City of Kingston
Report to Planning Committee
Report Number PC-20-026

To: Chair and Members of the Planning Committee
From: Paige Agnew, Commissioner, Community Services
Resource Staff: Same as above
Date of Meeting: March 26, 2020
Subject: Public Meeting Report
File Number: D14-002-2020
Address: 67-69 Chatham Street
Application Type: Zoning By-Law Amendment
Owner: Daniel Welsh
Applicant: Fotenn Consultants Inc.

Council Strategic Plan Alignment:

Theme: 2. Increase housing affordability

Goal: 2.1 Pursue development of all types of housing city-wide through intensification and land use policies.

Executive Summary:

The following is a Public Meeting report to the Planning Committee regarding an application for a zoning by-law amendment submitted by Fotenn Consultants Inc. on behalf of Daniel Welsh, with respect to the subject site located at 67-69 Chatham Street. This report describes the proposed application and includes an overview of the relevant policies and regulations that will be evaluated as part of a future comprehensive report.

The applicant is proposing to amend the Multiple Family Dwelling ‘B3’ Zone in Zoning By-Law 8499 to permit the construction of a three storey, three unit row dwelling on the subject property. The subject property is currently developed with a two storey semi-detached residential dwelling, which will be demolished to accommodate the proposed three unit row dwelling.
The proposed row dwelling containing three residential units will consist of two – six bedroom units with gross floor area of 135 square metres in each unit and one – five bedroom unit with a gross floor area 106.6 square metres. Each unit will have its own separate entrance fronting on Chatham Street and a private rear yard area for outdoor amenity space. The ‘B3’ zone does not permit a row dwelling, therefore the applicant is seeking an amendment to permit a row dwelling as a permitted use.
Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER
Paige Agnew, Commissioner,
Community Services

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER
Lanie Hurdle, Chief
Administrative Officer

Consultation with the following Members of the Corporate Management Team:

Peter Huigenbos, Commissioner, Business, Environment & Projects  Not required
Brad Joyce, Acting Commissioner, Corporate Services  Not required
Jim Keech, President & CEO, Utilities Kingston  Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer  Not required
Sheila Kidd, Commissioner, Transportation & Public Works  Not required
Options/Discussion:

Public Meeting Process

Anyone who attends a 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 would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of Kingston to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body is not entitled to appeal the decision. If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Kingston before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

The Planning Committee will consider a comprehensive report and recommendation from the Planning Division, respecting the subject application, at a future meeting. The public is provided an additional opportunity to make oral submissions on the matter at the time the Committee considers the comprehensive report from staff. The Committee will make its recommendation to City Council at this meeting.

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 time the subject application will be considered. Anyone wishing to be notified of Council’s decision on the subject application must submit a written request to:

Tim Fisher, Planner
The Corporation of the City of Kingston
Planning Services
216 Ontario Street
Kingston, ON K7L 2Z3
613-546-4291 extension 3215
tfisher@cityofkingston.ca

Background and Decision Date

In accordance with By-Law Number 2007-43, this application was subject to a pre-application meeting held on October 1, 2019, with the Planning Division and various other departments and agencies. Following this, a complete application submission was made by the applicant on January 29, 2020.

In accordance with the Planning Act, this application is subject to a decision by Council on or before April 28, 2020 which is 90 days after a complete application was received. In the
absence of a decision by Council in this timeframe, the applicant may exercise their right to appeal to the Local Planning Appeal Tribunal (LPAT).

**Site Characteristics**

The subject property is located at 67-69 Chatham Street (Exhibit A – Key Map). The subject site is located north of the Williamsville Main Street Study Area, in the Williamsville neighbourhood, at the southeast corner of the Chatham Street and Elm Street intersection. The subject site has an area of approximately 332.6 square metres with approximately 26 metres of road frontage on Elm Street, and 20 metres of road frontage on Chatham Street. The site is currently developed with a two-storey, semi-detached residential dwelling containing two dwelling units each containing two (2) bedrooms. The existing dwelling is proposed to be demolished.

Dwelling types in the immediate area are generally single-detached, although there is a mix of semi-detached, row dwellings and a low-rise apartment building in proximity to the subject property. Building heights in the neighbourhood generally range from one-and-a-half to three-storeys, with a four-storey apartment complex in proximity to the subject site.

