Summary of Feedback

Question 1: What do you think about the permissions for 3-4 storeys at the street with a maximum of 6 storeys total?

In general, participants were in agreement that a general building height of 3-4 storeys along the corridor is acceptable, with a maximum of 6 storeys total. In addition, there was significant concern for the setbacks required for these buildings. There was generally interest in widening the setbacks to allow for wider sidewalks.

Question 2: What do you think about the permissions for up to 10 storeys?

Most participants feel that 10 storey buildings are not considered to be acceptable along this corridor. Despite the strong no, there were a few comments that suggested that selective locations that were not ‘side by side’ may be acceptable. One group expressed that they did not want 10 storey buildings, but if they were to be built, that a larger setback would be required in order to deal with the streetscape (including solar, accessibility, etc.).

Question 3: Are there areas remaining that make sense for additional height and density? Where are they, and what height and/or number of units do you think makes sense?

All groups that responded to this question included the property at the north-east corner of Princess and Division Streets (currently Shoppers Drug Mart at 429 Princess Street) as an acceptable location for a 10 storey building, due to its centrality and distance from single family dwellings. The one other location that was suggested by multiple groups is the far western end of Williamsville corridor. These were the only two areas within the corridor identified. Only one of the groups contemplated a building height of taller than 10 storeys; this group suggested a 25 storey building on the current Shoppers Drug Mart property.

Question 4: What improvements would support your use of the corridor? Specifically as they relate to active transportation in the corridor?

This question received a significant amount of attention from participants. Suggested improvements include: adjusting building heights; increasing setbacks; increasing sidewalk widths; eliminating street parking; creating separation/safety for bike lanes; clearing snowbanks so that buses can access stops; using shuttles to the university; requiring at grade parking (25% uncovered); having fewer cars downtown (affordable
parking near transit), including accessible parking; introducing 4 metre sidewalks; and, creating seasonal bike lanes. The financial cost of these suggestions was expressed as an additional consideration.

**Question 5: Based on what can be considered in zoning by-laws, what is important for the pedestrian experience at ground level?**

Important considerations for the pedestrian experience at the ground level include: wider setbacks; wider sidewalks; trees; parks; street furniture; mimicking the streetscape of lower Princess Street; room for patios (bump outs); flower beds; bike racks; redesign areas for deliveries (to stop deliveries from blocking sidewalks and bike paths); consideration of sight triangles for pedestrians; variation in use/height/density; angular plane; not limiting beneficial design with regulation; limiting lot consolidation; stepbacks for green space and shadowing; ensuring sun reaches the ground; mixed uses; grocery stores; green infrastructure; lighting (natural and street lighting); accessibility of sidewalks; bus shelters; snow clearance for access to businesses; diversity in business options; creating child friendly public sphere; respect for rear setback requirements; appropriate transition zones between taller buildings and existing low density residential areas; walkability; air rights; public amenities; street life/vibrancy; and no rigid street wall – different building heights are good. Participants suggested that an architect be hired to review these issues.

**Feedback from Table Groups**

**Table 1**

1. What do you think about the permissions for 3-4 storeys at the street with a maximum of 6 storeys total?
   - Would like clarification on heights and setbacks
   - General agreement on 6 storey height
   - Purpose of development is to mirror the downtown
2. What do you think about the permissions for up to 10 storeys?
   - 10 storeys is too high – 6 stories is acceptable
   - Concrete construction
   - Corridor should be 6 storeys
   - Maximum 6 storey without exception
   - Addressing lot consolidation in the process
3. Are there areas remaining that make sense for additional height and density? Where are they, and what height and/or number of units do you think makes sense?
   - Concern that more developers will consolidate properties to increase height
   - 10 storeys at Princess and Division (doesn’t encroach on neighbourhood)
   - Increased height and density at Princess + Division and at traffic circle end
4. What improvements would support your use of the corridor? Specifically as they relate to active transportation in the corridor?
   - Take into account width of side streets
     - Adjust heights and setbacks accordingly
     - Consider existing widths

