



**City of Kingston
Report to Planning Committee
Report Number PC-24-026**

To: Chair and Members of the Planning Committee
From: Paige Agnew, Commissioner, Growth & Development
Resource Staff: Tim Park, Director, Planning Services
Date of Meeting: April 4, 2024
Subject: Recommendation Report
File Number: D35-001-2024
Address: 2360 Princess Street
District: District 2 – Loyalist-Cataraqui
Application Type: Official Plan & Zoning By-Law Amendment
Owner: La Salle Motel Co. (Kingston)
Applicant: Fotenn Consultants 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 Official Plan and zoning by-law amendment submitted by Fotenn Consultants Inc., on behalf of La Salle Motel Co. (Kingston), with respect to the subject site located at 2360 Princess Street.

The subject lands measure approximately 2.98 hectares in size and are situated near the northeast corner of Princess Street and Augusta Drive, with frontage along both Princess Street to the south and Ellesmeer Avenue to the north, while a narrow strip of land measuring approximately 12 metres in width separates the property from Augusta Drive further west. The

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site is occupied by a four-story hotel and a single-storey motel with a restaurant also operating on the ground floor of the hotel building.

The applicant is proposing to convert the 67 hotel suites and 40 motel suites into residential units. No change to the exterior of either building is proposed, and the restaurant within the hotel building would continue to function as part of a mixed-use building. It is proposed that the site would accommodate a total of 107 homes within the two existing buildings which are intended for the rental market and achieving some level of affordability.

The lands are designated Arterial Commercial within the Cataraqui North Neighbourhood Secondary Plan of the City of Kingston's Official Plan and are located along the Princess Street Corridor identified on Schedule 2 of the Official Plan which establishes the City Structure. The property is zoned General Commercial Zone Exception 1 (C2-1-H) under the former Kingston Township Zoning By-Law and is subject to a holding provision.

The applicant is requesting an amendment to the City's Official Plan which would allow the existing commercial buildings to be converted to contain residential dwelling units. The amendments would allow a residential density of 36 dwelling units per hectare whereas the secondary plan would otherwise require between 75 and 125 units per hectare and would allow homes on the ground floor whereas they are otherwise directed to upper storeys. The applicant is also requesting a zoning by-law amendment which would bring the subject lands into the Kingston Zoning By-Law which would be placed in the General Commercial Zone (CG) where a mixed-use building is permitted. A site-specific Exception Overlay is proposed to allow the existing commercial buildings to be converted to contain a maximum of 107 dwelling units, and to allow relief from certain bike facilities.

The proposed mixed-use development represents an appropriate use of an under-performing property and allows for the adaptive reuse of the existing building stock helping to reduce the environmental costs associated with new construction until a more comprehensive development of the site is proposed. The property is fully serviced and located along both express and regular transit service as well as extensive local amenities which will help facilitate active transportation. The proposed development will add to the mix and affordability of housing options within the Cataraqui North Secondary Plan community and is consistent with the Provincial Policy Statement (2020) and the overall vision of the Official Plan. The proposed development represents good land use planning.

Recommendation:

That the Planning Committee recommends to Council:

That the applications for Official Plan and zoning by-law amendments (File Number D35-001-2024) submitted by Fotenn Consultants Inc., on behalf of La Salle Motel Co. (Kingston), for the property municipally known as 2360 Princess Street, be approved; and

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That the City of Kingston Official Plan, as amended, be further amended, amendment number 93, as per Exhibit A, (Draft By-Law and Schedule A to Amend the Official Plan) to Report Number PC-24-026; and

That Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit B (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-24-026; 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:

Ian Clendening, Senior Planner
The Corporation of the City of Kingston
Planning Services
216 Ontario Street
Kingston, ON K7L 2Z3
613-546-4291 extension 3126
iclendening@cityofkingston.ca

Background and Decision Date

In accordance with By-Law Number 2007-43, these applications were subject to a pre-application. Following the pre-application process, a complete application was submitted by the applicant and was deemed to be complete as of January 30, 2024.

In accordance with the *Planning Act*, this application is subject to a decision by Council on or before May 29, 2024, which is 120 days after a complete application was received. In the absence of a decision by Council in this timeframe, the City will be required to refund the fees that were paid by the applicant on the subject application and the applicant may exercise their right to appeal to the Ontario Land Tribunal (OLT).

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Site Characteristics

The subject lands measure approximately 2.9 hectares in size and are located near the northeast corner of Princess Street and Augusta Drive and separated from Augusta Drive by a 12-metre-wide parcel which provides additional parking for the commercial businesses on the opposite side of the street. The site's primary access and frontage is along Princess Street to the south where the property has approximately 160 metres of frontage. Additional frontage exists along Ellesmeer Avenue for all but a small section at the west end of the property's north lot line where a gas regulator station is located between the subject property and Ellesmeer Avenue (Exhibit C – Key Map).

The site is occupied by two buildings consisting of a four-story hotel and a single-storey motel which are operated as 'Travelodge Hotel by Wyndham Kingston Lasalle'. There are two entrances along Princess Street which afford access to the site and the associated parking. The hotel building is situated at the southwest corner of the property with a building wall approximately 20 metres north of Princess Street and 23 metres east of Augusta Drive. The hotel building also accommodates a restaurant which occupies the southeast corner of the building. The single-storey motel is located towards the rear of the property and partially behind the hotel building.

The majority of the site's 159 parking spaces are located at the east end of the property near the entrance to the restaurant while driveways circle both building affording access to the buildings and the parking associated with each. Combined, the two buildings occupy a small portion of the lot, representing approximately 13 percent of the overall site area, while 54 percent of the site area is landscaped open space, generally covered by grass, trees, and shrubs.

The surrounding area is characterized by the commercial and service amenities associated with the Princess Street Corridor which includes a furniture store and a restaurant immediately west, a grocery store and commercial plaza immediately south, and a hardware store immediately east as well as numerous other offerings further east and west. To the north the area transitions into an established residential area consisting primarily of single- and semi-detached homes as well as a number of townhomes (Exhibit D – Neighbourhood Context Map). Beyond the immediate area, several parks are located within the walkable neighbourhood north of the subject site including Chadwick Parkette, Emerald Park, and Bert Meunier Common to the northeast, northwest, and north of the subject lands.

The section of Princess Street which the subject lands front on accommodates Express Transit Route number 501 and 502 as well as regular transit routes number 4 and 7 while the site is within walking distance of the number 14 bus. Sidewalks flank the north and south sides of Princess Street as well as the east side of Augusta Drive. Currently there are no dedicated cycling facilities along this section of Princess Street; however, this area of Princess Street has been identified as a 'Proposed' Spine Route under the City's Active Transportation Master Plan. Centennial Drive, approximately 350 metres west has dedicated bike lanes which travel north-south as part of the City's existing Spine Route network.

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The lands are designated Arterial Commercial within the Cataraqui North Neighbourhood Secondary Plan of the City of Kingston's Official Plan and are located along the Princess Street Corridor identified on Schedule 2 of the Official Plan which sets out the City Structure. The property is zoned General Commercial Zone Exception 1 (C2-1-H) under the former Kingston Township Zoning By-Law and is subject to a holding provision.

Proposed Application and Submission

The applicant is proposing to convert the 67 hotel suites and 40 motel suites contained within the two buildings into a mixed-use and residential building. The restaurant would continue to function as a part of the mixed-use building, while towards the rear of the lot, the existing motel would operate as a residential building. It is anticipated that the homes created would be rental units and would meet certain levels of housing affordability, the exact details of which are yet to be confirmed.

No change is proposed at this time to the exterior of either of buildings, while the interior of the building would be repurposed to accommodate the residential use, with each of the homes having independent kitchens while the pool and jacuzzi rooms which served as guest amenities would serve as residential amenity space, and the foyer would be repurposed to provide long-term bike storage. As a result of these changes, and the extensive open space associated with the site, a total of 2,732 square metres of outdoor communal amenity area and 262 square metres of indoor communal amenity area is proposed together with a total of 400 square metres of private amenity area which is to be provided as balconies.

To accommodate the proposed development the applicant is requesting an amendment to the City's Official Plan to allow a residential use which does not meet the minimum density requirements set out in the Official Plan. The applicant has proposed a site-specific policy that would allow a minimum density of 36 dwelling units per hectare whereas the secondary plan otherwise requires a density within the range of 75 to 125 units per hectare. The applicant is also requesting an amendment to the Kingston Zoning By-Law which would incorporate the subject lands into the Kingston Zoning By-Law by placing them into the General Commercial Zone (CG) which allows for the mixed-use building. An Exception Overlay is proposed to allow for the townhouse building and to allow relief from certain bike facilities.

A Holding Overlay will continue to apply to the property and would be lifted once the applicant has confirmed through more detailed studies which would coincide with the more detailed plans associated with the Site Plan Control application.

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

- Planning Justification Report
- Concept Plan
- Ground Floor Plan
- Traffic Impact Study
- Noise Impact Study

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- Servicing Plan

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 proposed development is consistent with the Provincial Policy Statement (2020) by providing additional housing options within the urban settlement area boundary, while supporting intensification and infill within the serviced urban area. The site is in proximity to extensive commercial, employment, recreational, and institutional uses and is serviced by both express and regular transit service helping facilitate the land use patterns encouraged by the Provincial Policy Statement.

The proposed development represents the efficient use of land that and is suitable and desired for residential intensification. A detailed review of the applicable policies is attached in Exhibit E.

Official Plan Considerations

The subject property is designated Arterial Commercial within the Cataraqui North Neighbourhood Secondary Plan of the City of Kingston Official Plan (Exhibit D – Official Plan, Land Use). The subject property is also situated within a Corridor illustrated in the City Structure set out in Schedule 2 of the Official Plan and is located within the Urban Boundary.

