



CITY OF KINGSTON
REPORT TO PLANNING COMMITTEE

Report No.: PC-14-026

TO: Chair and Members of Planning Committee
FROM: Lanie Hurdle, Commissioner, Community Services
RESOURCE STAFF: Sheldon Laidman, Acting Director, Planning and Development
DATE OF MEETING: April 17, 2014
SUBJECT: PUBLIC MEETING REPORT
Application for Zoning By-Law Amendment
720 Princess Street
File No. – D14-063-2014
Applicant – 1880551 Ontario Ltd.
Agent – IBI Group

EXECUTIVE SUMMARY:

The following is a public meeting report to the Planning Committee for a Zoning By-Law Amendment application for the property municipally known as 720 Princess Street. This report describes the purpose and effect of the requested Zoning By-Law Amendment and includes an overview of the relevant policies and regulations that apply to the subject property.

The applicant, 1880551 Ontario Ltd., is requesting permission to rezone the subject property to permit the redevelopment of the property (existing Super 8 motel) to a four storey mixed-use commercial and residential building, containing 64 dwelling units.

The property is designated 'Main Street Commercial' in the City of Kingston Official Plan and zoned Williamsville Main Street Commercial 'C4-H' Zone in Zoning By-Law No. 8499.

The proposed use is permitted in the existing 'C4' zone, however, amendments are requested to the Zoning By-Law including a reduction in the minimum street wall height; a reduction in the angular plane from the rear property line; a reduction in the minimum ground floor height; a reduction in the minimum building frontage built to the front property line; a reduction in the minimum rear yard; a reduction in the required parking spaces; a reduction in the required barrier free parking spaces; a reduction in the dimensions of a parking space; a reduction in the required loading spaces; a reduction in the required amenity area; and permission for parking in a yard abutting a streetline.

April 17, 2014

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AUTHORIZING SIGNATURES:

ORIGINAL SIGNED BY COMMISSIONER _____ Lanie Hurdle, Commissioner, Community Services
ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER _____ Gerard Hunt, Chief Administrative Officer

CONSULTATION WITH THE FOLLOWING COMMISSIONERS:

Cynthia Beach, <i>Corporate and Strategic Initiatives</i>	N/R
Denis Leger, <i>Transportation, Facilities and Emergency Services</i>	N/R
Jim Keech, <i>President and CEO, Utilities Kingston</i>	N/R

(N/R indicates consultation not required)

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OPTIONS/DISCUSSION:

This report provides information on a proposed amendment to the former City of Kingston Zoning By-Law No. 8499, which is the subject of this Public Meeting.

On January 29, 2014, a Zoning By-Law Amendment application was submitted by IBI Group on behalf of 1880551 Ontario Ltd. for the purpose of amending the existing Williamsville Main Street Commercial 'C4-H' Zone to a site-specific 'C4' zone in order to permit the redevelopment of the property (existing Super 8 motel) to a four storey mixed-use commercial and residential building, containing 64 dwelling units. The applicant is proposing to complete the redevelopment in two phases. Phase 1 will involve the conversion of the existing structure into 50 bachelor dwelling units with a 65 square metre commercial unit along Princess Street. Phase 2 will involve the construction of a 4 storey building along Princess Street and construction of an additional two storeys above the existing motel structure. This expansion will contain a 54 square metre commercial unit on the ground floor along Princess Street, and fourteen 4-bedroom units. After completion of Phase 2 the property will contain 64 dwelling units; 50 bachelor units and fourteen 4-bedroom units. Amenity space is proposed within a portion of the basement and adjacent to the building. Phase 2 will include additional rooftop amenity space.

It is proposed to provide 37 parking spaces during Phase 1, including two barrier free spaces, and 64 bicycle parking spaces. For Phase 2 the parking is proposed to be reduced to 35 parking spaces, including two barrier free spaces, with an additional 14 spaces provided off-site.

The proposed use is permitted in the existing 'C4' zone, however, amendments are requested to the Zoning By-Law including a reduction in the minimum street wall height (Phase 1 only); a reduction in the angular plane from the rear property line; a reduction in the minimum ground floor height; a reduction in the minimum building frontage built to the front property line (Phase 1 only); a reduction in the minimum rear yard; a reduction in the required parking spaces; a reduction in the required barrier free parking spaces; a reduction in the dimensions of a parking space; a reduction in the required loading spaces; a reduction in the required amenity area; and permission for parking in a yard abutting a streetline (Phase 1 only).

In accordance with By-Law No. 2007-43, a Pre-consultation meeting was conducted on November 7, 2013 by various departments and agencies. On February 14, 2014 the Zoning By-Law Amendment application was deemed complete, in accordance with the Planning Act.

The subject site is approximately 2,360 square metres in size and is located on the south side of Princess Street, between Victoria Street and Macdonnell Street, in the Sunnyside neighbourhood (*City of Kingston Neighbourhood Profiles 2006*), and is municipally known as 720 Princess Street (see Exhibit A - Key Map). The Sunnyside neighbourhood contains a mix of single-family and multi-family dwellings; parks (including Churchill Park and Elder Park); and various places of worship. The property has frontage on Princess Street, an arterial road, and Toronto Street, a local road.

The site is surrounded by a residential neighbourhood to the south, and a variety of commercial and residential uses to the north, east and west along Princess Street.

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

- Site Plans – Phases 1 and 2 (see Exhibit B)
- Floor Plans and Elevations (see Exhibit C)
- Zoning Justification Report – prepared by IBI Group (see Exhibit D)
- Servicing Brief – prepared by Josselyn Engineering Inc.
- Phase 1 Environmental Site Assessment – prepared by Pinchin Environmental
- Parking Study – prepared by Josselyn Engineering Inc.

In accordance with By-Law No. 2010-217, any residential development containing four or more dwelling units is subject to Site Plan Control. The applicant has advised that a Site Plan Control application will be submitted if the Zoning By-Law Amendment application is approved. The Site Plan Control process will examine the design and technical aspects of a proposed development in greater detail to ensure that it provides a safe, functional and visually attractive environment and that it relates to the scale, character and siting of abutting development. Typically features such as building design, pedestrian security, pedestrian convenience, vehicular access, stormwater management, parking, loading and landscaping are reviewed during the Site Plan Control process.

The site plan will be required to conform to all applicable regulations and be prepared in accordance with the City's Site Plan Design Guidelines. Development cannot take place until such time as all agencies have granted approval, a Site Plan Control Agreement including all necessary conditions have been executed and securities have been submitted to the City.

Anyone who attends the Planning Committee 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 does not make oral submissions at a public meeting, or does not make written submissions before the application has been approved by City Council, the person or public body is not entitled to appeal the decision to the Ontario Municipal Board and may not be added as a party to the hearing of an appeal before the Ontario Municipal Board unless, in the opinion of the Board, there are reasonable grounds to add the person or public body as a party.

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

Alex Adams, Senior Planner
The Corporation of the City of Kingston
216 Ontario Street
KINGSTON, Ontario, K7L 2Z3

Planning Committee will consider a comprehensive report and recommendation from the Planning and Development Department, respecting the subject application, at a future meeting. The Committee will make its recommendation to City Council at that meeting. The decision of City Council will be final unless appealed.

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All persons who made oral or written submissions, or have requested notification in writing, will be given written notice of the future meeting(s) of the Planning Committee at which the subject application will be considered.

EXISTING POLICY/BY-LAW:

The subject property is designated as 'Main Street Commercial' in the City of Kingston Official Plan (see Exhibit E – Existing Official Plan designation). The planned function of the designation is "to serve surrounding neighbourhoods with a broad range of uses". Permitted commercial uses include retail, service and office uses that are suitable for a main street pedestrian format and are intended to serve the surrounding neighbourhoods. Residential uses are permitted. For properties within the 'Main Street Commercial' designation, land use on the ground floor is required to be commercial, unless otherwise identified in a Special Policy Area.

The Princess Street corridor in Williamsville has recently been identified as a Special Policy Area as shown on Schedule PS-1 in the Official Plan. The Williamsville Main Street is divided into three character areas. The subject property is located within the Community Destination area (Section 10E.1.8). It is the intent that this area should serve as a primary destination for local residents, and allows for a mix of commercial/office and residential at-grade.

Furthermore, ground floor residential uses may be permitted within this Special Policy Area where "the building design contributes to the pedestrian activity and amenity of the street and complements the commercial storefront design and character of the street".

The proposed development is consistent with the general purpose and intent of the Official Plan and therefore an amendment to the Plan is not required.

The subject property is zoned Williamsville Main Street Commercial 'C4-H' Zone in Zoning By-Law No. 8499, as amended (see Exhibit F – Existing Zoning). The uses permitted in the 'C4' zone include libraries, art galleries and museums; churches, community halls and parish halls; community centres; sanitariums, or institutions for philanthropic or charitable uses, other than correctional uses, and other than for the treatment of inebriates or persons suffering from insanity or other mental disease, infectious disease, or contagious disease; lay or religious fraternity houses or boarding houses where occupied by students, used exclusively for the purposes of habitation or congregational meetings and supervised by the authorities of a public educational institution; fraternal organizations or similar institutions of public character; hospitals as defined by the Public Hospitals Act; boarding houses and rooming houses; multiple family dwellings containing three or more dwelling units; retail stores or shops; undertakers' establishments; offices for or in connection with businesses or professions; banks; hotels; offices for printing and publishing; restaurants; senior citizen apartments; theatres; bowling alleys, pool and billiard halls; shopping centres; laundries and dry cleaners; bakeries; community homes; places of amusement; crisis care shelters; residential care facilities; recovery homes; community support houses; and day care centres.

The proposed use is permitted within the current zoning, however, in order to permit the proposed development a Zoning By-Law Amendment application is required to reduce the minimum required street wall height (Phase 1 only); reduce the angular plane requirement from

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the rear property line; reduce the minimum required ground floor height; reduce the minimum building frontage required to be built to the front property line (Phase 1 only); reduce the minimum required rear yard; reduce the minimum number of required parking spaces; reduce the minimum number of required barrier free parking spaces; reduce the dimensions of a parking space; reduce the required loading spaces; reduce the minimum required amenity area; and permission for parking in a yard abutting a streetline (Phase 1 only).

The property is located within an area identified as having archaeological potential as identified in the City's Archaeology Master Plan. The applicant will be required to submit an archaeological assessment as part of the future Site Plan Control application submission.

NOTICE PROVISIONS:

Pursuant to the requirements of the *Planning Act*, a notice of the statutory Public Meeting was provided by advertisement in the form of signs posted on the subject site 20 days in advance of the Public Meeting. In addition, prepaid first class mail was sent to all property owners (according to the latest Assessment Rolls) within 120 metres of the subject property. There were approximately 97 property owners notified by mail. A courtesy notice was placed in *The Kingston Whig-Standard*.

ACCESSIBILITY CONSIDERATIONS:

N/A

FINANCIAL CONSIDERATIONS:

N/A

CONTACTS:

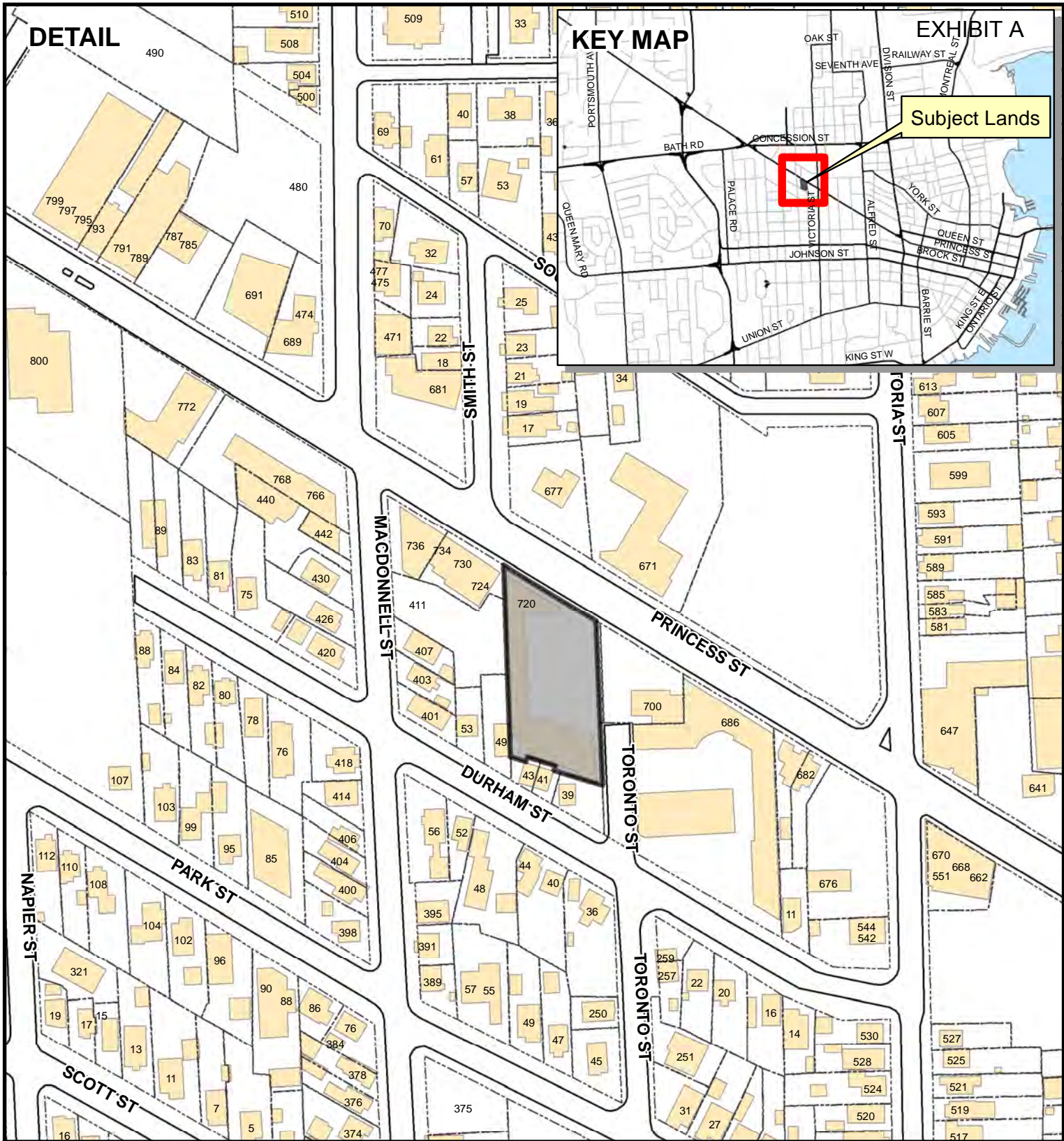
Lanie Hurdle, Commissioner, Community Services	613-546-4291 ext. 1231
Sheldon Laidman, Acting Director, Planning and Development	613-546-4291 ext. 3252
Julie Salter-Keane, Manager, Development Approvals	613-546-4291 ext. 1163
Alex Adams, Senior Planner, Development Approvals	613-546-4291 ext. 3219

OTHER CITY OF KINGSTON STAFF CONSULTED:

The application has been circulated to a number of internal departments and external agencies for review and comments. The responses to the technical circulation will be addressed in the technical review and included in the comprehensive report to a future Planning Committee meeting.