The property is located in an area primarily characterized by residential uses (Exhibit C – Neighbourhood Context). The site is in proximity to the City’s downtown area, the Williamsville Main Street Study Area, the Memorial Centre, Victoria Park, the Outdoor Aqua Park, and Frontenac Public School.

The site is within 260 metres of a transit stop to the South along Princess Street and within 450 metres of additional transit stops northeast of the subject site at the corner of Division Street and York Street. Kingston Transit Bus Route 4 and Express Routes 501/502 currently serve Princess Street and provide access to the downtown and the west end of Kingston. Kingston Transit Bus Routes 2, and 18 serve Division Street and provide access to the downtown, Rideau Heights, the Montreal Street/Highway 401 Park and Ride, Via Rail Station, and the Intercity Bus Terminal.

**Proposed Application and Submission**

The applicant is proposing to amend the Multiple Family Dwelling ‘B3’ Zone in Zoning By-Law 8499 to permit the construction of a three storey, three unit row dwelling on the subject property. The subject property is currently developed with a two storey semi-detached residential dwelling, which will be removed to accommodate the proposed three unit row dwelling.

The proposed row dwelling containing three residential units will consist of two – six bedroom units with gross floor area of 135 square metres in each unit and one – five bedroom unit with a gross floor area 106.6 square metres. Each unit will have its own separate entrance fronting on Chatham Street and a private rear yard area for outdoor amenity space. The ‘B3’ zone does not permit a row dwelling, therefore the applicant is seeking an amendment to permit a row dwelling as a permitted use.
The provisions of the ‘B3’ zone are intended for larger scale buildings on larger consolidated lots that cannot be accommodated on the subject site given the unique nature and size of the lot fabric. A reduction in the minimum yard setbacks is therefore necessary to achieve the proposed built form. The relief is requested to accommodate appropriately-sized dwelling units. The proposed front yard setbacks will be greater than that of the abutting property to the south and greater than the setback of the existing semi-detached dwelling on the site, which is proposed to be demolished. The relief in minimum front yard setback must also balance separation from an existing power line on Chatham Street with the provision of functional rear yard amenity area and landscaped open space.

Two parking spaces will be located at the rear of the dwelling and will be accessed from Elm Street. The parking provisions of the Zoning By-Law require one parking space per dwelling unit, therefore a reduction in the number of required parking spaces is requested to recognize the 2 parking spaces. The applicant is requesting a reduction in the minimum width of a driveway from 3 metres to 2.6 metres and a reduction in the standard parking space dimension from 2.7 metres by 6.0 metres to 2.6 metres by 5.2 metres. A parking assessment prepared by Forefront Engineering has been submitted in support of the reduction.

Bicycle parking will be provided in an accessory structure within the rear yard and adjacent to the parking spaces. The zoning by-law requires that bicycle parking areas provide spaces with dimensions of 1.8 metres by 0.6 metres, with a minimum overhead clearance of 2.1 metres. The applicant is proposing to utilize a vertical bicycle rack which holds up to eight bicycles, to be contained within an accessory structure which is secured and will protect bicycles from the elements. The dimensions of the rack are such that each space requires approximately 0.6 metres by 0.2 metres horizontally while the rack height is 2.2 metres. It is therefore proposed to include site-specific provisions allowing the reduced bicycle parking space size. A copy of the vertical bicycle parking drawings and specifications were submitted with the application.

The proposed bicycle storage within an accessory structure is located in an efficient and convenient manner at the rear of the driveway and accessible from Elm Street by means of a dedicated permeable-paver walkway. Given the unique lot fabric, this location provides ease of access for users and maintains clear pathways to rear yard amenities. As such, relief is required to allow the accessory structure for the purpose of bicycle storage to have a minimum rear yard setback of 0.0 metres and a minimum interior side yard setback of 0.0 metres.

