can in fact develop an ARU despite the intent of the by-laws and disagreement of the neighbours. This would of course present a slippery slope to fundamental changes in the nature of the street that we have chosen to live on.

Sincerely,

Andy Leger and Karen Scott
57 Alington Ave

Clendening, Ian

From: Richard Barr <[REDACTED]>
Sent: March 17, 2024 12:18 PM
To: Clendening, Ian
Subject: Letter of Support

Follow Up Flag: Follow up
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Subject line: regarding D13-007-2024

To Whom It May Concern,

As the owner of the 12 Cataraqui Street building, which shares a property line with 283 Rideau Street, I am providing this letter of support for their minor variance to build a small dwelling. The project is in alignment with many of the goals listed in the North King's Town Plan and I hope you can support the owners in their application.

Sincerely,
Ric Barr
[REDACTED]

Clendening, Ian

From: Skye Cuthbertson [REDACTED] >
Sent: March 17, 2024 6:07 PM
To: Clendening, Ian
Subject: support for 283 Rideau Street, D13-007-2024

Follow Up Flag: Follow up
Flag Status: Flagged

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To Whom It May Concern,

On behalf of the owners of 285 Rideau Street, I am providing this letter of support for the minor variances in regards to file number D13-007-2024, 283 Rideau Street.

Since our time at this address, many dwellings in the area have made significant improvements, including certain densification projects, especially seen across the road from us on lower James Street. While these buildings are large (and I'm sure would've required a variance) they have been a net positive for the neighborhood.

Our dwelling, and our neighbours' at 283 Rideau Street, have also made significant improvements to our properties which have been mutually beneficial in terms of beautification and property value. We have a shared driveway, fence, and even trees with the 283 Rideau owners and have always kept a good dialogue in terms of mutually beneficial improvements. The "garden suite" they are proposing is in keeping with these community improvements and I hope you can view their application for minor variance favourably.

Sincerely,

Skye Cuthbertson

[REDACTED]
285 Rideau Street, Kingston, ON

Clendening, Ian

From: Marc Garniss [REDACTED] >
Sent: March 18, 2024 12:53 AM
To: Clendening, Ian
Subject: Fwd: Support for our neighbors

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In regards to the minor variance for:

283 Rideau Street, D13-007-2024

----- Forwarded message -----

From: [REDACTED] <[REDACTED]>
Date: Sun, Mar 17, 2024 at 6:23 PM
Subject: Support for our neighbors
To: [REDACTED] >

Dear City of Kingston,

Please be advised that Marc and Moira, residents of 283 Rideau Street, have my and my wife Carol's full support in providing a garden suite for Moira's mother. They are great neighbors and we have absolutely no problem with them helping a member of their family based on the drawings and proposal for this new dwelling.

Steven Vallier
281 Rideau Street
Kingston, Ontario
K7K 3A7

Sthamann,Lindsay

From: Myers,Cheryl
Sent: March 18, 2024 8:22 AM
To: Sthamann,Lindsay
Cc: Planning Outside Email
Subject: FW: Opposition to Minor Variance Application D13-005-2024 - 51 Alwington Ave

Hi Lindsay,

This opposition is for you.

Thank you,
Cheryl

From: cg eckert [REDACTED]
Sent: Sunday, March 17, 2024 6:22 PM
To: Planning Outside Email <Planning@cityofkingston.ca>
Cc: Glenn,Conny <cglenn@cityofkingston.ca>
Subject: Opposition to Minor Variance Application D13-005-2024 - 51 Alwington Ave

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To: Commiittee of Ajustment

Re: Minor Variance D13-005-2024 - 51 Alwington Ave

As a resident of 67 Alwington Ave for the last 20 years, I am opposed to this application for minor variance.

Although not explicitly stated in the application, the developer's plan for this property is to construct high density student housing on a street otherwise occupied by families. One of my main concerns is that the development will be irreversible. Once the house at 51 is flanked by the proposed new multi-unit building (developed from the old garage), the whole property will only be attractive to property owners interested in renting it as high-density student housing. Conversion back to housing for families is extremely unlikely. Thus begins the conversion of yet another family-oriented residential street to an extension of the student neighbourhood.