EXHIBITS ATTACHED:

Exhibit A	Key Map
Exhibit B	Site Plans – Phases 1 and 2
Exhibit C	Floor Plans & Elevations
Exhibit D	Zoning Justification Report
Exhibit E	Existing Official Plan designation
Exhibit F	Existing Zoning
Exhibit G	Photographs
Exhibit H	Aerial Photograph




THE CORPORATION OF THE CITY OF KINGSTON

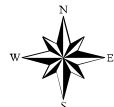
KEY MAP

Applicant: 1880551 Ontario Ltd.
 File Number: D14-063-2014
 Address: 720 Princess Street
 Legal Description: PLAN A7 PT LOTS 3,11
 B285 RP;13R13665 PARTS 1 & 2
 ARN: 101102003007300

Legend

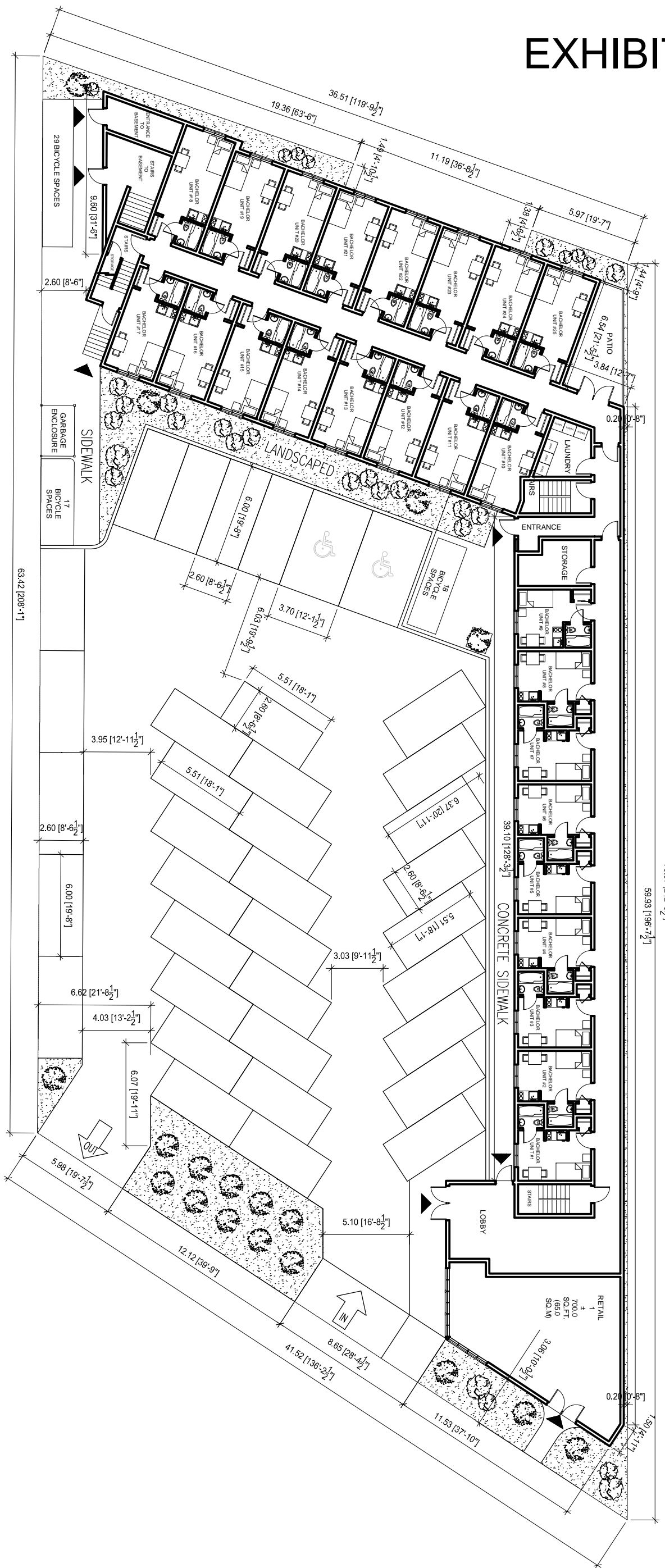
 Subject Lands

SCALE
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 Meters
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EXHIBIT B1



SITE DATA	
ADDRESS:	720 PRINCESS STREET
PROPOSED GROUP (APARTMENTS)	KINGSTON, ONTARIO
PH 1 - PROPOSED 50 UNITS	
PH 1 - COMMERCIAL 1 UNITS (65.0m ²)	
LOT AREA:	2367.5m ²
PH 1 - BUILDING FOOTPRINT:	846.78m ² 35.8%
PH 1 - LANDSCAPED OPEN SPACE:	225.01m ² 9.5%
PH 1 - PAVED SURFACE:	1067.29m ² 45.2%
OTHER:	
PH 1 - GROSS FLOOR AREA:	2131.08m ²
PH 1 - AVENUE SPACE (TOTAL):	533.98m ²
PH 1 - PARKING:	37 SPACES

1 SITE PLAN / FIRST FLOOR PLAN (PHASE 1)
A1 SCALE: 1:250

DISCLAIMER
This drawing was created by IBI Group (IBI) for the sole purpose of development zoning purposes, and are **NOT** intended for site plan or construction use. IBI believes that the information contained herein is reliable and generally accurate for the purpose intended. The detailed floor plan used to create this drawing was provided by: JPH Design

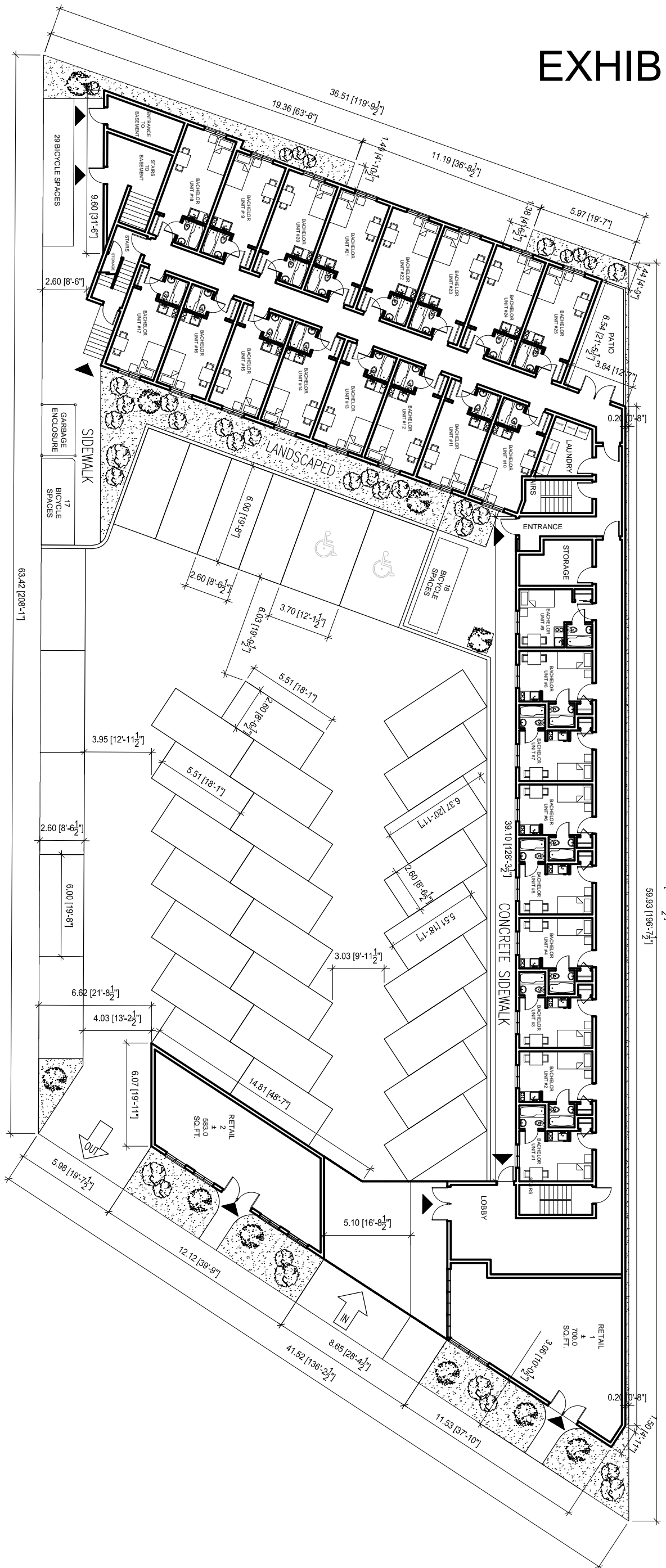


A1 - SITE PLAN / FIRST FLOOR PLAN (PHASE 1)

DWELLING UNITS
720 PRINCESS ST. KINGSTON, ON
Drawn By: EM/NA
Date: FEB 2014
File: J:\36031_DavidKay\5.9 Drawings\59civil\IBI Drawings\720_FLOOR PLANS_metric.dwg

IBI GROUP
650 Dalton Avenue
Kingston, Ontario
Canada K7M 8N7
Tel (613)531-4440
FAX(613)531-7789

EXHIBIT B2



PHASE 2 - SITE DATA

ADDRESS:	720 PRINCESS STREET
PROPOSED GROUP C (APARTMENTS)	KINGSTON, ONTARIO
PROPOSED 64 UNITS	
COMMERCIAL 2 UNITS (119.2m ²)	
LOT AREA:	2362.5m ²
BUILDING FOOTPRINT:	960.3m ² 40.6%
LANDSCAPED OPEN SPACE:	405.4m ² 17.2%
PAVED SURFACE:	996.8m ² 42.2%
OTHER:	
GROSS FLOOR AREA:	4074.72m ²
AMENITY SPACE (TOTAL):	1137.30m ²
PARKING:	35 SPACES + 14 OFFSITE

1
A1

SITE PLAN / FIRST FLOOR PLAN (PHASE 2)
SCALE: 1:250

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A1 - SITE PLAN / FIRST FLOOR PLAN (PHASE 2)

DWELLING UNITS
720 PRINCESS ST. KINGSTON, ON

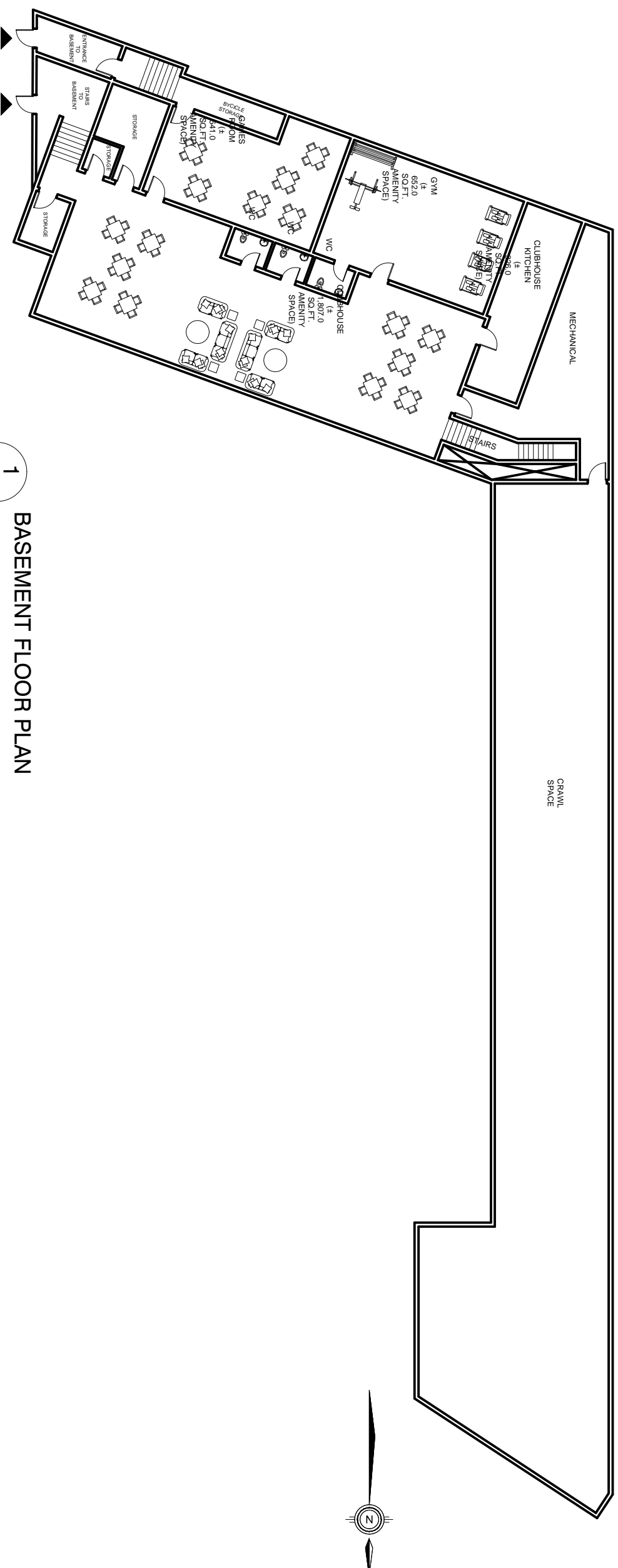
Drawn By: EM/NA

Date: FEB 2014

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EXHIBIT C1



1 BASEMENT FLOOR PLAN

1

A4

SCALE: 1:250

AMENITY SPACE:

PHASE 1

REQUIRED:

50 - BACHELOR UNITS: 50 x 151.0 SQ.FT. (14.0 SQ.M.) = 7,550.0 SQ.FT. (701 SQ.M.)

PROPOSED:

CLUBHOUSE: ± 1,807.0 SQ.FT. (167.9 SQ.M.)
 GAMES ROOM: ± 541.0 SQ.FT. (50.3 SQ.M.)
 GYM: ± 652.0 SQ.FT. (60.6 SQ.M.)
 CLUBHOUSE KITCHEN: ± 326.0 SQ.FT. (30.3 SQ.M.)
 LANDSCAPED OPEN SPACE: ± 2422.0 SQ.FT. (225.0 SQ.M.)
 TOTAL PROPOSED: ± 5748.0 SQ.FT. (534.0 SQ.M.)

AMENITY SPACE:

PHASE 2

REQUIRED:

50 - BACHELOR UNITS: 50 x 151.0 SQ.FT. (14.0 SQ.M.) = 7,550.0 SQ.FT. (701.4 SQ.M.)
 14 - 4 BEDROOM UNITS: 14 x 969.0 SQ.FT. (90.0 SQ.M.) = 13,566.0 SQ.FT. (1260.3 SQ.M.)
 TOTAL REQUIRED: 21,116.0 SQ.FT. (1,960.0 SQ.M.)

PROPOSED:

CLUBHOUSE: ± 1,807.0 SQ.FT. (167.9 SQ.M.)
 GAMES ROOM: ± 541.0 SQ.FT. (50.3 SQ.M.)
 GYM: ± 652.0 SQ.FT. (60.6 SQ.M.)
 CLUBHOUSE KITCHEN: ± 326.0 SQ.FT. (30.3 SQ.M.)
 ROOF TOP TERRACE: ± 2,622.0 SQ.FT. (243.6 SQ.M.)
 LANDSCAPED OPEN SPACE: ± 4,364.0 SQ.FT. (405.4 SQ.M.)
 PRIVATE AMENITY SPACE: ± 1,754.0 SQ.FT. (162.9 SQ.M.)
 TOTAL PROPOSED: ± 12,242.0 SQ.FT. (1,137.3 SQ.M.)