5. Based on what can be considered in zoning by-laws, what is important for the pedestrian experience at ground level? (Building setbacks, the stepback of upper floors of a building, and how ground floor spaces integrate with the public realm)?
   - Safer bike lanes
   - Wider sidewalks
   - Trees/parks/street furniture
   - Parkettes
   - Enforcements of setbacks
   - Wider setback than 1 metre (room for a tree)
   - Mimic streetscape of lower Princess Street
   - Wider sidewalks to accommodate use/density/more pedestrians and residents
   - Trees; need trees
   - Intent is to:
     - Have room for trees/patios/flower beds/bike racks
     - Bump outs for patios
   - Parking is an issue for deliveries – people stop in bike lanes
   - Redesign of bike lanes to accommodate deliveries (switch to other side. Two way cycling lanes)
   - Consider sight triangles for pedestrians
     - Setbacks are important for sight lines
   - Important to have a variation in use/height/density of development within a block
     - i.e. not all 10 storey within a block – mixed height and types (townhouses and smaller multi-unit buildings beside the 10 storeys)
   - Enforce angular planes
     - Rear walls and side walls (side streets) should not be allowed to build to the lot line without angular planes and setbacks
   - We don’t want to limit beneficial design with regulation
   - 630 Princess as example
     - Does not have setbacks on side and back walls which affect neighbourhood privacy

Table 2
1. What do you think about the permissions for 3-4 storeys at the street with a maximum of 6 storeys total?
   - Reasonable along corridor
- Relationship of height to setback
- 3-4 storey not acceptable with minimum setback
- People want to see some setback
- Street furniture and trees not possible with minimal setback
- Consider expansion for café etc., for more vibrant streetscape
- Must have a setback of 2-3 metres
- 6 storey max – stepback for 5+6 storey
- 5 storey buildings in mid-February prevents passive solar.
  - Climate emergency and sustainability
  - Sunlight on the street
  - Maintain angular plan
- Agree, but what is the setback? 2-3 metres

2. What do you think about the permissions for up to 10 storeys?
- No – or with adequate setback to deal with solar etc.

3. Are there areas remaining that make sense for additional height and density? Where are they, and what height and/or number of units do you think makes sense?
- Where there is no low-rise single family residential
  - i.e. at the traffic circle and at division northside. Both only up to 10 storeys.
  - (at the two ends of the corridor)

4. What improvements would support your use of the corridor? Specifically as they relate to active transportation in the corridor?

5. Based on what can be considered in zoning by-laws, what is important for the pedestrian experience at ground level? (Building setbacks, the stepback of upper floors of a building, and how ground floor spaces integrate with the public realm)?
- Eliminate parking
- Store fronts – businesses
- Bike lanes separation
- Limit lot consolidation/ consider where it can really go
- All above is food for pedestrians, accessibility included already
- Setbacks a must 2-3 metres
- Stepback is a must for shadows and green
- Princess Street is not very wide because of the existence of bike lanes
- Passive solar taken seriously – ability of sunlight to reach the street
- Mixed use
- Greenspace
- Green infrastructure
- Grocery stores
- Separation between bike lanes and cars
Table 3

1. What do you think about the permissions for 3-4 storeys at the street with a maximum of 6 storeys total?
   - Like 3-6 storeys but not happening
   - 3-6 with greater setback
   - Greater setbacks from residential properties in rear
   - More focus on rear low-density residential – setbacks and transitions
   - Human scale – how it feels

2. What do you think about the permissions for up to 10 storeys?
   - Selective locations for 10 storeys only. Not side by side.
   - No 10 storey on Princess Street
   - Pressure to give information – what “snap judgments”
   - Concerns with 10 storeys anywhere on Princess

3. Are there areas remaining that make sense for additional height and density? Where are they, and what height and/or number of units do you think makes sense?
   - Shoppers Drug Mart (Princess and Division) for 10 storeys

4. What improvements would support your use of the corridor? Specifically as they relate to active transportation in the corridor?
   - Snowbanks away so buses can access bus stops
   - Safe bike lanes, less room for cars
   - Shuttles to university
   - Art installations
   - Less concrete
   - At-grade bike parking (25% not covered)
   - Staging of vehicles during parking needs to be regulated
   - Street furniture, trees
   - Ground floor commercial
   - Retail year round
   - Integration
   - Need to consider the financial viability of all these things

