City of Kingston Official Plan (Excerpt) – Section 10E.1 Princess Street Corridor
Specific Policy Area, Williamsville Main Street

10E.1 Williamsville Main Street

The Williamsville Main Street, which extends between the westerly limit of the Central Business District at Division Street and the Bath Road/Concession Street intersection, is a major component of the Princess Street Corridor, as shown on Schedule 2. It is intended to be a focus of development in a pedestrian-oriented form that will provide support for the Princess Street transit corridor and more sustainable means of growth. The Williamsville Main Street is shown on Schedule PS-1 of this Plan.

Vision

10E.1.1. The vision for the Williamsville Main Street corridor is a vibrant and active intensification area with a mix of land uses framing an improved, pedestrian-oriented streetscape.

Guiding Principles

10E.1.2. a. Ensure community vitality through a mix of uses that includes retail/commercial at grade.

b. Improve the pedestrian and cyclist experience along Princess Street.

c. Identify opportunities to green the public and private realm.

d. Guide development at an appropriate scale and density that is compatible with the street width and neighbourhood context.

e. Encourage high quality architecture that is representative of the cultural heritage of Williamsville.

f. Protect existing residential areas from adverse effects.

g. Provide a sustainable framework for future development, including phasing-in of development so that it does not compromise the long-term servicing strategy for Williamsville.

Policies:

Permitted Uses

10E.1.3. The uses permitted in the Williamsville Main Street shall be residential, commercial including retail, office, service and medical/paramedical and educational, and community and social service uses.
10.E.1.4. Ground floor commercial uses are required for properties on Princess Street as shown on Schedule PS-1. Other properties in the area may be developed with a mix of commercial/office and residential at-grade.

Other Official Plan Policies

10E.1.5. In addition to these area-specific policies, there are other policies of the Official Plan that also apply to the Williamsville Main Street. Where there is a conflict between these area-specific policies and other policies of the Official Plan, the area-specific policies will prevail.

10E.1.6. The Williamsville Main Street is identified as an area of intensification and it is recognized that future development in the corridor will result in new buildings of greater height and density. Where development complies with the built form policies of Section 10E.1 of the Official Plan and the intent of the Williamsville Main Street Study (2012) and any subsequent addenda, including providing an appropriate built form transition to adjacent residential neighbourhoods, then the land use compatibility policy of Section 2.7.2 of the Official Plan will be deemed to have been satisfied.

Cultural Heritage Resources and Character

10E.1.7. The Williamsville Main Street has an evolving character that will continue to be defined by its role as a main transportation corridor and a priority transit route for the City. New development must protect, enhance, support or adaptively re-use cultural heritage resources. The heritage character statement for the Williamsville corridor is as follows: “The Williamsville study area is a linear mixed-use district with land uses and built form largely determined by the evolving nature of Princess Street.” The key heritage character defining element of the corridor is the pattern of streets and blocks determined by the juxtaposition of Princess Street and the existing street grid.

Sustainable Design

10E.1.8. The following policies apply to sustainable design and development in the Williamsville Main Street:

a. Storm water management is required. Buildings and site design shall control the rate of storm water run-off as per the City’s current design criteria.

b. Green roofs are encouraged for all new developments and may be considered by the City as a percentage of a development’s amenity space and landscaped open space requirements. Green roofs can be a combination of landscaped and hardscaped surfaces.
c. Buildings and windows should be oriented and designed such that
natural means of heating, cooling, ventilating, and lighting interior
spaces are maximized.

Transit

10E.1.9. Transit service is important to further growth and development within the
Williamsville Main Street. The Williamsville Main Street is part of the
Princess Street Corridor, which is identified in the Official Plan as a priority
transit route and the focus of future intensification.

Urban Design

10E.1.10. New development within the Williamsville Main Street shall have regard
for the urban design guidelines developed through the Williamsville Main
Street Study (2012) and any subsequent addenda. Proposed
developments are encouraged to incorporate urban design best practices
as identified in the Study.

10.E.1.11. Any application for new development will be reviewed during the site plan
control review process in terms of its compatibility with the architectural
character of the area in which it is located, having regard to the
Williamsville Main Street Study (2012) and any subsequent addenda.

10E.1.12. New development will be sited and designed to optimize pedestrian
comfort related to weather, including, but not limited to, precipitation, heat,
cold, shadowing, and wind.