The application for Official Plan amendment proposes to introduce a site-specific policy which would allow a minimum density of 36 homes per hectare and to allow residences to be located on the ground floor. To ensure that any future redevelopment of the site fully utilizes the extensive infrastructure which services this site, the allowance for a reduced density would only apply to the two buildings which currently exist on the site, directing future redevelopment to comply with the anticipated density targets of between 75 and 125 homes per hectare planned for this area.

The proposed development maintains the general intent and philosophy of the Official Plan by facilitating the redevelopment of an existing under performing property making better use of the existing building stock which reduces energy consumption. The introduction of additional residents within the proposed homes would provide additional employees and customers for the surrounding businesses while retaining the existing commercial attraction associated with the restaurant use. The reduced density remains appropriate, especially as an interim measure, by bringing a greater level of activity to the site than was experienced with the previous hotel use. The minor changes in bike facilities which the zoning amendment seek to allow are consistent

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with the overall vision of the Official Plan in supporting active transportation while still achieving the energy conservation and environmental benefits of repurposing the existing building stock.

The amendment to allow for additional residential units, especially rental units aimed to address housing affordability, would help fill a recognized gap in housing supply and there is a demonstrated need for additional housing within the city. There are no new buildings proposed, and the change in use is not anticipated to have any negative impact based on its compatibility with the surrounding built form. As infrastructure already exists in this area, there is no anticipated financial implications associated with the proposed change in use.

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

Zoning By-Law Discussion

The property is not currently subject to the Kingston Zoning By-Law, instead being subject to Zoning By-Law Number 76-26 which zones the property General Commercial “C2-1-H” Zone subject to a holding symbol (Exhibit H – Kingston Zoning By-Law Number 2022-62). The C2-1 zone permits a variety of commercial uses while residential uses are restricted to that of a single accessory dwelling unit.

An amendment is required to permit the proposed residential uses within the two buildings and, subject to approval, the amendment would bring the subject lands into the Kingston Zoning By-Law. The proposed amendment intends to place the lands within the General Commercial (CG) Zone where a dwelling unit in a mixed-use building is permitted, while an Exception Overlay is proposed to allow the townhouse and relief from certain bike facilities. There is already a Holding Overlay in the Kingston Zoning By-Law (H160) which applies to prevent the development of the lands until such studies and agreements have demonstrated, and committed to, site functionality.

The following table provides a comparison of the requirements of the zoning by-law for the proposed CG zone against the proposed Exception Overlay.

Table 1 – Zoning Comparison Table (2022-62)

Zone Provision	Proposed General Commercial Zone (CG)	Proposed Exception (E160)
Permitted Uses	<p>Residential Uses: dwelling unit in a mixed-use building</p> <p>Non-residential Uses: animal care automobile sales establishment banquet hall carwash club</p>	The existing commercial buildings can be converted to contain a maximum of 107 dwelling units

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Zone Provision	Proposed General Commercial Zone (CG)	Proposed Exception (E160)
	commercial parking lot community centre creativity centre day care centre ² financial institution fitness centre funeral establishment gas station grocery store institutional use laundry store library museum office personal service shop place of worship recreation facility recreational vehicle sales establishment repair shop restaurant retail store special needs facility training facility wellness clinic	
Enhanced long-term bike parking	larger horizontal individual secure enclosure with electric in shared bike room Bike Maintenance Area	The enhanced bike parking facilities requirements described in Clause 7.3.13. do not apply

Each of the site-specific exceptions to the CG Zone is discussed below in relation to the intent of the Kingston Zoning By-Law provisions.

Permitted Uses

The General Commercial Zone allows dwelling units in a mixed-use building as well as a large number of non-residential uses. The intent of this provision is to ensure the site’s primary role in providing for the commercial amenity for an area and that the introduction of solely residential buildings do not detract from the underlying commercial nature of the area. The proposed amendment would allow the existing buildings to be used for residential purposes with the mixed-use building continuing to play a role in animating the street frontage and ensuring the site continues to provide for commercial amenity to the surrounding area.

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In order to ensure that future development of the property is consistent with the Official Plan direction for higher density, the proposed amendment allows for only one townhouse building which may contain up to 40 dwelling units such that future redevelopment of the site cannot take advantage of this lower density built form without a commercial component. Given the townhouse building is setback almost 100 metres from Princess Street the residential use does not detract from the overall commercial character of the area.

Bike facilities

To facilitate the conversion of the existing hotel and motel, the applicant intends to convert the existing foyer area to accommodate long-term bike parking. Unfortunately, while the facilities planned to accommodate the residential use meet the number of spaces required, the applicant seeks relief from the 'enhanced bike space' requirements of the Zoning By-Law which would otherwise require individual secure units, access to electrical outlets, and a maintenance area.

Enhanced bike parking facilities are required by the Kingston Zoning By-Law as a means of helping facilitate active transportation. Provisions within the by-law seek to accommodate situations where additions to existing buildings are proposed or where there is a change in use, which require only the incremental increase in bike spaces be provided. In this situation the existing buildings are intended to remain largely unchanged while the commercial use does not require long-term bike spaces and therefore does not afford any reductions when contemplating the change in use. The proposed amendment to waive the requirement for enhanced bike parking facilities would afford the proposed development similar protections within the Kingston Zoning By-Law which attempt to ensure that building additions, or changes in use, are not overly onerous.

Other Applications

Subject to approval, the development would be subject to an application to remove the existing Holding Overlay (H130) and to enter into a Site Plan Control agreement.

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 no public correspondence had been received.

Effect of Public Input on Draft By-Law

At the time of writing no public correspondence had been received.

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Conclusion

The proposed Official Plan and zoning by-law amendment will allow for appropriate development of this underutilized site by utilizing the existing building stock to introduce additional homes within the Princess Street Corridor where a significant share of the City’s growth is planned to occur. The development helps achieve the transition anticipated by the Official Plan from a tourist-oriented highway commercial area to an area of mixed urban retail and service commercial node. The proposed development is consistent with the PPS and conforms with the overall intent of the Official Plan and represents good planning.

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 127 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property. In addition, a courtesy notice placed in The Kingston Whig-Standard on April 1, 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

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Financial Considerations:

None

Contacts:

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

Ian Clendening, Senior Planner, 613-546-4291 extension 3126

Other City of Kingston Staff Consulted:

None

Exhibits Attached:

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

By-Law Number 2024-XXX

**A By-Law To Amend The City Of Kingston Official Plan (Amendment Number 93,
2360 Princess Street)**

Passed: [Meeting Date]

Whereas a Public Meeting was held regarding this amendment on April 4, 2024;

Now Therefore the Council of The Corporation of the City of Kingston, in accordance with the provisions of Section 17 of the *Planning Act*, R.S.O. 1990, c.P13, hereby enacts as follows:

1. That the City of Kingston Official Plan, as amended, be further amended by adding the following new Policy as Section 10C.4.25.1:

“**10C.4.25.1** Notwithstanding the provisions of Section 10C.4.23, 10C.4.24 and 10C.4.25 hereof to the contrary, on the property located at 2360 Princess Street the following provisions shall apply:

- a. The existing commercial buildings can be converted to contain residential dwelling units. The minimum residential density requirements do not apply to the conversion of the existing commercial buildings.
2. This by-law shall come into force and take effect on the day that is the day after the last day for filing an appeal pursuant to the *Planning Act*, provided that no Notice of Appeal is filed to this by-law in accordance with the provisions of Section 17, Subsection 24 of the *Planning Act*, as amended; and where one or more appeals have been filed within the time period specified, at the conclusion of which, the By-Law shall be deemed to have come into force and take effect on the day the appeals are withdrawn or dismissed, as the case may be.

Given all Three Readings and Passed: [Meeting date]

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

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 the Kingston Zoning By-Law and Introduction of Exception Number E160 (2360 Princess Street))

Passed:

Whereas the Council of The Corporation of the City of Kingston enacted By-Law Number 2022-62, entitled “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 ‘CG’, 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 ‘E160’, as shown on Schedule “B” attached to and forming part of this By-Law.
 - 1.3. By adding the following Exception Number E160 in Section 21 – Exceptions, as follows:

“**E160.** Despite anything to the contrary in this By-law, the following provisions apply to the lands subject to this Exception:

 - (a) The existing commercial buildings can be converted to contain a maximum of 107 **dwelling units**;
 - (b) The enhanced bike parking facilities requirements described in Clause 7.3.13. do not apply.”