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A4 - BASEMENT FLOOR PLAN

DWELLING UNITS
 720 PRINCESS ST. KINGSTON, ON

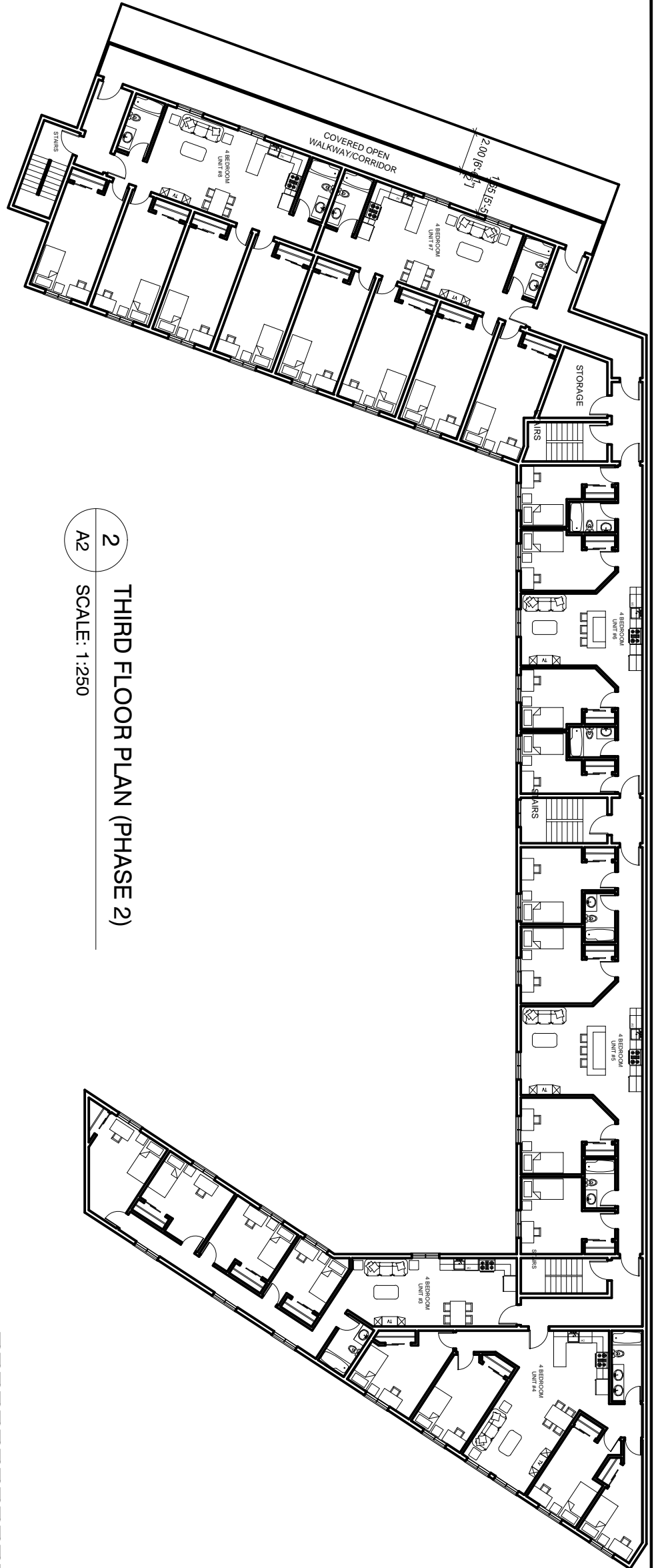
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Date: FEB 2014

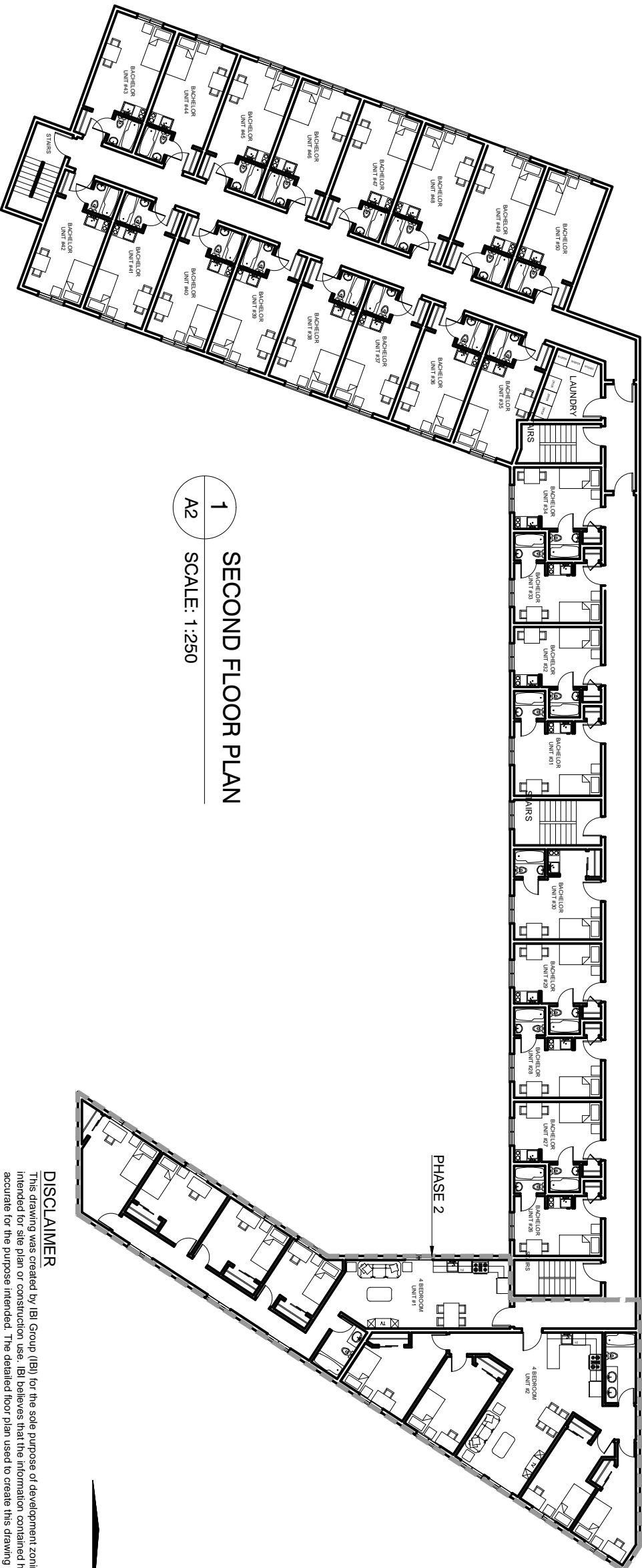
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 650 Dalton Avenue
 Kingston, Ontario
 Canada K7M 8N7
 Tel (613)531-4440
 FAX(613)531-7789

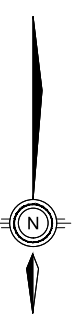
EXHIBIT C2



2
A2
THIRD FLOOR PLAN (PHASE 2)
SCALE: 1:250



1
A2
SECOND FLOOR PLAN
SCALE: 1:250



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A2 - SECOND & THIRD FLOOR PLAN

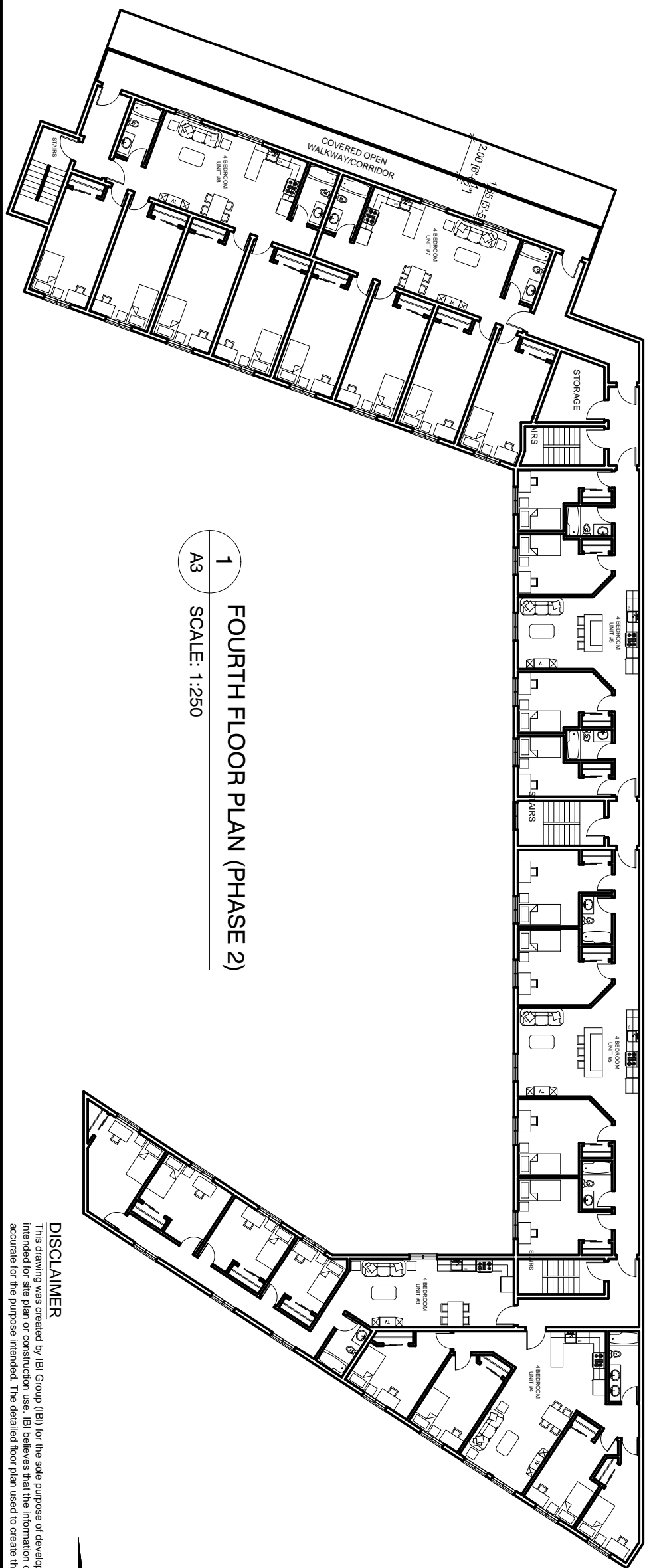
DWELLING UNITS
720 PRINCESS ST. KINGSTON, ON

Drawn By: EM/NA
Date: FEB 2014

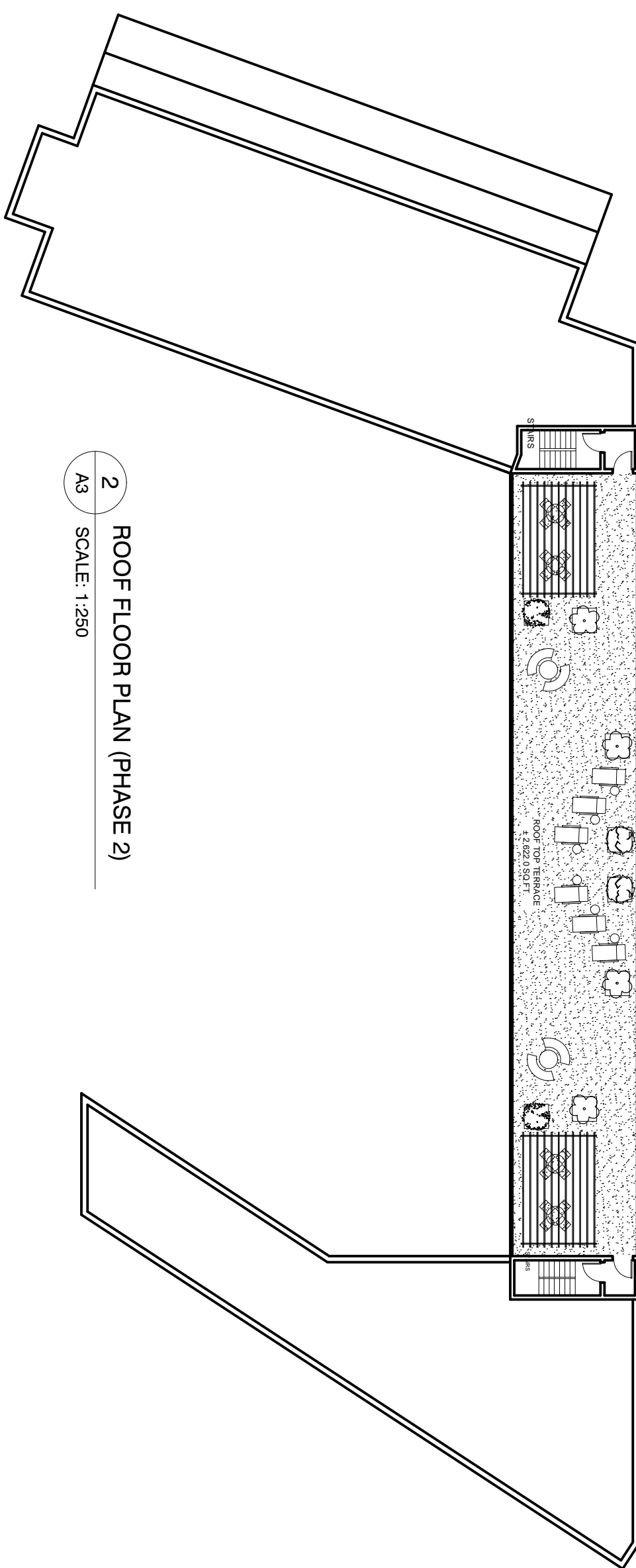
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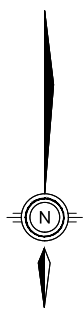
EXHIBIT C3



1
A3
FOURTH FLOOR PLAN (PHASE 2)
SCALE: 1:250



2
A3
ROOF FLOOR PLAN (PHASE 2)
SCALE: 1:250



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A3 - FOURTH FLOOR & ROOF PLAN (PHASE 2)

DWELLING UNITS
720 PRINCESS ST. KINGSTON, ON
Drawn By: EM/NA
Date: FEB 2014
File: J:\36031_DavidKay\5.9 Drawings\59civil\IBI Drawings\720_FLOOR PLANS_metric.dwg

IBI GROUP
650 Dalton Avenue
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Tel (613)531-4440
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720 Princess Street – South Elevation # 1 (Phase 1)
Amendment to Application for Zoning By-law Amendment
March 2014



Source: Google, 2013

720 Princess Street – South Elevation # 2 (Phase 1)
Amendment to Application for Zoning By-law Amendment
March 2014



Source: Google, 2013

720 Princess Street – East Elevation (Phase 1)
Amendment to Application for Zoning By-law Amendment
March 2014



Source: Google, 2013

720 Princess Street – Southeast Elevation (Phase 1)
Amendment to Application for Zoning By-law Amendment
March 2014



Source: Google, 2013

720 Princess Street – South Elevation (Phase 2)
Amendment to Application for Zoning By-law Amendment
March 2014



720 Princess Street – East Elevation (Phase 2)
Amendment to Application for Zoning By-law Amendment
March 2014



720 Princess Street – Southeast Elevation (Phase 2)
Amendment to Application for Zoning By-law Amendment
March 2014



720 Princess Street – Southwest Elevation (Phase 2)
Amendment to Application for Zoning By-law Amendment
March 2014



720 Princess Street – Aerial (Phase 2)
Amendment to Application for Zoning By-law Amendment
March 2014



Planning Report
36031

720 Princess Street Zoning Justification



Prepared for David Kay
by IBI Group

March 2014

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1 INTRODUCTION

The proposed redevelopment of the subject 1,820 square metre property at 720 Princess Street consists of the conversion of an existing commercial building (motel) to a mixed-use commercial/multi-unit residential use, additions to the existing structure, and some new construction to provide additional commercial space and residential units.

With respect to the existing building envelope, the motel office is proposed to be converted into a 65 square metre (700 square foot) commercial unit and 50 of the existing 51 motel rooms will be converted into bachelor residential/short-term stay units. The remaining motel room and other spaces left within the existing building envelope will be used for functions such as laundry, storage, and amenity space. This conversion is proposed to be part of “Phase 1” of development on the site, which is proposed to take place upon completion of the planning approvals process, with the second phase of development taking place shortly afterwards, depending on demand.

“Phase 2” is proposed to include additions to the existing structure, described as follows:

- One 54-square metre commercial unit on the ground floor fronting directly onto Princess Street. This is the ground floor portion of the new construction component, and is proposed to have a three metre setback from the street line that matches the current front yard setback of the existing structure.
- A three-storey addition above the existing and proposed one-storey commercial units, and a two-storey addition above the two-storey portion of the existing structure. This additional residential space is proposed to contain 14 4-bedroom units, bringing the total number of units to 64.
- In addition to the amenity space proposed in the basement of the south wing and some at-grade landscaped open space, rooftop amenity space is also being proposed on top of the fourth floor of the west wing of the building.

For those motel rooms being converted into residential/short-stay units, it is intended that kitchens be added to each unit and that other internal improvements are made. In the remainder of the existing structure outside of the units, other changes and modernizations are also proposed to support the residential conversion, including such things as quality indoor amenity space, laundry facilities, and storage lockers. The applicant is also intending to offer some of the units as short-stay accommodations, much like the current motel use. At this point, it is not certain whether all of the units will be converted to include kitchens or if a small portion of the existing rooms will be maintained as motel rooms. It is anticipated that most or all of the units will qualify as affordable housing units.

The conversion of the existing building to a mix of residential/short-term stay and small-scale commercial is anticipated to provide a form and tenure of housing that is in high demand in the area. It is an area that is well-served by a variety of services and amenities. Amenity space is proposed to be provided indoors and outdoors, with an appropriate amount of vehicular and bicycle parking also being provided. The subject site is located within downtown Kingston where transit and active transportation facilities are readily available.

The subject site is located within the Princess Street corridor in Williamsville (i.e. the Williamsville Main Street). Nearby uses include a mix of commercial (restaurant, retail and office), residential, motel, and automotive uses. The Williamsville Main Street is within a special policy area in the City of Kingston Official Plan, the intent of which is to implement the recommendations of the recent Council-endorsed Williamsville Main Street Study (the “Study”) for the revitalization of the area. There are a number of vacant and underutilized properties in this area, and the Study has provided some direction as to how these sites, and the corridor as a whole, could be redeveloped. Presently, the Williamsville main street area could be described as having a fractured pattern of land use. The commercial uses do not have a cohesive theme

or form and the public realm caters largely to the automobile. The Study has identified the area as being suitable for intensification with new residential and commercial uses contributing to the goal of a traditional main street.

