City of Kingston
Report to Planning Committee
Report Number PC-15-053

To: Chair and Members of Planning Committee
From: Lanie Hurdle, Commissioner, Community Services
Resource Staff: Paige Agnew, Director, Planning, Building & Licensing Services
Date of Meeting: March 5, 2015
Subject: Comprehensive Report

Applications for Official Plan and Zoning By-Law Amendment
Project Site One: 495 Princess Street - File Numbers: D09-017-2014 and D14-075-2014
Project Site Two: 333 University Avenue - File Numbers: D09-017-2014 and D14-076-2014
Applicant – PRK Developments
Agent – FoTenn Consultants Inc.

Executive Summary:

The following is a comprehensive report to the Planning Committee for Official Plan and Zoning By-Law Amendment applications for the development sites identified as 495 Princess Street and 333 University Avenue. These sites are comprised of a number of smaller properties that have been consolidated to result in the development sites. The zoning amendments also include abutting properties at 19 to 23 Chatham Street and 212 Colborne Street, which was previously addressed as 493 Princess Street. This report provides a recommendation regarding these applications, describing the purpose and effect of the requested Official Plan and Zoning By-Law Amendments and includes a review of the relevant policies and regulations that apply to the subject development.

The first site is a consolidation of seven properties between Chatham Street, Creighton Street and Princess Street, described within the applications and this report as 495 Princess Street. The applicant is proposing to develop an eleven storey building; the eleventh floor is a partial floor for mechanical and amenity space. The proposed building will contain 195 residential units with ground floor commercial uses. The site is designated “Main Street Commercial” and is
within the special policy area “Princess Street Corridor Special Policy Area: Williamsville” in the City of Kingston Official Plan. This site is presently in a “Williamsville Main Street Commercial” (C4-H) zone in Zoning By-Law Number 8499, as amended.

The second site is a consolidation of four properties around the southeast corner of University Avenue and Princess Street, described within the applications and this report as 333 University Avenue. An eleven storey building with the eleventh storey being a partial floor for mechanical and amenity space is proposed. The building will consist of 204 dwelling-units with ground floor commercial uses. This site is designated “Main Street Commercial” and “Residential” and is also within the special policy area “Princess Street Corridor Special Policy Area: Williamsville” in the City of Kingston Official Plan. The site is in a “Williamsville Main Street Commercial” (C4-H) zone and partially in a “Central Business District and Upper Princess Street” (C) zone in Zoning By-Law Number 8499, as amended.

The applicant is requesting amendments to the Official Plan for both sites to amend the angular plane requirement for both proposed buildings and include the property at 327 University Avenue in the Princess Street Corridor Special Policy Area. Zoning By-Law Amendments are being sought for both buildings to request relief from a number of zoning provisions including building height, angular plane, yard setbacks, off street parking and amenity space. Zoning amendments will also be required for 19-23 Chatham Street and 212 Colborne Street (formerly addressed as 493 Princess Street) as the result of changes to the lot configurations due to consolidating the development site at 495 Princess Street.

Recommendation:

That it be recommended to Council that the applications for Official Plan and Zoning By-Law Amendments (File Numbers D09-17-2014, D14-075-2014 and D14-076-2014) submitted by PRK Developments for the properties addressed as 212 Colborne Street (493 Princess Street), 19-23 Chatham Street, 2 and 10 Creighton Street and 495-497 Princess Street and 460-468 and 480 Princess Street and 327 University Avenue, be approved; and

1. The Official Plan for the City of Kingston is hereby amended by the following map change which shall constitute Amendment Number 33 to the Official Plan for the City of Kingston.

   (a) **Amend** Schedule ‘3-A’, ‘Land Use’, of the City of Kingston Official Plan, so as to redesignate the property located at 327 University Avenue, as shown on Schedule ‘A’ to By-Law Number 2015-____, from ‘Residential’ to ‘Main Street Commercial’.

   (b) **Amend** Schedule ‘PS-1’, ‘Princess Street Corridor Special Policy Area: Williamsville Main Street’, of the City of Kingston Official Plan, so as to include the property located at 327 University Avenue, as shown on Schedule ‘B’ to By-Law Number 2015-____, within the ‘Area 3- The Gateway’.

   (c) **Amend** Schedule ‘3D’, ‘Site Specific Policies’, of the City of Kingston Official Plan, so as to designate the property located at 493-497 Princess Street, 2 and 10 Creighton Street, 460-468 and 480 Princess Street and 327 University Avenue, as
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shown on Schedule ‘C’ to By-Law Number 2015-____, as ‘Site Specific Policy Area Number 51’.

2. The City of Kingston Official Plan, as amended, be further amended by adding the following new Site Specific Policy as Section 3.18.51:

“493-497 Princess Street, 2 and 10 Creighton Street, 460-468 and 480 Princess Street and 327 University Avenue

3.18.51 The properties located at 495 Princess Street and 333 University Avenue are intended to each accommodate an 11 storey mixed-use building. The sites may be developed subject to the following:

a. A height map shall be introduced through the zoning by-law to define the form of the building traditionally addressed through angular plane requirements.

Schedule 3-D, SSP Number 51

b. The policies in Section 10E of the Official Plan with respect to Angular Plane shall not apply to the properties located in Special Policy Area 51.

3. This By-Law shall come into force and take effect on the day that is the day after the last day for filing an appeal pursuant to the Planning Act, provided that no Notice of Appeal is filed to this By-Law in accordance with the provisions of Section 17, Subsection 24 of the Planning Act, as amended; and where one or more appeals have been filed within the time period specified, at the conclusion of which, the By-Law shall be deemed to have come into force and take effect on the day the appeals are withdrawn or dismissed, as the case may be; and

That the amending By-Law be presented to Council for all three readings; and

That 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 C4-H to B3.462, as shown on Schedule “A” attached to and forming part of By-Law Number 2015-____.

1.2 Map 19 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject site from C4-H to C4.463, as shown on Schedule “A” attached to and forming part of By-Law Number 2015-____.

1.3 Map 19 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject site from C4-H to C4.464, as shown on Schedule “A” attached to and forming part of By-Law Number 2015-____.

1.4. By Adding the following section 462 in Part VIII – Exceptions To Various Zone Classifications as follows:
“462.212 Colborne Street (formerly 493 Princess Street)

Notwithstanding the provisions of Section 16 hereof to the contrary, the lands designated ‘B3.462’ on Schedule ‘A’ hereto, the following regulations shall apply:

(i) Side Yard (minimum) 1 metre for the existing building as of the date of passing of this by-law;
(ii) Aggregate Side Yard 7.0 metres;
(iii) Maximum Density 130 units/hectare;
(iv) Amenity Space 0 square metres;
(v) Minimum number of Parking Spaces 14; and
(vi) Any future additions or alterations to the building will be required to comply with the provisions of the B3 zone.

1.5. By Adding the following section 463 in Part VIII – Exceptions To Various Zone Classifications as follows:

“463.495 Princess Street

Notwithstanding the provisions of Section 23C hereof to the contrary, the lands designated ‘C4.463’ on Schedule ‘A’ hereto, the following regulations shall apply:

(i) Building Height:

   a. No part of the mixed use building shall exceed the height limits in metres specified by the numbers following the "H" as shown on the attached Schedule B forming part of this By-Law, this does not prevent the erection of:

      b. Window washing equipment, lighting fixtures, ornamental elements, lightning rods, parapets, trellises, eaves, window sills, guardrails, balustrades, railings, stairs, stair enclosures, wheel chair ramps, vents, ventilating equipment, landscape and green roof elements, solar panels, partitions dividing outdoor recreation areas, wind mitigation, chimney stack, exhaust flues, garbage chute overrun and public art elements.

   c. Height shall be measured from the finished floor grade of 98.85 metres geodetic.

   d. Streetwall Height (maximum) 14.5 metres measured from 98.5 metres geodetic.

(ii) The minimum angular plane shall not apply.

(iii) For the purposes of this by-law all yards that are not front yards are deemed as side yards.
(iv) Off Street Parking

a. 0.5 spaces per residential unit

b. 1 space per 150 square metres gross leaseable area for any permitted commercial use.

(v) Parking spaces shall have minimum dimensions of 2.6 metres wide by 5.2 metres long.

(vi) Barrier Free parking spaces shall have minimum dimensions of 3.7 metres wide by 5.2 metres long with a minimum required vertical clearance of 2.1 metres. If a 1.5 metres access aisle is provided beside a barrier free parking space the dimensions can be reduced to 3.2 metres wide by 5.2 metres long.

(vii) Off-site residential parking shall be provided within 500 metres of the property zoned C4.463.

(viii) Loading Spaces: A minimum of one loading space is required which shall have a minimum vertical clearance of 3.4 metres.

(ix) Bicycle Parking

Horizontal parking stalls shall have minimum dimensions of 1.8 metres by 0.3 metres.

Vertical parking stalls shall have minimum dimensions of 1.5 metres by 0.3 metres.

(x) Car Share Parking

a. Car Share shall mean the practice where a number of people share the use of one or more motor vehicles that are owned by a profit or non-profit car sharing organization, such car-share vehicles to be made available for short term rental, including hourly rental.

b. Two Car Share parking spaces shall be provided and maintained on the site included within the required residential parking.

(xi) Amenity Area (minimum) 4,390 square metres.

(xii) Ground floor height shall mean the floor-to-next floor height as measured from the finished grade of 98.85 metres geodetic and shall not be less than 5 metres.

(xiii) Canopies may extend or project into a required yard not more than 1.0 metres.
(xiv) Residential Dwellings are not permitted on the 11th floor.

(xv) The maximum number of bedrooms per unit shall be 3.

(xvi) Bedroom shall mean any room within a residential unit that is suitable to be used as a sleeping room under the Ontario Building Code, and which for greater certainty does not include:

(i) Common areas open to all occupants of the unit;

(ii) Areas used for sanitary (such as a washroom) or cooking purposes (such as a kitchen); and

(iii) Areas occupied by mechanical equipment, such as furnaces, hot water heaters and laundry equipment.

(xvii) City Owned Structures such as bus shelters are exempt from the provisions of this by-law and shall not impact the provisions of this by-law if lands are required to be conveyed to the municipality.

1.6. By Adding the following section 464 in Part VIII – Exceptions To Various Zone Classifications as follows:

"464.19-23 Chatham Street

Notwithstanding the provisions of Section 23C hereof to the contrary, the lands designated ‘C4.464’ on Schedule ‘A’ hereto, the following regulations shall apply:

(i) Rear Yard (minimum) 1.5 metres

(ii) Interior Side Yard (minimum) 1.5 metres

(iii) A minimum of 54 percent of the building frontage shall be built to the front property line.

(iv) The property is not subject to a minimum ground floor height.

(v) The property is not subject to a minimum streetwall height.

(vi) Off Street Parking

a. Parking may be permitted in a yard abutting a streetline.

b. Parking spaces shall have minimum dimension of 2.6m wide and 5.2 metres long.