10.E.1.13. The use of high quality and appropriate exterior building materials at
ground level, particularly at the streetwall and areas that are visible from
Princess Street, is an important design consideration to help new
development support the public realm and fit within the planned context for
Williamsville. New development will utilize primary exterior materials
selected for their permanence, durability and energy efficiency.

Public Realm Design

10E.1.14. Pedestrian movement and the function and aesthetic quality of the street
are priorities for the public realm in the corridor, in order to transform the
street into an attractive and vibrant destination.

10.E.1.15. A minimum setback of 3 metres from the property line is required for the
ground floor of all development fronting on Princess Street, Division
Street, Bath Road, and Concession Street and for the side streets
identified as green streets on Schedule PS-1. New development shall be
set back a minimum of 2 metres from the property line adjacent to any
side streets off of Princess Street or other municipal roads.
10.E.1.16. The setbacks along the street frontages are intended to provide a wider pedestrian realm. A widened pedestrian realm provides room for pedestrian movement, window shopping, chance meetings, retail overflow, small patios, and doorways and building entrances. This area may also include private street furniture, private signage, merchandise displays, and other similar elements.

10.E.1.17. Planted and hardscaped areas with the potential for site furnishings, such as benches, bicycle lock-ups, and transit shelters are strongly encouraged. Wherever possible, the boulevard should contain a linear planting of street trees in clustered tree trenches to encourage longevity and viability.

10.E.1.18. The sidewalk and front façade of developments fronting onto Princess Street should generally be continuous, except where building forecourts, gardens, or other public access is required.

Ground Floor Conditions

10E.1.19. The floor-to-floor height of the ground level must be a minimum of 4.5 metres. This will facilitate commercial uses at grade and will ensure that the ground floor has a continuous character.

10E.1.20. In the case of corner sites, the commercial uses should wrap the corner of the building, occupying a portion of the frontage on the secondary street.

10E.1.21. Entrances for all land uses off of Princess Street, Division Street, Bath Road and Concession Street, as well as any commercial uses that wrap the corner of any side streets off of Princess Street, must be constructed at-grade to be accessible and to allow for viable commercial spaces.

10E.1.22. Where ground floor residential uses are permitted along Princess Street, Division Street, Bath Road, and Concession Street, the building design must contribute to the pedestrian activity and amenity of the street and complement the commercial storefront design and character of the street. Residential uses will include an appropriate transition from the public to private realm. The height of the ground floor units must enable future conversions to commercial uses.

10E.1.23. Where residential uses are proposed on side streets not listed in Section 10E.1.21 each unit shall have an independent pedestrian access. Units should consider being raised above sidewalk level and provide private amenity space or landscaping to buffer the residential unit from the public realm.

10E.1.24. Canopies, cantilevers, awnings, recessed entrances, covered walkways and porticoes are recommended to provide weather protection to pedestrians and help articulate building elevations.
10E.1.25. To encourage pedestrian interaction and enhance safety, facades facing Princess Street or adjacent to public open spaces will be composed of large areas of glazing, and should occupy a minimum of 60% of the ground floor frontage. The treatment of the ground floor shall be highly transparent with strong visual connections between the street and the ground floor interior spaces. Clear glass is preferable to promote the highest level of visibility. Permanent opaque coverings on windows and doors that prevent views into the ground floor of buildings are strongly discouraged.

10E.1.26. Where residential or office uses are included above commercial uses, a separate entrance must be provided. Long frontages without active entrances are discouraged.

Building Width and Articulation

10E.1.27. Where new developments have building frontages over 30 metres wide, building massing will be articulated or broken up through a continuous rhythm of building fronts achieved through a pattern of projections and recessions, entrances, display spaces, signage, and glazed areas to ensure that facades are not overly long. The intent is to create the sense of having multiple buildings along the length of the property. Vertical breaks and stepbacks will also be provided, where appropriate.

Streetwall Heights

10E.1.28. New development shall support a vibrant pedestrian environment by establishing and maintaining a continuous streetwall that frames Princess Street. New development should provide a streetwall height of four (4) storeys.

10E.1.29. Where new development is adjacent to existing development on a side street, the new development will reflect the scale of that development in its design and provide for an appropriate built form transition.