In addition to a focus on commercial revitalization of this area of the downtown, the Study and the supporting OP policies also seek to bolster the opportunities for housing in the downtown. Pressures for residential accommodations, in the downtown in particular, have mounted as vacancy rates in Kingston have remained depressed. As of October 2013, downtown vacancy rates for rental apartment units (all-sizes) was 2.3%, which was relatively unchanged from the previous year and lower than the surveyed national average of 2.7%¹. For bachelor apartments, the vacancy rate is just 1.2% in the downtown area (CMHC), indicating a high demand and low availability. The need for rental accommodations is clear, and is only anticipated to increase with additional enrolment at Queen's University over the next few years. The latest Queen's University enrolment projections anticipate an increase in total enrollment (full-time) of approximately 2,000 between 2012 and 2015².

The proposed mixed residential/commercial development will provide much needed residential units to help meet the existing and anticipated increased demand for residential accommodation in the downtown.

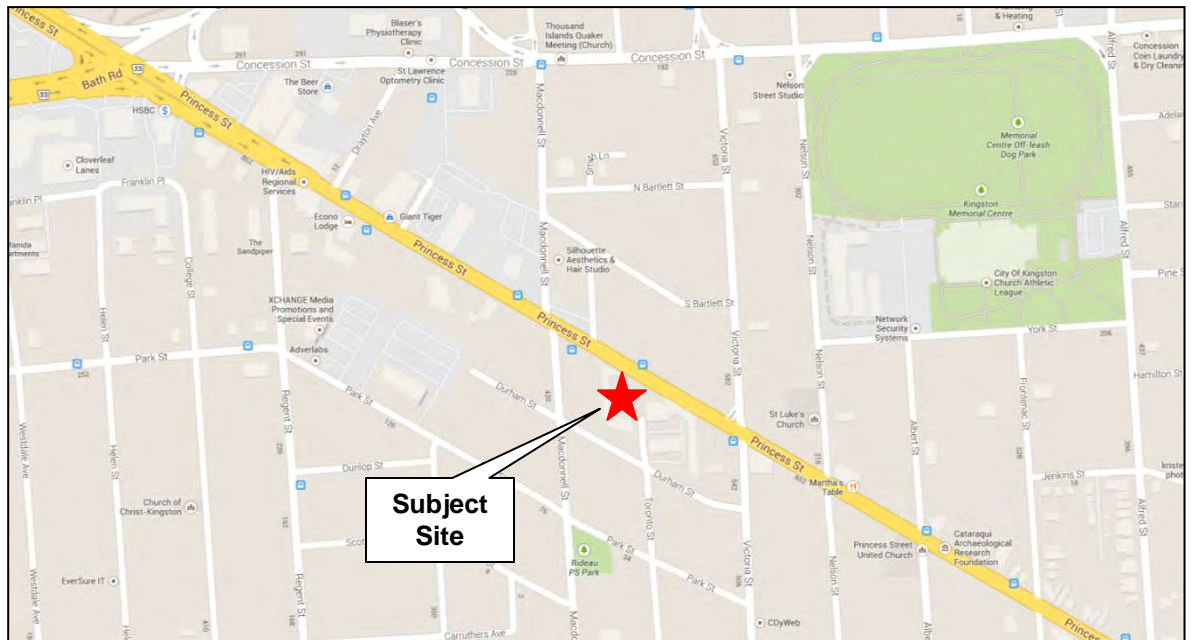


Figure 1: Location of Subject site (Source: Google, 2013).

2. PRE-CONSULTATION AND REQUIRED STUDIES

Pre-consultation with City staff was held on November 7, 2013 to determine requirements associated with Planning Approvals. At the pre-consultation meeting City staff indicated that, while the use is permitted, a Zoning By-law Amendment would be required to address non-compliances with the performance provisions of the By-law. Also, it was indicated that the

¹ CMHC, *Rental Market Report – Kingston CMA*, Fall 2013

² Queen's University, *Senate Committee on Academic Development: Report to Senate – Meeting of April 30, 2013, Strategic Enrolment Management Group Report, Enrolment Targets 2013-2014...*, Table 2)

property would be subject to site plan control. Additional supporting information/studies to accompany the applications were required in order for the applications to be deemed complete. The pre-consultation form outlined the following as being required:

SUBMISSION REQUIREMENT	ZBA	SPC
Planning Justification	X	X
Conceptual Site Plan	X	
Site Plan Drawing Package		X
Floor Plans & Architectural Elevations	X	X
Serviceability Brief		X
Stormwater Management Brief		X
Parking Study	X	
Phase 1 Environmental Site Assessment	X	X
Record of Site Condition	X	X
Stage 1 Archeological Assessment		X

3. SITE OVERVIEW AND CONTEXT

The approximate 2,360 square metre site is located on the south side of Princess Street between Macdonnell Street and Victoria Street in Kingston’s Williamsville District. The site has approximately 42 metres of frontage on Princess Street and abuts the north end of Toronto Street along the east property boundary. The property is well-situated for the proposed uses as it is within an area serviced by transit and future active transportation facilities, is in close proximity to a variety of services and amenities, and is in a corridor that has been identified as being supportive of higher density residential.



Figure 2: Site Context (Source: City of Kingston, 2013).



Figure 3: Looking west on Princess Street from in front of subject site (Source: Google, 2013).



Figure 4: Looking east on Princess Street in front of subject site (Source: Google, 2013).



Figure 5: Used car lot and Legion Villa seniors home located directly across the street (north) from the subject site (Source: Google, 2013).



Figure 6: View from intersection of Durham and Toronto Streets looking northwest towards subject site (Source: Google, 2013).

As discussed above, the predominant land use in the immediate area is a mix of commercial (restaurant, retail and office), residential, motel, and automotive uses. There are two other motels/hotels within a block of the Super 8 motel on the subject site: the Howard Johnson hotel at 686 Princess Street and the EconoLodge at 840 Princess Street. There is a gas station at the southwest corner of Princess and Victoria Streets, and a number of medical and social service uses nearby as well. The Memorial Centre and the Kingston Outdoor Aquatic Centre is about three block to the northeast.

South of the subject site is a predominantly residential neighbourhood. There are three residential buildings on the parcels directly south of the subject site, one of which appears to be a duplex and the other two appear to be single-unit dwellings. The majority of other buildings within a one block radius south of the subject site appear to be duplex or multi-unit dwellings. Further south of the Princess Street corridor there are increased numbers of single-detached dwellings as the area transitions from higher-intensity uses to more traditional one- and two-unit residential neighbourhoods. This is consistent with Official Plan policies and the Williamsville Main Street Study, which identifies that high density uses are best suited along main street arterials such as Princess Street, with lower-density and intensity uses located on local streets north and south of this corridor.

The current use of the site is for a 51-room “Super 8” motel. The existing structure has been used for a motel since its construction in the mid-1950’s. An addition to the south wing of the original building was constructed some time after, adding approximately fourteen rooms to the original thirty-seven. In the basement of the south wing, there was previously an entertainment club/bar, which has two separate entrances to the outside.



Figure 7: Front (north) elevation of existing building facing onto Princess Street. A direct/street-facing pedestrian entrance onto the sidewalk is proposed for the commercial use (Source: Google, 2013).



Figure 8: North and east elevations of the two respective wings of the existing building, which are proposed to remain largely unaltered as part of Phase 1 (Source: Google, 2013).



Figure 9: East elevation of original (north) wing of existing structure (Source: Google, 2013).

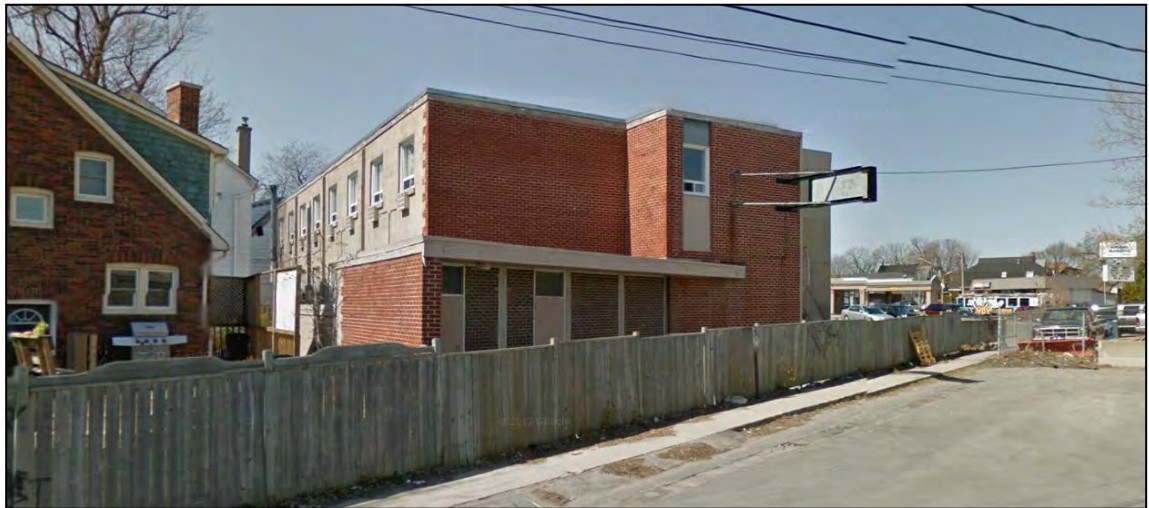


Figure 10: East elevation of south wing, showing proximity to north end of Toronto Street and existing dwellings to south of subject property (Source: Google, 2013).

As noted above, the motel office is proposed to be converted into a 65 square metre (700 square foot) commercial unit and 50 of the existing 51 motel rooms will be converted into bachelor residential/short-term stay units. The remaining motel room and other spaces left within the existing building envelope will be used for functions such as laundry, storage, and amenity space. This conversion is proposed to be part of “Phase 1” of development, with the second phase being undertaken shortly afterwards, depending on demand.

“Phase 2” is proposed to include additions to the existing structure, as described below:

- One 54-square metre commercial unit on the ground floor fronting directly onto Princess Street. This is the ground floor portion of the new construction component, and is proposed to have a three metre setback from the street line that matches the current front yard setback of the existing structure.
- A three-storey addition above the existing and proposed one-storey commercial units, and a two-storey addition above the two-storey portion of the existing structure. This additional residential space is proposed to contain 14 4-bedroom units, bringing the total number of units to 64.

- In addition to the amenity space proposed in the basement of the south wing and some at-grade landscaped open space, rooftop amenity space is also being proposed on top of the fourth floor of the west wing of the building.

For those motel rooms being converted into residential/short-stay units, it is intended that kitchens be added to each unit and that other internal improvements are made. In the remainder of the existing structure outside of the units, other changes and modernizations are also proposed to support the residential conversion, including such things as quality indoor amenity space, laundry facilities, and storage lockers. The applicant is also intending to offer some of the units as short-stay accommodations, much like the current motel use. At this point, it is not certain whether all of the units will be converted to include kitchens or if a small portion of the existing rooms will be maintained as motel rooms. It is anticipated that most or all of the units will qualify as affordable housing units.

During Phase 1, a total of 37 vehicle parking spaces, including two barrier-free spaces, are proposed to be provided on-site. Two spaces are to be allotted to the commercial use, as per the requirement in the zoning by-law, and the remaining 35 spaces will be allotted to the residential/short-term stay component of the proposal. This will provide the minimum 0.70 parking ratio being proposed for the residential/short-stay component. Phase 2 of the development will add 14 residential/short-stay units, and require an additional 11 parking spaces to achieve the 0.70 parking ratio. As there is no more space available on-site, these additional parking spaces will need to be provided off-site. Phase 2 will also require the removal of two on-site parking spaces (See Site Plans for each phase) to make room for the second commercial space (Retail 2), reducing the on-site parking complement to 35. The additional commercial floor area also increases the commercial parking requirement from two spaces to four. The additional two spaces are anticipated to be provided on-site, meaning that a total of 14 off-site spaces will be required as part of Phase 2. Table 1, below summarizes the parking situation for each phase.

COMPONENT	PARKING REQUIRED (0.7 RATIO)		PARKING LOCATION (PHASE 2)	
	Phase 1	Phase 2	On-site	Off-site
Residential	35	45	31	14
Commercial	2	4	4	0
TOTAL	37	49	35	14

The site as it exists currently has only one, small green space area, which is located between the building and the sidewalk. There is otherwise no formal amenity space inside or outside of the building. The proposed development will have a mix of indoor and outdoor amenity space. Outdoor space will include three landscaped spaces: the space between the building and the public sidewalk, landscape strips adjacent to the south wing of the building, and a large programmed amenity space on part of the west wing roof (Phase 2). Interior amenity space will be a mix of common and private amenity space (available in Phase 2). The common indoor amenity space available during both phases be located in the basement of the south wing and will include a variety of programmed rooms. Private amenity space will be available during Phase 2 in the form of large living room spaces for the 14 proposed 4-bedroom units.

Vehicular and pedestrian access to the site will be from Princess Street. There are two vehicle accesses, both leading to the parking lot. The pedestrian access to the residential component will be via the existing sidewalk from Princess Street that travels under the overhang near the street. As noted above, vehicle parking spaces are proposed to be provided at a rate of 0.7 spaces per residential/short-stay unit and as per the zoning by-law for the commercial component. Two spaces are proposed to be barrier-free. Covered bicycle parking spaces will also be provided close to the building entrances at the ratio prescribed by the zoning by-law.

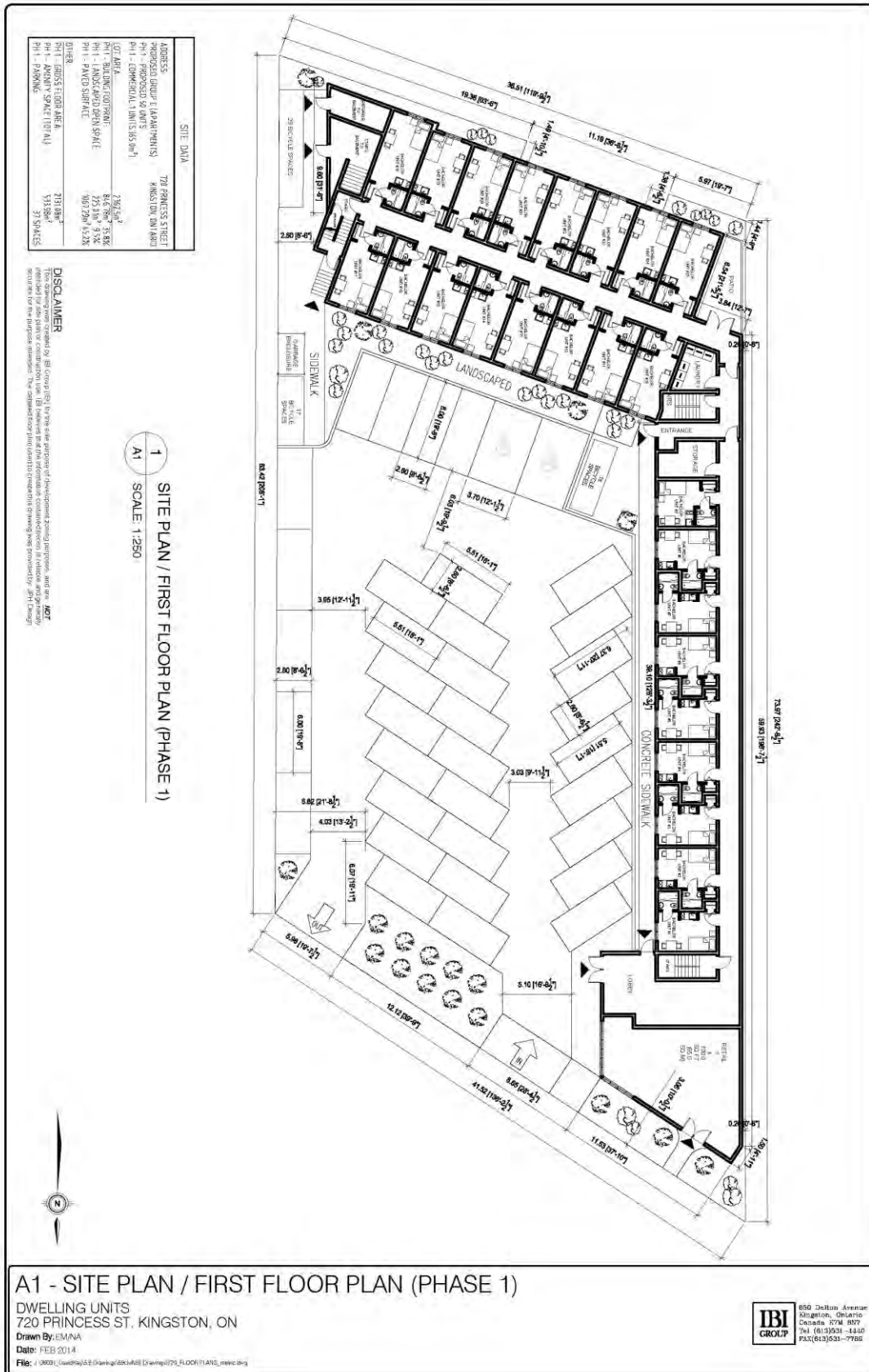


Figure 11: Conceptual Site Plan (Phase 1)