In particular, I am opposed to minor variances 1-3 that will limit parking to 1 space. Given that there will be anywhere from 8-16 students living on the property, the provision of only one parking space will force tenants to park on the street, which is current prohibited for a large part of the day. This is unacceptable for both the residents of 51 Alwington Ave as well as the other residents of this street.

Thank you very much for considering my concerns.

cg eckert

67 Alwington Avenue
Kingston, Ontario K7L 4R4 Canada
[REDACTED]

To: Committee of Adjustments
Emailed to Meghan Robidoux (mrobidoux@cityofkingston.ca)

Re: Application for Minor Variance
51 Alwington Ave

File Number: D13-005-2024

From: Gabriele Wales
35 Alwington Ave
[REDACTED]

The City should **decline** this Application for the following reasons:

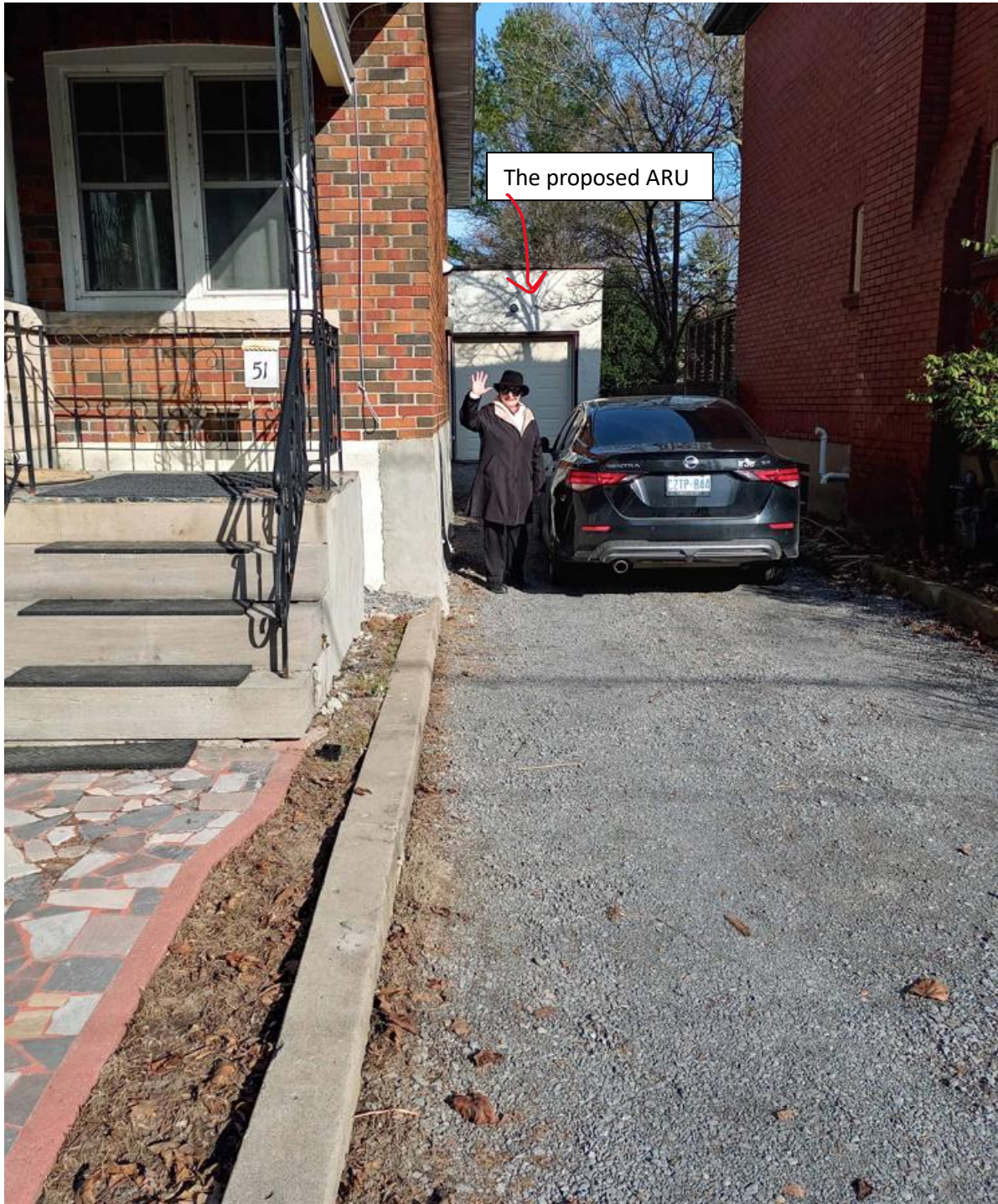
This Application requests 6 minor variances to create the addition of a 3-bedroom ARU in an existing detached garage behind the main house at 51 Alwington Ave.. The main residence currently has 5 bedrooms, all rented to students. The addition of 3 more bedrooms as an ARU will increase that number to a minimum of 8 students (possibly more if students share rooms). The current parking situation of 2 spaces behind the main house has historically resulted with 2 to 4 cars parked, single file, in the driveway. Current street parking is restricted to NO Parking between 9AM – 12 Noon and 1:30 – 4:30 PM.