**Summary of Amendments**

- **a)** Additional Permitted Uses: Three-unit row dwelling house
- **b)** Lot Line Interpretation: for the purpose of zone interpretation, the Chatham Street frontage shall be deemed to be the Front Lot Line, the eastern lot line opposite the Chatham Street frontage shall be deemed to be the Rear Lot Line, the Elm Street frontage shall be deemed to be the Exterior Side Lot Line; and the southern lot line opposite the Elm Street frontage shall be deemed to be the Interior Side Lot Line.
- **c)** Minimum Front Yard: 3.0 metres
d) Minimum Rear Yard: 6.3 metres

e) Line of Corner Lots: 0.7 metres

f) Minimum Side Yard: 0.7 metres

g) Minimum Aggregate Side Yard: 1.9 metres

h) Minimum Number of Required Parking Spaces: 2

i) Standard parking space dimensions: 2.6 metres by 5.2 metres

j) Minimum driveway width: 2.6 metres

k) Minimum Bicycle Parking Space Dimensions: 0.6 metres x 0.2 metres and 2.2 metres overhead clearance.

l) Accessory structures for the use of bicycle storage shall be subject to the following provisions:

   i. Minimum rear yard: 0.0 metres

   ii. Minimum interior side yard: 0.0 metres

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

- Planning Justification Report, Fotenn Consultants Inc.;
- Site Plan;
- Floor Plans and Elevations;
- Revised Elevation Rendering;
- Site Servicing and Storm Water Report, Forefront Engineering Inc.;
- Survey, Hopkins, Chitty Land Surveyors Inc.;
- Parking Assessment, Forefront Engineering Inc.;
- Bicycle Parking Drawings and Specifications; and
- Stage 1 and 2 Archaeological Assessment, Abacus Archaeological Services.

All submission materials are available online through the Development and Services Hub (DASH) at the following link, DASH, using “Look-up a Specific Address”. If there are multiple addresses, search one address at a time, or submission materials may also be found by searching the file number.

**Provincial Policy Statement**

The Provincial Policy Statement (2014) provides policy direction on matters of provincial interest related to land use planning and development, which are intended to be complemented by local policies addressing local interests.

A preliminary list of the provincial policies applicable to the proposal is attached in Exhibit C. A detailed evaluation of the application against the applicable policies of the Provincial Policy Statement will be included in a future comprehensive report.
Official Plan Considerations

The subject property is designated ‘Residential’ in the City of Kingston Official Plan (Exhibit D – Official Plan, Land Use). The residential uses within the ‘Residential’ designation include detached, semi-detached or duplex dwellings, row dwellings/townhouses, and apartments of various types, tenure, and density that respond to a wide range of housing needs. In addition to the various forms of housing, community facilities such as schools and places of worship are also permitted. Small-scale, convenience commercial uses which support residential neighbourhoods and are compatible with the residential setting may also be permitted in this designation.

A preliminary list of the Official Plan policies applicable to the proposal is attached in Exhibit E. A detailed evaluation of the application against the applicable policies will be included in a future comprehensive report.

Zoning By-Law Considerations

The subject property is located zoned Multiple Family Dwelling ‘B3’ Zone in Zoning By-Law Number 8499 (Exhibit F – Zoning By-Law Number 8499, Map 19). The ‘B3’ zone permits the following uses:

- a) multiple family dwellings,
- b) accessory buildings to any use permitted in the ‘B3’ zone,
- c) Community homes, subject to the provisions of Section 5.23 of this by-law,
- d) Senior Citizen Apartments,
- e) Residential Care Facilities, subject to the provisions of Section 5.34 of this By-Law.

The applicant is proposing a three (3) unit row dwelling which is not a permitted use. The row dwelling is not included in the definition of a multiple family dwelling as per Section 4.28, however it is separately defined as per Section 4.30 of the Zoning By-Law.