(vii) Bicycle Parking
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a. Horizontal parking stalls shall have minimum dimensions of 1.8 metres by 0.3 metres.

b. Vertical parking stalls shall have minimum dimensions of 1.5 metres by 0.3 metres.

(viii) Amenity Area 65 square metres.

(ix) This property is not subject to a rear yard angular plane; and

This By-Law shall come into force and take effect on its passing, provided that Official Plan Amendment Number 55 is approved and no Notice of Appeal is filed to this By-Law, and where one or more appeals have been filed within the time period specified, at the conclusion of which, Section 34, Subsection 30 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, applies and the By-Law shall be deemed to have come into force and take effect on the day it was passed; and

That the Amending By-Law be presented to City Council for all three readings.

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 C4-H to C4.465, as shown on Schedule “A” attached to and forming part of By-Law Number 2015-___.

1.2. By Adding the following section 465 in Part VIII – Exceptions To Various Zone Classifications as follows:

“465. 333 University Avenue (Formerly 460-468 & 480 Princess Street & 327 University Avenue)

Notwithstanding the provisions of Section 23C hereof to the contrary, the lands designated ‘C4.465’ on Schedule ‘A’ hereto, the following regulations shall apply:

(i) Building Height:

a. No part of the mixed use building shall exceed the height limits in metres specified by the numbers following the “H” as shown on the attached Schedule B forming part of this By-Law, this does not prevent the erection of:

b. Window washing equipment, lighting fixtures, ornamental elements, lightning rods, parapets, trellises, eaves, window sills, guardrails, balustrades, railings, stairs, stair enclosures, wheel chair ramps, vents, ventilating equipment, landscape and green roof elements, solar panels,
partitions dividing outdoor recreation areas, wind mitigation, chimney stack, exhaust flues, garbage chute overrun and public art elements.

c. Height shall be measured from the finished floor grade of 98.85 metres geodetic.

d. Streetwall Height (maximum) 14.5 metres measure from 98.5 metres geodetic.

(ii) The minimum angular plane shall not apply.

(iii) Off Street Parking:

a. 0.5 spaces per residential unit

b. 1 space per 150 square metres gross leaseable area for any permitted commercial use.

(iv) Parking spaces shall have minimum dimensions of 2.6 metres wide by 5.2 metres long.

(v) Barrier Free parking spaces shall have minimum dimensions of 3.7 metres wide by 5.2 metres long with a minimum required vertical clearance of 2.1 metres. If a 1.5 metre access aisle is provided beside a barrier free parking space the dimensions can be reduced to 3.2 metres wide by 5.2 metres long.

(vi) Off-site residential parking shall be provided within 500 metres of the property zoned C4.465.

(vii) Loading Spaces: A minimum of one loading space is required which shall have a minimum vertical clearance of 3.4 metres.

(viii) Bicycle Parking

a. Horizontal parking stalls shall have minimum dimensions of 1.8 metres by 0.3 metres.

b. Vertical parking stalls shall have minimum dimensions of 1.5 metres by 0.3 metres.

(ix) Car Share Parking

a. Car Share shall mean the practice where a number of people share the use of one or more motor vehicles that are owned by a profit or non-profit car sharing organization, such car-share vehicles to be made available for short term rental, including hourly rental.
b. Two Car Share parking spaces shall be provided and maintained on the site included in the required residential parking.

(x) Amenity Area (minimum) 3,600 square metres.

(xi) Ground floor height shall mean the floor-to-next floor height as measured from the finished grade of 98.85 metres geodetic and shall not be less than 5 metres.

(xii) Canopies may extend or project into a required yard not more than 1.0 metre.

(xiii) Residential Dwellings are not permitted on the 11th floor.

(xiv) The maximum number of bedrooms per unit shall be 3.

(xv) Bedroom shall mean any room within a residential unit that is suitable to be used as a sleeping room under the Ontario Building Code, and which for greater certainty does not include:

(i) Common areas open to all occupants of the unit;
(ii) Areas used for sanitary (such as a washroom) or cooking purposes (such as a kitchen); and
(iii) Areas occupied by mechanical equipment, such as furnaces, hot water heaters, and laundry equipment.

This By-Law shall come into force and take effect on its passing, provided that Official Plan Amendment Number 55 is approved and no Notice of Appeal is filed to this By-Law, and where one or more appeals have been filed within the time period specified, at the conclusion of which, Section 34, Subsection 30 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, applies and the By-Law shall be deemed to have come into force and take effect on the day it was passed; and

That the Amending By-Law be presented to City Council for all three readings.
Consultation with the following Members of the Corporate Management Team:

Cynthia Beach, Corporate & Strategic Initiatives  
Denis Leger, Transportation, Facilities & Emergency Services  
Jim Keech, President and CEO, Utilities Kingston  
Desiree Kennedy, Chief Financial Officer & City Treasurer

Not required  
Not required  
Not required  
Not required
Options/Discussion:

**Origin**
On March 12, 2014, FoTenn Consultants Inc., on behalf of PRK Developments, submitted Official Plan Amendment and Zoning By-Law Amendment applications to propose the development of two ten-storey mixed use commercial/residential buildings in the area around Princess Street and University Avenue.

In accordance with By-Law Number 2007-43, a Pre-consultation meeting between the applicant and various departments and agencies was conducted on November 19, 2013. On March 12, 2014, the Official Plan Amendment and Zoning By-Law Amendment applications were deemed complete, in accordance with the Planning Act.

A statutory Public Meeting was held at the Planning Committee meeting on May 15, 2014 regarding these applications. A copy of the minutes of the meeting is attached to this report for reference (Exhibit D).

Applications for lot additions to consolidate the properties as well as site plan control have been submitted for the proposed developments.

**Site Characteristics**
The north site is located at the terminus of University Avenue on Princess Street, known in the applications and this report as 495 Princess Street. The site consists of seven properties located between Chatham Street, Creighton Street, Princess Street and Colborne Street (Exhibit C), and is currently developed with two restaurants, a single family dwelling, vacant commercial retail and a vacant multi-unit residential building. The total area for this site is approximately 3,108 square metres. There are existing multi-unit residential buildings on Chatham and Creighton Street within the proposed site, an existing residential dwelling and two commercial buildings fronting Princess Street. There are mainly two to three-storey mixed use residential and commercial buildings that abut this subject site along Princess Street. To the south and west is a mix of commercial and mixed-use commercial and residential buildings. Directly to the north are a 20 unit apartment building and a mix of residential housing forms, including low rise single-detached buildings, some townhouses, and low-rise and mid-rise multi-unit residential buildings.

The south site is located on the south east corner of Princess Street and University Avenue, and is identified as 333 University Avenue. The site consists of properties abutting the southeast corner of University Avenue and Princess Street (Exhibit C). The total area for this site is approximately 2,891 square metres. This south site currently contains an automobile repair shop, a single-family dwelling, a three-storey multi-family dwelling and a commercial/office building fronting onto Princess Street. Low-rise commercial and mixed-use commercial and residential buildings surround the property to the east, west and north. Residential uses are predominantly located to the south of the subject site.
Applications and Supporting Documentation
The applications as presented at the Public Meeting proposed two ten storey buildings. Following the Public Meeting and the review of the technical comments received from staff there have been some design revisions to the proposed buildings to address urban design and technical comments. The result of this has been some additional architectural articulation of the buildings. In addition to address comments regarding the need for additional amenity space there have been indoor and outdoor amenity space added to top of the buildings. This has resulted in the interpretation that what was the rooftop mechanical penthouse now constitutes an eleventh storey even though it is only a partial floor. This floor area was included in the first submission but through technical review the interpretation was made that the space constituted an eleventh floor. There will be no residential units on the eleventh floor. This has not resulted in an increase in dwelling units and it is the opinion of staff that the purpose and effect of what was presented to the public has not changed substantially.

On the north development site known as 495 Princess Street, the applicant is proposing an eleven storey residential apartment building. The eleventh floor will be a partial floor that will contain indoor and outdoor amenity space and rooftop mechanical equipment. Commercial uses are proposed on the ground floor. The residential component of the mixed use building is comprised of 195 residential units consisting of a mix of Bachelor, 1-bedroom, 2-bedroom and 3-bedroom units. The building will be oriented to Princess Street. Pedestrian access will be provided onto Princess Street and vehicular access, service and loading will be from Creighton Street. 63 on-site parking spaces and 195 bicycle spaces are proposed for this site. 39 parking spaces will be provided off site within 500 metres of the site. Two locations have been identified for the off-site parking at this time, one on Garrett Street and one on Princess Street (Exhibits F and H). The existing residential dwelling at 19-23 Chatham Street will be retained. The residential building at 10 Creighton Street will be demolished and the land will become part of the larger development site. The buildings at 19-23 Chatham Street and 212 Colborne Street (previously 493 Princess Street) will be rezoned through this process to recognize the modified lot fabric resulting from lot additions to the site at 495 Princess Street. The other buildings on site will be demolished.

At 333 University Avenue, the proposal will also be an eleven storey residential building, with the eleventh floor being a partial floor containing rooftop mechanical and indoor and outdoor amenity space. The proposal for this site includes commercial uses on the ground floor. It will contain 204 residential units, also consisting of a mix of bachelor to 3-bedroom units. The building will be oriented to both the Princess Street and University Avenue frontages. Residential access to the units will be provided on University Avenue and access to the commercial units will be from entrances on Princess Street. Vehicular access for residents, service and loading will be from University Avenue and to a limited extent from a City-owned laneway exiting onto Garrett Street. The applicant is proposing 88 parking spaces on-site and 204 bicycle spaces. 21 parking spaces will be provided off site within 500 metres of the property (Exhibits G and H). All existing buildings on the four properties forming this site will be demolished.

Off-site parking is proposed at two sites within 500 metres of the subject properties (Exhibit H). The owner has secured properties at 14 Garrett Street and 557-561 Princess Street to
accommodate off-site parking. Each of these sites will require site plan control approval to be
used for parking. The proposed zoning is being structured to allow for off-site parking within 500
metres of the development sites. This will provide flexibility to allow the parking to be provided at
other sites should they become available. The location of the off-site parking will be regulated
through site plan control to ensure zoning compliance.

The applications are requesting a residential parking ratio of 0.5 spaces per residential unit with
a commercial parking ratio of 1 space/150 square metres of commercial floor area. Amendments have also been requested to amend the size of a parking space. The requested parking space dimensions are consistent with applications that have been submitted for other developments. The requested parking stall dimension of 2.6 metres by 5.2 metres with a drive isle of 6 metres has been approved and constructed on a number of development sites and has not resulted in any concerns or functional challenges.