Variance 1 requests the reduction of parking to ONE space at the rear of the main house. Further, to maintain access to the ARU for fire and ambulance services, it will be necessary to prohibit parking in the driveway. Where are the students supposed to park? The answer is: they will park in the driveway creating a major safety issue. See attached photo. Or they will park illegally on the street creating congestion, especially in the winter with snow banks, and at times, blocking other residents' driveway entrances.

The Applicant states (p. 9 of Report Number COA-24-024) that this **ARU will not "cause adverse impact to the surrounding neighbourhood"**. This is a **false statement!**

Alwington Ave has always been a desirable family neighbourhood. I have lived here for 47 years. We have backyards with fully grown trees and well tended properties. Neighbours know each other. Kids play together. I feel safe asking anyone of my neighbours for help. It's a community! Adding more student housing into this environment is not suitable nor desirable. In the past 10 years Alwington Ave has seen the conversion of 3 single family homes into student housing (including number 51). Everyone of those houses is getting run down, the front and back yards are not maintained and garbage/recycling is a messy issue. Is it really desirable for The City to allow yet another street to morph into a student ghetto? Adding an ARU at number 51 creates an irreversible student rental. No family will buy it.

I have always believed that The City of Kingston prided itself on being a beautiful place to live. Allowing ARUs in family neighbourhoods does not meet that objective.



Robidoux, Meghan

From: DOUG COWIE [REDACTED]
Sent: March 18, 2024 12:05 AM
To: Robidoux, Meghan
Cc: Glenn, Conny
Subject: File No D13-055-2024

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

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RE: File No D13-005-2024

Ms. Robidoux,

I am writing to convey my family's strong opposition to the 6 so-called Minor Variances outlined in File No D13-005-2024 pertaining to the address of 51 Alwington Ave. I say so-called, because when considered in the total aggregate, the 6 Minor Variances amount to 1 Major Variance that will forever change the character of our street for the worse; a change that will transform a residential street populated by families who have invested many years of mortgage payments and many years paying City taxes to protect our investments that, we thought, would provide some semblance of security in that investment.

But it now appears the City is willing to sacrifice our collective investments in the street to satisfy the investment of one single developer who will neither occupy the house in question nor even live in the same City. He is, in effect, an absentee landlord who has no personal investment in the street other than skimming a monthly profit he will spend outside the City. We consider this an overt act of betrayal by the City to grant these 6 variances as if they will have little or no impact on the quality of our collective lives. On the contrary, the transformation of this single residential home into a multiple commercial apartment complex will have a huge impact on all our lives and the value of all our home investments.

We have lived at 50 Alwington Ave. since 2003, 20 years, right across the street from 51 Alwington Ave. We raised our family here and watched our neighbors raise their families. Over the past few years, since 51 Alwington was converted from a single-family dwelling to a rental property with 5 bedrooms, we have seen multiple adults occupy the house, students mostly.

If two people are allowed in a bedroom, that conveys to potentially 10 people living there in a driveway that currently accommodates 2 cars. Granted, not all bedrooms will have 2 occupants and not all occupants have cars. But what I have noticed in the current circumstances is their cars typically occupy all the spaces around our houses close by. They park in the street around my driveway, which is sandwiched between a bump-out on the north side and a very narrow spot for a compact car beside my neighbor's driveway on the south side. Large cars park there and overlap into

my driveway, making it difficult to pull out, especially when their other cars are parked across the street. In short, their cars already clog the street around the house with only the five bedrooms.