The applicant is proposing a new site specific Multiple Family Dwelling ‘B3’ Zone to permit the 3 unit row dwelling and is seeking relief from several zoning provisions to reduce the front yard, rear yard, aggregate side yard, interior side yard and yard for corner lot setbacks to recognize the location of the proposed row dwelling on the subject lot. Additional relief is requested to reduce the number of required parking spots, reduce the width of a driveway, reduce the dimensions (width and length) of a parking space, and reduce the bicycle parking space dimension and accessory structure setbacks to accommodate an enclosed bicycle storage family on the lot. The site photos and Public Notice Notification Map can be found in Exhibit G and Exhibit J of this report.
<table>
<thead>
<tr>
<th>Provision</th>
<th>Current Zone: Multiple Family Dwelling (B3) Zone – ZBL 8499 (Section 16)</th>
<th>Proposed B3-XXX</th>
<th>Amendment Required?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permitted Uses</td>
<td>a) Multiple family dwellings, b) Accessory buildings to any use permitted in B3 zone, c) Community Homes, subject to the provisions of Section 5.32 of this by-law, d) Senior Citizen Apartments e) Residential Care Facilities, subject to the provisions of Section 5.34 of this By-Law.</td>
<td>Three family row dwelling</td>
<td>Yes</td>
</tr>
<tr>
<td>Lot Line Interpretation</td>
<td>For the purpose of zone interpretation, the Chatham Street frontage shall be deemed to be the Front Lot Line, the eastern lot line opposite the Chatham Street frontage shall be deemed to be the Rear Lot Line, the Elm Street frontage shall be deemed to be the Exterior Side Lot Line; and the southern lot line opposite the Elm Street frontage shall be deemed to be the Interior Side Lot Line.</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>Minimum Front Yard Setback</td>
<td>7.5 metres</td>
<td>3.0 metres</td>
<td>Yes</td>
</tr>
<tr>
<td>Minimum Side Yard Setback</td>
<td>1/2 the height of the main building (required = 5.0 metres)</td>
<td>0.7 metres</td>
<td>Yes</td>
</tr>
</tbody>
</table>
| Minimum Aggregate Side Yard | The min. aggregate side yard shall be the measurement equal to 1½ the height of the main building (required = 15.0 metres)  
  i. Notwithstanding the provisions of 16.3(b) herein any side yard abutting any part of a lot occupied by a one-family dwelling or a two-family dwelling shall be of a width equal to the height of the building.  
  ii. Such side yards shall be fenced with a masonry wall not less than 1.4m in height, such fence is to be erected 0.2m from the lot line and extending from the line of setback to the rear lot line. | 1.9 metres | Yes |
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</tr>
</thead>
<tbody>
<tr>
<td>Minimum Rear Yard Setback</td>
<td>No rear yard shall at any point throughout its length be of a lesser measurement than the height of the building (required = 10 metres).</td>
<td>6.3 metres</td>
<td>Yes</td>
</tr>
<tr>
<td>Line of Corner Lots</td>
<td>Buildings on corner lots shall have a minimum side yard abutting a street of 7.5 metres.</td>
<td>0.7 metres</td>
<td>Yes</td>
</tr>
<tr>
<td>Maximum Percentage of Lot Coverage</td>
<td>100%</td>
<td>51%</td>
<td>No</td>
</tr>
<tr>
<td>Maximum Density</td>
<td>123 dwelling units per net hectare</td>
<td>100 duph</td>
<td>No</td>
</tr>
<tr>
<td>Min. Percentage of Landscaped Open Space</td>
<td>30%</td>
<td>39%</td>
<td>No</td>
</tr>
</tbody>
</table>