The applicant is requesting amendments to the Official Plan and Zoning By-Law for both sites
(Exhibits A and B). Although these are separate sites with separate applications, the Official
Plan Amendment applies to both sites and the applicant intends to develop the two sites
together as a landmark development. In support of the application, the applicant has submitted
the following:

• Proposed Site Plans by Teeple Architects
• Planning Rationale by FoTenn Consultants Inc.
• Urban Design Study (which includes a shadow analysis) by FoTenn Consultants Inc. and
  Teeple Architects
• Transportation Study by IBI Group Inc.
• Pedestrian Wind Comfort Assessment by RWDI Inc.
• Noise Study by RWDI Inc.
• Geotechnical Reports by EXP Services Inc.
• Stage One Archaeological Assessment by Abacus Archaeological Services
• Site Servicing and Stormwater Management Report by Forefront Engineering Inc.
• Phase One Environmental Site Assessments by XCG Consultants Ltd.
• Floor Plans and Elevations by Teeple Architects
• Tree Inventory and Preservation Plan by FoTenn Consultants Inc.
• Landscape Plans and Details by FoTenn Consultants Inc.
• Grading Plans by Forefront Engineering Inc.
• Servicing Plans by Forefront Engineering Inc.

Unit Composition
The unit composition in this proposal is a mix of Bachelor and 1 to 3 bedroom units. As per any
other development proposals in the downtown and Williamsville Corridor, any room that could
be used as a bedroom has been counted as such and a definition for bedroom has been
included in the recommended zoning amendment. The proposed zoning amendment limits the
maximum number of bedrooms per unit to 3 which will ensure that no larger units are included in
the floor plans following zoning approval.
Parking/Transit
This proposal is designed to provide parking through a combination of surface, underground and off-site parking at a ratio of 0.5 spaces per dwelling unit. A ratio of 1 parking space for 150 square metres of commercial floor area is also proposed. Bicycle parking will be provided as required in the by-law at a ratio of 1 space per dwelling unit. Each site will include two car share vehicles for the use of the building residents. Section 4.6.47 of the Official Plan states that it is the intention of the Plan to encourage a balance between providing sufficient parking to address existing and future parking requirements and not oversupplying parking to the detriment of public transit usage, cycling or pedestrian traffic. Section 4.6.48 further states that parking areas will be provided for any land use as specified by the by-law and special provisions to accommodate those with disabilities will be provided in all zones.

The proposed buildings are both located on Princess Street which is the City’s main transit corridor. As part of this development, transit stops with bus shelters will be located in front of each of the new buildings. In order to accommodate a transit shelter in front of each building the shelter will encroach onto the private property. The developer has agreed to this arrangement and it will be addressed through the site plan control agreements for each of the buildings.

Kingston Transit introduced an express route along Princess Street in September 2013. The proposed developments are located along the express route and will benefit from the service provided. Transit routes 1 and 4 pass directly in front of the subject properties on Princess Street. These routes have a Monday to Saturday Schedule of arriving at a bus stop every half hour during daytime hours (6:00 am to 6:30 pm). The evening schedule is reduced to every hour and runs until 11:15 pm. Therefore the area is served by frequent express and local transit service.

Only the Route 1 bus runs on the Sunday schedule. The route begins at 8:30 am and ends at 8:15 pm. The bus arrives at the signed bus stop every hour.

The Route 4 bus does not have an evening or Sunday schedule.

Both bus routes stop at the following main transfer points and commercial centres: Downtown, Kingston Centre and the Cataraqui Town Centre.

The Official Plan includes policies for the promotion of increased transit ridership. Increasing urban densities along transit routes contributes directly to the increased demand for public transit. Intensification along the Princess Street corridor and the density proposed by this development will support higher frequency transit service. The provision of reduced parking requirements for redevelopment within the corridor will also help support the goals of increased ridership and Transportation Demand Management (TDM) as part of the City’s sustainable initiatives. The provision of bicycle parking as required in the Zoning By-Law will also support the Council approved bicycle lanes that are to be constructed within the Williamsville area.

New residential development is permitted to have surface parking; however, underground parking facilities are encouraged as they provide better options for site design and the provision of green spaces. The proposed parking ratio of 0.5 is less than required by the existing zoning, but with the provision of car share vehicles on each of the development sites for the residents,
implementation of cycling lanes in Williamsville, together with express transit and the walkability of the surrounding neighborhood and proximity to commercial, institutional and service uses in the area, staff are in support of the requested parking ratio of 0.5 parking spaces per residential unit.

The applicant is proposing a parking ratio 1 space per 150 square metres for commercial uses. The parking assessment prepared by IBI Group indicates that the proposed retail parking is expected to be sufficient for the following reasons:

- The retail component will be oriented towards tenants of the buildings, students and neighborhood residents. High-turnover restaurants and pharmacy/convenience retail are common and do not attract long distance trips by car; and
- The development is not anticipated to generate a significant new demand for on-street parking.

The proposed parking for the retail uses will be provided on each development site.

**Amenity Space**

This application is proposing to provide 4,534 square metres of amenity space for the building on the 495 Princess Street site, and 3,617 square metres of amenity space for the building to be located at 333 University Avenue. The amenity space requirement for this proposal is based on the current zoning by-law requirements as follows:

<table>
<thead>
<tr>
<th>Site</th>
<th>Required Amenity Space</th>
<th>Proposed Amenity Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>495 Princess Street</td>
<td>5,970.5 square metres</td>
<td>4,534 square metres</td>
</tr>
<tr>
<td>333 University Avenue</td>
<td>6,914 square metres</td>
<td>3,617 square metres</td>
</tr>
</tbody>
</table>

A further breakdown of the proposed amenity space for each site is included in the following table:

<table>
<thead>
<tr>
<th>Site</th>
<th>Indoor Common</th>
<th>Indoor Private</th>
<th>Outdoor Common</th>
<th>Outdoor Private</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>495 Princess Street</td>
<td>666 square metres</td>
<td>2,791 square metres</td>
<td>537 square metres</td>
<td>540 square metres</td>
<td>4,534 square metres</td>
</tr>
<tr>
<td>333 University Avenue</td>
<td>428 square metres</td>
<td>2,875 square metres</td>
<td>314 square metres</td>
<td>0 square metres</td>
<td>3,617 square metres</td>
</tr>
</tbody>
</table>
The indoor private amenity space included in each building is calculated to include living rooms, dens (rooms that would not meet the definition of bedroom) and the portion of the kitchen that can be used to entertain and provide lounge space in each unit. This is calculated in accordance with the definition for amenity space in the existing zoning for the Williamsville area.

The south building at 333 University Avenue is proposed to include a lounge area on level 1 and amenity space on the eleventh floor comprised of a multi-purpose activity room that opens up to an outdoor terrace area, indoor study area and study rooms, an exercise room and yoga room. The north building at 495 Princess Street is proposing to provide amenity space through a gym on the first level of the building, common rooms and multi-purpose rooms on the eleventh floor with associated outdoor terrace areas as well as a private parkette to the east of the building with frontage on Princess Street. The building at 495 Princess Street will also include terraces at grade for some of the residential units. The required amount of amenity space included in the recommended zoning is proposed to be 4,390 square metres which is less than what is shown in the above chart. The reason for this is that flexibility has been built into the zone to accommodate the need for a bus shelter on the property. As of the writing of this report details regarding the location of the bus shelter were still being finalized which could affect the amount of outdoor amenity space provided on the site.

The Planning Division is currently undertaking a review of the amenity space requirements across the Zoning By-Laws. On February 6, 2014 a draft report was presented to the Planning Committee at a non-statutory Public Meeting. The resulting recommendations of the review found that the amenity space requirements of the City of Kingston are much higher than many other municipalities. It was the recommendation of the report that the City considers reducing the current requirements. This review is ongoing; however, the recommendations are relevant to this proposal and the comparable standards reviewed for other municipalities are current.

The proposed amenity space for each building is comprised of large areas that will be functional for the intended residents. Each of the proposed spaces is of a sufficient floor area to be programmed for a specific active use such as a fitness facility or passive use as a study area or multi-purpose room for the residents of the buildings. Although the overall quantity of amenity space proposed is less than required by the zoning provisions, the space that is included in the buildings is efficient and designed with the needs of the resident being considered.

**Parkland Dedication**

Each of the proposed developments is required to provide parkland dedication to the City in the form of the conveyance of land for park purpose, cash-in-lieu of parkland or a combination. As part of the site plan application discussions, currently under review, the proponent has proposed to convey parkland offsite but in proximity to Princess St. within the Williamsville area. Details regarding the conditions and mechanisms of the parkland conveyance will be finalized prior to site plan control approval but, at this time, it is anticipated that there will be parkland conveyance provided to address the by-law requirements.
Intensification and Infill Development

Infill development is defined in the Official Plan as “the development or redevelopment of a vacant or underutilized lot, or a consolidated number of lots. Infill development encourages intensification and sustainability.” Infill can occur on long-time vacant lots or on pieces of land with dilapidated buildings, or can involve changing the land use of a property from a less to a more intensive one. Infill development is a type of urban intensification promoted through the policies in the 2014 Provincial Policy Statement and the City’s Official Plan.

The proposed development is centrally located within the urban boundary. The location will provide opportunities for easy access to alternative forms of transportation (walking, cycling and transit) in order to access goods, services and employment opportunities, and introduce new residential units into the urban area. The principles of infill, intensification and efficient use of existing infrastructure have been adopted as policy at both the provincial and municipal level of government. Section 1.1.3.3 of the Provincial Policy Statement states “Planning Authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”

The proposed development is consistent with the Settlement Area policies of the 2014 Provincial Policy Statement.

Similarly, the City of Kingston Official Plan implements the provincial policies promoting infill development and intensification by describing the form of development that should occur within the context of the City of Kingston.

“The overall urban residential unit density for Kingston in 2006 was calculated at 21.6 units per net hectare. The City supports intensification by redeveloping the existing built area through compatible infill development that respects cultural heritage resources, existing housing stock, and the stability of neighbourhoods. Greater intensification will be directed to mixed land use development areas and mixed use buildings in the transit supportive Centres and the Princess Street Corridor. Within the newly developing large-scale vacant areas located within the Urban Boundary, more compact development will be encouraged in order to efficiently use infrastructure, minimize land consumption, support the use of public transit, reduce air and other forms of pollution, and thus foster sustainable growth in the City (Section 2.3, Principles of Growth, Official Plan).”

The proposed development is consistent with the policies and direction of the 2014 Provincial Policy Statement and the City’s Official Plan and represents appropriate intensification within the existing urban area. The location of the proposed buildings is appropriate for the following reasons:

1) Close to transit stops on a major arterial road;
2) Easy access to major commercial centres (Cataract Town Centre, Kingston Centre, Downtown);
3) Close proximity to community services (Central Library, Kingston Memorial Centre, Victoria Park, Hotel Dieu Hospital); and
4) Within close proximity to potential employment and education opportunities (Kingston General Hospital, Queens University, St. Lawrence College, Downtown Kingston).

Williamsville Main Street Study
The majority of the landholdings subject to the Official Plan and Zoning Amendment are within the defined study area of the Williamsville Main Street Study. The proposed Official Plan Amendment requests the removal of the property located at 327 University Avenue from the residential designation and re-designating the property to Main Street Commercial. The amendment also includes bringing the property at 327 University Avenue into the area identified as “the Gateway” on Schedule PS-1 in the Princess Street Corridor Special Policy Area.