5. Based on what can be considered in zoning by-laws, what is important for the pedestrian experience at ground level? (Building setbacks, the stepback of upper floors of a building, and how ground floor spaces integrate with the public realm)?
   - Lighting
   - Accessibility – not too cluttered – clear walking path
   - Bus shelters
   - Snow clearance for access to businesses
   - Diversity in business options
   - Insufficient space within right of way to accommodate these things – not sure what the distance is but needs to be sufficient
- Focus on child friendly public sphere
- Respect for rear setback
  - Presently 3 metres. Should it be greater?
- Appropriate transition zone between taller buildings and existing lower density residential

### Table 4
1. What do you think about the permissions for 3-4 storeys at the street with a maximum of 6 storeys total?
   - Less risk for residential but not for office
   - Office space bonusing for tall buildings
     - Close to transit nodes and close to campus
     - It’s just a suburb if there is no mix
   - 5 storeys tall – narrow sidewalk and wider setback
   - 3-4 storeys equals canyon effect
   - Keep the maximum at 6 storeys
2. What do you think about the permissions for up to 10 storeys?
   - Height is good only if there is more sun
   - 4 storey wall
   - Café space
   - Angular – Princess Towers (ugly)
   - Hire an architect on site
   - Minimum 4 metres
   - Sky access
   - Setbacks at upper floors = disastrous
     - Cheap for developers
3. Are there areas remaining that make sense for additional height and density? Where are they, and what height and/or number of units do you think makes sense?
4. What improvements would support your use of the corridor? Specifically as they relate to active transportation in the corridor?
   - Winter has less active transit
   - Need parking off main street (parking garages)
   - Removal of street parking
   - Princess is dangerous for biking – narrow sidewalk
   - Less cars equals affordable parking near transit – accessible parking
   - 4m sidewalks
   - Separate bike lanes
   - There is a parkland deficiency
   - Montreal biking
   - Seasonal bike lanes
5. Based on what can be considered in zoning by-laws, what is important for the pedestrian experience at ground level? (Building setbacks, the stepback of upper floors of a building, and how ground floor spaces integrate with the public realm)?
   - Walkability
   - Light flow
   - Air rights
   - Height as an issue
   - Wider setbacks from the streets are preferred
   - Walking environment
   - Public amenities
   - Wider sidewalks
   - Street life
   - No vibrancy
   - No rigid street wall; different heights are good

**Group Feedback (Debrief)**

**Feedback from Question 1**
- Hire architect
- Street wall height shouldn’t be rigid
- 3-6 storeys is appropriate
- Concern with 10 storey
- Shoppers Drug Mart site would be good for taller building
- Look to neighbourhoods behind and the transitions
- Public realm setbacks – balance – comfortable pedestrian space
- 3-4 storey street wall
- Only a couple of locations for 10 storeys
- Variation in height is important
- Address lot consolidation
- 4 storeys is okay with appropriate setback (2 to 2.5 metres)
- No to taller buildings
- No limit on height – based on site by site
- Lot consolidation leads to bulky buildings
- Lack of trust; need to build trust

**Feedback from Question 2**
- Division and Princess
- Concession and Princess
- 10 storeys or as big as site will allow
- Shoppers Drug Mart site
- 6 storeys between the two ends
WMSS Update – Workshop Summary (February 12, 2020)

- Design is more important than height
- Business/office near hub

Feedback from Question 3
- Seasonal uses – flexible uses – parking in winter, food stalls in summer
- Bike lanes are not safe – can they be separated?
- More mixed use equals fewer cars
- More green space needed for multi residential
- Two way bike lanes
- Conflict: bikes lanes vs. other uses (i.e. loading zones)
- Parkettes at key intersections
- Greater setbacks for amenities
- Year round commercial

Feedback from Question 4
- Need for human scale
- Increased setback from sidewalk
- Shadows – how to handle shadows that are cast?
- Walking and safety. Too many people/traffic
- More public spaces/cafes
- Street trees, furniture, patios
- Angular plane. Width of right-of-way
- Cycling and safety and sight triangles

Other Comments
- Frustration – issues are repetitive of 2012 study
- Suspicious of City:
  o Language used
  o Developers and Residents. Perceptions – Lack of trust in process

Parking Lot Topics
- What are the differences between what the study approved versus what is taking place?
- General management (at the City) should hire an architect
- Check population projections (page 80 WMSS)
- Purchase car lots for parks

Ad Hoc Feedback
- Width of right of way
- Angular plane and access to sunlight/sky
- Question: Is angular plane realistic?