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




Planning
Services

Schedule 'A' to By-Law Number

Address: 2360 Princess Street
File Number: D35-001-2024

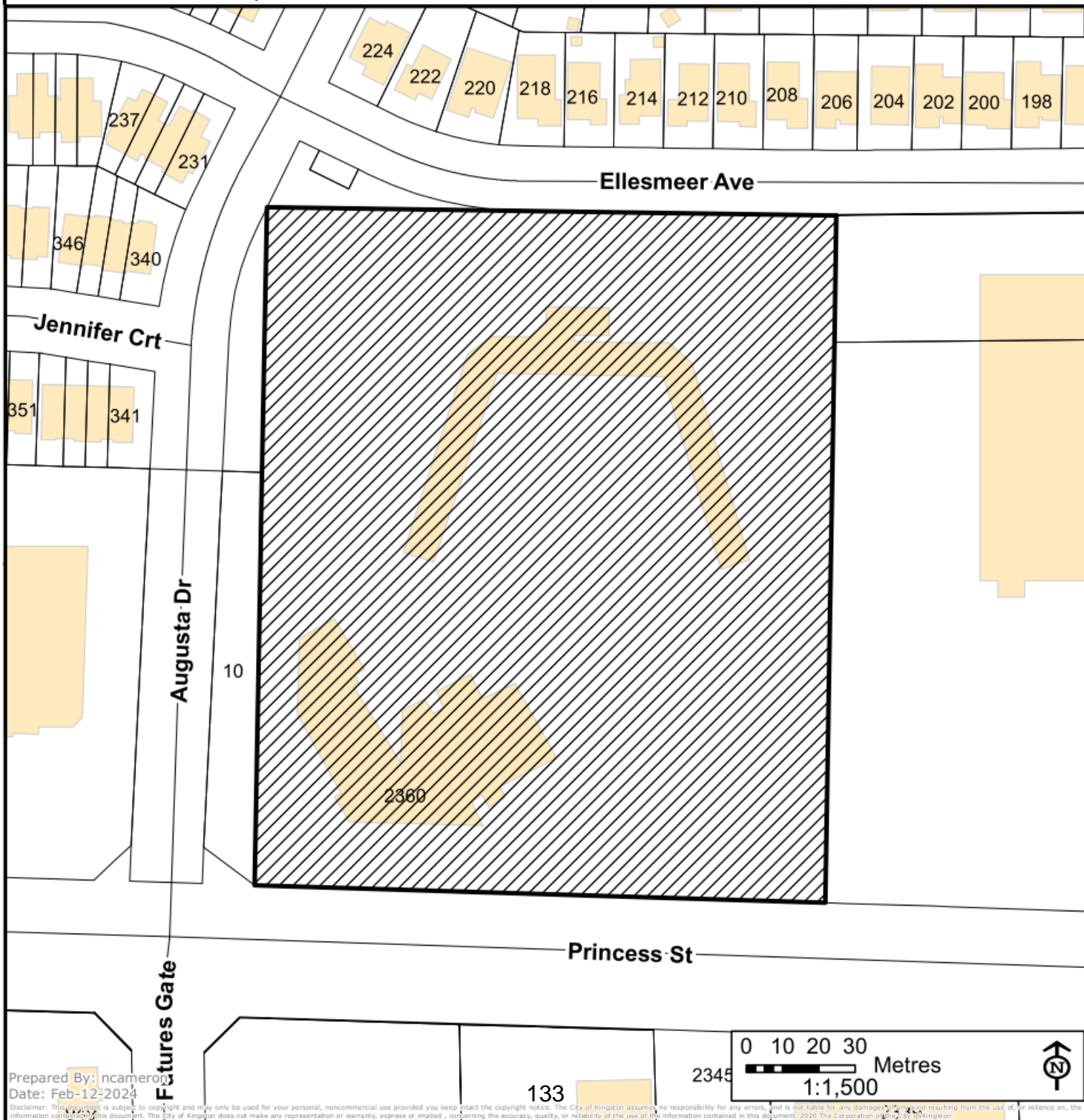
Kingston Zoning By-Law 2022-62 Schedule 1 - Zoning Map

 Lands to be Rezoned from
'Not Subject to this By-law' to 'CG'

Certificate of Authentication

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

Mayor Clerk






Planning
Services

Schedule 'B' to By-Law Number

Address: 2360 Princess St.
File Number: D35-001-2024

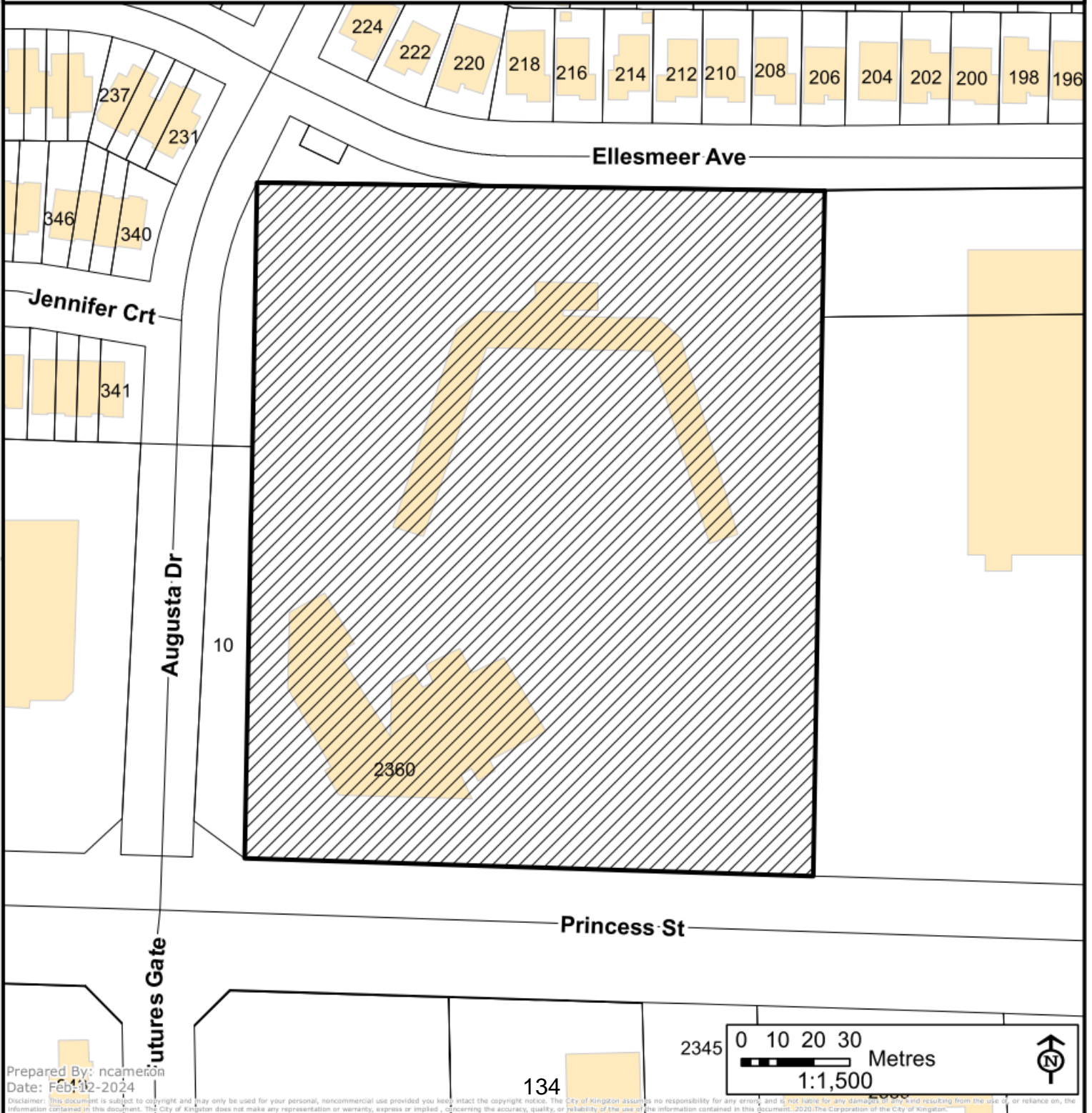
Kingston Zoning By-Law 2022-62 Schedule E - Exception Overlay