The study identifies the Williamsville Main Street as an area in transition. Given the location of the lands within the Princess Street corridor and the policies in the Official Plan, there is an opportunity for intensification and the creation of additional residential units and commercial space. The Williamsville Study Area identifies that the future vision for Princess Street is to support the Williamsville community vibrancy with new mixed-use development framing an improved streetscape.

The lands subject to this development proposal are located within the area defined as the Gateway in the Williamsville Study. It is noted that this area has an existing established main street character. This area is a gateway to Queen’s University to the south and to downtown Kingston. It is noted that the quality of design and a consistent street wall in this area is necessary to ensure that the gateway vision is carried through in this area. The study states that “Future development will need to fit with the existing context and look to create landmark buildings at the south end and at the terminus of University Avenue at Princess Street.”

The Williamsville Study notes that redevelopment sites in this area are the smallest within the study area; however, the developer has been successful in consolidating a number of properties into larger landholdings to support the development of the two proposed buildings. The land consolidation that has occurred was not contemplated in the Williamsville Main Street Study. The proposed building designs provide a four storey street wall in accordance with the recommendations of the Williamsville plan and step back the building design at more than one location as recommended in the study.

The Williamsville plan allows for buildings up to ten storeys on special sites with the upper storeys stepped back from the street wall a minimum of 1.5 metres to fit within the recommended angular plane. An Official Plan Amendment is required because the design of the buildings does not fit within the angular plan provisions of the Official Plan for this area. The purpose of the angular plane provisions is to create desirable and attractive public spaces. The angular plane provisions require the buildings to be stepped back within a 45 degree angle to ensure sunlight access into public spaces along Princess Street. Angular plane and stepbacks also address the overall appearance, design and massing of the proposed buildings on the Princess Street corridor and impacts on adjacent properties.

The proposed buildings do not fit within the 45 degree angular plane required for the front or rear yard as required in the Official Plan. Given the irregular property configuration of each resulting lot, to design a building in accordance with the provisions would be extremely
challenging and result in a building that is less of a landmark design that what is currently proposed. To meet the intent of the angular plane policies the proposed buildings incorporate stepbacks at various points in their height, and have addressed massing through design articulation and building setbacks.

To ensure that the proposed buildings are constructed with the stepbacks and architectural articulation as proposed and presented to Council and the public, the recommended zoning has incorporated a height map as a schedule to the amending Zoning By-Law for each site. The height map will regulate the maximum height of the building at the various stepbacks on the proposed buildings as well as regulating the requirements for the stepbacks at the various levels. This approach to zoning has been used in other municipalities to ensure the details of a proposal are constructed as proposed and it is more efficient to implement the requirements through the height mapping rather than trying to create a zone that details each specific provision.

The upper floors of the proposed buildings are clad with a lighter stone and significant portions of the building will be clad in glazing to make the building more open and less imposing on the streetscape and abutting residential areas.

**Official Plan Policies**

The proposed Official Plan Amendments have been reviewed against the 2014 Provincial Policy Statement, existing Official Plan policies and the Williamsville Main Street Study for compatibility and functionality based upon the requested amendments to incorporate additional lands within the Main Street Commercial Designation, include 327 University Avenue into the Gateway area for Williamsville and create a site specific policy area to address the angular plane provisions of the Official Plan. The Official Plan defines compatibility as “the ability of various land uses, building sites, or urban design treatments to co-exist with one another from both a functional and visual perspective through their arrangement, location, methods of buffering, massing or other means of providing transition that are able to successfully address undue adverse effects.”

The lands subject to the application for Official Plan Amendment are designated primarily 'Main Street Commercial' in the City’s Official Plan and are located in the Princess Street Corridor Special Policy Area. The strategic policy direction of the Official Plan states that the Princess Street Corridor will evolve as a mixed use development area, with mixed use buildings containing residential, employment and retail uses. The Corridor is also to be the focus of future intensification and a priority transit route.

Section 10E of the Plan states that, “it is intended that major development and an increase in net urban residential density will be directed to the compact, mixed land use development areas along the Princess Street Corridor”. This will provide support for transit, infrastructure and increased levels of economic activity in a pedestrian-oriented setting.

Section 10E.1.2 contains the Guiding Principles for development in the Williamsville Main Street Area. These are as follows:

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 the neighbourhood context;
e. Encourage high quality architecture that is representative of the cultural heritage of Williamsville;
f. Protect existing residential areas from negative impacts; and

g. Provide a sustainable framework for future development.

The proposal for two landmark buildings located at the terminus of University Avenue and Princess Street and the south-east corner of Princess Street and University Avenue addresses the guiding principles for the Williamsville area. Ground floor commercial space is provided with residential uses on the upper floors of the buildings. The pedestrian and cyclist experience is addressed through the provision of adequate bicycle storage for both residents and for the commercial establishments to be located on both development sites. Details regarding benches and treatment within the public realm will be dealt with through the site plan control process.

On the property at the 495 Princess Street site a private parkette will be provided for the residents of the building. The parkette will front on Princess Street and provide an outdoor common area for the residents of the building. The parkette will also be adjacent to a transit stop and contribute to the greening of the streetscape and the pedestrian experience along this portion of Princess Street. Both buildings are proposed to provide landscaping at grade and include a 1.8 metre wide pedestrian clearway along Princess Street in addition to a 1 metre transition zone. Neither site will require any curb cuts along Princess Street which will alleviate any potential for vehicle and pedestrian conflict on the sidewalk.

The setback at grade will allow for better landscaping on the public and private property and allow space for a wider sidewalk treatment to promote the commercial uses along Princess Street and improve the pedestrian realm. The setbacks and features of the building designs that have been included to address the pedestrian scale of the developments also include a four storey street wall along the Princess Street façade and significant window glazing incorporated into the design. The ground floor of each building is proposed to be constructed with significant clear glass in order to promote visibility and connection between the activity on the street and the interior of the commercial establishments. This will result in natural surveillance for both pedestrians using the Princess Street sidewalks and the commercial establishments.

The proposed buildings are of a high standard of design consistent with the principles for development in the Williamsville area. The buildings are a modern design and incorporate modern building materials in their finishes. This is complementary to the cultural heritage of the broader area in that what is proposed is not trying to replicate heritage construction.

The proposed developments are oriented to Princess Street and have been designed to reduce impacts on the adjacent residential areas to the north and south of each site through step backs, building articulation and façade treatment. Mechanical equipment will be on the rooftop and there are no balconies proposed on either building. This will reduce the possibility of noise impacts on abutting properties and reduce the potential for impacts on privacy or overlook on abutting properties.
Many sustainable features have been designed into each of the proposed buildings. Each site will comply with the bicycle parking requirements of the Zoning By-Law and two car share vehicles will be provided for each site. The requirement for car share vehicles will be included in the zoning provisions for each site. Green roof components will be incorporated into the outdoor terrace areas of the two buildings. Large windows on each of the buildings will offer the residents natural lighting and each building will include high efficiency lighting and heating systems and low flow fixtures.

Through a variety of building design elements and site design, the proposed buildings satisfy the guiding principles of the Official Plan for new development in the Williamsville Main Street Area. Section 10E.1.9 contains specific policies related to “The Gateway” which is character area 3 defined in the Williamsville Main Street Study.

The policies within the Williamsville Main Street Area in the Official Plan are very specific and regulatory. Sections 10E.1.34 addresses Front Angular Planes and states that all new development shall fit within an angular plane taken from a height above the established grade of the front property line equivalent to 70 percent of the right-of-way width. Above this height, subsequent storeys must fit within a 45 degree angular plane. Section 10E.1.35 contains policies regarding rear yard angular plane and states that “new development should be massed in a manner that does not overshadow adjacent existing development”. From the rear property line all storeys must fit within a 45 degree angular plane. The result of the combination of front and rear yard angular plane provisions on a lot with an irregular shape is a very constrained building envelope. As noted previously, the proponent has incorporated the general principles of building height, massing, articulation and building materials to address impacts on adjacent uses. There are stepbacks incorporated into the design, however, they do not comply with the specific angular plane provisions of the Official Plan and will be addressed through the proposed Official Plan Amendment.

The proposed development for each site is considered high density. The Official Plan establishes the following criteria for assessing new high density residential projects:

Generally, high density residential projects will be located:

- a) On the periphery of a low or medium density residential neighbourhood;
- b) Adjacent to, or in proximity to commercial areas;
- c) On an arterial or collector road designed for public transit; and
- d) In proximity to parkland or open space.

The locations of the subject development sites satisfy each of these criteria.

**Compatibility and Functionality**

New high density residential projects must address the land use compatibility criteria of Section 2.7 and the urban design policies of Section 8 of the Official Plan.

The Goal of Section 2.7 of the Official Plan is “to provide new opportunities for growth and investment within Kingston in a manner that respects existing development and minimizes conflict or adverse impacts.”
The Official Plan defines compatible as “development that is capable of co-existing in harmony and that will not have an undue physical or functional adverse impact on existing or proposed development in the area, or pose an unacceptable risk to environmental or human health. Compatibility should be evaluated in accordance with measurable objective standards based on criteria such as aesthetics, noise, vibration, dust, odours, traffic, safety and sun shadowing, and the potential for serious adverse health impacts on humans or animals.”

The following criteria are established in Section 2.7.3 of the Official Plan for evaluating adverse effects of development. The chart below identifies and provides staff comment on each criteria:

<table>
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<tr>
<th>Criteria</th>
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<tbody>
<tr>
<td>Shadowing</td>
<td>The Shadow Study submitted for this development provided shadow analysis for a 6 storey buildings in accordance with the existing zoning, 8 storey buildings and the current proposal for two eleven storey buildings. The urban design peer review that was done by Brook McIlroy did not identify any concerns with the building on the north site at 495 Princess Street, but suggested an 8 story building might be more appropriate on the south site, 333 University Avenue. The updated shadow analysis showed very little difference in impact between an 8 storey building and the 11 storey building that is proposed for the south site. The main impact is on the buildings and sidewalk on the north side of Princess Street. If a 6 storey building were constructed the north sidewalk would receive 6 hours of sunlight daily and with an 8 or 11 storey building as proposed the hours of sunlight are reduced to 4 and 3 respectively for the timeframe from March to September from 10 am to 6 pm. Although there is an impact the difference between the duration of sunlight is 2 to 3 hours. During the summer months the difference between the shadow impact of 6, 8 and 11 storeys is minimal. The shadow analysis shows and impact of 1 hour loss of sunlight on the buildings located on the north side of Princess Street for the summer months. Given the architectural details and design elements incorporated into the taller buildings the impacts of shadowing have been mitigated as much as possible given the scale of the proposed buildings.</td>
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<tr>
<td>Loss of privacy due to intrusive overlook</td>
<td>The design of the buildings has taken this into consideration with the design of the eleventh floor amenity space being stepped back from the 10th floor. The associated outdoor terraces also include green roof areas and landscaping to keep activities away from edge of the outdoor areas. The remaining amenity space is interior to the buildings and there are no private outdoor balconies included in the design of the proposed buildings. In addition given the scale and context of each of the proposed buildings there are no single family homes with outdoor yards immediately adjacent to the proposed development sites.</td>
</tr>
<tr>
<td>Increase levels of noise, dust, odor, or vibration</td>
<td>While there will be impacts associated with site construction, once occupied, the proposed mixed use buildings should not pose</td>
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### Criteria