If I understand the variance proposals correctly, the developer now wants to add 3 more apartments to what is now a garage, for a total of 8 bedrooms, BUT allow only ONE car to park behind the house so the current driveway becomes a fire lane to reach the garage. That equates to potentially 3 – 6 more cars with one less parking spot. Does this make sense? Not to all the surrounding neighbors who will be affected by it.

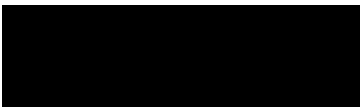
If the parking situation is intolerable now, what will it be with 3 more bedrooms added and less eligible parking for the apartment complex? I have been told by another neighbor that the developer “promises” that only one car will be allowed in the driveway. Really? Who will enforce this? Does anyone really believe 8 to 16 possible adult occupants will have only 1 car between all of them? And when their cars fill their driveway and spill out onto the street, do we call the developer in Toronto to complain? Do we call the City and complain? And how responsive will the City be over and over again, and over how many years? How many occupants who will come and go from a commercial rental complex over the years, each tenant having to learn the City bylaw for fire lanes and restricted parking on a street that *does not allow daily parking*? Does anyone really believe that the many tenants that occupy that house over the years will not park in an empty driveway? And why should all the surrounding neighborhood families have to call the City over and over again to notify them of violations, or police each new arrival and potentially threaten our own safety to do so? What assurance is the absentee developer’s “promise” beyond the moment it’s given? Is that something we get in writing that makes a difference? Doubtful.

From all the reassurances I’ve heard from the City, this comes down to an issue of *enforcement*. In reality, the City is asking the Alwington Ave. community to allow a developer to bend the zoning laws by asking for a multitude of Variances that infringe on our rights and quality of life. As a street community that has followed all the rules and dutifully paid many years of City taxes to assure our properties and street are protected by existing zoning laws, we collectively reject any rationalization of so-called Minor Variances that threatens that security and our home investments. No one on Alwington Ave. accepts these Variances. No one. By ignoring our collective concerns, the City is turning its back on many residents to support one that has no connection to or concern for our community. That’s not right.

Sincerely,

Doug Cowie

50 Alwington Ave.



cc: Connie Glenn

March 13, 2024

Presentation to Committee of Adjustment regarding minor variance to 51 Alwington Ave. Kingston.

File number D13-005-2024

Date of meeting: March 18, 2024, 5:30 PM, Council Chambers, City Hall

Dear Committee of Adjustment,

Please accept this letter and short presentation outlining my reasons for the city to decline the request for 6 variances at 51 Alwington Ave.

Attached are the address and signatures of several other residents of Alwington Ave. who are in agreement with my positions stated in this letter.

Report number COA-24-024 states on page 132:

"The proposal meets the intent of the Official Plan, as the proposed detached a ARU (Additional Rental Unit) will not result in any negative impacts to adjacent properties or to the neighborhood."

The developer and his representatives have not provided any evidence to show that this statement is true.

Adding a second home to 51 Alwington Avenue will have negative impacts on adjacent and nearby properties.

There are many ways in which the proposal will have a negative impact on the neighborhood, particularly in the areas of safety and parking.

The streetscape of the neighborhood will be affected in a very negative fashion. The developer has provided no evidence that parking concerns related to the additional unit have been addressed.

Alwington Ave. is a small street of 33 homes. The vast majority are owner occupied. The occupancy of each home is on average less than three people. At each home, the number of cars is mostly one or two. All of the homes have parking on the property.

Variances #1 and #3 are the main variances to which I object. If the current proposal proceeds, there will be a minimum of eight people living at 51 Alwington Ave. A recent trend with students reducing their costs by having a roommate will raise that number significantly. The maximum occupancy allowed is 16, two per bedroom. Regardless of the wording of a lease, sharing of rooms will happen.

The proposal allows for one parking spot for the entire property. Additionally, the variances allow for a walkway to the new ARU to be infringed upon by a laneway for driving a car to the one parking spot that is at the back of the main house. This combined laneway/walkway is approximately 75 feet long and 10 feet wide. With eight or more people living at 51 Alwington Ave, it is likely that there will be at least four cars. Despite the city's assurances that no parking signs will be put on the laneway/walkway, it is certain

that this split space will be used for parking. This parking will be in contravention to the city bylaw. This will lead to numerous calls to the city asking for these cars to be moved as their illegal parking would prevent access to the ARU for emergency services. This in turn will lead to the parking of additional cars on the street.