**General Provisions (Section 5)**

<table>
<thead>
<tr>
<th>Provision</th>
<th>Description</th>
<th>Proposed</th>
<th>Amendment Required?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking (s. 5.3A.(a))</td>
<td>1 parking space per dwelling unit = 3 parking spaces</td>
<td>2 spaces</td>
<td>Yes</td>
</tr>
<tr>
<td>Design Standards</td>
<td>2.7 metres by 6.0 metres</td>
<td>2.6 metres by 5.2 m</td>
<td>Yes</td>
</tr>
<tr>
<td>Bicycle Parking (s. 5.3A.(a).ii.(3))</td>
<td>1 bicycle parking space per dwelling unit, within a Bicycle Parking Area = 3 bicycle parking spaces</td>
<td>8 bicycle parking spaces</td>
<td>No</td>
</tr>
<tr>
<td>Bicycle Parking Area (s.4.7A)</td>
<td>1.8m x 0.6m and overhead clearance of 2.1 metres</td>
<td>Horizontal dimensions of 0.6 metres x 0.2 metres per space Vertical clearance of 2.2m</td>
<td>Yes</td>
</tr>
<tr>
<td>Provision</td>
<td>Current Zone: Multiple Family Dwelling (B3) Zone – ZBL 8499 (Section 16)</td>
<td>Proposed B3-XXX</td>
<td>Amendment Required?</td>
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<tr>
<td>Accessible Parking (s. 5.3A.(d)(i)(a))</td>
<td>Residential: Accessible parking spaces are provided at a rate of 4% of the required parking spaces. A minimum of one Type A (Van accessible) accessible space required, rounded up to the nearest whole number.</td>
<td>Not Applicable Parking is assigned.</td>
<td>No</td>
</tr>
<tr>
<td>Driveway Design Standards (s. 5.3B(k))</td>
<td>In a Residential Zone, the minimum width of a driveway shall be 3.0 metres.</td>
<td>2.6 metres</td>
<td>Yes</td>
</tr>
</tbody>
</table>
| Parking in Driveway (s. 5.3.B(l))              | In a Residential Zone, the maximum width of a driveway within the required front yard shall be the lesser of:  
   (a) 6 metres, or  
   (b) 40% of the lot width, provided that the minimum width of the driveway shall not be less than 3.0 metres. | <6.0 metres       | No                  |
<p>| Tandem Parking Spaces (s. 5.3.B(m))            | Notwithstanding any provisions to the contrary, in a Residential Zone, where parking spaces are provided for a one-family dwelling, two-family dwelling, row dwelling, semi-detached dwelling or linked dwelling in an individual driveway, carport and/or private garage, tandem parking spaces shall be permitted. | Tandem Parking Spaces | No                  |
| Loading Areas (s. 5.4)                         | Not Applicable                                                                                                                             | Not Applicable   | N/A                 |</p>
<table>
<thead>
<tr>
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<th>Amendment Required?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Accessory Buildings (s. 5.17)</td>
<td>Maximum Height 4.6 metres</td>
<td>&lt;4.6 metres</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Maximum Lot Coverage: 10%</td>
<td>&lt;10%</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Location on Lot: same as main building it serves</td>
<td>0.0 metres rear yard setback 0.0m</td>
<td>Yes</td>
</tr>
<tr>
<td>Amenity Area for Multiple Family Dwellings (s. 5.27)</td>
<td>(a) A minimum of 18.5 square metres of amenity area shall be provided for each dwelling unit on the lot. (55.5 metres square required)</td>
<td>114.5 metres square total (private, at-grade outdoor amenity area)</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>(b) Amenity areas, or any part thereof, shall be designed and located so that the length does not exceed four times the width.</td>
<td>Length will not exceed 4 times width</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>(c) Amenity areas, if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 square metres.</td>
<td>Not Applicable (not communal)</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>(d) Where an amenity area, provided as an outdoor area exterior to the residential building, is located at grade level, it may be included in the calculation of landscaped open space requirements.</td>
<td>Included in landscaped open space calculation</td>
<td>No</td>
</tr>
</tbody>
</table>
Technical Circulation Process

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 for consideration at a future Planning Committee meeting.

Existing Policy/By-Law:

The proposed amendment will be reviewed against the policies of the Province of Ontario and City of Kingston to ensure that the changes will be consistent with the Province’s and the City’s vision of development. The following documents will be assessed:

Provincial

Planning Act

Provincial Policy Statement, 2014

Municipal

City of Kingston Official Plan

Zoning By-Law Number 8499

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, notices were sent by mail to all 156 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property. A courtesy notice was also placed in The Kingston Whig-Standard on March 20, 2020.