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<tr>
<td>Increased and uncomfortable wind speeds</td>
<td>A pedestrian wind comfort assessment was done for 495 Princess Street and 333 University Avenue. This study contains recommendations for each of the building sites for some wind mitigation; however, the conclusion of the report is that the developments are not expected to affect the general wind microclimate in the area. Wind conditions are expected to meet the wind safety criteria and be suitable for the intended use in all pedestrian areas.</td>
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<tr>
<td>Increased level of traffic that can disrupt the intended function or amenity of a use or area</td>
<td>A traffic impact study and parking assessment was prepared for this development by IBI Group. The conclusions of the traffic impact study indicated that the build out of the proposed development would not cause any major deterioration in traffic operations. The study also concluded that the residential parking provision would be sufficient for the proposed development given the context of the site. The City’s Traffic Engineer has reviewed this proposal and not identified any concerns. The development is in close proximity to transit and located in a walkable area near the downtown, university and employment uses.</td>
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<tr>
<td>Environmental damage or degradation</td>
<td>This development will improve the existing environmental condition of the site through redevelopment of underutilized brownfield sites in a central area of the City. A record of site condition will be required for each site to ensure that the environmental standards for a residential use are met on each site. There will be no environmental impacts associated with this development.</td>
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<tr>
<td>Diminished service levels because social or physical infrastructure necessary to support a use or area is overloaded</td>
<td>Site Servicing Reports were prepared in support of each development site by Forefront Engineering Inc. This proposal has been reviewed for servicing and infrastructure impacts. There have been no concerns identified with respect to the ability of the local transportation network to accommodate this development and Utilities Kingston has confirmed that there is adequate sanitary and water capacity to service this proposal.</td>
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<tr>
<td>Reduction in the ability to enjoy a property or amenity associated with it, including safety and access, outdoor areas, historic quality or setting</td>
<td>This has been addressed in the discussion regarding shadowing and privacy/overlook. There have been design features incorporated into the buildings to reduce impacts on the abutting properties. Staff will continue to work with the applicant to refine details of the development through the site plan control process to ensure safety for the existing neighborhood, pedestrians and intended residents of this development.</td>
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<tr>
<td>Visual intrusion that disrupts the streetscape, building or cultural heritage resource</td>
<td>The buildings have been designed to be a landmark development at the terminus of University Avenue and Princess Street. The overall development will provide gateway buildings leading towards the Queen’s Campus and downtown Kingston. The developer has invested significant resources toward designing buildings that are</td>
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Architectural incompatibility in terms of scale, style, massing and color

Each of the proposed buildings will be taller than any other buildings in the immediate area. The design of the buildings has incorporated many of the recommendations of the Williamsville Main Street Study with respect to stepping back upper floors and opening up the ground floor commercial design to the street and pedestrians through building materials and design. While the buildings are larger than any other existing in the area it has been demonstrated that impacts of the scale of the building can be mitigated through design, building materials and setbacks. Through the use of a height map in the proposed zoning the City can ensure that the buildings that have been analysed through the shadowing and urban design studies and presented to Council and the public are what are built.

The loss or impairment of significant views of cultural heritage resources and natural features and areas to residents

There will be no loss or impairment of any views or impacts to cultural heritage resources resulting from this development.

Section 2.7.6 of the Official Plan contains policies regarding mitigation measures for use between sites with different land use designations and between residential uses of different density. These measures may include the following:

a) Ensuring adequate setbacks and minimum yard requirements;
b) Establishing appropriate transition in building heights, coverage and massing;
c) Requiring fencing, walls or berming to create a visual screen;
d) Designing the building in a way that minimizes adverse effects;
e) Maintaining mature vegetation and/or additional new landscaping requirements;
f) Controlling access locations, driveways, service areas and activity areas; and
g) Regulating location, treatment and size of accessory uses and structures, lighting, parking areas, garbage storage facilities and signage.

The site and building design for this project takes into consideration many of the mitigation measures noted in Section 2.7.6. Each of the building designs includes transition in building height. The building massing on each site is concentrated at the street frontage to reduce impacts on the residential areas to the north and south of the sites. Fencing and buffering will be reviewed through the site plan control process and incorporated where necessary. Landscaping plans have been submitted with the site plan control applications for each site that propose landscaping at grade where possible and on the outdoor terrace areas. By including underground parking garages on each site and locating the limited amount of surface parking provided to the rear of each building, the abutting properties will not be impacted by large surface parking lots, car lighting and residents in the parking areas. Loading and service areas
have been designed into the interior of each building to limit any noise or visual impacts. Garbage storage and sorting facilities are included interior to the building. Garbage and recycling will be stored in the refuse rooms and will be wheeled to the street in accordance with the City of Kingston Municipal Waste By-Law.

Similar to other land use policies in the Official Plan the functional needs criteria includes (Policy 2.7.7) the following:

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<td>Suitable scale, massing and density in relation to existing built fabric;</td>
<td>The applicant is proposing a maximum height of eleven storeys for each of the buildings. The eleventh floor will only be a partial floor for amenity space and rooftop mechanical. The massing of the upper floors of each of the proposed buildings will be regulated through a height map which will form part of the recommended zoning for each of the development sites. Through the Urban Design Study, Shadow Analysis, Wind Comfort Assessment and other supporting studies, the developer has justified that the proposed scale, massing and density is functional for the site with minimal impact on abutting properties.</td>
</tr>
<tr>
<td>Appropriate landscaping that meets or improves the characteristic green space amenity of the site and surroundings and enhances the City’s tree planting program;</td>
<td>The proposed use is an urban infill development occupying the majority of the subject property. The Site Plan Control process will include landscape plans and details of the proposed amenity space.</td>
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<tr>
<td>Adequate land area and appropriate site configuration or provision for land assembly, as required;</td>
<td>The owner has undertaken significant land assembly in order to configure each of the development sites. The Williamsville study indicates that average lot depths of 36 metres or more are required for building heights up to 6 storeys. Each of the proposed development sites has lot depths greater than 36 metres. Parking is proposed to be provided through a combination of surface, underground and offsite parking. The amenity space is proposed to be provided in the form of interior private and common spaces and roof top interior and exterior amenity spaces. The building at 495 Princess Street is also proposing an outdoor parkette area and private at grade terraces for some of the units.</td>
</tr>
<tr>
<td>Efficient use of municipal services, including transit;</td>
<td>The proposed development would not require the construction of additional sewer and water infrastructure. The proposed development is located directly adjacent to an arterial road that accommodates two transit routes, including express transit service.</td>
</tr>
<tr>
<td>Appropriate infill of vacant or under-</td>
<td>The proposed development is situated on underutilized properties located on the Princess Street Corridor. The</td>
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Criteria | Requested Zoning Amendment
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utilized land; and proposed use conforms to the Provincial Policy Statement and Official plan policies promoting infill and intensification development. The type of development proposed through these applications is consistent with the vision of the Official Plan and the Williamsville Main Street Study.
Clearly defined and safe: The applicant will be required to obtain Site Plan Control Approval prior to construction. Applications for Site Plan Control approval have been submitted for each of the development sites at 495 Princess Street and 333 University Avenue and are being processed concurrent with this application (File Numbers D11-051-2014 and D11-052-2014). The items identified in the compatibility and functionality criteria of the Official Plan will be addressed in detail at Site Plan Control.
- site access;
- pedestrian access to the building and parking spaces;
- *amenity areas* and play space;
- building entry; and
- parking and bicycle facilities.

Vehicle access to the development at 495 Princess Street will be from Creighton Street and there is a right-of-way from Chatham Street that will be used for loading and service access. Vehicle access to 333 University Avenue will be primarily from University Avenue with limited access via a right-of-way from Garrett Street. Amenity areas for the residents are clearly defined in the buildings. The buildings have been designed with clearly identified access points for the residents and the commercial establishments. Bicycle parking will be provided on both sites.

The applicant has demonstrated that the requested Zoning By-Law Amendment will be both functional and compatible with the existing neighbourhood and anticipated future development of the area, as envisioned in the City of Kingston Official Plan.

**Urban Design**
Section 8 of the Official Plan contains policies regarding urban design and using design as a tool for achieving compatibility between new development and existing areas. The goal of this section of the plan is to provide a framework for the provision of a safe, efficient and harmonious environment which recognizes values and supports specific aspects of the built and natural environment that contribute to an area’s sense of place and significance to the community.

In addition to Section 8 of the Official Plan, the Williamsville Main Street Study contains detailed urban design recommendations which have been implemented through a special policy area in the Official Plan as well as site specific zoning that applies to the Williamsville Main Street corridor.

The developer submitted an Urban Design Study in support of the current applications. Included in this study was the Urban Design Guidelines Checklist that formed appendix C of the
Williamsville Main Street Study. Overall, the proposed developments comply or partially comply with each of the recommendations with the exception of the guidelines regarding angular planes.

The urban design study was peer reviewed by Brook McIlroy Inc., which is the firm that undertook the Williamsville Main Street Study on behalf of the City. With respect to 495 Princess Street the conclusion of the peer review was that 495 Princess Street was a gateway building in its own right and that additional height and massing as proposed on the site was warranted based on the property consolidation that had occurred. With respect to the proposal for 333 University Avenue, the peer review concluded that the site could function as a gateway building site in combination with the proposal for 495 Princess Street, and that the combined building mass establishes a gateway feature to downtown Kingston. The peer review also recommended that the building height on the south site be reduced to 7 or 8 stories to ensure sunlight access on the north side of Princess Street for closer to the desired 5 hours of sunlight from March to September.

Other recommendations from the peer review for both sites included moving the loading and servicing areas internal to each of the buildings, providing additional setbacks/stepbacks to mitigate shadow impacts, improving landscaping treatments and streetscape improvements, and addressing any blank wall treatments.

Through the second submission of drawings in support of the zoning amendment the applicant has addressed many of the comments and recommendations provided in the peer review. Loading and servicing areas have been consolidated interior to the buildings to reduce any impacts on adjacent properties and landscaping will be reviewed in greater detail through the site plan control process, however, it is proposed to green the roof areas and provide planting where possible on each development site.

The comments regarding the building form and massing were addressed through some redesign of the buildings. The buildings as proposed do not meet the angular plane policies of the Official Plan and Zoning, however massing and scale of the buildings has been addressed through greater building articulation and stepbacks of the upper floors. The building materials to be used on the upper floors of each building are lighter in color with significant glass included to reduce the perception of the scale of the buildings.