Parking is prohibited on Alwington Avenue from Monday to Friday between 9-12 noon and 1:30-4:30 p.m. Alwington Avenue is not currently part of the City's on-street permit parking program. As such many cars will be parked on the street illegally. There are several safety "bump outs" on the street, reducing parking spots during the limited times of day when allowed.

In the past, 51 Alwington Ave. has been occupied by students with up to four cars at one time. Even with the four cars parked in the existing driveway, the commotion of cars coming and going and jockeying for position was significant. Many were left on the street for days. Cars often blocked neighbouring driveways. The additional traffic for the five students from visitors (short and long term), Amazon deliveries, Uber eats, and Uber drivers was massive. These problems will only be magnified when the property totals 8 bedrooms and a maximum occupancy of 16 people with just one parking spot.

In turn, our neighbourhood will be greatly affected in a negative fashion. As such, variances 1 and 3 should not be allowed.

This proposal has obvious benefit for Mr. Dyck but only at the expense of all others on the street. Many of us wish to live in our home as long as we are physically able. At some point, many of us will need to leave and hopefully have savings from the sale of our home to fund retirement and perhaps nursing home costs. The parking chaos and change to our quiet neighbourhood that this proposal will cause, will lead to a loss in value of surrounding homes as they will no longer be attractive to families, but rather, investors. I believe if this proposal proceeds, it will be the start of the loss of one of the few remaining family neighbourhoods in the area.

The owner of 51 Alwington Ave. should not be allowed to build a second home on the property.

Thank you for your time.



Hugh Langley
46 Alwington Ave.
[REDACTED]

March 13, 2024: I agree with the statements made by Hugh Langley in the attached document, pages 1 and 2.

Name	Address	Phone	Signature
Susan Cross	16 Alwington Ave Kingsport		S. Cross
Michael Cross	16 Alwington Ave		M. Cross
Kathleen Vollebregt	44 Alwington Ave		K. Vollebregt
John Curtis	44 Alwington		John Curtis
Joshua Vollebregt	44 Alwington		J. Vollebregt
Marquitta Van Die	50 Alwington Ave		Marquitta Van Die
Andrew Leger	57 Alwington Ave		A. Leger
Carrie Peters Reid	53 Alwington Ave		C. Peters Reid
Jim Reid	53 Alwington Ave		J. Reid
Laurent Godin	43 Alwington Ave		L. Godin
Natalie Portelance	43 Alwington Ave		N. Portelance
Lorna Hyett	13 Alwington		L. Hyett
RICHARD HYETT	"		R. Hyett
Doug Cowie	50 Alwington		D. Cowie
Heather Fairbairn	50 Alwington		H. Fairbairn
PETER WALES	35 ALWINGTON AVE		P. Wales
Gabriele Wales	35 Alwington Ave		G. Wales
ERIC DUMONT	38 Alwington Ave		E. Dumont
Amy Fisher	47 Alwington Ave		A. Fisher
Chris Eckert	67 Alwington Ave		C. Eckert
Marlene Kraml	67 Alwington Ave		M. Kraml
Tim Blackwell	47 Alwington Ave		T. Blackwell
Brian Dado	56 Alwington Ave		B. Dado

MARTIN HAWD
AMANDA BUSSEY

61 ALWINGTON AVENUE



Edward + Leigh-Anne
England
26 Alwington Ave. Kingston



Edward + Leigh-Anne

MAX CROTHERS 33 ALWINGTON AVE.



Max Crotters

Jess March 17/2024
Hugh Langley
46 Alwington Ave



27 signatures including myself.

[Signature]

March 16, 2024

Presentation to Committee of Adjustment regarding minor variance to 51 Alwington Ave. Kingston.

File number D13-005-2024

Date of meeting: March 18, 2024, 5:30 PM, Council Chambers, City Hall

Dear Committee of Adjustment,

Please accept this letter outlining our reasons for the city to decline the request for 6 variances at 51 Alwington Ave.

Report number COA-24-024 states on page 132:

“The proposal meets the intent of the Official Plan, as the proposed detached a ARU (Additional Rental Unit) will not result in any negative impacts to adjacent properties or to the neighborhood.”