 Lands to be Zoned E160

Certificate of Authentication

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

Mayor Clerk





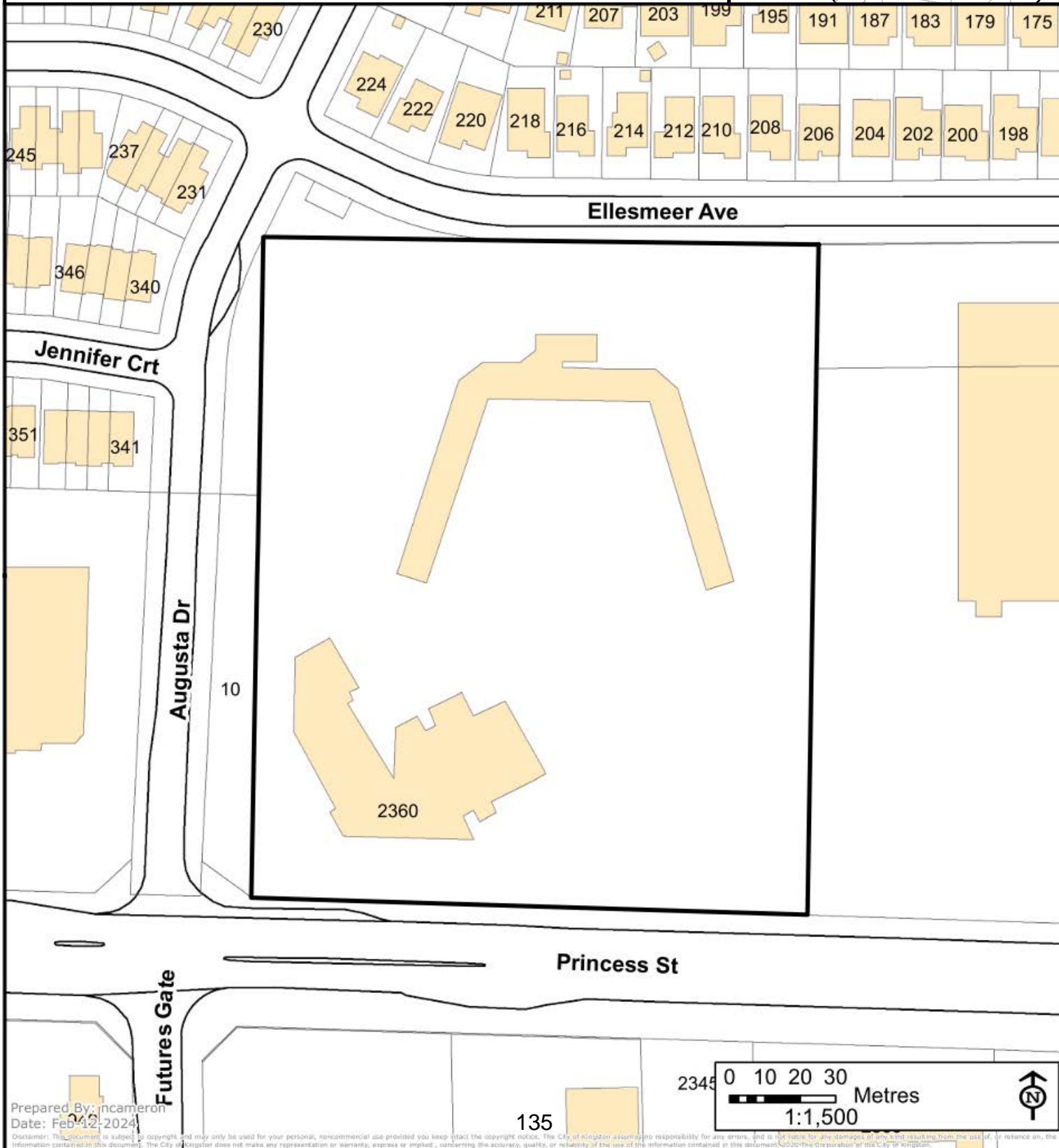
Planning Services

Planning Committee

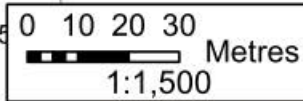
Key Map

Address: 2360 Princess St.
File Number: D35-001-2024
Prepared On: Feb-12-2024

 Subject Lands



Prepared By: incameron
Date: Feb-12-2024



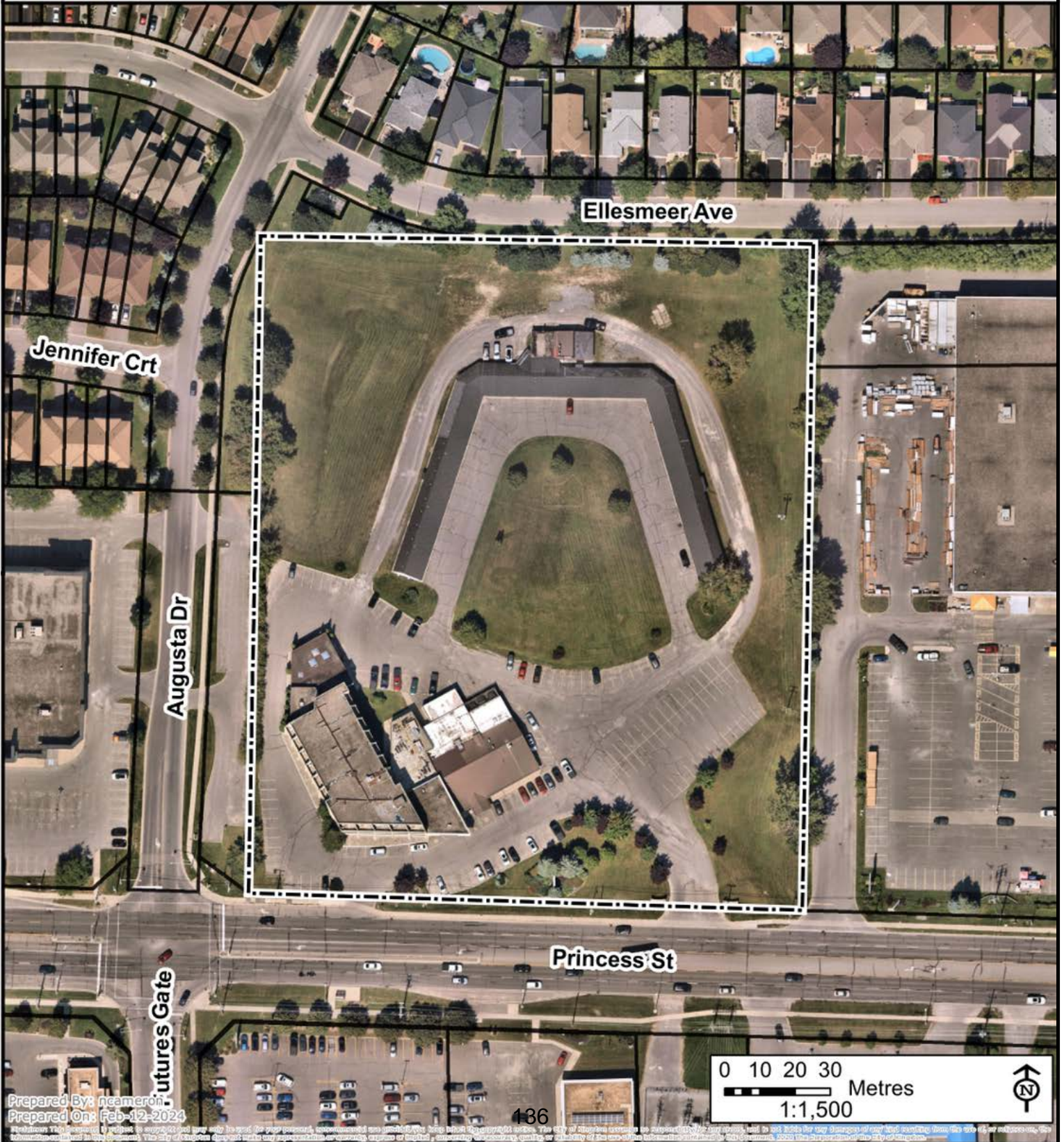
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Planning Committee
Neighbourhood Context

Address: 2360 Princess St.
File Number: D35-001-2024
Prepared On: Feb-12-2024

- Subject Lands
- Property Boundaries
- Proposed Parcels



Preliminary List of Applicable Policies of the Provincial Policy Statement

Policies applicable to the subject application include, but are not limited to the following. The application will be evaluated against the applicable policies in a future comprehensive report.

Policy Number	Policy	Category	Conformity with the Policy
1.1.1(a)	<p>Healthy, livable and safe communities are sustained by:</p> <p style="padding-left: 40px;">a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p>	Building Strong Healthy Communities	The proposed development is located on a serviced and underutilized parcel located within the urban boundary. The proposal will revitalize an under-performing property within the settlement area of the municipality.
1.1.1(b)	<p style="padding-left: 40px;">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</p>	Building Strong Healthy Communities	The proposed development provides a mixed use development and adds to the mix of housing options within the Princess Street corridor and within the Cataraqui North Secondary Plan area.

Policy Number	Policy	Category	Conformity with the Policy
	uses to meet long-term needs;		
1.1.1(c)	c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;	Building Strong Healthy Communities	The proposed development is not expected to result in any environmental or public health and safety concerns.
1.1.1(d)	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;	Building Strong Healthy Communities	The proposed development allows for additional homes within the settlement area where it would support public investment in transit, infrastructure and help to avoid extending servicing and reduce the pressure on expanding the urban boundary to accommodate residential growth.
1.1.1(e)	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;	Building Strong Healthy Communities	The proposed development will use existing public service facilities.

Policy Number	Policy	Category	Conformity with the Policy
1.1.1(f)	f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;	Building Strong Healthy Communities	The development will be required to comply with Accessibility for Ontarians with Disabilities Act (AODA) standards for private development. The majority of parking spaces adjacent to the townhouse building are accessible spaces.
1.1.1(h)	g) promoting development and land use patterns that conserve biodiversity; and	Building Strong Healthy Communities	Locating the proposed development within the urban boundary on an arterial road and on lands designated for residential development alleviates pressures to expand the urban boundary outward into the rural area of the City and therefore will help to preserve overall biodiversity.
1.1.1(i)	h) preparing for the regional and local impacts of a changing climate.	Building Strong Healthy Communities	The proposed development supports efforts to combat the changing climate regionally and locally by repurposing the existing building stock reducing the need for additional building materials.
1.1.3.1	Settlement areas shall be the focus of growth and development.	Settlement Areas	The proposed development that seeks to add 107 residential units to the City's housing stock is located within the urban boundary of the municipality, which is equivalent to the definition of settlement area in the PPS. The development is proposed on a serviced,

Policy Number	Policy	Category	Conformity with the Policy
			under-performing property in an area where intensification is promoted by the City's land use planning documents. The site is located in proximity to commercial amenities and public transit.
1.1.3.2(a)	Land use patterns within settlement areas shall be based on densities and a mix of land uses which: a) efficiently use land and resources;	Settlement Areas	The proposed development repurposes the existing building stock for much needed residential units which make efficient use of existing resources.
1.1.3.2(b)	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;	Settlement Areas	The site does not require the expansion of any municipal services and makes more economical use of the City's linear infrastructure.
	c) minimize negative impacts to air quality and climate change, and promote energy efficiency;	Settlement Areas	The higher density and transit oriented nature of the development will prevent the outward expansion of the City while simultaneously reducing greenhouse gas emissions otherwise associated with longer and car oriented commuting patterns.
	d) prepare for the impacts of a changing climate;	Settlement Areas	See 1.1.3.2(c)

Policy Number	Policy	Category	Conformity with the Policy
	e) support active transportation;	Settlement Areas	The characteristics of the proposed development including its location along the Princess Street corridor provide support for existing transit service.
	f) are transit-supportive, where transit is planned, exists or may be developed;	Settlement Areas	The higher density development on an existing transit corridor represents transit supportive development.
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 proposed development is located within the urban boundary adjacent to an arterial road where there is access to multiple transit routes, including express transit. Adding 107 rental housing units to this parcel of land. The proposed development will make use of existing available infrastructure and public service facilities.
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	The recommended zoning standards for this site have been developed to ensure there are no risks to public health and safety resulting from the subject applications.