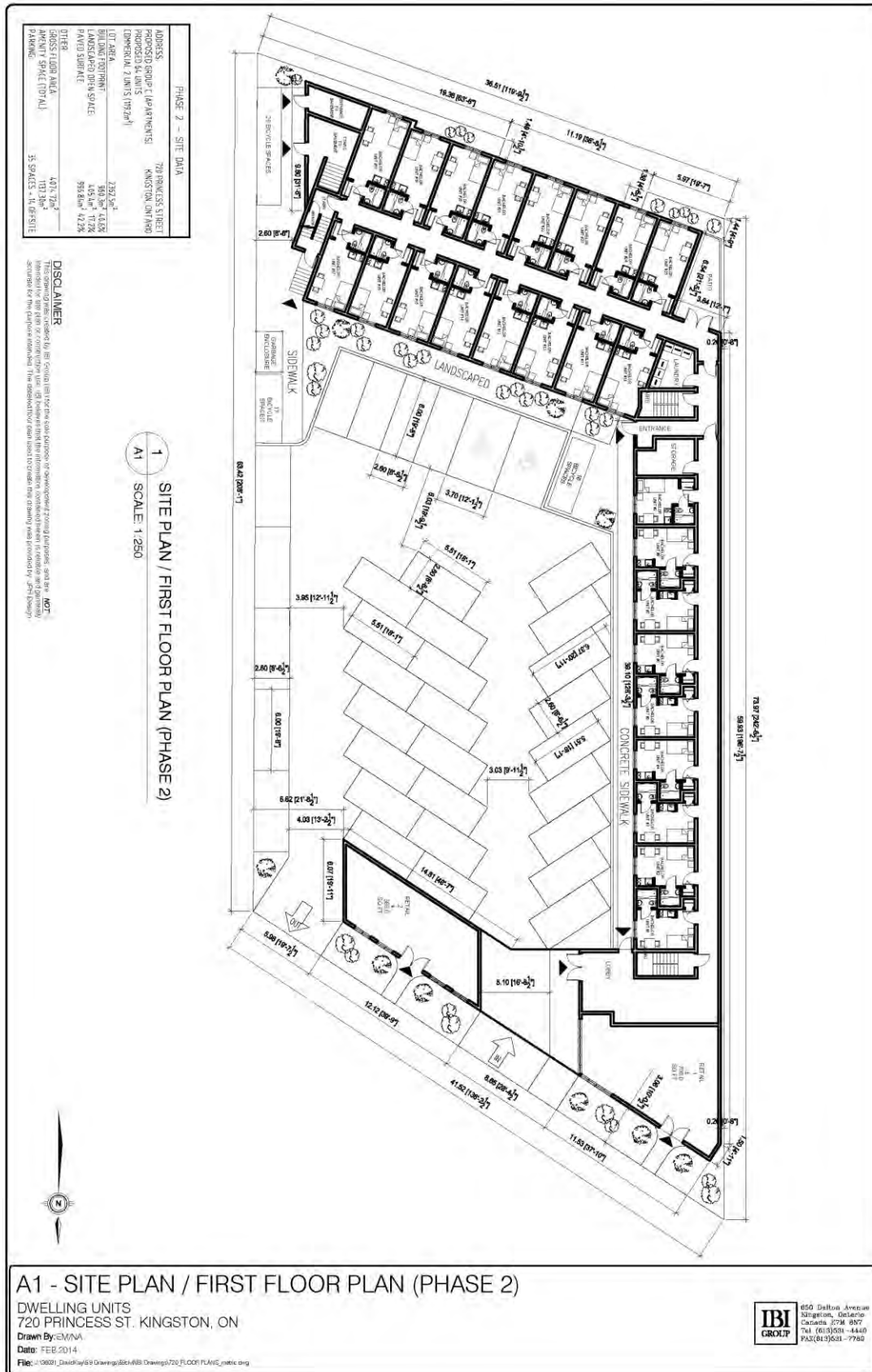


Figure 12: Conceptual Site Plan (Phase 2)

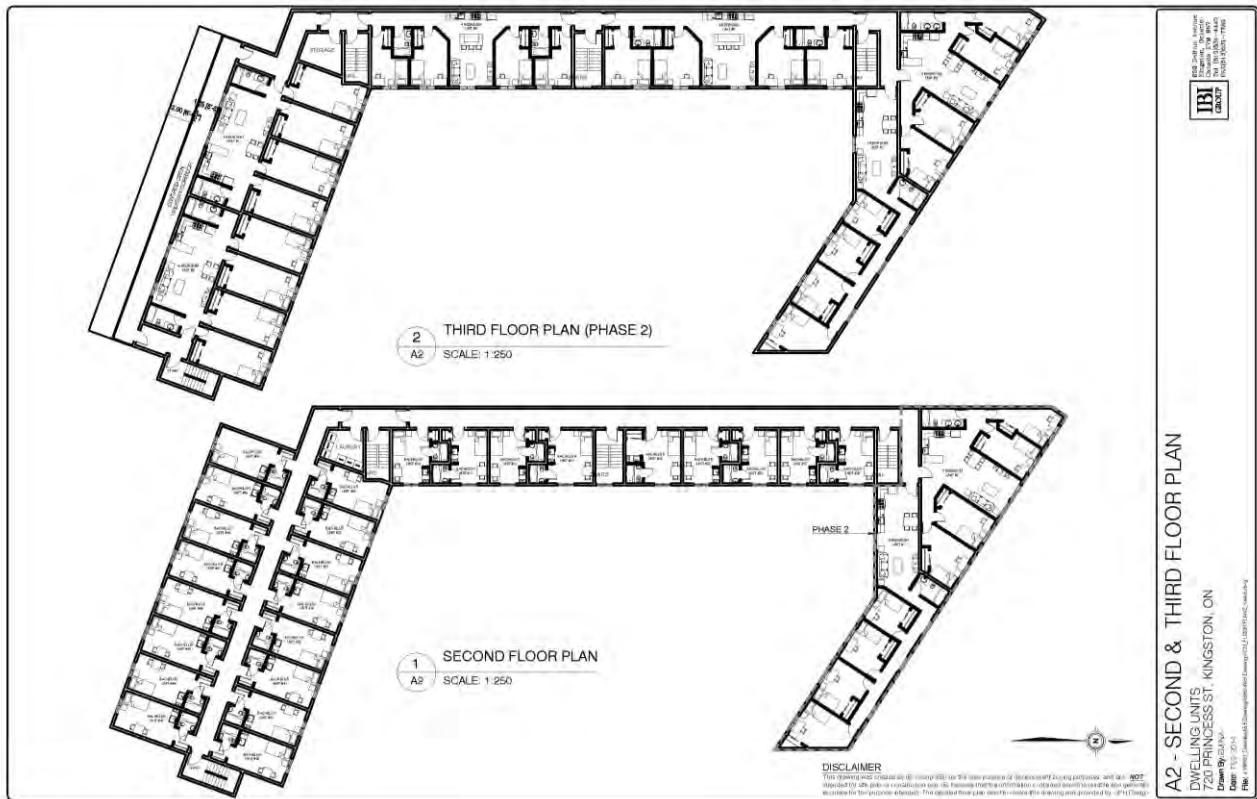


Figure 13 : Second and Third Floor Plan showing proposed phasing

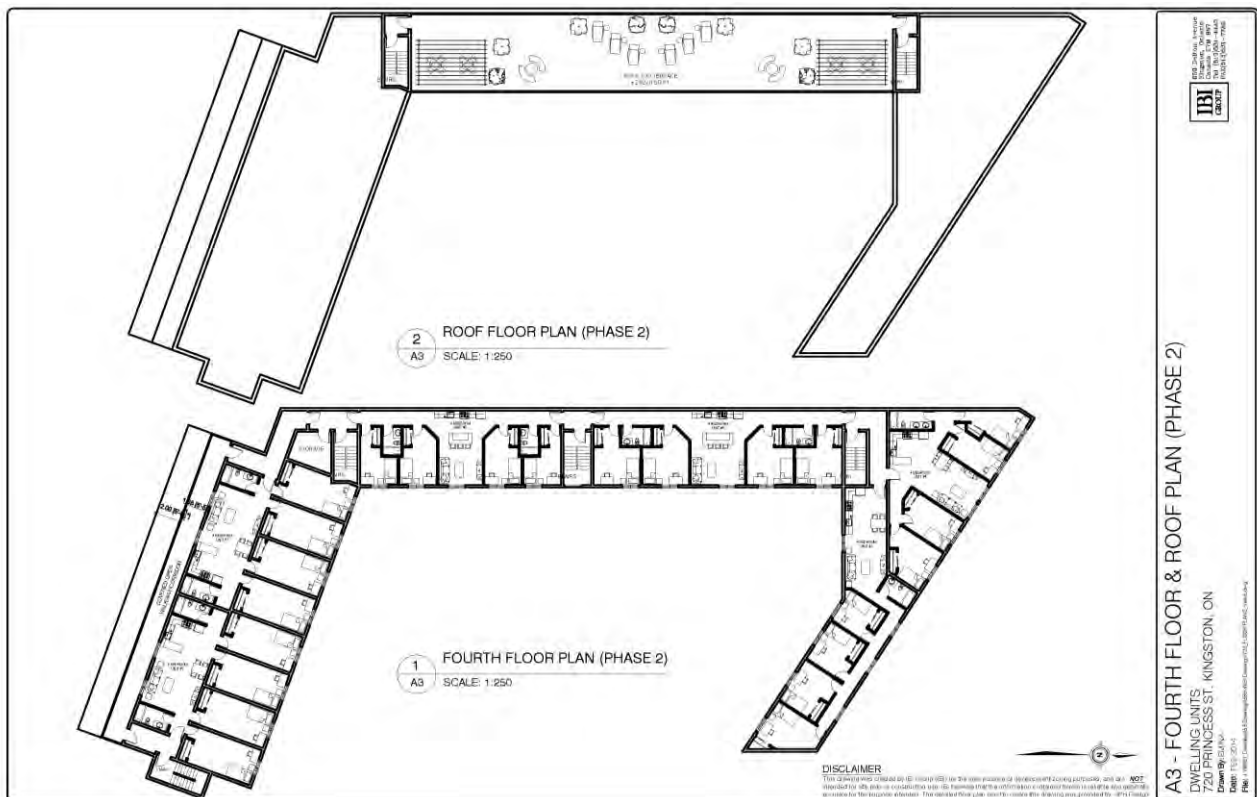


Figure 14: Fourth Floor and Roof Plans (Phase 2)

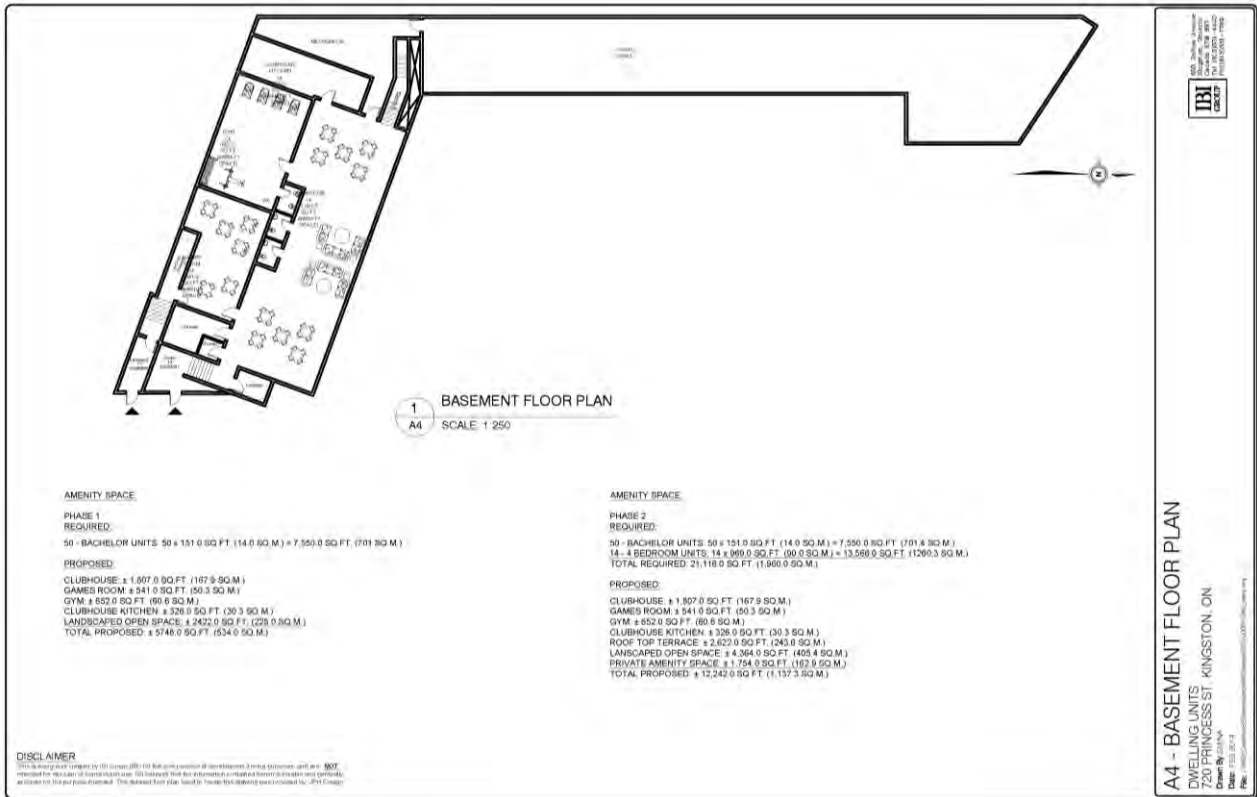


Figure 15: Basement Floor Plan (Phase 2)



Figure 16: Aerial view of building proposed under Phase 2

4. REPORTS SUBMITTED

In addition to this planning justification, other reports prepared for the zoning by-law amendment application examine servicing requirements, parking, and site environmental conditions. If necessary, an archaeological report and more detailed stormwater and servicing analysis will be provided at the site plan stage.

4.1 Serviceability Report

Josselyn Engineering prepared a Servicing Report (January 13, 2014) which considered the feasibility of servicing the proposed development. An updated report was provided in March 2014 which examined the feasibility of the additional development proposed under Phase 2. The updated report found that services could be provided for the conversion and addition/new build phases, though additional upgrades to things such as on-site stormwater management would be required for Phase 2.

4.2 Parking Report

Josselyn Engineering provided a Parking Report (January 27, 2014) that examined the parking needs of the proposed development for both the residential and commercial components. An updated report was provided in March 2014 which examined the feasibility of the additional development proposed under Phase 2. The number of units proposed as part of the conversion in the original application (and identified as Phase 1 in the amendment request) has been reduced from 53 units to 50, bringing the proposed parking ratio to 0.70. This ratio is proposed to be maintained through Phase 2 as well, with some residential parking being provided off-site. The amended parking report identifies this ratio as being appropriate.

4.3 Phase 1 Environmental Site Assessment

Pinchin Environmental conducted Phase I Environmental Site Assessment (November 2013) for the property. Based on the result of the Assessment, a Phase II Assessment has been recommended to be undertaken in order to meet the requirements for applying for a Record of Site Conditions. The Phase II Assessment and Record of Site Condition will be provided as soon as they are available.

5. POLICY ANALYSIS

This section considers the proposed development in light of the Provincial Policy Statement (PPS) and the City of Kingston Official Plan.

5.1 Provincial Policy Statement (PPS)

The Provincial Policy Statement (PPS) provides policy direction on matters of Provincial Interest. Section 2 of the *Planning Act* requires that municipal councils “be consistent” with the PPS in carrying out their responsibilities under the *Act*. Generally, the PPS requires that municipal councils ensure there is an efficient pattern of land use, there is a co-ordinated comprehensive approach to arriving at land use decisions, and that development contributes to the long-term economic prosperity of the municipality.