Building Heights

10E.1.30. The following policies apply to the height of buildings in the Williamsville Main Street:

   a. Buildings shall be no taller than 6 storeys unless otherwise identified in the height map in Schedule PS-X. Mechanical penthouses may exceed the maximum allowable building height by up to a maximum limit to be defined in the zoning by-law, provided they are appropriately screened and buffered from the street and adjacent residential areas.
b. Mid-rise building are considered to be buildings up to 6 storeys. Tall buildings are considered to be buildings that are greater than 6 storeys. New tall buildings shall have a mid-rise podium in keeping with the intended form and function of the corridor. The tower portion will be designed in accordance with Section 10E.1.34.

c. New developments must provide for appropriate transitions in height and massing between Princess Street and the adjacent residential areas.

d. Minimum and maximum heights are detailed in the implementing zoning by-law and by schedule to this Plan.

Mid-Rise Building Setbacks and Stepbacks

10E.1.31. The following policies apply to the setback of a building:

a. Setbacks from property lines adjacent to public rights-of-way shall be in accordance with Section 10E.1.15.

b. Buildings shall be set back from lot lines shared with properties designated for residential use. The intent of the Williamsville Main Street Study is to concentrate building massing near Princess Street and provide physical separation between the new larger development and existing residential uses. This setback will be detailed in the implementing zoning by-law.

c. Building heights will be concentrated near Princess Street and at intersections.

10E.1.32. The following policies apply to stepbacks of buildings:

a. Buildings shall include stepbacks above the 4th floor where a building faces a street.

b. Buildings shall include stepbacks above the 2nd floor where a building is adjacent to a low-rise residential building and no rear lane as per Section 10E.1.39 is proposed.

c. Spaces created by building stepbacks are encouraged to be used for amenity area and the inclusion of green space.

d. Required stepbacks will be detailed in the implementing zoning by-law.

10E.1.33. Along Princess Street, the portion of the building above the streetwall may step back from the side property line(s) adjacent to another building fronting Princess Street to provide space to incorporate window openings.

Appendix D
Separation distance between new development and existing buildings must be in keeping with the requirements of the Ontario Building Code to allow for sufficient glazing and access to sunlight.

**Tall Buildings**

**10E.1.34.** The following policies apply to tall buildings greater than 6 storeys in height:

a. Tall buildings will be designed with a mid-rise podium to reflect the intent and character of the Williamsville Main Street Study (2012). These podiums will incorporate a mix of commercial and residential uses where required, and will be designed in accordance with Section 10E.1.XX and 10E.1.XX.

b. Tall buildings will have a maximum floorplate of 780 square metres.

c. Tall buildings will be separated from each other by a minimum of 25 metres, measured from the two closest points between the towers.

d. Consideration should be given to the location of a tower on a site. Towers will be located as far as possible from adjacent low-rise developments. Additional stepbacks from the top of the mid-rise podium should be considered.

**Projections**

**10E.1.35.** New developments will not contain balconies on the first three storeys that project beyond the face of the building. Balconies can be inset to provide private amenity space for residents. Balconies on the rear façade of developments may project from the building face, but should be set back from the rear property line. Balconies of new developments shall not encroach into the public road allowance.

**Blank Side Walls**

**10E.1.36.** Blank side wall conditions may be acceptable up to a height of four (4) storeys if treated properly. To mitigate the impact of blank walls, they should be designed with a material finish that complements the architectural character of the main building façade. Blank walls are only appropriate on sites where a blank wall is constructed to anticipate a future abutting development. Blank walls are not permitted facing a street.

**Structured Parking**

**10E.1.37.** Any new structured parking facilities will be developed according to the following policies:
a. Structured parking that fronts onto Princess Street will be developed with active uses at ground level to provide attractive facades, animate the streetscape, and enhance pedestrian safety.

b. Vehicular access to the parking structure will be located at the rear and/or side of the building away from frontages along Princess Street, wherever possible.

c. Pedestrian entrances for the parking structure should be located adjacent to main building entrances, public streets, or other highly visible locations.

d. Parking structures that front onto secondary streets will be screened from view at sidewalk level and the ground floor level of the building should be enhanced through architectural detailing and landscaping.

e. Structured parking will be designed using the concepts and principles of Crime Prevention Through Environmental Design (CPTED).