Accessibility Considerations:

None

Financial Considerations:

None

Contacts:

Tim Park, Manager, Development Approvals 613-546-4291 extension 3223

Tim Fisher, Planner 613-546-4291 extension 3215
Other City of Kingston Staff Consulted:

None

Exhibits Attached:

Exhibit A       Key Map
Exhibit B       Neighbourhood Context (2015)
Exhibit C       Consistency with the Provincial Policy Statement
Exhibit D       Official Plan, Land Use
Exhibit E       Conformity with the Official Plan
Exhibit F       Zoning By-Law Number 8499, Map 19
Exhibit G       Site Photographs
Exhibit H       Proposed Site Plan
Exhibit I       Floor Plans and Elevations
Exhibit J       Revised Elevation Drawings
Exhibit K       Public Notice Notification Map
Exhibit L       Proposed Draft Zoning By-Law
PLANNING COMMITTEE

Key Map

File Number: D14-002-2020
Address: 67-69 Chatham Street

DATE: 2020-02-04
PREPARED BY: rrochefort
Preliminary List of Applicable Policies of the Provincial Policy Statement

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

<table>
<thead>
<tr>
<th>Policy Number</th>
<th>Policy</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.1.1.</td>
<td>Accommodating an appropriate range and mix of residential (including second units, affordable housing, and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries, and long-term care comes), recreation, park and open space, and other uses to meet long-term needs.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>1.1.1.e</td>
<td>Healthy, livable, and safe communities are sustained by promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>1.1.3.1.</td>
<td>Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>1.1.3.2</td>
<td>Land use patterns within settlement areas shall be based on densities and mixes of uses which efficiently use land; are appropriate for infrastructure and public service facilities; minimize negative impacts to air quality and climate change, support active transportation, are transit supportive; and, a range of opportunities for intensification where it can be accommodated.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>1.1.3.4</td>
<td>Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>1.4.3.c</td>
<td>Directing the development of new housing towards locations where appropriate</td>
<td>Building Strong Healthy</td>
</tr>
<tr>
<td>Policy Number</td>
<td>Policy</td>
<td>Category</td>
</tr>
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<td>---------------</td>
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<td>--------------------------------------</td>
</tr>
<tr>
<td></td>
<td>levels of infrastructure and public service facilities are or will be available to support current and projected needs.</td>
<td>Communities</td>
</tr>
<tr>
<td>1.4.3.d</td>
<td>Promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>1.6.6.2</td>
<td>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>1.6.7.2</td>
<td>Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>1.6.7.4</td>
<td>Land use patterns, densities and mixes of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.</td>
<td>Building Strong Healthy Communities</td>
</tr>
<tr>
<td>2.6.2</td>
<td>Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.</td>
<td>Wise Use and Management of Resources</td>
</tr>
</tbody>
</table>
Preliminary List of Applicable Official Plan Policies

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

<table>
<thead>
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<tbody>
<tr>
<td>2.2.5. Housing Districts - are generally planned to remain stable, but will continue to mature and adapt as the City evolves. Re-investment and upgrading will be encouraged through minor infilling and development that can integrate compatibly within the prevailing built form standards of height, density and amenity that are generally found in the neighbourhood. Council promotes higher levels of density along major transit routes and in proximity to Centres. Housing Districts will be designated for residential uses of different types, but will also contain areas of local open space, community facilities and neighbourhood or district commercial designations as described in Section 3.4 of this Plan.</td>
<td>Section 2. Strategic Policy Direction</td>
</tr>
<tr>
<td>2.3.2. Intensification - The City intends to increase the overall net residential density within the Urban Boundary through compatible and complementary infill, the appropriate redevelopment of under-utilized and brownfield sites, and the targeting of a density increase for large-scale vacant land development in the Princess Street Corridor and Centres.</td>
<td>Section 2. Strategic Policy Direction</td>
</tr>
<tr>
<td>2.7.3 - Land Use Compatibility Matters - Requires development to demonstrate that the resultant form, function, and use of land are compatible with surrounding land uses. Land use compatibility matters and mitigation measures may be used to achieve development and land use compatibility including but is not limited to: Increased level of traffic that can disrupt the intended function or amenity of a use or area or cause a decrease in the functionality of active transportation or transit, shadowing, and intrusive overlook.</td>
<td>Section 2. Strategic Policy Direction</td>
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<td>2.7.4 - Mitigation Measures - to achieve land use compatibility include: a. ensuring adequate setbacks and minimum yard requirements; b. establishing appropriate transition in building heights, coverage, and massing; d. designing the building in a way that minimizes adverse</td>
<td>Section 2. Strategic Policy Direction</td>
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### Policy