PROVINCIAL POLICY STATEMENT	PROPOSED PROJECT
<p>Section 1.1.1: Healthy, livable, communities are sustained by:</p> <p>(a) promoting efficient development patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>(b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;</p> <p>(d) avoid development that would prevent the expansion of <i>settlement areas</i> in those areas which are adjacent or close to settlement areas;</p> <p>(e) promoting cost effective development standards to minimize land consumption and servicing costs.</p>	<p>(a) Re-purposes existing building within urban boundary and addition of new units in an area targeted for intensification and redevelopment.</p> <p>(b) Incorporates ground floor commercial to service residential units in the building and in surrounding areas. Residential uses are a type and tenure that have been identified as being in short-supply, as per CMHC reporting.</p> <p>(d) Project site in an existing built up area in need of infill development/redevelopment.</p> <p>(e) Provides high density development in an area identified as viable for high density infill. Will prevent need for small scale residential development in unsuitable areas.</p>
<p>Section 1.1.2: Sufficient land shall be made available through <i>intensification</i> and <i>redevelopment</i>, and, if necessary, <i>designated growth areas</i>, to accommodate an appropriate range and mix of employment opportunities, housing and other land uses to meet projected needs for a time horizon of up to 20 years.</p>	<p>Project site is located in a designated growth area as outlined in the Official Plan. The development will add much needed residential units to Kingston's housing stock, helping to increase vacancy rates to healthier levels.</p>
<p>Section 1.1.3.1: <i>Settlement areas</i> shall be the focus of growth and their vitality and regeneration shall be promoted.</p>	<p>Project site has been identified as a settlement area and will provide a well-designed structure and an injection of pedestrians into blighted corridor.</p>
<p>Section 1.1.3.3: Planning authorities shall identify and promote opportunities for <i>intensification</i> and <i>redevelopment</i> where this can be accommodated taking into account existing building stock or areas, including <i>brownfield sites</i>, and the availability of suitable existing or planned <i>infrastructure</i> and <i>public service facilities</i> required to accommodate projected needs.</p>	<p>Development will re-use existing commercial structure by converting it into a mixed use commercial/residential building. Site will also be intensified with additional residential and commercial proposed. The corridor has been identified for planned servicing to accommodate the projected needs of future residents.</p>
<p>Section 1.1.3.4: Appropriate development standards should be promoted which facilitate <i>intensification</i>, <i>redevelopment</i> and compact form, while maintaining appropriate levels of public health and safety.</p>	<p>Project consists of redevelopment of an existing property and structure into a high-density, mixed-use commercial/residential site. No negative impacts on public health or safety are anticipated.</p>
<p>Section 1.1.3.5 Planning authorities shall establish and implement minimum targets for <i>intensification</i> and <i>redevelopment</i> within built-up areas.</p>	<p>The proposed development will help the City achieve intensification targets for residential infill, and is in a particularly suitable location along a corridor targeted for increased densities.</p>
<p>Section 1.4.1: To provide for an appropriate range of housing types and densities required to meet projected requirements of current and future residents of the <i>regional market area</i> identified in policy 1.4.3, planning authorities shall:</p> <p>(a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through <i>residential intensification</i> and <i>redevelopment</i> and, if necessary, lands which are</p>	<p>Will provide much needed housing in an area where vacancy rates are very low, particularly for the anticipated bachelor units to be provided.</p>

<p><i>designated and available</i> for residential development;</p>	
<p>Section 1.4.3: Planning authorities shall provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents of the <i>regional market area</i> by:</p> <p>a) establishing and implementing minimum targets for the provision of housing which is <i>affordable</i> to <i>low and moderate income households</i>.</p> <p>b) permitting and facilitating:</p> <p>1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including <i>special needs</i> requirements;</p> <p>d) promoting densities for new housing which efficiently use land, resources, <i>infrastructure</i> and <i>public service facilities</i>, and support the use of alternative transportation modes and public transit in areas where it exists or is to be developed</p>	<p>a) <i>Anticipated that all units will qualify as “affordable”. Dwelling unit type to be provided is in high demand in Kingston, particularly in the downtown.</i></p> <p>b) <i>Will provide additional options for housing to low income residents of Kingston as well as students and singles looking for bachelor apartment units. Also anticipated to provide flexible lease terms and short-stay accommodations.</i></p> <p>d) <i>Promotes density in a heavily trafficked transit corridor and is in walking distance to many commercial amenities. Subject site is located along a major transit route with multiple stops and routes easily accessible by site users.</i></p>
<p>Section 1.8.1: Planning authorities shall support energy efficiency and improved air quality 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 public transit and other alternative transportation modes in and between residential, employment (including commercial, industrial and institutional uses) and other areas where these exist or are to be developed;</p> <p>(c) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and</p> <p>(e) promote design and orientation which maximize the use of alternative or renewable energy, such as solar and wind energy, and the mitigating effects of vegetation.</p>	<p>(a) <i>Project concentrates residential development in a high density core. On-site and nearby commercial services will reduce vehicle trips and endorse walking.</i></p> <p>(b) <i>Ease of access to downtown Kingston via transit will also reduce number of vehicle trips. Institutional uses nearby such as Memorial Centre, Queen’s University, St. Lawrence College and other learning institutions are easily accessed by transit stops adjacent to site.</i></p> <p>(c) <i>Many employment opportunities are within a 20 minute active transit commute of the subject site, including downtown Kingston and Queen’s University.</i></p> <p>(e) <i>Flat roof will allow for future installation of solar panels for on-site energy generation.</i></p>

5.1.1 Conclusion

The requested Zoning by-law amendment is found to be consistent with the intent of the policies in the PPS.

5.2 City of Kingston Official Plan

The subject lands are designated Main Street Commercial (MSC) in the Official Plan for the City of Kingston (Figure 17). According to Section 3.4C Main Street Commercial, the planned function of the Main Street Commercial area is to serve surrounding neighbourhoods with a broad range of commercial uses. The proposed commercial and residential uses are permitted

under the MSC land use designation, which also allows for residential provided that it contributes to the pedestrian activity and amenity of the street. The development will provide ground floor commercial at the street to service the surrounding residential areas and help to revitalize an underutilized mixed use corridor.

The Princess Street corridor in Williamsville has also recently been identified as a special policy area within the Official Plan, implementing the recommendations of the Williamsville Main Street Study (2012). The policies relevant to this area are found in Section 10E.1 of the Official Plan. Section 3.4.C.9. identifies that redevelopment projects within the Williamsville main street area are to be consistent with the Williamsville Main Street Study (2012) as well as the policies of Section 10E.1.

City of Kingston Official Plan – Schedule 3-A

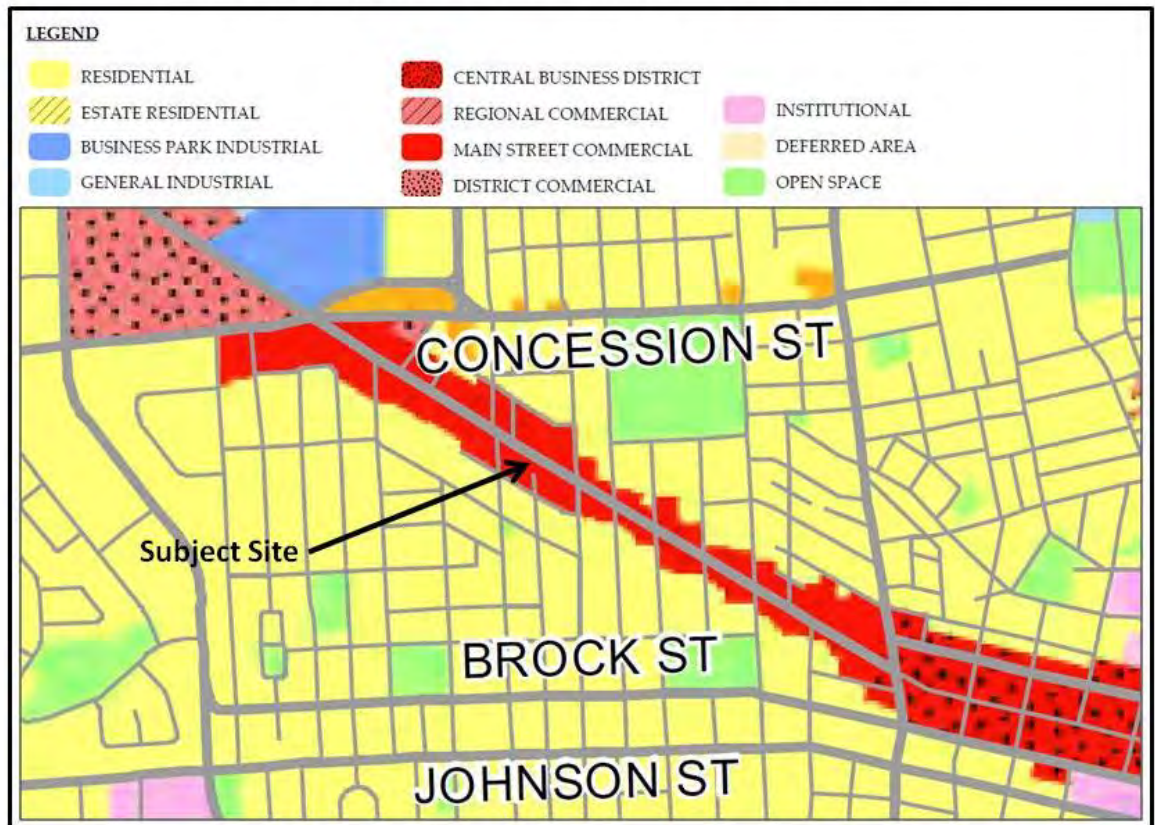


Figure 17: Excerpt from City of Kingston Official Plan (2010) – Subject Site Designated ‘Main Street Commercial’.

The reconfiguration of the existing building and the addition of a second commercial unit along the street frontage supports the intent for ground floor uses on Princess Street, as per Section 3.4.C.2:

“Permitted uses include.....retail, service, and office uses that are suitable for a main street pedestrian format and are intended to serve the surrounding neighbourhoods. For properties within a Main Street Commercial designation, land use on the ground floor is required to be commercial...”

As noted above, the MSC policies permit residential uses as “upper storey uses” (3.4.C.5), but the Williamsville Main Street policies also permit a mix of commercial and residential uses on the ground floor in this location (Section 10E.1.8.c). Therefore, the proposed mixed-use with ground

floor commercial next to the street and residential behind conforms to the permitted use policies of the Plan.

As noted earlier, the proponent is also proposing to provide short-stay accommodations within the “residential” component of the development. Our understanding is that this use could be included as part of the residential component or the units used for such short-stay accommodations could be considered as a sort of motel (i.e. commercial) use. In either case, both uses are permitted under the MSC and the Williamsville Main Street special policy area policies.

Policies on the principles of growth and phasing of growth (Sections 2.3 & 2.4) establish targets for such things as increased urban densities, residential intensification and transit supportive development. The City’s intent is to increase urban residential density by a minimum of nine percent (9%) from 21.6 dwelling units per hectare (du/net ha) to 23.5 du/net ha (Section 2.4.5). This is to be achieved through larger scale developments and the expansion or conversion of existing buildings, particularly along corridors such as Princess Street. The current motel use is considered commercial and so does not contribute to the current residential density statistics. The proposed re-use of the building to provide up to 64 dwelling units on the 0.24 hectare site (a density of 267 du/net ha) will help the City meet its intensification targets.

The proposed project contributes to achieving this target as the development will provide a much needed influx of residential units into Kingston’s downtown, where pressures for residential accommodations have mounted as vacancy rates in Kingston continue to remain below healthy levels. The need for additional residential accommodations is clear, and this is only anticipated to increase with additional enrolment at Queen’s University over the next few years, not to mention increased enrolment at other post-secondary institutions and normal market forces.

Section 2.7.3 Adverse Effects addresses issues of shadowing, privacy, noise, wind, traffic, environmental damage, infrastructure, visual intrusion, ability to enjoy an area, architectural compatibility and viewscales. A development is not seen as compatible if there are undue adverse effects on the surrounding land uses. The proposed development is not anticipated to result in any significant adverse effects:

- a) Shadowing: Under Phase 1, the existing building envelope is not proposed to change. Under Phase 2, a maximum of four stories (12 metres + pitched roof) is proposed. This is not anticipated to result in negative or unusual shadowing impacts on Princess Street as it is consistent with the Williamsville Main Street special area policies with respect to height and complies with the height and setbacks permitted under the zoning. With respect to shadow impacts on the other commercial uses to the east and west of the site fronting onto Princess Street, the proposed building envelope under Phase 2 is also not anticipated to result in negative impacts. Regarding the existing low-density neighbourhood to the south (39 to 43 Durham Street in particular), the existing two-storey building on the subject property is built very close to or right at the south lot line. Therefore, there is already some level of shadowing impact. However, as the subject property is located north of this neighbourhood, shadowing is anticipated to limited to early and late day leading up to and away from the summer solstice (June 21). We expect that shadow impacts during this time period already exist and that the addition of a stepped-back third and fourth floor will cast little, if any, additional shadow on these properties. The property at 49 Durham Street tightly abuts the southwest corner of the existing building, and its rear yard appears to be shadowed for a large part of the day. Because of the close proximity of this dwelling to the subject site and existing building, the level of shadow impact is not anticipated to change significantly.



Figure 18: Air photo showing existing residential development south of subject site (Source: Kingston Kmaps, 2014)

- b) Loss of privacy due to intrusive overlook: The existing building envelope is not proposed to change under Phase 1, and we are not aware of any complaints or issues associated with overlook from the existing commercial hotel operation. As noted above, there are minimal setbacks at the rear (south) property line between the building on the subject property and the adjacent dwellings, but the building heights at the second floor are similar (i.e. minimal opportunities for “overlook”) and this situation has been existing for an extended period of time. Under Phase 2, a third and fourth floor are proposed to be added on top of the existing structure. In order to mitigate shadow, visual, and privacy impacts, the additional floors have been successively stepped back by 2 metres. Also, there are no living spaces proposed on the south side of the additional floors, only hallways. Windows are proposed in these hallways, but are proposed to be opaque so that they provide light in the hallway but prevent viewing the rear yards of the properties to the south. There are no windows proposed on the third and fourth floors looking west, so no intrusive overlook is possible in this area. The rooftop amenity area is limited to the centre of the west wing and will be fenced to minimize views down to adjacent properties.
- c) Increased levels of noise, odour, dust or vibration: As the proposed use is changing from a motel (where there is expected to be regular traffic from overnight guests coming and going) to primarily residential, no increases in noise, odour, dust or vibration are

expected. Parking capacity on-site will actually be decreased, so traffic levels may be reduced. Given the building design and site layout, activity on-site will largely be inward-focused and away from the residential area south of the subject property.

- d) Increased and uncomfortable wind speed: Not anticipated to result in negative impacts to wind speed.
- e) Increased level of traffic: It is anticipated that traffic levels would be maintained or decreased as the current motel use is typically associated with high parking turnover due to overnight guests coming and going on a daily basis, year-round. This is not anticipated to be the case with the proposed commercial and residential use. The two commercial units proposed are also not anticipated to generate a large amount of traffic on-site, as a maximum of four spaces will be allotted for their use. The total number of spaces on-site is also proposed to be reduced from the existing condition.
- f) Environmental Damage or Degradation: Not anticipated to result in any negative environmental impacts. As part of the redevelopment, a Phase 1 and 2 Environmental Site Assessment has been commissioned and we understand that some “clean-up” of the site will be necessary.
- g) Diminished service levels due to overloaded infrastructure: A servicing study has been undertaken to evaluate the availability of services for the proposed development. Servicing appears to be available or can be made available based on existing service levels.
- h) Reduction in the ability to enjoy a property: As the existing building is not proposed to change under Phase 1 and the Phase 2 addition has been designed to minimize impacts on the adjacent residential properties, the development is not anticipated to have a negative impact on adjacent land uses, nor is the ability of users to enjoy abutting properties anticipated to be reduced.
- i) Visual Intrusion that disrupts the streetscape, building or cultural heritage resource: under Phase 1, the long-standing existing building is not proposed to change, so no negative streetscape impacts are anticipated as part of the initial development. The site is proposed to be improved with an updated storefront/commercial facade on Princess Street and additional landscaping. Under Phase 2, additional storeys are proposed to be added to the building, including a change from a single-storey to a four-storey facade along Princess Street. Under the Site Plan Control process, the details of the building facade and design can be more fully examined, but it is intended that the development complement the streetscape and maintain the intent of the urban design guidelines established by the Williamsville Main Street Study (2012).
- j) Architectural incompatibility in terms of scale, style, massing and colour: Under Phase 1, the existing building is not proposed to change, so this portion of the proposed development is not anticipated to result in issues of incompatibility due to the building envelope or facade. The facade directing abutting/facing Princess Street is proposed to be improved with the addition of a direct entrance to the commercial unit from the sidewalk. Under Phase 2, additional storeys are proposed to be added to the building, including a change from a single-storey to a four-storey facade along Princess Street. The building is proposed to meet the requirements of the zoning by-law for height at the streetwall (or setback) and for overall height. Under the Site Plan Control process, the details of the building facade and design can be more fully examined, but it is intended that the development complement the streetscape and maintain the intent of the urban design guidelines established by the Williamsville Main Street Study (2012).
- k) Loss or impairment of significant views of cultural heritage resources: There are no significant views that will be impaired or cultural heritage resources that will be lost.