Policy Number	Policy	Category	Conformity 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, through its Official Plan, has established a minimum intensification target within the urban boundary, whereby a minimum of 40% of residential development is to occur through intensification. The proposed development will contribute to the City's efforts to achieve this target.</p>
1.4.1(b)	<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"> 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 and redevelopment, and land in draft approved and registered plans. 	Housing	<p>The proposed development will assist the City by adding to the range and mix of housing options and its ability to accommodate residential growth through intensification on serviced lands.</p>

Policy Number	Policy	Category	Conformity with the Policy
1.4.3(b)	<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> <ul style="list-style-type: none"> b) permitting and facilitating: <ul 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 changes and employment opportunities; 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; 	Housing	<p>The Official Plan has established a target that 25% of all new housing meet the Plan’s definition of affordable housing. The applicant has indicated an intention to provide the dwelling units meeting some level of affordability. It is also noted that the development is expected to contribute to the goal of providing an appropriate range and mix of housing within the urban boundary and to provide additional tenure of residential units within the Cataraqui North Secondary Plan Area to meet the social, health, economic and well-being requirements of current and future residents.</p>

Policy Number	Policy	Category	Conformity with the Policy
1.4.3(c)	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;	Housing	The subject property is located within the urban boundary, on an arterial road and in an area where infrastructure and public service facilities are available.
1.4.3(d)	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;	Housing	The conversion of the existing buildings to allow residential uses will not require any new municipal infrastructure and through the introduction of additional homes and residences, existing public transit will be better utilized.
1.4.3(e)	e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and	Housing	The proposed development is located adjacent to many transit routes, including express transit.
1.4.3(f)	f) establishing development standards for residential intensification,	Housing	The repurposing of the existing building stock will allow for new residential development which

Policy Number	Policy	Category	Conformity with the Policy
	<p>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>minimizes the cost of housing.</p>
<p>1.6.3(a)</p>	<p>Before consideration is given to developing new infrastructure and public service facilities:</p> <p style="padding-left: 40px;">a) the use of existing infrastructure and public service facilities should be optimized;</p>	<p>Infrastructure and Public Service Facilities</p>	<p>The proposed development is located in the serviced urban boundary where existing water, road infrastructure and public service facilities are available.</p>
<p>1.6.6.2</p>	<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. 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>	<p>Sewage, Water and Stormwater</p>	<p>The proposed development is a residential intensification project located within the municipally serviced urban boundary of the municipality.</p>

Policy Number	Policy	Category	Conformity with the Policy
1.6.6.7(a)	<p>Planning for stormwater management shall:</p> <p>a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</p>	Sewage, Water and Stormwater	There is no change in the permeable surfaces associated with this property and as such there will be no impact on the stormwater flows.
1.6.6.7(b)	b) minimize, or, where possible, prevent increases in contaminant loads;	Sewage, Water and Stormwater	See 1.6.6.7(a)
1.6.6.7(c)	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;	Sewage, Water and Stormwater	See 1.6.6.7(a)
1.6.6.7(d)	d) mitigate risks to human health, safety, property and the environment;	Sewage, Water and Stormwater	There are no anticipated effects to safety or the environment.
1.6.6.7(e)	e) maximize the extent and function of vegetative and pervious surfaces; and	Sewage, Water and Stormwater	See 1.6.6.7(a)

Policy Number	Policy	Category	Conformity with the Policy
1.6.6.7(f)	f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.	Sewage, Water and Stormwater	See 1.6.6.7(a)
1.6.7.2	Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.	Transportation Systems	The development is proposed to make use of the existing road network.
1.6.7.4	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.	Transportation Systems	The development consists of a mix of uses and introduces additional homes and residents into the Princess Street corridor bringing more transit users to this area with existing infrastructure within a walkable area near commercial amenity. All of these factors are supportive of the use of other modes of travel and reducing the length and number of vehicle trips to and from the site.
1.7.1(a)	Long-term economic prosperity should be supported by: a) promoting opportunities for economic development and	Long-Term Economic Prosperity	The proposed development responds to market based needs and adds to the range of available housing options for the workforce by adding 107 rental units. The proposed development will

Policy Number	Policy	Category	Conformity with the Policy
	<p>community investment-readiness;</p> <p>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</p> <p>c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;</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 built heritage resources and cultural heritage landscapes;</p> <p>f) promoting the redevelopment of brownfield sites;</p> <p>g) providing for an efficient, cost-</p>		<p>contribute to the sense of community and sense of place within the Cataraqui North neighbourhood through better utilization of an under performing property.</p> <p>The reuse of the City's existing building stock is positive from a climate change perspective as it avoids the need for new building material while the location in a serviced area reduces the need for additional lands beyond the urban boundary to accommodate growth.</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>effective, reliable multimodal transportation system 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>h) providing opportunities for sustainable tourism development;</p> <p>i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agri-food network;</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</p>		

Policy Number	Policy	Category	Conformity with the Policy
	<p>provided by nature; and</p> <p>l) encouraging efficient and coordinated communications and telecommunications infrastructure.</p>		
1.8.1(a)	<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>c) encourage transit-supportive development and intensification to improve the mix of employment and</p>	Energy Conservation, Air Quality and Climate Change	The proposed development responds to the policies in the Official Plan regarding nodes and corridors by proposing new residential homes within an identified intensification corridor.






Policy Number	Policy	Category	Conformity with the Policy
	<p>housing uses to shorten commute journeys and decrease transportation congestion;</p> <p>d) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and</p> <p>e) maximize vegetation within settlement areas, where feasible.</p>		

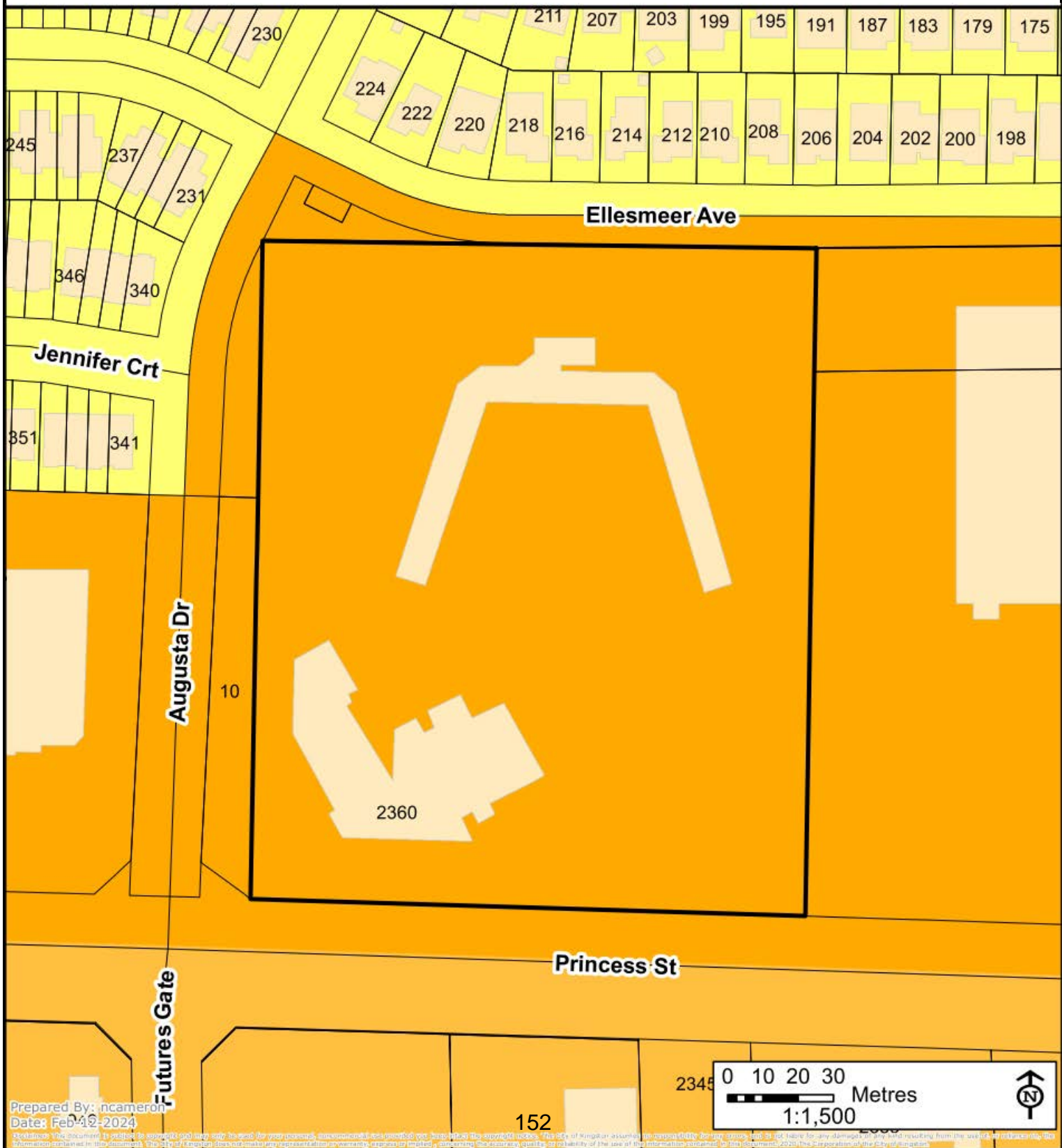


Planning Services

Planning Committee Official Plan, Existing Land Use

Address: 2360 Princess St.
File Number: D35-001-2024
Prepared On: Feb-12-2024

-  Subject Lands
-  ARTERIAL COMMERCIAL
-  SECONDARY PLAN AREA
-  ARTERIAL COMMERCIAL
-  RESIDENTIAL



Preliminary List of Applicable Official Plan Policies

Policies applicable to the subject application include, but are not limited to the following. The application will be evaluated against the applicable policies in a future comprehensive report.