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<th>Category</th>
<th>Section 3. Land Use Designations &amp; Policy</th>
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<tr>
<td><strong>3.3.1 Residential Land Uses</strong> - The predominant use of land in a Residential designation will be for various forms of housing. Community facilities are permitted in accordance with Section 3.2.</td>
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| **3.3.7 Infill** - Within existing stable residential areas, applications for infill or redevelopment must be located and organized to fit with neighbouring properties, including cultural heritage resources, and must satisfactorily address the following criteria:  
  a. adequate municipal services can be provided.  
  b. compatibility with general pattern of adjacent sites in terms of gradation of building heights;  
  c. suitability of dwelling type, lot size, building height and massing, building materials, and exterior design;  
  d. compliance with setbacks, location of private open space, distance between buildings, driveways and parking areas, location of entranceways, landscape treatment or other built form elements;  
  e. minimal adverse effects in terms of privacy, access to sunlight or shadowing; and  
  f. ensuring that increases in vehicular traffic are manageable. | |
| **3.3.8 Intensification** - In fully serviced areas, intensification through moderate increases in building height or density, and gradual transition to more intense forms of housing may be approved at the edge of neighbourhoods, adjacent to transit routes, community facilities, significant areas of open space or adjacent to mixed-use Centres and Corridors. | |
| **3.3.B.1. Medium Density** - Medium density residential land uses include such building types as row dwellings/townhouses, maisonettes, multiple dwelling conversions, walk-up or small-scale apartments, and mixed use buildings with commercial on the ground floor. The density range for medium density extends from 30 up to 75 units per net hectare, unless an approved secondary plan establishes alternative provisions. | |
| **3.3.B.2. Rezoning Requirements**  
New medium residential uses may be approved through rezoning without | |

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| **3.3.B.2. Rezoning Requirements**  
New medium residential uses may be approved through rezoning without | |
amendment to this Plan, subject to:

a. site plan control review;

b. availability of adequate municipal services;

c. provision of adequate outdoor amenity areas, which must include a children’s play area, common areas and private areas to the satisfaction of the City;

d. adequate on-site parking for each residential unit and for visitors, either in surface parking areas, individual driveways and garages, or in above or below grade parking structures, as the City deems appropriate; and,

e. protection of adjacent low density residential areas from adverse effects such as

f. overshadowing and excessive traffic.

4.3.4 Stormwater Quality and Quantity of Water - For urban infill development projects, the City will require the preparation of a stormwater management report to address the impacts of additional lot coverage or new uses of the site on the quality and quantity of water. Proponents must endeavor to improve the management of stormwater from the existing development areas.

Section 8.3 - describes policies regarding the design guidelines for residential lots and outlines that the following objectives must be fulfilled:

a. protect and preserve stable residential communities (in accordance with Section 2.6 of this Plan);

b. foster developments that are context appropriate;

c. foster attractive developments which add to the existing sense of place;

d. provide a variety of housing types;

e. ensure compact, accessible mixed-use development;

f. encourage environmentally sustainable development; and,

g. integrate and highlight cultural heritage resources.

9.5.9 Planning Committee/Council Considerations - lists the matters to which Planning Committee must have regard when considering applications for zoning by-law amendment:

a. conformity of the proposal with the intent of the
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<td>Official Plan policies and schedules;</td>
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<td>b. compatibility of the proposal with existing uses and zones, sensitive uses, the natural heritage system, cultural heritage resources, and compatibility with future planned uses in accordance with this Plan;</td>
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<tr>
<td>c. compatibility of proposed buildings or structures with existing buildings and structures, with zoning standards of adjacent sites, with any future planned standards as provided in this Plan, and with any urban design guidelines adopted by the City for the area;</td>
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<tr>
<td>d. the extent to which the proposal is warranted in this location and the extent to which areas zoned for the proposed use are available for development;</td>
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<td>e. the suitability of the site for the proposal, including its ability to meet all required standards of loading, parking, open space or amenity areas;</td>
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<td>f. the suitability of the density relative to the neighbourhood and/or district, in terms of units per hectare, bedrooms per hectare, floor space index, and/or employees per hectare, as applicable;</td>
<td></td>
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<tr>
<td>g. the impact on municipal infrastructure, services and traffic;</td>
<td></td>
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<td>h. comments and submissions of staff, agencies and the public; and,</td>
<td></td>
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<td>i. the degree to which the proposal creates a precedent.</td>
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Exhibit F
Report Number PC-20-026