Specific provisions related to Functional Needs of the site users and occupants are outlined in Section 2.7.7. The proposed development is anticipated to satisfy the needs of site users:

- a) Suitable scale, massing, and density in relation to existing built fabric: Under Phase 1, the existing building is not proposed to change, so the scale and massing of this phase

of the development is, in our view, suitable in relation to the existing development in the area. Under Phase 2, the height and density is proposed to be in keeping with what is intended under the Official Plan and Williamsville Main Street Study, with the exception of the rear yard setback, which is already established by the existing building. The upper two floors being added to the existing building have been stepped back and the interior function designed so that impacts are reduced. The density proposed (up to 64 dwelling units on a 0.24 hectare site = 267 du/net ha) is in line with what is intended for the site under the Williamsville Main Street Study and is in keeping with the expected density for an urban setting such as downtown Kingston.

- b) **Appropriate landscaping:** The minimal existing landscaping is proposed to be improved by the addition of new areas and reduction in size of the parking lot (which currently occupies nearly 100% of the site outside of the building footprint).
- c) **Adequate land area and appropriate site configuration:** The existing layout of the site places the parking between or beside the building and the street, which is not as desirable (from an urban design perspective) as having the building entirely at the street and parking in the rear. Under Phase 2, the building is proposed to be extended along the Princess Street frontage so that the majority (approximately 78%) of the frontage is occupied by the building rather than surface parking. Access to vehicular and bike parking, as well as pedestrian access to the site and the building, is clear and well laid-out. An appropriate amount of parking and amenity space can be provided on the site for the density proposed.
- d) **Efficient use of municipal services, including transit:** The site is located along a transit corridor and a transit stop across the street from the entrance. Site servicing will be provided in accordance with servicing study and in coordination with the City.
- e) **Appropriate infill of vacant or under-utilized land:** The proposal consists of the re-use of an existing building and the conversion of 100% commercial to mixed-use residential/commercial. Given the high demand for residential accommodation in the downtown, the conversion of an underutilized commercial space to much-needed residential is appropriate. The additional commercial and residential floor area proposed under Phase 2 will contribute to the infill and intensification of the site.
- f) **Clearly defined and safe:**

Site access: Vehicular and pedestrian access is clearly visible and identifiable from the street and public sidewalk.

Pedestrian access to the building and parking spaces: Pedestrians will have four points of entry to the building from the site sidewalk. Access to parking will be from sidewalks existing the building. Bicycle parking is to be directly outside of building entrances.

Amenity areas and play space: There will be landscaped open spaces outside the building, a large roof-top amenity space, programmed common indoor amenity space, and private amenity space.

Building entry: The multiple building entry points will be clearly marked, well-lit, and served by a internal site sidewalk that connects to the public sidewalk.

Parking and bicycle facilities: Both vehicle and bicycle parking will be clearly visible and well-defined upon entry to the site and upon existing the building.

As noted above, [Section 3.4.C.9](#) requires that redevelopment projects in the Williamsville Main Street corridor be consistent with the Williamsville Main Street Study and conform to the Williamsville Main Street special policy area policies ([10E.1](#)).

The Study and the special area policies identify the subject property as being within Area 2 of the study area, which is labelled as the “Community Destination” portion of Williamsville and is envisioned as having a main street feel with ground floor commercial and upper story residential on Princess Street. Out of the three areas identified, this section of Williamsville is seen as having the most potential for redevelopment as there a number of vacant and/or underutilized lots.

The subject site is shown in Figure 19 below, and identifies that a building of 5 to 6 stories can be supported.



Figure 19: Excerpt of Williamsville Main Street Study, showing possible building massing for subject site (City of Kingston, 2012).

As the existing building on the subject site is proposed to be maintained and re-used under Phase 1 of the redevelopment proposal, it is difficult to evaluate this portion of the project against the policies of Williamsville Main Street Study and the special policy area policies of Section 10E.1 of the Official Plan. However, Phase 2 includes an expansion of the building envelope, so we have evaluated this portion of the proposal (and the resulting overall project) against these policies. According to the Study and the special area policies, criteria for new development or the redevelopment of a site includes such things as:

- Public-private realm interactions and sidewalk/boulevard design and function (10E.1.12, 10E.1.13, and 10E.1.14);

Comment:

- The existing building is setback approximately 3.0 metres from the public sidewalk and this setback area is proposed to be enhanced with high-quality landscaping that is supportive of the use of the “pedestrian clearway”. We anticipate that this area could also be used for a widening of the public sidewalk, should the City so desire (which could be discussed at the site plan stage).
- This 3.0 metre setback area will function as the “land use transition zone” and will provide opportunities for retail overflow, small patios, street furniture, signage/displays, etc.
- If this 3.0 metre setback area is partly or wholly desired by the City, it could be used for a transit stop, public street furniture, lighting, etc.

- Location and design of surface parking lots, including requirements for landscaping and screening (10E.1.17);

Comment:

- The existing parking lot location is not proposed to change, but under Phase 1 is proposed to be partly screened by new landscaping between the sidewalk and the parking stalls. Under Phase 2, the majority of the surface parking lot will be screened by the building or separated by the entrance/exit lanes to the street.
 - Covered bicycle parking will be provided near the entrances to the building, which will hopefully encourage use of alternative modes of transportation.
- Vehicle access to sites ([10E.1.18](#));
Comment:
 - Although vehicular access to the site is currently from Princess Street and is not proposed to change due to the location of the existing building, the separate in/out lanes are existing and it is anticipated that potential traffic levels will be decreased as the total number of parking spaces on-site are to be reduced from approximately 45 to 35.
 - The exterior garbage storage is proposed along the east property line, near the site's frontage with the north end of Toronto Street. It is intended that garbage pick-up would happen from this side street rather than directly off of Princess Street.
 - Sustainable building and site design ([10E.1.23](#));
Comment:
 - As part of the application for redevelopment, an analysis of stormwater impacts was undertaken to ensure that stormwater runoff from the site is not increased. The site and any additional development proposed under Phase 2 will be designed so that no additional storm flows leave the site.
 - A portion of the roof is proposed to be used for amenity space, and is anticipated to include some landscaping.
 - Urban design and building envelope considerations ([10E.1.24](#) to [10E.1.42](#))
Comment:
 - The largest new facade proposed is the addition along the Princess Street frontage, which is to be four stories. This addition is anticipated to be an improvement to the streetscape as it provides a continuous streetwall for about 78% of the property, whereas the existing single-storey at the front of the property contributes little to the streetwall and only occupies approximately 28% of the frontage.
 - A typical commercial facade (i.e. windows and glass doors) are proposed for the commercial units on the main floor along Princess Street, which will provide the "visual connection" between the street and ground floor interior spaces (Figure 20).
 - Blank walls will generally be avoided, except along the west side of the building (on west side lot line), which internally only has hallways abutting this wall. It is anticipated that future development of the abutting lot to the west will mask this wall.
 - Principal entrances to the commercial units are to be directly from the sidewalk, and the main entrance to the residential component will be visible from the sidewalk and accessed by a wide pedestrian walkway that is separated from the vehicle entrance lane.



Figure 20: Rendering of front (north) of proposed building abutting Princess Street (Phase 2).

- Building materials will be chosen that complement the existing building facade, will support the vibrancy/attractiveness of the public realm, and will help the building fit within the intended streetscape for Williamsville.
- The building massing is proposed to be broken up by the maintenance of a covered vehicle entrance and pedestrian walkway that travels under the second floor of the building along Princess Street. The commercial area on the ground floor with different windows and possibly finishings will also help to provide a more interesting facade and streetscape.
- The proposed development under Phase 2 will have a streetwall height of four stories (approximately 12 metres), with a pitched roof that steps back at a 45 degree (or shallower) angle beyond the fourth floor.
- Balconies are not proposed as part of the development of the site at this time, but should they be included, they will satisfy the requirements of the policies with respect to location and setback from property lines.
- With respect to angular planes and building stepbacks, the existing building envelope dictates the starting setbacks of development under Phase 1 and Phase 2, including the rear property line, which is minimal to nil. Because of this, a modified approach to the policies on stepbacks and angular planes is being considered as part of this analysis.
 - o Stepbacks and a 45 degree angular plane are identified as being required at the front property line starting at a height of 70% of the street width (in this case, 20m x 70% = 14 m). This is satisfied by the proposed development.
 - o For the rear property line, the policy states that new development “should” fit within a 45 degree angular plane from the rear property line. As the existing structure is located very close to or on the rear property line, it is not possible to fully satisfy this policy. However, the two additional floors proposed on the south wing have been stepped back 2.0 metres each (see Site Plan and Figure 21). Combined with the fact that the structure is north of the low density residential to the south (thus limiting shadow impacts) and the windows proposed will be opaque or otherwise will not allow viewing into rear yard of these properties (thus preventing

overlook), we are of the opinion that the intent of these policies are met.



Figure 21: Rendering of south elevation showing stepping back of third and fourth floors (Phase 2).

- The floor-to-floor height of the ground level is dictated by the existing ground floor height of the building, which is approximately 3.0 metres. The policy states that the minimum should be 4.5 metres in order to facilitate commercial uses at grade and ensure that the ground floor has “continuous character”. It is proposed that the existing ground floor height be maintained for both the existing and proposed commercial units. It is not feasible to alter the height of the existing ground floor and we understand that it would be difficult to construct a taller ground floor for the new commercial unit as it would present challenges with integration of floors and floor heights above. A difference in first floor heights between the existing and new commercial units would also disrupt the “continuous character” of the ground floor on the site. From a visual perspective, it may be possible to design the front facade so that the ground floor has the appearance of being taller, which would help maintain consistency in the area as other sites develop nearby. This is something that can be explored at the site plan stage.

In summary, we are of the opinion that the proposed mixed residential/commercial use is consistent with the type and scale of uses intended for the area. The streetscape and public/private realm interaction will be improved with the addition under Phase 2 and the improvement of the façade and creation of a street wall and a quality “land use transition zone” between the sidewalk and the building. An appropriate amount of vehicular and bicycle parking will be provided, with new landscaping elements (Phase 1) or building envelope (Phase 2) helping to screen the surface parking from the street. Pedestrian access to and from the site will be clearly identified and separated from vehicular traffic. Finally, site servicing and stormwater can be appropriately accommodated.

5.2.1 Conclusion

In the consideration of a zoning by-law amendment in support of the proposed redevelopment of the site for a mixed commercial/residential use, we are of the opinion that the proposed development is consistent with the relevant policies of the Official Plan.

6. CITY OF KINGSTON ZONING BY-LAW NO. 8499

Development on the site is subject to City of Kingston Zoning By-law No. 8499, which places the subject lands in the new Williamsville Main Street Commercial 'C4' Zone. The zoning of the subject property and of most of the lands within the Princess Street corridor of Williamsville was recently changed from the Central Business District and Upper Princess Street 'C' Zone to the C4 Zone in order to implement the new Williamsville Main Street Special Policy Area policies of the Official Plan.

The current "motel" use is no longer permitted in the C4 Zone (was permitted in the previous 'C' Zone) and is considered to be legal non-conforming. However, the uses proposed under the subject zoning by-law amendment application are permitted in the C4 Zone, which allows "multiple family dwellings containing three or more dwelling units", "retail stores or shops", "offices", and "hotels", along with a number of other uses. The commercial component is anticipated to be either office or retail space. The residential/short-term stay component would be considered either exclusively multiple family dwelling or multiple family dwelling and hotel, depending on how the City interprets the impact of length of stay on the application of these defined land uses.

Under the subject application for amendment to the Zoning By-law, which is requested to be amended to provide for the proposed phasing of development, the following provisions are proposed where relief is needed (and shown in comparison to the C4 and General Provision requirements):

1) Minimum Streetwall height [23C.2(a)(i)]

REQUIRED	PHASE 1		PHASE 2	
	Proposed	Relief	Proposed	Relief
10.5 m	Existing (1 storey)	To Existing (1 storey)	~12.0 m	None

Comment: Building envelope is existing and not proposed to change under Phase 1 of development. Phase 2 will bring the building into compliance with the minimum streetwall height requirement.

2) Angular Plan from rear property line (23C.2(a)(v))

REQUIRED	PHASE 1		PHASE 2	
	Proposed	Relief	Proposed	Relief
45 degrees	No angular plane requirement	No angular plane requirement	2.0 m step back for 3 rd and 4 th floors	2.0 m step back for 3 rd and 4 th floors

Comment: As discussed with respect to Official Plan policy implemented by this provision, the existing building envelope and setback (1.44 m to 0 m) does not allow either phase of development to satisfy the angular plane requirement. Given these existing conditions, the

proposed 2.0 m step back for each of the third and fourth floors under Phase 2 is anticipated to satisfy the intent of the by-law with respect to shadowing impacts, privacy and overlook concerns, and massing.

3) Minimum Ground floor height [23C.2(a)(vii)]

REQUIRED	PHASE 1		PHASE 2	
	Proposed	Relief	Proposed	Relief
4.5 m (floor to ceiling)	2.38 m	-2.12 m	2.38 m	-2.12

Comment: We note that the Official Plan policy that this provision implements (10E.1.40) identifies that the 4.5 m distance is measured floor-to-floor, whereas the zoning by-law identifies this distance as being floor-to-ceiling, which is a significant difference in application. However, the proposed floor-to-ceiling height of the ground level is dictated by the established ground floor height of the existing building, which was measured to be 2.38 metres. The OP policy states that the minimum should be 4.5 metres in order to facilitate commercial uses at grade and ensure that the ground floor has “continuous character”. It is proposed that the existing ground floor height be maintained for both the existing and proposed commercial units as it is not feasible to alter the height of the existing ground floor, and we understand that it would be difficult to construct a taller ground floor for the new commercial unit as it would present challenges with integration of floors and floor heights above. As noted above, a difference in first floor heights between the existing and new commercial units would also disrupt the “continuous character” of the ground floor on the site. From a visual perspective, it may be possible to design the front facade so that the ground floor has the appearance of being taller, which would help maintain consistency in the area as other sites develop nearby. We would suggest that design considerations such as these can be explored at the site plan stage.

4) Minimum building frontage built to the front property line or applicable setback line [23C.2(b)(ii)]

REQUIRED	PHASE 1		PHASE 2	
	Proposed	Relief	Proposed	Relief
75%	28%	-47%	78%	None

Comment: Building envelope is existing and not proposed to change under Phase 1 of development. Phase 2 will bring the building into compliance with this requirement.

5) Minimum rear yard [23C.2(b)(iii)]

REQUIRED	PHASE 1		PHASE 2	
	Proposed	Relief	Proposed	Relief
8.0 m	To existing condition (0 m)	-8.0 m	To existing condition (0 m)	-8.0 m

Comment: Building envelope is existing and not proposed to change. No new negative impacts are expected as a result of the redevelopment under Phase 1 and the mitigation measures proposed under Phase 2 (stepping back of third and fourth floors) are anticipated to address possible negative impacts resulting from this reduced existing setback.

6) Vehicle parking spaces [23C.2(d)(i)]

REQUIRED	PHASE 1		PHASE 2	
	Proposed	Relief	Proposed	Relief
Residential - 1 space/unit Commercial - 1 space/28 m ²	Residential = 0.7 (35/50) Commercial = 1 space/28 m ²	Residential = -0.3 Commercial = None	Residential = 0.7 (35/50) Commercial = 1 space/28 m ²	Residential = - 0.3 Commercial = None
Barrier Free - 4 spaces	2	-2	2	-2
Parking Space dimensions - 2.7 m x 6.0 m	2.6 m x 5.5 m	Width = -0.1 m Length = -0.5 m	2.6 m x 5.5 m	Width = -0.1 m Length = -0.5 m
Loading Spaces - 1 space	0	-1	0	-1

Comment: A reduced parking ratio of 0.7 is proposed for the residential/short-term stay component of the development and the commercial parking requirement is proposed to be satisfied. This is proposed to be maintained for both phases, but a total of 14 residential spaces will be needed off-site under Phase 2, as shown in the table below.