Section	Policy	Category	Conformity with the Policy
2.1.1(a)	<p>Most growth will occur within the Urban Boundary, shown on Schedule 2, where development will be directed to achieve greater sustainability through:</p> <ul style="list-style-type: none"> a. appropriate (minimum) densities; 	Sustainable Development	<p>The proposed development is located within the Urban Boundary and intends to better utilize an under performing commercial property by allowing for mixed use development which includes residential units at a density of 36 units per net hectare. This section of Princess Street is already serviced with extensive transit infrastructure and the area will remain transit supportive through the introduction of 107 additional homes which would compliment the transit friendly area.</p>
2.1.1(b)	<ul style="list-style-type: none"> b. land use patterns that foster transit and active transportation; 	Sustainable Development	<p>The proposed developments is surrounded by commercial amenities including a grocery store immediately opposite the site and places additional residential units adjacent to bus stops which service a variety of express (501 & 502) and regular (7 & 4) transit service.</p> <p>Sidewalks flank both sides of Princess Street</p>

Section	Policy	Category	Conformity with the Policy
			<p>and the east side of Augusta Drive which provides pedestrian linkage to several parks north of the site.</p> <p>Centennial Drive to the west is outfitted with dedicated bike lanes, while this section of Princess Street is intended to form a 'Spine Route' as outlined in the City's Active Transportation Master Plan.</p>
2.1.1(e)	e. direction of new development and key land uses to areas where they can best result in sustainable practices;	Sustainable Development	The site is located within walking distance of a wide array of commercial needs including that of a grocery store which
2.1.1(g)	g. maximized use of investments in infrastructure and public amenities;	Sustainable Development	The location of the site is already serviced with an extensive array of infrastructure and makes more effective use of an underperforming asset.
2.1.1(h)	h. strategies that will revitalize both neighbourhoods and employment areas, and rehabilitate brownfield sites for re-use;	Sustainable Development	<p>The redevelopment of a commercial building makes use of the City's existing building stock which reduces the need for additional resources.</p> <p>See also Section 2.1.1(a)</p>
2.1.1(k)	k. climate positive development;	Sustainable Development	<p>There is no change in the amount of permeable surfaces.</p> <p>The development is located on transit service</p>

Section	Policy	Category	Conformity with the Policy
			and in an area with a number of commercial amenities reducing the reliance on the private automobile. See also Section 2.1.1(h)
2.1.1(l)	l. promotion of green infrastructure to complement infrastructure;	Sustainable Development	The site is well vegetated and contains a large portion of open space. See also Section 2.1.1(h)
2.1.1(m)	m. encouraging a mix of land uses that provide for employment, education, personal service and convenience retail in close proximity to residential land uses, subject to compatibility matters as outlined in Section 2.7	Sustainable Development	The proposed development contains both residential and commercial uses and adds to the mix of land uses within the area and is proposed to include the provision of rental units to diversify the residential makeup of the area. Given that there is no change in built form, there is no impact in the compatibility matters set out in Section 2.7.
2.1.4(e)	In reviewing development applications, the City will promote sustainability through: e. practices that conserve or recycle materials, energy, or other resources;	Sustainable Development	See Section 2.1.1(h).
2.1.1(g)	Most growth will occur within the Urban Boundary, shown on Schedule 2, where development will be directed to achieve	Sustainable Development	The site is located within the Urban Boundary and is serviced by a high degree of infrastructure and public amenities including transit service,

Section	Policy	Category	Conformity with the Policy
	greater sustainability through: g. maximized use of investments in infrastructure and public amenities;		roads, sidewalks etc. which would be more effectively utilized through the added homes in this under performing property.
2.1.1(i)	i. parks that are planned to be accessed by urban residents within a ten-minute walk and situated in locations that lessen the need for pedestrians to cross an arterial road or major highway;	Sustainable Development	The site is within 800 metres distance (approximately 10 minutes walking distance) from a number of parks including Emerald Park; Bert Meunier Common; and, Chadwick Parkette; all of which can be accessed without crossing an arterial or major highway.
2.1.1(k)	k. climate positive development;	Sustainable Development	See Section 2.1.1(h).
2.1.4(l)	l. design that reduces municipal costs associated with the provision of infrastructure and municipal service delivery over the long term;	Sustainable Development	See Section 2.1.1(g) & 2.1.1(b).
2.1.4(m)	m. encouraging a mix of land uses that provide for employment, education, personal service and convenience retail in close proximity to residential land uses, subject to compatibility matters	Sustainable Development	See Section 2.1.1(m).

Section	Policy	Category	Conformity with the Policy
	as outlined in Section 2.7;		
2.2.4	<p>The Urban Boundary 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 infrastructure has been planned. The land within the Urban Boundary will be the focus of growth and development 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 Urban Boundary is subject to site-specific urban growth management policies. The Special Planning Area sites are also within the Urban Boundary and are now committed to a substantial land use but could accommodate future growth.</p>	City Structure	<p>The subject lands are located within the Urban Boundary and the development would help achieve the City's objective of directing growth to within this area.</p>
2.2.5	<p>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</p>	City Structure	<p>There is no change in built form associated with the change in use and no impact on the surrounding residential areas is anticipated through the introduction of additional homes.</p>

Section	Policy	Category	Conformity with the Policy
	<p>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>		
2.4.1(a)	<p>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:</p> <ul style="list-style-type: none"> a. reduce infrastructure and public facility costs; 	Phasing of Growth	<p>The development proposes makes use of the existing building stock in an area where active transportation and public transportation currently exists reducing the costs associated with facilitating the population growth.</p>
2.4.1(b)	<ul style="list-style-type: none"> b. reduce energy consumption and greenhouse gas emissions; 	Phasing of Growth	<p>The repurposed building reduces the environmental cost associated with using new building materials.</p>
2.4.1(c)	<ul style="list-style-type: none"> c. support active transportation and viable public transit; 	Phasing of Growth	See 2.4.1(a) and (b)
2.4.1(d)	<ul style="list-style-type: none"> d. conserve agriculture and natural resources within the City; and 	Phasing of Growth	<p>The development prevents the undue sprawl of lower density housing further into the City's natural and agricultural areas.</p>

Section	Policy	Category	Conformity with the Policy
2.4.1(e)	e. reduce reliance on private vehicles.	Phasing of Growth	<p>The proposed development provides ample bike infrastructure and is transit supportive.</p> <p>The location in close proximity to grocery and other daily needs will allow a greater share of the residents to make use of active transportation and reduce their reliance on private vehicles.</p>
2.4.4(b)	<p>New residential development and new secondary plans are subject to the following policies and minimum densities:</p> <p>a. for large-scale developments and greenfield areas, a minimum of 37.5 residential units per net hectare is established for new residential development in order to be transit supportive;</p>	Phasing of Growth	<p>The development, while a relatively large site, should not be considered 'large scale' and is not located within a greenfield area. However, allowing for the property to be used for a mixed use development with commercial and residential uses will support existing transit infrastructure with additional passenger ridership ensuring its continued viability.</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.	Protecting Stable Areas	<p>The subject property is located along the Princess Street Corridor where a majority of the City's growth is directed to occur. The change of use of the existing building stock is not anticipated to have any destabilizing effect on the surrounding area.</p>

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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.	Land Use Compatibility Principles	The proposed form, function and use are compatible with surrounding land uses given the continued existence of the buildings in this location. The reuse as a residential and mixed-use development would be compatible with both the commercial and residential areas which surround the site.
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 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.	Land Use Compatibility Principles	No additional buildings are proposed for the site and there is no impact on the ecological integrity of the site.
2.7.3(a)	The land use compatibility matters to be considered under Section 2.7.2 include, but are not limited to: a. shadowing;	Land Use Compatibility Principles	No change in built form is proposed and as such there would be no impact.

Section	Policy	Category	Conformity with the Policy
2.7.3(b)	b. loss of privacy due to intrusive overlook;	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.3(c)	c. increased levels of light pollution, noise, odour, dust or vibration;	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.3(d)	d. increased and uncomfortable wind speed;	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.3(e)	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;	Land Use Compatibility Principles	The applicant has submitted a Traffic Impact study which has demonstrated that the proposed change in use can proceed without any adverse impact on the surrounding road network.
2.7.3(f)	f. environmental damage or degradation;	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.3(g)	g. diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded;	Land Use Compatibility Principles	Diminished service levels are not anticipated to occur as a result of the proposed development. The development will make efficient use of the existing available water and road infrastructure and will have sanitary capacity.
2.7.3(h)	h. reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and	Land Use Compatibility Principles	See Section 2.7.3(a).

Section	Policy	Category	Conformity with the Policy
	access, outdoor areas, heritage or setting;		
2.7.3(i)	i. visual intrusion that disrupts the streetscape or buildings;	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.3(j)	j. degradation of cultural heritage resources;	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.3(k)	k. architectural incompatibility in terms of scale, style, massing and colour; or,	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.3(l)	l. the loss or impairment of significant views of cultural heritage resources and natural features and areas to residents.	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.6(a)	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:	Land Use Compatibility Principles	See Section 2.7.3(a).