Surface Parking

10E.1.38. Any new surface parking facilities will be developed according to the following policies:

a. Where surface parking for new development is necessary, parking lots should be located at the rear of buildings. Surface parking lots shall not be permitted in front of buildings facing Princess Street or on lots directly abutting Princess Street.

b. Private surface parking facilities will not be permitted as the primary long-term use of the property.

c. Planting strips, landscaped traffic islands, and/or paving articulation should be used to define vehicle routes and smaller parking courts that provide pedestrian walkways, improve edge conditions, and minimize the negative visual impact of surface parking.

d. Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.

e. Preferential parking for bicycles, energy efficient vehicles, and car-share services are encouraged.
Rear Lanes

10E.1.39. Rear lanes may be used to service commercial uses and provide access to structured and below grade parking, and shall be developed in accordance with the following policies:

a. Rear lanes shall enter and exit onto adjacent side streets.

b. New *developments* along Princess Street should seek opportunities to provide continuity to existing adjacent rear lane systems where the lane condition terminates adjacent to the property.

c. Where new *developments* occur and lanes are required to provide access to rear lot parking facilities, the primary façade of the building should not face the lane, nor should the primary pedestrian ground level access be provided from a rear lane. This is necessary as it is important to maintain primary ground level access from the street in order to encourage street activity and to facilitate pedestrian movement.

d. Where new lanes are required, a minimum width of 8.0 metres is required.

Vehicle Access, Loading and Servicing

10E.1.40. Vehicle access points and loading and servicing areas shall be appropriately located and screened from public view, and shall be developed in accordance with the following policies:

a. Wherever possible, vehicular access to on-site parking, loading, and servicing facilities shall be provided from side streets and rear lanes, and not from Princess Street.

b. Loading and service areas will be screened from prominent public areas and adjacent residential areas.

c. Service and drop-off area circulation shall not interfere with accessible pedestrian circulation.

d. Servicing and loading areas should be located in a coordinated manner within buildings rather than in adjacent structures or in outdoor areas. Ideally, garbage, loading, servicing, and utility functions should be integrated either adjacent to, or within the interior of a building at the rear whenever possible, with access from a rear lane or side street.

e. The number of curb cuts shall be reduced along Princess Street, wherever possible. This will increase opportunities for landscaping
treatments and street furnishings, while creating continuity and providing safety to the pedestrian environment. New curb cuts are not recommended for developments fronting onto Princess Street. All such developments should be accessed by existing rear lanes, new rear lanes, side streets, or adjacent properties.

Servicing Capacity

10E.1.41. Site plan control review of a proposed development in Williamsville will ensure that the development does not compromise the servicing capacity of the area and/or hinder the development of other properties by limiting their access to servicing capacity.

Parkettes

10E.1.42. In addition to parks within walking distance of the Williamsville Main Street, such as Victoria Park and the Memorial Centre, future development plans for the main street area are encouraged to include small urban parkettes. As intensification occurs, and more people live and work in the area, it is important that the main street be supported by new open spaces that allow residents access to outdoor space, that improve the pedestrian experience of the streetscape, that provide green landscaping where possible, and that bring people to the area.

a. Parkettes are intended to be small in size, to accommodate intense and all-season uses, and to contain hardscape surfaces and elements, such as sitting areas and public art, and adequate soft landscape planting amenities.

b. Where publicly accessible open space is required as part of the development of private property, this open space would need to be secured through parkland dedication, donation, acquisition, or a combination of these methods.

c. Parkette features should reinforce the urban street edge and the parkette should be configured to allow for the functional design and placement of public amenities, such as street trees or benches.

d. The final decision on the design of a parkette, and the facilities or amenities to be included in a parkette, shall be made by the City.

Green Streets

10E.1.43. Green streets are defined as tree-lined corridors that create important visual links and enhance pedestrian and cyclist connections between areas within and surrounding the Williamsville Main Street. The City will continue to explore options for green streets treatments within the recommended locations of green streets, as shown on Schedule PS-1.
Schedule 'A'
OFFICIAL PLAN AMENDMENT NUMBER ___

File Number: D35-003-2020
Addresses: Williamsville Main Street Corridor

Certificate of Authentication
This is Schedule 'A' to By-Law Number _____, passed this ____ day of __________ 2020.

_________________     _____________________
Mayor                                       Clerk

LEGEND
\[\text{Lands Subject to change from "Central Business District" to "Main Street Commercial"}\]

CENTRAL BUSINESS DISTRICT
MAIN STREET COMMERCIAL
RESIDENTIAL

SCHEDULE 3-A
SCHEDULE 'B'
TO BY-LAW NUMBER

File Number: D35-003-2020
Address: Williamsville Corridor

Legend
Schedule PS-1, Princess Street Corridor Specific Policy Area
Williamsville Main Street
- 20 metres - (6 storey mid rise building)
- 60 metres - (6 storey podium with 14 storey tower)
- Ground Floor Commercial

Certificate of Authentication
This is Schedule 'B' to By-Law Number ____, passed this _____ day of ____________ 2020.

_________________     _____________________
Mayor                                       Clerk