With respect to shadowing, the applicant has addressed this concern through additional shadow study review. The second submission of the shadow study compared the shadow impacts of a 6 storey building as permitted by the existing zoning, an 8 storey building as recommended in the peer review and an 11 storey building as currently proposed for each site. Through a review of this analysis, it is shown that although the taller building does have more of a shadowing impact than what is permitted by the existing zoning, the difference in impact between an 8 storey building, as recommended by the peer review, and an 11 storey building as proposed is one to two hours of sunlight on the south Princess Street sidewalk in front of the building at 333 University Avenue and an hour of sunlight for the buildings fronting onto the north side of Princess Street.
Based on this review, staff are of the opinion that the proposal, as revised, is generally consistent with the urban design recommendations of the Williamsville Main Street Study.

**Accessibility**

The City of Kingston Official Plan includes policies that specifically address the need to plan development and redevelopment to accommodate all the residents of Kingston through the application of “universal design principles” (Section 2.3.16, Accessibility, Official Plan).

There are seven universal design principles:

1. Equitable use;
2. Flexibility in use;
3. Simple and intuitive use;
4. Perceptible information;
5. Tolerance of error;
6. Low physical effort; and
7. Size and space for approach and use.

These principles are further defined in the Definition section of the City’s Official Plan. The universal design principles are broadly applied in the Urban Design policies of the City’s Official Plan, which states that the City promotes the provision of barrier free access and safety, as well as, “providing the needs for seniors, people with disabilities, and others with special requirements through improved amenities such as parking and washrooms, clear signage, visual or auditory aids and other means as appropriate (Section 8.2 Accessibility and Safety, Official Plan).” These accessibility policies in the Official Plan are consistent with the policies of the Provincial Policy Statement that include “improving accessibility for persons with disabilities and older persons by identifying, preventing and removing barriers which restrict their full participation in society,” as a key factor in sustaining healthy, livable and safe communities (Section 1.1.1(f), Provincial Policy Statement).

The *Ontario Building Code* (OBC) includes requirements for barrier free design. An example of this is for an apartment building, the builder is required to construct 10 percent of all residential suites with a barrier free path of travel from the entrance to a bedroom and bathroom. Entrances to main floor commercial developments and the residential building are required to be barrier free to the sidewalk level. This requirement is also reflected in the Site Plan Control By-Law. In addition, the OBC requires the builder to provide barrier free parking to complement the required barrier free dwelling units. The requirements do not identify the number of barrier free spaces required (this is determined in the Zoning By-Law) but does establish minimum clearance for a barrier free parking space in an indoor parking level at 2,100 millimetres (2.1 metres). The requested reduction in height for the accessible parking space conforms to the OBC requirements for accommodating an accessible underground parking space.

The proposed multi-unit residential development will be designed and constructed to meet the accessibility policies and criteria present in the City’s Official Plan, the 2014 Provincial Policy Statement and the *Ontario Building Code*. Compliance will be determined through the review of the proposed development during the Site Plan Control process.
Public Input
A public meeting was held for this application on May 15, 2014. There have been a number of submissions received from the public which are attached as Exhibit E to this report.

The comments received from the public were mixed with some members of the public expressing support for the development and the high standard of design proposed for the new buildings and the need for the additional housing supply in the area.

Concerns identified by the public related to the overall scale of the proposal and that the density as proposed is too much. It was noted by a few members of the public that the proposals were not consistent with the Official Plan, the Williamsville Study and are out of character with the area. There was concern expressed by an adjacent owner regarding access to the Kingston Heart Clinic and whether the proposed development would impact access to the City Lane from Garret Street which is currently used for access. Some members of the public also noted that the proposed parking ratio was too low and identified concerns regarding noise, loss of privacy and questioned the servicing capacity for the proposed development.

In response to the public and staff technical input provided, the proposed buildings have been revised to provide greater stepbacks on the upper floors to reduce impacts. The redesign has resulted in 13 less units in the overall proposal. The proposed parking ratio for the development is now 0.5 spaces per residential unit and each site will also be providing 2 car share spaces for the residents of the buildings. Access to the Kingston Heart Clinic from Garrett Street will be unchanged. The principal access point to the 333 University Avenue site is from University Avenue. The Garrett Street right-of-way only provides access to a few parking spaces.

Matters related to noise and loss of privacy have been addressed previously in this report. There are no balconies proposed and any outdoor amenity space will be designed to minimize impacts due to noise or overlook on adjacent properties. A more detailed noise study will be submitted through the site plan control process once the details of the mechanical systems for the building are finalized.

Existing Policy/By-Law:

2014 Provincial Policy Statement
The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development which are complemented by local policies addressing local interests. The applications being considered are site specific to accommodate a specific proposal.

The Provincial policies relevant to this application state “Settlement Areas shall be the focus of growth and their vitality and regeneration shall be promoted” (2014 Provincial Policy Statement, Section 1.1.3.1). The 2014 Provincial Policy Statement establishes specific policies regarding the promotion of intensification and redevelopment within built up areas. The Planning Act requires development to be “consistent” with the policies of the Provincial Policy Statement. Section 1.1.3.3 of the 2014 Provincial Policy Statement states “Planning Authorities shall identify and promote opportunities for the intensification and redevelopment where this can be accommodated taking into account existing building stock areas, including brownfield sites, and
the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs."

The proposal is consistent with the 2014 Provincial Policy Statement with respect to the following:

1.1.1.1 a) Promoting efficient development and land use patterns which sustain the financial well-being of the municipality over the long term;

   b) Accommodating an appropriate range and mix of residential; and

   c) Promoting cost efficient development patterns and standards to minimize land consumption and servicing costs;

1.1.3.2. Land use patterns within settlement areas shall be based on:

   a) Densities and a mix of land uses which:

      1. Efficiently use land and resources;
      2. Are appropriate for, and efficiently use the infrastructure and public service facilities which are planned or available and avoid the need for uneconomical expansion;
      3. Minimize negative impacts to air quality and climate change, and promote energy efficiency;
      4. Support active transportation; and
      5. Are transit supportive, where transit is planned, exists or may be developed.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

1.1.3.4 Appropriate development standards should be promoted which facilitates intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built up areas, based on local conditions.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built up area and shall have a compact form, mix of uses and densities that allow for the efficient use of and, infrastructure and public service facilities.

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies where feasible.
1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.

Official Plan
The lands subject to the application for Official Plan Amendment are located in the Princess Street Corridor Special Policy Area which was incorporated into the Official Plan to implement the policy recommendations of the Williamsville Main Street Study. The property located at 327 University Avenue is designated as Residential in the Official Plan and is proposed to be included within the Princess Street Corridor Special Policy Area through this amendment. The proposed Official Plan Amendments include adding 327 University Avenue into the overall development site and adding a special policy area to the Official Plan to recognize that the proposed developments for 495 Princess Street and 333 University Avenue do not comply with the angular plane policies of the Official Plan.

The proposed mixed use commercial/residential development is permitted within the existing Main Street Commercial and Princess Street Corridor Special Policy Area.

Zoning By-Law Number 8499
The north site, located at 495 Princess Street, is currently zoned C4 - Williamsville Main Street Commercial Zone. The south site located at 333 University Avenue is also currently zoned C4 – Williamsville Main Street Commercial Zone and the property located at 327 University Avenue is zoned C-Central Business District and Upper Princess Street Commercial. It is proposed to rezone the north development site to a site specific C4 zone to permit the building that is proposed. In addition, the properties at 19-23 Chatham Street and 493 Princess Street (212 Colborne Street) will need to be rezoned to recognize their revised lot configurations resulting from lot additions to the property at 495 Princess Street. The consolidated property at 333 University Avenue, including 327 University Avenue, will also be rezoned to a site specific C4-Williamsville Main Street Commercial Zone to permit the specific development proposal for that site.

The uses permitted in the Williamsville Main Street (C4) zone include: libraries; art galleries; museums; churches; community halls and parish halls; community centres; sanitariums, or institutions for philanthropic or charitable uses; 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; 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 House; and day care centre.
In accordance with By-Law Number 2010-217, the subject lands are subject to Site Plan Control. Applications for Site Plan Control have been submitted and are currently under review.

**Conclusion**

In conclusion, staff recommends that the proposed Official Plan and Zoning By-Law Amendment applications be approved. The proposed eleven storey buildings are consistent with the Provincial Policy Statement and the general intent of the Official Plan and the Williamsville Main Street Study. It has been demonstrated through the supporting studies that the development, as proposed, represents appropriate and compatible residential intensification.

The locations at 495 Princess Street and 333 University Avenue satisfy the Official Plan criteria for the location of high density land use. The proposed development will be a landmark proposal as identified in the Williamsville Main Street Study and the two development sites will be complimentary to each other. The proposed developments incorporate a massing, scale and materials that will contribute to the redevelopment of the Williamsville Main Street Area. The buildings will provide ground level commercial to serve the residents of the buildings and the neighborhood. The proposed development will enhance the street wall and pedestrian area along Princess Street and contribute to the long term viability of redevelopment in this area.

**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 a sign posted on the subject site 20 days in advance of the Public Meeting. A "Notice of Public Meeting" regarding this application was also sent by first class mail to all property owners within 120 metres of the subject property. A notice advising of receipt of a complete application was also mailed on April 11, 2014. There were approximately 117 property owners notified by mail for the 495 Princess Street site and approximately 107 property owners notified by mail for the 333 University Street site. In addition, a courtesy notice of the Public Meeting was published in The Kingston Whig-Standard.

A notice of regular meeting was sent to those requesting notification of any future meetings regarding this application on February 23, 2015. This report was made available to the public prior to the meeting.

**Accessibility Considerations:**

Not applicable

**Financial Considerations:**

Not applicable
Contacts:
Paige Agnew, Director, Planning, Building & Licensing Services 613-546-4291 extension 3252
Marnie Venditti, Senior Manager Client Relations and Development Services 613-546-4291 extension 3256

Other City of Kingston Staff Consulted:
Not applicable

Exhibits Attached:
Exhibit A  Existing Official Plan
Exhibit B  Existing Zoning
Exhibit C  Key Maps
Exhibit D  Public Meeting Minutes
Exhibit E  Public Submissions
Exhibit F  Site Plan and Elevations for 495 Princess Street
Exhibit G  Site Plan and Elevations for 333 University Avenue
Exhibit H  Off Site Parking Locations
Exhibit I  Photos of 495 Princess Street Site
Exhibit J  Photos of 333 University Avenue Site
Exhibit K  Draft Official Plan and Zoning Amendments
Exhibit A1

Subject Lands:
493-497 Princess St.,
19-23 Chatham St.,
2, 10 Creighton St.