PLANNING COMMITTEE
Existing Zoning - By-law 8499, Map 19

File Number: D14-002-2020
Address: 67 - 69 Chatham Street

Legend

- Subject Lands
- Consolidated Zoning
Above: View of Chatham St looking north
Below: View of Chatham St looking south
BASEMENT
1620 sq. ft.
THIRD FLOOR
1620 sq. ft.
Exhibit I
Report Number PC-20-026

EAST ELEVATION
WEST ELEVATION
PLANNING COMMITTEE
Public Notice Notification Map

File Number: D14-002-2020
Address: 67 - 69 Chatham Street

Legend

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

EXHIBIT K
Report Number PC-20-026
By-Law Number 2020-XX

A By-Law to Amend By-Law Number 8499, “Restricted Area (Zoning) By-Law of The Corporation of the City of Kingston” (Zone Change from Multiple Family Dwelling ‘B3’ Zone to Special Multiple Family Dwelling ‘B3.586’ Zone, 67-69 Chatham Street)

Passed: [Meeting Date]

Whereas by Order of the Minister of Municipal Affairs and Housing, The Corporation of the Township of Kingston, The Corporation of the Township of Pittsburgh and The Corporation of the City of Kingston were amalgamated on January 1, 1998 to form The Corporation of the City of Kingston as the successor municipal corporation and pursuant to the Minister’s Order, any by-laws of the former municipality passed under the Planning Act continue as the by-laws covering the area of the former municipality now forming part of the new City; and

Whereas the Council of The Corporation of the City of Kingston deems it advisable to amend By-Law Number 8499, as amended, of the former City of Kingston;

Therefore be it resolved that the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law Number 8499 of The Corporation of the City of Kingston, entitled “Restricted Area (Zoning) By-Law of The Corporation of the City of Kingston” as amended, is hereby further amended as follows:

   1.1. Map 19 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject site from ‘B3’ to ‘B3.586’, as shown on Schedule “A” attached to and forming part of By-Law Number 2020-XXX.

   1.2. By adding a new Section 586 to Part VIII – Exceptions to the Various Zone Classifications, as follows:

   “586. 67-69 Chatham Street

   Notwithstanding the provisions of Sections 5, and 16 hereof to the contrary, on the lands designated ‘B.586’ on Schedule “A” hereto, the following regulations shall apply:

   a) Additional Permitted Uses: Three-unit row dwelling house

   b) Lot Line Interpretation: for the purpose of zone interpretation, the Chatham Street frontage shall be deemed to be the Front Lot Line,
the eastern lot line opposite the Chatham Street frontage shall be deemed to be the Rear Lot Line, the Elm Street frontage shall be deemed to be the Exterior Side Lot Line; and the southern lot line opposite the Elm Street frontage shall be deemed to be the Interior Side Lot Line.

c) Minimum Front Yard: 3.0 metres
d) Minimum Rear Yard: 6.3 metres
e) Line of Corner Lots: 0.7 metres
f) Minimum Side Yard: 0.7 metres
g) Minimum Aggregate Side Yard: 1.9 metres
h) Minimum Number of Required Parking Spaces: 2
i) Standard parking space dimensions: 2.6 metres by 5.2 metres
j) Minimum driveway width: 2.6 metres
k) Minimum Bicycle Parking Space Dimensions: 0.6 metres x 0.2 metres and 2.2 metres overhead clearance.
l) Accessory structures for the use of bicycle storage shall be subject to the following provisions:
   i. Minimum rear yard: 0.0 metres
   ii. Minimum interior side yard: 0.0 metres

2. That this by-law shall come into force in accordance with the provisions of the Planning Act.
Given all Three Readings and Passed: [Meeting Date]

________________________________________
John Bolognone  
City Clerk

________________________________________
Bryan Paterson  
Mayor
SCHEDULE 'A'
TO BY-LAW NUMBER

File Number: D14-002-2020
Address: 67 - 69 Chatham Street

Legend

- Rezoned from B3 to B3.586

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

Mayor                                       Clerk