COMPONENT	PARKING REQUIRED (0.7 RATIO)		PARKING LOCATION (PHASE 2)	
	Phase 1	Phase 2	On-site	Off-site
Residential	35	45	31	14
Commercial	2	4	4	0
TOTAL	37	49	35	14

Based on the anticipated tenants of the bachelor units, the proponent does not foresee that there will be a high demand for parking on-site. Also, given the location of the subject site there are a number of contributing factors that would indicate that a reduced parking ratio is appropriate. For example, existing and future pedestrian and bicycle infrastructure is supportive of the use of alternative forms of transportation in the downtown. Kingston Transit operates a number of routes along the Princess Street corridor, and there are multiple transit stops in close proximity to the subject site. Given the large proportion of students and those in the urban core who make use of public transit, and the location of the site within walking distance to education and employment uses, we believe the proposed parking provision will be adequate. The Parking Report provided with this submission concluded the same.

Section 5.3(a)ii(3) requires one bicycle space per unit, or up to 64 spaces under Phase 2, all of which will be provided in sheltered parking areas outside of building entrances as part of Phase 1. The central location of the project will allow residents bicycle access to nearby amenities and avoid the need for driving through four seasons.

Section 5.3A(d)(i) of the Zoning By-Law stipulates that four barrier-free parking spaces are required for the mixed-use development. Two spaces are proposed to be provided, which the accompanying Parking Report identifies as appropriate based on the overall parking complement.

Although one loading space is required, no formal loading space is proposed to be provided as it is not anticipated that it would be in high demand given the size of the commercial units

and the availability of on-street parking that could be used for short stops be delivery vehicles, as is common practice in the downtown.

Given the proximity to downtown and the Kingston Centre, residents may choose to walk, cycle or use public transit. This is consistent with Section 4.6.47 of the Official Plan which encourages a balance between the provision of adequate parking and not oversupplying parking to the detriment of these alternative modes of transportation.

7) Location of parking in yard abutting a streetline [23C.2(d)(ii)(1)]

REQUIRED	PHASE 1		PHASE 2	
	Proposed	Relief	Proposed	Relief
Not permitted	To existing condition (in part of yard abutting street)	Permit in yard abutting street	In interior "court"	None

Section 23C.2(d)(ii)(1) does not permit surface parking in a yard abutting the street. Currently, parking is partly in the front yard as it extends from the street into the inner "court" of the existing motel use. For both phases, it is not proposed that the location of parking be altered as the building on the site is being re-used. However, under Phase 1 landscaping is proposed between the parking lot and the street which will provide screening and under Phase 2 the new building addition along Princess Street will largely screen the parking from the street and essentially shift the location out of the yard abutting the street.

8) Amenity Area [5.27(a)]

REQUIRED	PHASE 1		PHASE 2	
	Proposed	Relief	Proposed	Relief
- Bachelor (14 m ² x 50) = 700 m ²	534 m ²	-166 m ²	1,137.3	-822.7
- 4-bedroom unit (90 m ² x 14) = 1,260 m ²	n/a	n/a		
TOTAL = 1,960 m²	534 m ²	-166 m ²	1,137.3	-822.7

Section 5.27 of the Zoning By-law establishes the requirements for minimum amenity space for residential development. The requirements are based on the total number of units and the number of bedrooms per unit, as outlined in the table above.

The quantity of amenity space proposed to be provided is seen as appropriate given the size of the development, the quality of space that can be provided (including multiple programmed spaces indoors), and the proximity of the site to the downtown and nearby public amenity spaces such as parks and recreation facilities. It must also be considered that residents will be using amenity space at different times, which is of greater significance in higher density developments where a large amount of space is provided compared to a smaller multi-unit project where a small amount of amenity space can be more easily overwhelmed by just a few users. We also note that the ratio being proposed is consistent with that recommended to the City in a recently commissioned Amenity Area Review Study by Dillon Consulting (10 m² per dwelling unit in corridors such as Princess Street in Williamsville). Based on these factors, we are of the view that the amenity area provided is sufficient for the intended use.

Other Zone Provisions

The following chart identifies the remaining C4 zone provisions with which the proposal is in compliance.

PROVISION	REQUIRED	PHASE 1	PHASE 2
		Proposed	Proposed
23C.2(a)(ii) Max Streetwall Height	13.5 m	~3.5 m	~ 12.0 m
23C.2(a)(iii) Maximum height	20.0 m	~ 8 m	~17 m
23C.2(a)(iv) Height above Angular Plan	Building must fit within 45* angular plane based on 13.5m height at streetline	Complies	Complies
23C.2(b)(i) Minimum front yard	1.0 m	~3.1 m	~ 3.1 m
23C.2(c)(i) Balconies	Not permitted below fourth storey where fronting on Princess Street	Complies	Complies

7. DISCUSSION AND CONCLUSION

The subject property is currently developed with an existing 51-room motel and associated parking lot. The proponent is proposing that this existing building be re-purposed for a mixed-use commercial/residential development. This is proposed to be done in two phases:

Phase 1: Conversion of the existing motel rooms into 50 residential/short-term stay units and the current motel office becoming a commercial unit

Phase 2: Addition of a second commercial unit (54-square metres) on the ground floor fronting directly onto Princess Street and a three-storey addition above the existing and proposed one-storey commercial units, and a two-storey addition above the two-storey portion of the existing structure. This additional residential space is proposed to contain 14 4-bedroom units, bringing the total number of units to 64.

The proposed development is consistent with the intent of the Provincial Policy Statement and conforms to the policies of the Official Plan. The proposed uses are also permitted under the existing C4 zoning, but an amendment is needed to recognize the existing and proposed building envelope, to permit changes to the number, location, and size of parking spaces, and to allow a reduction in the amount of amenity space required.

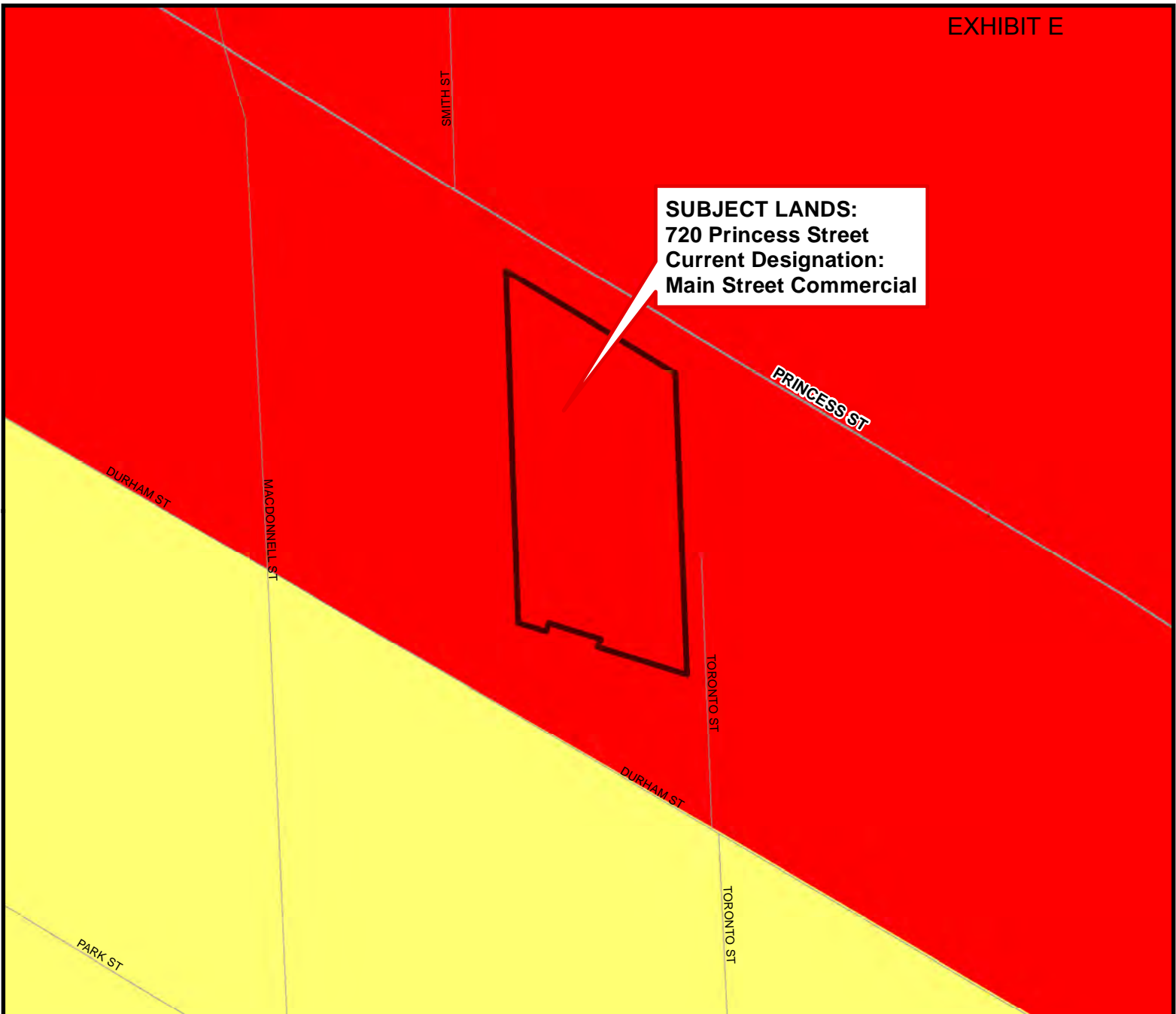
The redevelopment of the subject site will provide much needed residential housing and rental accommodation in the downtown. Additionally, many of the proposed units are of a size (i.e. bachelor) that is in high demand, and all units are anticipated to qualify as affordable housing units. It is our opinion that the requested amendments in support of this development are appropriate for the site, conform to the policies of the Official Plan, and constitute good planning.

We look forward to the City's consideration of the matter. Should you have any queries, please do not hesitate to contact us.

Sincerely,
 IBI Group



Mark Touw MCIP, RPP
 Planner



SUBJECT LANDS:
720 Princess Street
Current Designation:
Main Street Commercial

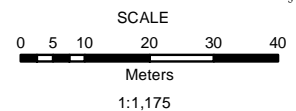
LEGEND

RESIDENTIAL	CENTRAL BUSINESS DISTRICT	AGRICULTURAL LAND	ENVIRONMENTAL PROTECTION AREA
ESTATE RESIDENTIAL	REGIONAL COMMERCIAL	RURAL COMMERCIAL	EPA SUBMERGED VEGETATION
BUSINESS PARK INDUSTRIAL	MAIN STREET COMMERCIAL	RURAL INDUSTRIAL	HAMLET
GENERAL INDUSTRIAL	DISTRICT COMMERCIAL	INSTITUTION	HARBOUR AREA; WATER AREA
WASTE MANAGEMENT INDUSTRIAL	ARTERIAL COMMERCIAL	DEFERRED AREA	MINERAL RESOURCE
AIRPORT	RURAL	OPEN SPACE	SECONDARY PLAN AREA

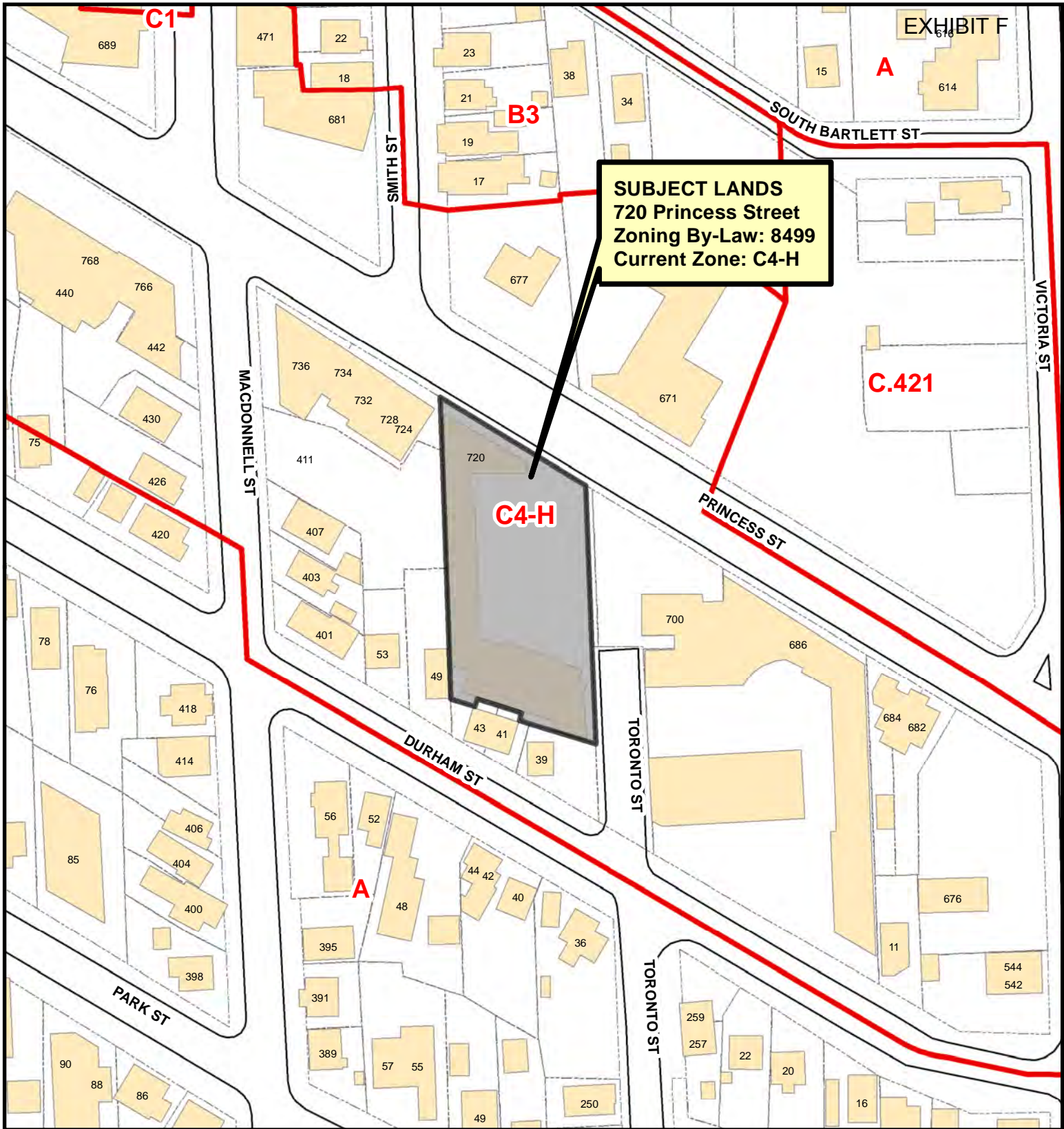


THE CORPORATION OF THE CITY OF KINGSTON
Official Plan for the City of Kingston
Schedule 3-A, Existing Land Use

Applicant: 1880551 Ontario Ltd.
 File Number: D14-063-2014
 Address: 720 Princess Street
 Legal Description: PLAN A7 PT LOTS 3,11
 B285 RP;13R13665 PARTS 1 & 2
 ARN: 101102003007300



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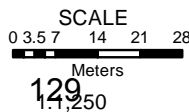
THE CORPORATION OF THE CITY OF KINGSTON

EXISTING ZONING



Zoning By-Law: 8499, Map 19

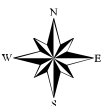
Planning & Development
a department of
Community Services

Applicant: 1880551 Ontario Ltd.
File Number: D14-063-2014
Address: 720 Princess Street
Legal Description: PLAN A7 PT LOTS 3,11
B285 RP;13R13665 PARTS 1 & 2
ARN: 101102003007300



Legend:

-  Subject Lands
-  Current Zone: C4-H



FOR REFERENCE PURPOSES ONLY

THIS IS AN OFFICE CONSOLIDATION. FOR ACCURATE REFERENCE THE ORIGINAL ZONING BY-LAW AND AMENDMENTS THERETO SHOULD BE CONSULTED AT 1211 JOHN COUNTER BLVD

EXHIBIT G





EXHIBIT H

SOUTH BARTLETT ST

VICTORIA ST

SMITH ST

MACDONNELL ST

PRINCESS ST

DURHAM ST

TORONTO ST

MACDONNELL ST

DURHAM ST

PARK ST

TORONTO ST

PARK ST




THE CORPORATION OF THE CITY OF KINGSTON

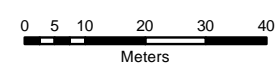
Aerial Imagery (2013)

Planning & Development
a department of
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Legend

 Subject Lands



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