Current Designation:
Main Street Commercial

Legend:
RESIDENTIAL
Estate Residential
Business Park Industrial
General Industrial
Waste Management Industrial
Airport
Central Business District
Regional Commercial
Main Street Commercial
District Commercial
Arterial Commercial
Rural
Agricultural Land
Rural Commercial
Rural Industrial
Institution
Deferred Area
Open Space
Environmental Protection Area
EPA Submerged Vegetation
Harbour Area; Water Area
Mineral Resource
Hamlet
Secondary Plan Area

Official Plan for the City of Kingston
Schedule 3-A, Existing Land Use

Applicant: PRK Developments
File Number: D09-017-2014 & D11-051-2014 & D14-075-2014
Address: 493-497 Princess St., 19-23 Chatham St., 2, 10 Creighton St.
Legal Description: PLAN C18 PT PMINNES TRACT

ARN: 101103003010100 & 101103003010200 & 101103003010000 & 101103003011300 & 101103003010700 & 101103003011200

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LEGEND

- AREA TO WHICH THIS SCHEDULE APPLIES

GREEN STREETS
- TOP PRIORITY
- SECONDARY PRIORITY

CHARACTER AREAS
1 - CITY DESTINATION
2 - COMMUNITY DESTINATION
3 - THE GATEWAY

Scale
1:3,000

City of Kingston
Official Plan for the City of Kingston
Schedule PS-1

Applicant: PRK Developments & City of Kingston
File Number: D09-017-2014, D11-051-2014, D14-075-2014,
D11-052-2014, D14-076-2014
Address: 493-497 Princess St., 19-23 Chatham St., 2,10 Creighton St.
460-468 & 480 Princess Street, 327 University Avenue
Legal Description: Various; ARN: Various

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Subject Lands:
460-468 & 480 Princess Street, 327 University Avenue
Current Designation:
Main Street Commercial & Residential

Legend

- Residential
- Estate Residential
- Business Park Industrial
- General Industrial
- Waste Management Industrial
- Airport
- Central Business District
- Regional Commercial
- Main Street Commercial
- District Commercial
- Arterial Commercial
- Rural
- Agricultural Land
- Rural Commercial
- Rural Industrial
- Environmental Protection Area
- EPA Submerged Vegetation
- Hamlet
- Harbour Area; Water Area
- Mining Resource
- 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: PRK Developments
File Number: D09-017-2014 & D11-052-2014 & D14-076-2014
Address: 460-468 & 480 Princess Street, 327 University Avenue
ARN: 101102014004800 & 101102014004700 & 101102014004500 & 101102014004900
**EXISTING ZONING**

Zoning By-Law: 8499, Map 19

Applicant: PRK Developments
File Number: D09-017-2014 & D11-052-2014 & D14-076-2014
Address: 460-468 & 480 Princess Street, 327 University Avenue
Legal Description: PJ OHN DUd BLK A PLAN A12 B;219 & PJ OHN DUd BLK R A12 B 219 & PLAN 134 PT LOT 1 LOTS 2,3;PT RESERVE B 219 & PJ OHN DUd BLK PLAN A12 B;219 RP13R13692 PART 1

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

Subject Lands: 460-468 & 480 Princess Street, 327 University Avenue
Zoning By-Law: 8499
Current Zone: C4-H & C

Subject Lands: C1-1, C1-2
Zoning By-Law: 8499
Current Zone: C4-H & C
EXISTING ZONING

Zoning By-Law: 8499, Map 19

Applicant: PRK Developments

File Number: D09-017-2014 & D11-051-2014 & D14-075-2014
Address: 493-497 Princess St., 19-23 Chatham St., 2, 10 Creighton St.

Legal Description: PLAN C18 PT PMINES TRACT

ARN: 101103003010100 & 101103003010200 & 101103003010000 & 101103003011300 & 101103003010700 & 101103003011200

Subject Lands

Current Zone: C 4-H

FOR REFERENCE PURPOSES ONLY

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THE CORPORATION OF THE CITY OF KINGSTON

KEY MAP

Applicant: PRK Developments
File Number: D09-017-2014 & D11-051-2014 & D14-075-2014
Address: 493-497 Princess St., 19-23 Chatham St., 2, 10 Creighton St.
Legal Description: PLAN C18 PT PMINNES TRACT
ARN: 101103003010100 & 101103003010200 & 101103003010700 & 1011030030111200

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THE CORPORATION OF THE CITY OF KINGSTON

KEY MAP

Applicant: PRK Developments
File Number: D09-017-2014 & D11-052-2014 & D14-076-2014
Address: 460-468 & 480 Princess Street, 327 University Avenue
Legal Description: PJ OHN DUFF BLK PLAN A12 B;219 & PJ OHN DUFF BLK R A12 B 219 & PLAN 134 PT LOT 1 LOTS 2,3;PT RESERVE B 219 & PJ OHN DUFF BLK PLAN A12 B;219 RP13R13692 PART 1

Subject Lands

Legend

SCALE

Meters

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City Of Kingston
Planning Committee
Unconfirmed Minutes
Meeting Number 10-2014
Thursday May 15, 2014
Council Chamber, City Hall

Members Present
Councillor Berg (Vice Chair)
Councillor Paterson (Chair) arrived at 6:45 p.m.
Councillor Osanic arrived at 6:40 p.m.
Councillor Reitzel
Councillor Schell
Councillor Scott

Members Absent
There were none.

Staff Present
Mr. Calvin Chan, Senior Planner
Mr. Gerard Hunt, Chief Administrative Officer
Mr. Kevin Arjoon, Deputy City Clerk
Mr. Peter Huigenbos, Manager, Real Estate and Land Development
Mr. Steven Chew, Senior Planner
Mr. Tim Fisher, Planner
Ms. Catalina Blumenberg, Committee Clerk
Ms. Cherie Mills, Manager, Policy Planning
Ms. Cynthia Beach, Commissioner of Corporate and Strategic Initiatives
Ms. Julie Salter-Keane, Manager, Development Approvals
Ms. Lanie Hurdle, Commissioner, Community Services
Ms. Lindsay Lambert, Senior Planner
Ms. Marnie Venditti, Senior Manager, Client Relations & Development Services

Others Present
Councillor Neill
Approximately 90 members of the public.

THIS IS NOT A VERBATIM REPORT
Application for Official Plan Amendment and Zoning By-Law Amendment

The following is a public meeting report to the Planning Committee for Official Plan Amendment and Zoning By-Law Amendment applications for the properties known as 495 Princess Street and 333 University Avenue. This report provides general information and describes the purpose and effect of Official Plan Amendment and Zoning By-Law Amendment applications for the redevelopment of two sites on Princess Street and University Avenue. The first site is a consolidation of seven properties between Chatham Street, Creighton Street and Princess Street, described within the applications and this report as 495 Princess Street. The applicant is proposing to develop a ten-storey, 190-unit apartment building with ground floor commercial uses. The site is designated “Main Street Commercial” and is within the special policy area “Princess Street Corridor Special Policy Area: Williamsville” in the City of Kingston Official Plan. This site is presently in a “Williamsville Main Street Commercial” (C4-H) zone in Zoning By-Law Number 8499, as amended.

The second site is a consolidation of four properties around the southeast corner of University Avenue and Princess Street, described within the applications and this report as 333 University Avenue. A ten-storey, 222 dwelling-unit apartment building with ground floor commercial uses is proposed. This site is designated “Main Street Commercial” and “Residential” and is also within the special policy area “Princess Street Corridor Special Policy Area: Williamsville” in the City of Kingston Official Plan. The site is in a “Williamsville Main Street Commercial” (C4-H) zone and partially in a “Central Business District and Upper Princess Street” (C) zone in Zoning By-Law Number 8499, as amended. The applicant is requesting an amendment to the Official Plan for both sites to seek relief from the angular plane requirement for both proposed buildings. Zoning By-Law Amendments are being sought for both buildings to request relief from multiple zoning requirements.

Application for Official Plan Amendment and Zoning By-Law Amendment

Project Site Number One: 495 Princess Street
File Numbers: D09-017-2014 and D14-075-2014

Project Site Number Two: 333 University Avenue
File Numbers: D09-017-2014 and D14-076-2014

Applicant – PRK Developments
Agent – FoTenn Consultants Inc.

Councillor Paterson, Chair, called the public meeting regarding the application for an Official Plan Amendment and Zoning By-Law Amendment for 495 Princess Street and 333 University Avenue to order at 7:35 p.m.
Councillor Schell declared a statement of pecuniary interest on the 495 Princess Street and 333 University Avenue application for an Official Plan Amendment and Zoning By-Law Amendment as her son is acquiring a business in the vicinity.

Mr. Luttmer, Ms. Watson and Mr. People representing Podium Developments, and FoTenn Consultants Inc. spoke to the details of the application and conducted a PowerPoint presentation. A copy of the PowerPoint presentation is attached to the original set of minutes located in the City Clerk's Department.

Mr. Chan, Senior Planner, advised that 3 pieces of correspondence regarding this application were received and have been included in the agenda and addendum. Any future correspondence will be included in the comprehensive report.

Pursuant to the requirements of the Planning Act, a notice of the statutory Public Meeting was provided by advertisement in the form of a sign posted on the subject site 20 days in advance of the Public Meeting. A “Notice of Public Meeting” regarding these applications was also sent by pre-paid first class mail to all property owners within 120 metres of the subject property. There were approximately 117 property owners notified by mail. In addition, a courtesy notice was published in The Kingston Whig-Standard and City of Kingston website.

Councillor Scott inquired about the possibility of a grocery store in the building. Mr. People answered that the unit south of the street would be ideal for a small to mid-size grocery store due to more loading space. He noted that there is a designated loading area beside the retail space in a separate commercial loading dock that is independent of the residential units.

Councillor Scott sought verification that a semi-trailer could fit without impacting the neighbours. Mr. People assured that a small boutique grocery store truck could easily enter in the loading dock.

Councillor Berg asked about waste management needs and how tenants would access an elevator to get belongings in and out of the buildings. Mr. People replied that the north building will have an elevator which will be shared by both buildings and that there is space for garbage storage.

Councillor Osanic asked if the garbage will be taken to a central location inside, or will tenants walk the garbage to a corner area. Mr. People answered that the buildings have been designed without a garbage chute or sorted garbage room and it will be up to building management to organise a method.

Councillor Berg sought more information on visitor parking. Mr. People replied that the amount of visitor parking is not clearly defined but feedback can be provided at a later date.
Councillor Paterson, Chair, provided members of the public with an opportunity to provide comments.

Mr. Cahoon spoke about his personal history with the building and expressed concern over accommodation, especially for those who use subsidized housing.

Mr. Tinney, expressed concerns pertaining to parking. He stated that the clinic serves approximately 18 thousand patients in Kingston and surrounding communities. He commented that parking is currently an issue, he explained that 2-3 times a year emergencies occur and ambulances have to access the clinic via Garret Street, a public right of way. Mr. Tinney expressed concern that emergency vehicles will lose access, or if a semi-trailer is in the way it will be impossible to enter the clinic speedily. He asked what the provisions for the right of way access are, and the proximity of the new building to the clinic.

Mr. Greenville spoke in support of the application and conclude that the proposal provides an interesting addition of 584 bedrooms which will add strength to the Williamsville Main Street area. He advised that the mix of unit sizes will attract a variety of residents from young professionals to older adults looking to downsize. This mixture of tenants ensures the economic viability of businesses in the Williamsville Main Street area remains. Mr. Greenville commands the developer’s use of off-site parking to supplement the sites underground parking that ensures sufficient spaces are available while meeting the objectives of the Williamsville Main Street study in minimizing parking along the street frontage.