This is categorically false. Alwington Ave is a residential street, primarily owner occupied. I have lived on this street for 23 years and there are many residents who have lived here longer. The street is family centric with many children. Often, I have several of the neighbourhood children playing on my front lawn so there is quite a bit of movement house to house.

What concerns us the most is the level of traffic that would result from an 8-bedroom rental unit. When there was only 5 bedrooms, we had quite a bit of difficulty with the number of vehicles that ended up on the street. At times driveways were even blocked. We did not call bylaw on the students but it required constant vigilance on our part. Increasing to 8 bedrooms and potential for multiple vehicles, and now with only 1 parking spot, will create a safety issue without a doubt as history has shown.

Allowance of 1 parking spot for 8 rented **bedrooms does not provide the required parking spaced for both the principal dwelling unit and future additional residential units in place** (Kingston Zoning By-Law Number 2022-62)

I know we need additional housing and the residents of Alwington Ave have been very supportive of nearby housing development: **Union Park and Sleeping Cabins Pilot Project**. We understand the need and believe in intensification but not at the expense of the character of our neighbourhood.

Is this really what the city wants in terms of character of the City of Kingston? I don't think allowing this type of transformation of family-friendly neighbourhoods was the intention of the Kingston Growth Strategy. The recommendation before the Committee of Adjustments is in conflict with the character you have described for this neighbourhood. In the City's own words: *Alwington is one of the oldest neighbourhoods in the city, with many of its buildings dating back to the mid-19th century. This small, quiet neighbourhood is an enclave of large detached homes on beautifully landscaped properties that often have a view of the water.*

Look forward to further discussion on this matter at the 5:30 meeting on March 18th.

Residents of 44 Alwington Ave

Kathleen Vollebregt

John Curtis

Robidoux, Meghan

From: Marguerite Van Die [REDACTED]
Sent: March 18, 2024 1:09 PM
To: Robidoux, Meghan
Cc: Glenn, Conny; Langley Hugh Dr.
Subject: Presentation to Committee of Adjustment 51 Alwington Ave. Kingston.

Follow Up Flag: Follow up
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Presentation to Committee of Adjustment regarding minor variance to 51 Alwington Ave. Kingston. D13-005-2024

Dear Committee of Adjustment,

Please accept this letter and my request for a short oral presentation outlining my reasons for asking the Committee to decline the request for 6 variances at 51 Alwington Ave. Others in this delegation have already expressed their well-founded concern about the inevitable impact of multiple cars on the street as a result of potentially 16 residents in one property with only a single designated parking space. As a resident since 2007 and an elderly retiree, I fully share this and all the other voiced concerns. However I would like to focus on the long term impact of the requested variances.

In Report COA-24-024 the project's planner presents the goal of the variances as "Support Housing Affordability by promoting increased supply and affordability of housing." With all due respect, this is a disingenuous way to address Kingston's current housing crisis. The proposed ARU will not ease the housing crisis for those who are homeless, precariously housed, or immigrants waiting in downtown hotels. Instead the proposed variances are aimed at turning 51 Alwington Avenue into a larger student rental property. There is no crisis in student housing thanks to a well-honed pattern of investors turning one family home after another into profitable student rentals, many with absentee landlords and little or no enforcement of standards.

As residents we have no objection to students or other tenants on the street as long as these respect the character of the community and the existing structures. As the provincial Planning Act defines a minor variance, the total impact of the requested six variances is NOT minor. The changes will irreversibly and permanently turn 51 Alwington Avenue into a student rental without proper parking. With an absentee landlord, unrealistic promises by the planner and insufficient City funding to enforce by-laws, the residents of Alwington Avenue will experience a sharp decline in well-being and safety.

We have a strong sense of community and have made every effort to maintain the integrity of the neighbourhood, and willingly pay exceptionally high property taxes. Civic pride requires that Kingston value and maintain its older family-oriented neighbourhoods. We must stop whittling them away by poorly planned developments, without foresight to the street's future and the families who live there, some for generations.

The requested variances are not in the public interest and are incompatible with the established form and character of the neighbourhood. They are desirable only to the applicant. I respectfully ask the Committee that they be refused.

Marguerite Van Die
Professor emerita of history and religion
Queen's University. Kingston ON
Home address: 60 Alwington Avenue