Section	Policy	Category	Conformity with the Policy
	a. suitable scale, massing and density in relation to existing built fabric;		
2.7.6(b)	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;	Land Use Compatibility Principles	A majority of the lot is to remain as greenspace which would serve as outdoor amenity space for the residents.
2.7.6(c)	c. adequate land area and appropriate site configuration or provision for land assembly, as required;	Land Use Compatibility Principles	See Section 2.7.3(a).
2.7.6(d)	d. efficient use of municipal services, including transit;	Land Use Compatibility Principles	The proposed development does not require the expansion of any services, and allows for a more cost effective form of delivery of existing services.
2.7.6(e)	e. appropriate infill of vacant or under-utilized land; and,	Land Use Compatibility Principles	The development repurposes an under performing commercial building.
2.7.6(f)	f. clearly defined and safe: <ul style="list-style-type: none"> • site access; • pedestrian access to the building and parking spaces; 	Land Use Compatibility Principles	See Section 2.7.3(a).

Section	Policy	Category	Conformity with the Policy
	<ul style="list-style-type: none"> • amenity areas; • building entry; and, • parking and secure and appropriate bicycle facilities. 		
2.8.5	<p>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>	Protection of Resources	See Section 2.7.3(a).
4.6.3	<p>The reconstruction of existing roads and the construction of new roads within settlement areas are to include safe, convenient and accessible pedestrian facilities, such as sidewalks, corner ramps, pedestrian signals and crosswalks of universal design. The enhancement of roadways, sidewalks, sidewalk safety barriers, and transit facilities to maximize mobility and access for all will be required in all construction and reconstruction projects.</p>	Transportation	No change is proposed and the site is located with convenient and safe pedestrian access.

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7.4.1	The Archaeological Master Plan is intended to manage archaeological resources in the City and provide policy direction in assessing areas of archaeological potential.	Archaeological Resource Conservation	No site disturbance is proposed at this time and there is no impact on Archaeological Potential.
8.4	<p>Through the review of development 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> <ul style="list-style-type: none"> a. providing for age-friendly needs and the requirements of people with disabilities, and others requiring access supports through improved amenities such as parking, benches, and washrooms, clear signage, visual or auditory indicators, and other means as appropriate; b. improving public security through enhanced lighting, visibility of public areas, provision of entrance locations in well-traveled areas, and ease of access for emergency personnel or vehicles; c. clearly defining building entrances and avoiding designs that would 	Urban Design - Accessibility and Safety	The proposal will be designed to meet minimum standards of the Accessibility for Ontarians with Disabilities Act (AODA). The site will comply with the minimum parking standards for barrier free access. Details such as lighting, signage, benches, signage, emergency routing, clear entry ways will be addressed through site plan control.

Section	Policy	Category	Conformity with the Policy
	<p>create areas that are hidden from public view and thus potentially available for criminal activity;</p> <p>d. arranging public uses and amenities within a convenient walking distance;</p> <p>e. providing adequate walkway widths, visually permeable materials and structures, and landscaping elements that do not obstruct sightlines in the design of streetscapes, transportation facilities, or public buildings and places; and,</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 development sites.</p>		
8.6	<p>The City requires the design of new development to be visually compatible 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</p>	<p>Urban Design – New Development</p>	<p>See Section 2.7.3(a).</p>

Section	Policy	Category	Conformity with the Policy
	<p>appropriate, that address the following:</p> <ul style="list-style-type: none"> a. siting, scale and design of new development in relation to the characteristics of the surrounding neighbourhood or the significant cultural heritage resources including, scale, massing, setbacks, access, landscaped treatment, building materials, exterior design elements or features; b. protecting natural heritage features and areas and cultural heritage landscapes through the siting, design and review of new development; c. promoting innovation in building design to create an interesting and varied built environment, to increase sustainability by improving energy efficiency, and to deliver barrier-free accessibility; d. achieving compatibility in land use and with a predominant architectural style, street pattern or site arrangement where that style or arrangement forms a valuable component of the existing neighbourhood or the cultural heritage 		

Section	Policy	Category	Conformity with the Policy
	value or interest of the identified area. Section 2.7 provides additional policy in this regard;		
9.3.2	<p>Every application for amendment to this Plan will be evaluated on the basis of the following general considerations and any others that are pertinent to the particular application:</p> <p>a. the conformity of the proposed amendment to the general intent and philosophy of this Plan, particularly the vision and planning principles, including sustainability, stability and compatibility outlined in Section 2, and consistency with provincial policy;</p> <p>b. the availability and suitability of land already designated for the proposed use, and the need for (or market feasibility of) the proposed use;</p> <p>c. the compatibility of the proposal, or the adequacy of proposed mechanisms for achieving compatibility, with adjacent and planned uses, including cultural heritage resources and natural heritage features and areas;</p>	Administration & Implementation – Official Plan Amendments - Criteria	<p>The proposed official plan amendment, including the request for a Site-Specific Policy conforms to the general intent of the Official Plan from a sustainability, stability and compatibility perspective. The proposed amendment is consistent with the PPS (2020).</p> <p>The residential use of the property addresses a demonstrated need in the City for more housing and is proposed to enhance the rental housing stock at some level of affordability.</p> <p>The proposed development does not result in a change in built form and is not anticipated to have any compatibility concerns.</p> <p>The restaurant use is proposed to continue while the under performing hotel will be converted to homes which is not anticipated to have any destabilizing effect given the surrounding residences to the north.</p> <p>There is existing water and road infrastructure to</p>

Section	Policy	Category	Conformity with the Policy
	<p>d. the potential of the proposal to cause instability within an area intended to remain stable;</p> <p>e. the ability of the City's infrastructure to accommodate the proposal without costly expansion, upgrading, or required deferral of other planned infrastructure improvements in other areas of the City;</p> <p>f. the financial implications (both costs and revenues) to the City;</p> <p>g. the degree to which approval of the amendment would establish an undesirable precedent; and,</p> <p>h. consistency with the Provincial Policy Statement and provincial legislation and guidelines.</p>		<p>service the proposed development.</p> <p>There are no anticipated negative financial impacts of the proposed development.</p> <p>The OLT has affirmed on multiple occasions that land use planning decisions do not constitute precedent.</p> <p>The proposal has been assessed within Exhibit E as being consistent with the Provincial Policy Statement (2020).</p>
9.5.9(a)	<p>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>	By-Laws	<p>The proposed zoning by-law amendment conforms to the intent of the Official Plan policies and schedules as proposed to be amended through the concurrent application for official plan amendment.</p>

Section	Policy	Category	Conformity with the Policy
9.5.9(b)	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;	By-Laws	The area currently accommodates both residences and commercial uses and the development would be compatible with these uses.
9.5.9(c)	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;	By-Laws	Existing buildings are to remain and there is no impact concerning compatibility as a result.
9.5.9(d)	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;	By-Laws	The subject site is located on the City's primary corridor, where residential intensification is desired. This development would add much needed variety in housing type and affordability within the Cataraqui North neighbourhood.
9.5.9(e)	e. the suitability of the site for the proposal, including its ability to meet all required standards of loading,	By-Laws	The site is afforded a large open space area which meets the needs of the residents as amenity areas. Vehicular and bike

Section	Policy	Category	Conformity with the Policy
	parking, open space or amenity areas;		parking is provided on site in sufficient quantity to meet the needs of the residents and the business.
9.5.9(f)	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 employees per hectare, as applicable;	By-Laws	As outlined throughout this Exhibit, the development is suitable for the neighbourhood.
9.5.9(g)	g. the impact on municipal infrastructure, services and traffic;	By-Laws	No negative impacts on municipal infrastructure servicing or roads are expected as a result of this development.
9.5.9(h)	h. comments and submissions of staff, agencies and the public; and,	By-Laws	No comments have been received at the time of writing.
9.5.9(i)	i. the degree to which the proposal creates a precedent.	By-Laws	The OLT has affirmed on several occasions that Planning Act decisions do not create precedent.
10C.1.6	To promote excellence and innovation in urban and environmental design that is sensitive to, and scaled to, the natural and built environments.	Cataraqui North Secondary Plan - Objectives	No change in the built form would result from the proposed development.
10C.1.7	To encourage the preservation of significant features of the natural environment, such as	Cataraqui North Secondary	No site alteration is proposed and as such

Section	Policy	Category	Conformity with the Policy
	watercourses and stands of mature trees, and integrate such resources into proposed developments, wherever possible.	Plan - Objectives	there is no impact on environmental features.
10C.1.8	To ensure that the safety and security of all neighbourhood residents is the prime consideration in all aspects of the planning and development of the neighbourhood.	Cataraqui North Secondary Plan - Objectives	The safety and security of neighbourhood residents is not expected to be negatively impacted by the proposed development.
10C.1.9	To integrate compatible land uses in order to achieve a more cohesive and safe neighbourhood.	Cataraqui North Secondary Plan - Objectives	The proposed mixed use development would integrate into the commercial corridor associated with Princess Street as well as the residential neighbourhood to the north.
10C.1.11	To ensure that development and the provision of municipal services occurs in an efficient and economical manner, and provides an adequate supply of serviced land.	Cataraqui North Secondary Plan - Objectives	The proposed development will make efficient use of available and upcoming servicing.
10C.1.12	To ensure that proposed development complements adjoining existing land uses, including environmental and heritage resources.	Cataraqui North Secondary Plan - Objectives	No impact is anticipated as no building or site alteration is proposed.
10C.4.4	Outdoor storage of goods and materials is not	Commercial Policies -	No outdoor storage is proposed.

Section	Policy	Category	Conformity with the Policy
	permitted in Commercial areas.	General Policies	
10C.4.5.	Adequate off-street parking facilities must be provided in Commercial areas with vehicular access points designed to maximize vehicular movement and active transportation safety.	Commercial Policies - General Policies	Parking is proposed in accordance with the Zoning By-law and would be sufficient for the residential and commercial uses of the property.
10C.4.6.	Buffering is required between commercial uses and adjoining residential uses.	Commercial Policies - General Policies	Existing buffering would remain and the site accommodates a significant open area.
10C.4.7.	Proposed Commercial development is subject to site plan control review, and to the urban design principles as outlined in Section 10C.9.3 of this Secondary Plan, and Section 8 of the Official Plan.	Commercial Policies - General Policies	Subject to approval, the applicant would be subject to site plan control.
10C.4.23.	Permitted uses in the Arterial Commercial areas include retail and service commercial uses, and entertainment, recreational, cultural and office functions that are intended to serve local and area residents.	Commercial Policies - Arterial Commercial	The restaurant use would serve the local and area residents.
10C.4.24.	Residential units in the upper floors of commercial buildings in the Arterial Commercial areas are permitted.	Commercial Policies - Arterial Commercial	Residential units are proposed on the ground floor as well as the upper floor. The mixed use building near Princess Street accommodates ground floor commercial while the townhouse

Section	Policy	Category	Conformity with the Policy
			building which is solely dedicated to residential uses is well setback from Princess Street helping to ensure a continuous streetwall of commercial or mixed use buildings inviting to the public.
10C.4.25.	<p>The Arterial Commercial area along Princess Street encompasses those lands along Princess Street and Sydenham Road south of the Catarqui United Church cemetery, and is subject to the following policies in recognition of the cultural heritage resources in the area and its changing role, from a tourist-oriented highway commercial area to a mixed urban retail and service commercial node:</p> <ul style="list-style-type: none"> a. the area along Princess Street will generally have a depth of between 100 to 190 metres, measured from the northern limit of the right-of-way of Princess Street or the western limit of the right-of-way of Sydenham Road; b. the density of residential development ranges from 75 to 125 dwelling units per net hectare of land; c. the maximum building height is eight storeys and variation in building height 	Commercial Policies - Arterial Commercial	<p>The proposed development helps fulfill this areas role as it transitions from a tourist-oriented highway commercial area to a mixed urban retail and service commercial node.</p> <p>The proposed use mixes residential with commercial. While the density is lower than the 75 to 125 units per hectare, future redevelopment of the site would likely see to greater densities. Until that time, there is no impact on the built form and the introduction of residential density into this property would help achieve the transit supportive development these densities generally aspire towards.</p> <p>The height of the building would remain the same which is less than eight storeys.</p> <p>The site incorporates both commercial and</p>

Section	Policy	Category	Conformity with the Policy
	<p>that is sensitive to existing and proposed building forms on adjoining lands is encouraged;</p> <p>d. while mixed use development combining retail, service, office and residential uses on individual sites is encouraged, individual sites may include only one use provided the overall mixed use character of the area is encouraged;</p>		<p>residential as sought by this policy.</p>

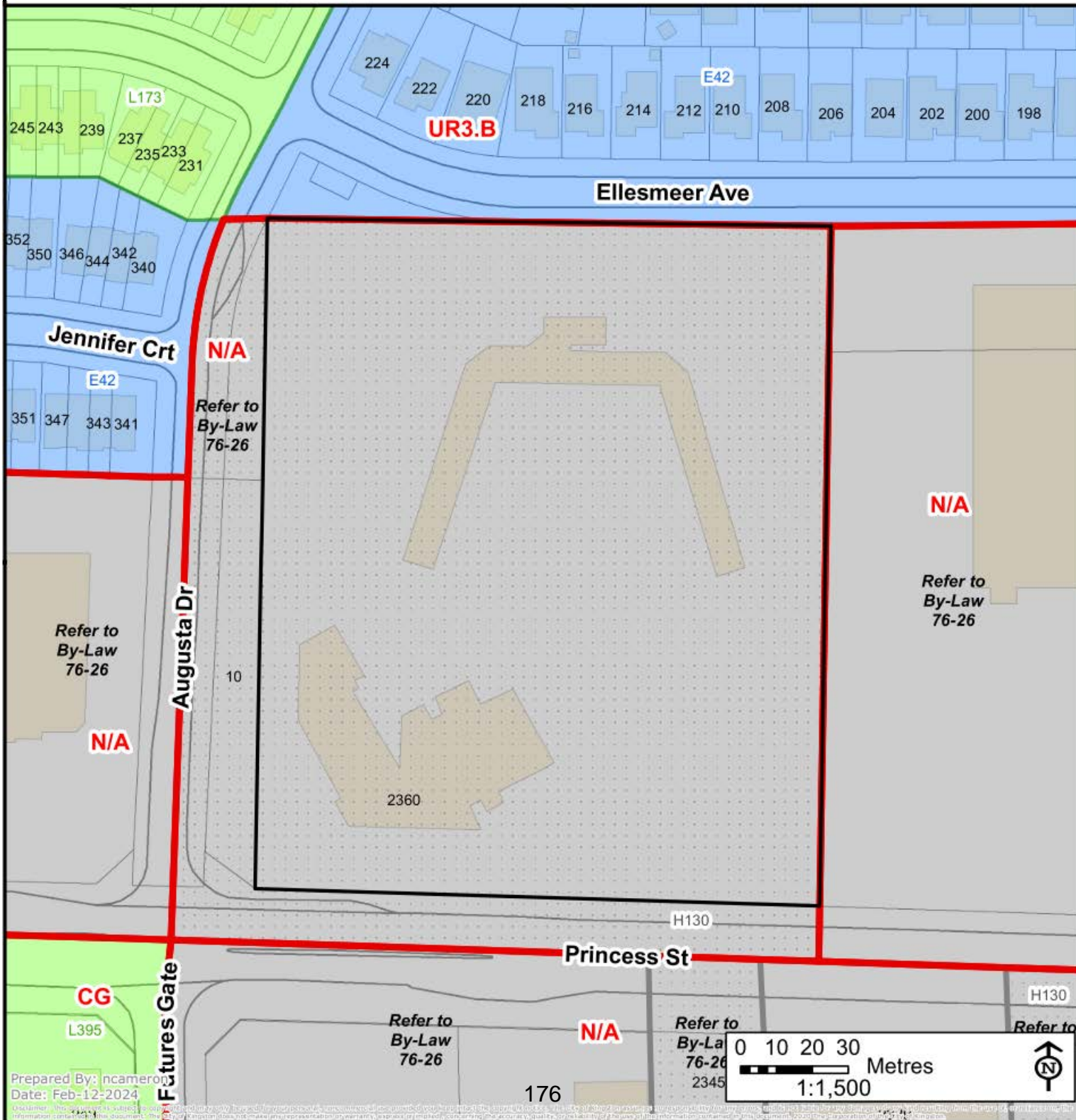


Planning Committee
Existing Zoning
Kingston Zoning By-Law 2022-62

Planning Services

Address: 2360 Princess St.
File Number: D35-001-2024
Prepared On: Feb-12-2024

- 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)





2360 PRINCESS ST
CONCEPT PLAN

DEVELOPMENT STATISTICS

Unit Count
Apartment Building: 66 units
Townhouse Building: 36 units
Total: 102 units

Density
34 units / hectare

Building Footprint
Apartment Building: ±2,263 m²
Townhouse Building: ±1,259 m²

GFA
Apartment Building: ±4,373 m²
Main: ±2,263 m²
Third: ±770 m²
Fourth: ±770 m²

Townhouse Building: ±1,259 m²

Parking
200 spaces

Parking Dimension
Typical parking space: 2.9 x 5.5m

Bicycle Parking
Long-term spaces: Rate of 0.75 spaces/unit
Short-term spaces: Rate of 0.1 spaces/unit

Amenity Area
Indoor common: 202 m²
Outdoor common: 2,732 m²
Outdoor private: 400 m²

SITE STATISTICS PER CA ZONE

Stat. Provision	Required per CA Zone	Provided
Min. Lot Area	21,739 m ²	21,739 m ²
Min. Lot Frontage	137.4 m	157.4 m
Max. Height	13.7 m	15.7 m
Min. Front Setback	3 m	38.4 m
Min. Rear Setback	7.5 m	24.8 m
Min. Side Setback	1.1 m	1.1 m
Min. Side Setback	0.9 m	2.2 m
Min. Lot Coverage	20%	34%
Min. Lot Coverage	-	11%
Max # Dwelling Units per Lot	-	100 units

NOTES:
Final details pertaining to site statistics to be confirmed at the plan / building permit stage.

NO.	REVISION	DATE	BY

CLIENT
BLUEVALE CAPITAL GROUP

FOTENN
Planning + Design

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TORONTO: 170 Dundas Ave. East, Suite 301, Toronto, ON M5T 1G2, M5T 1G3, M5T 1G4

DESIGNED BY: FT
REVIEWED BY: ST
DATE: 2024.01.24

P1

Site Photos

View from Southwest Corner of Site Along Princess Street Looking Northeast



Image Courtesy of Google Streetview

View from Southeast Corner of Site Along Princess Street Looking Northwest



Image Courtesy of Google Streetview

View of Restaurant on Ground Floor



Image Courtesy of Google Streetview

View from Northwest Corner of Site Along Augusta Drive Looking Southeast



Image Courtesy of Google Streetview



Planning Committee
Public Notice Notification Map
Address: 2360 Princess Street
File Number: D35-001-2024

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