Mr. Loncoure, spoke to his personal history with Kingston. He advised that he is against the proposal due to the 10 storey height, and the building not retaining the character and heritage of the area.

Mr. Dickson is in favour of the ambitious nature of the development. He commends the developer for attending the Williamsville meetings and taking into consideration the feedback of the community. Mr. Dickson indicated that he has some practical concerns such as the use of large equipment during construction on such a busy intersection. He encourages staff to work together to include affordable housing components to the development and preserve any heritage components.

Mr. Agler, representing the undergraduate students of Queens University is supportive of the application, stating that it is ideal for students. He echoed that the amenities available for residents of the building off campus are an asset. He commented that students are concerned with the availability of quality student housing and this application provides a viable solution to that issue.
Mr. Wool stated that families are becoming rare in the neighbourhood as students continue to populate the area. Mr. Wool advised that he welcomes high quality new residential development that will reverse the trend of students moving into family areas.

Mr. Foster expressed concern over the high population density of the neighbourhood with respect to parking and fire and rescue services. He stated that there is a fire lane close to the proposed application, and it is unlikely a fire rescue vehicle will fit through and be able to turn onto Colborne Street. Mr. Foster advised that there is potential for inadequate garbage collection due to high population density as well as snow removal.

Mr. Patry echoed support for the project, however expressed doubt with regards to parking. He stated that an acre of parking will be lost and that .25 parking space per unit is too low. He urged the developers to look at parking on the building instead of off-site.

Mr. Foster advised that the noise study showed half of the unit bedrooms without a window which is unacceptable.

Ms. Vandenhook spoke to her involvement with the Williamsville study. She indicated appreciation that the developer attended meetings and presented the project in its various stages to members of the community. Many of the recommendations of the Williamsville study were taken into account such as parking and making the building accessible to pedestrians and cyclists. Ms. Vandenhook concluded that Kingston is an innovative City and this project embodies that.

Mr. Ohtake echoed support for the development with enthusiasm. He commented that the location is ideal for the success of this application in attracting quality housing and puts pressure on the lesser quality housing in that area. He stated that the development has a lot of potential and he looks forward to seeing similar plans in the future.

Ms. Walbridge, Kingston Economic Development Corporation re-affirmed that the project is ideal for the area which is experiencing a transition. She concluded that mixed residential and commercial buildings increase tax revenue and alleviate the housing market stress.

Mr. Kay expressed support for the application, particularly the architecture. He expressed concerns with parking and advised from experience that .25 per unit parking availability is too low and the developers need to pay attention to the lack of parking.

Councillor Neill applauded the proposal for being the first to follow the Williamsville Study. He commented that he would like to know where the offsite parking would be located and the difference between parking spaces per unit between 5-6 bedrooms and 1-2 bedroom units. Councillor Neill spoke to his reservations regarding the rational for certain variances to tweak the design and if staff can address this in the comprehensive report along with an accurate number of how many people will live in the buildings. He
reiterated that these types of developments can generate substantial tax revenues and save the downtown core.

Mr. Luttmer, Ms. Watson and Mr. People, responded that there will be substantial parking, with one parking spot available per unit. They noted that parking spaces are being provided underground and at ground level 2 on off-site areas under contract within walking distance. The applicant commented that a Parking and traffic study was conducted which looked at the nature of the location, who the users are and the amount of parking in the area. The applicants stated that the location of the buildings are in a walkable area, 0.5 kilometres from downtown and whoever the users are; it is a demographic less likely to own a car. Mr. Lautner concluded that the intent is to promote alternative modes of transportation and parking should be a secondary concern.

Mr. People affirmed that an urban design study was done and the architect worked with the community and all studies will completed will be peer reviewed by the same firm that wrote the Williamsville Study. He stated that the application could be a catalyst in bringing people downtown and supporting the existing commercial infrastructure.

Mr. Luttmer assured the current tenants that the firm will do their best to help them relocate. He apologized to the cardiology clinic and assured to not interfere with business and that construction will not be using the right of way. Mr. Luttmer concluded that if an ambulance can get through the right of way now, it will be able to in the future as well.

Mr. Luttmer was not able to provide enough detail to show an example of 1 bedroom and 2 bedroom units that will represent 50% of the units. He affirmed that the units that do not have a direct window, some of those bedrooms will only be labeled as rooms to permit other uses.

The public meeting regarding the applications for Official Plan Amendment and Zoning By-Law Amendment for 495 Princess Street and 333 University Avenue adjourned at 8:53 p.m.
May 8, 2014

Calvin Chan
Planning and Development Department
1211 John Counter Boulevard
Kingston, Ontario

Dear Sir,

Re: D09-017-2014 and D14-076-2014 together with D09-017-2014, D11-051-2014 and D14-075-2014

I am Joe P. Hogan owner of 336 University Avenue, Kingston, Ontario. I am usually a supporter of development especially in this area of the city but in this particular application I have strong planning objections.

My main concern about this application is primarily based on density and overdevelopment of the site. I am worried about the effect of the development on the character of the neighborhood. Two hundred twenty-two (222) units translates into one thousand tenants, this is unacceptable high density/overdevelopment of the site. I am concerned of the noise, disturbance, and loss of privacy and overshadowing. I am also concerned about the parking issue that all these tenants and their guests would create. I am not encouraging vehicles and I am not trying to create a car culture but the tenants are in residence and the fact is that most if not all of tenants occupying the units have vehicles. At a minimum one parking space per unit should be enforced along with guest parking. Parking in the area is a problem especially during the restriction period over the winter. Underground parking is the solution.

I am also concerned about deviating from the original application. The developers (I believe the same developers of the present application) of 326 Alfred Street recently applied to convert “living area” in each unit into another bedroom thereby increasing density after the fact.

The city planners should prevent this from happening on the subject site because in my opinion it is already being overdeveloped. Future “back door” development of this type should be prevented from happening.

Also in order to maintain the vitality of the downtown the ground level, 100% of this project should be preserved as commercial. This would bring a mixed use to the area and the commercial/retail space would be supported by the tenants in the building and residents in the area. This I believe is sound planning. If this development was allowed to be all residential the area would quickly become stagnant and the retail sector would worsen in the downtown.

The City Planners should help preserve all aspects of the area including commercial/retail space.

It is my understanding that similar development is being proposed directly across the street – therefore I wonder if the infrastructure is in place to accommodate all of the development being proposed. This would also increase competition for on street parking therefore all the more reason for underground parking.

With respect to the amenity space the developer must provide on-site amenities such as a swimming pool, exercise room, and common rooms.
With respect to the amenity space the developer must provide on-site amenities such as a swimming pool, exercise room, and common rooms.

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Yours truly,

J. Hogan
Dear sir;

I would like to comment on the proposed projects at 333 University Ave and 495 Princess st. Being that these projects are located at the gateway to our beautiful and historic downtown I find them both too high and too massive. Further, I believe the total number of units proposed is too high.

Sincerely,

Marco Fernetich

Sent from my iPhone
Dear Planning Committee,

I would like to express my enthusiastic support for the above development. I have reviewed the plans and spoken with A.J. Kielty about the proposed buildings. I feel that the added residential density and the proposed Princess Street Bike Lanes will help make this area more bicycle friendly and greatly increase the activity for businesses.

Furthermore, the building proponents are asking for reduced parking space requirements in exchange for bike storage facilities. This trend is happening more and more and their requests should be considered seriously.

I will be trying to attend the meeting in person but I may be late.

Sincerely,

Graeme Healey
Owner,
Frontenac Cycle
336 Barrie St.
Kingston
Gregory,Katharine

From: Ochej,Derek  
Sent: Monday, May 26, 2014 9:00 AM  
To: Liz Wolcovitch  
Cc: Chan,Calvin  
Subject: RE: Recent Town Hall meeting May 15, 2014  
Follow Up Flag: Follow up  
Flag Status: Flagged

Hi Liz,

As discussed, Calvin Chan, Senior Planner with the City of Kingston’s Planning Department would be the person to best answer your questions/concerns. I have copied him on this e-mail, and he can also be reached by phone at 613-546-4291 x 3126.

Calvin, please see Liz’s inquiry in her original e-mail below.

Thanks,
Derek

---

From: Liz Wolcovitch [mailto:LWOL@KHC.local]  
Sent: Wednesday, May 21, 2014 9:09 AM  
To: Ochej,Derek  
Subject: FW: Recent Town Hall meeting May 15, 2014  
Importance: High

From: Murray Matangi  
Sent: May-21-14 7:47 AM  
To: williamsvillestudy@cityofkingston.ca  
Cc: robynmatangi@hotmail.com; murraymatangi@hotmail.com; Liz Wolcovitch  
Subject: Recent Town Hall meeting May 15, 2014  
Importance: High

Mr. Ochej:

I was at the Town Hall meeting regarding the development at the corner of University and Princess streets.

At no time did I hear the word "Condominiums" mentioned. In fact I was led to believe that these were projects specifically targetted towards Queens University students. In fact there were students present who talked to this need, one exhaulting "Where do I sign up?"

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1. Parking for the patients attending the Kingston Heart Clinic at 460 Princess street.
2. Ambulance access for patients requiring transfer to the local ER.
3. Patient transfer access for patients transferred from the local long term care facilities for testing procedures at the Kingston Heart Clinic.
4. Fire truck access to 460 Princess Street.

As I mentioned at the meeting, the Kingston Heart Clinic has >18,000 patient visits per year. There are >70,000 patients registered in the Kingston Heart Clinic database.

Murray Matangi.
Cardiologist
Kingston Heart Clinic
460 Princess Street
Kingston, ON
K7L 1C32.
To whom it may concern,

I am writing this letter to express my support for the redevelopment of 495 Princess Street as proposed by PRK Developments. I currently own 493 Princess Street, which contains a six storey apartment building and a small commercial plaza. I have come to an agreement with PRK whereby the apartment building lands will be severed off and retained by myself and the small plaza will be demolished and that land will form part of the new development site.

Because I will be retaining the 6 storey apartment building immediately north of the project, I have a strong interest in the design of the new development, and want to ensure that it will not negatively impact current and future tenants living in my building.

I have reviewed the application made to the City including the planning rationale, site plan drawings and urban design study. It is my opinion that the building proposed by PRK represents appropriate development and will help to gentrify the Williamsville neighbourhood. It will also provide an opportunity to significantly increase the rental stock in Kingston. Being the owner of many rental properties in the city, I understand how difficult it is for individuals to find quality accommodations.

The design appears to be of high quality and the inclusion of retail space within the main floor of the building will provide my tenants and other residents in Williamsville with opportunities to shop locally. I have also examined the shadow study that formed part of the urban design analysis and am satisfied that the shadows created by the new building will have minimal impacts on my building and other buildings in the area.

Overall I feel this development will significantly improve this stretch of Williamsville and will increase the availability of high quality rental options in Kingston.

Yours truly,

[Signature]

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Owner of 393 Princess Street
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Yours truly,

[Signature]

Brad French
Owner of 393 Princess Street
Chan, Calvin

From: Graeme Healey <fcghealey@yahoo.ca>
Sent: Thursday, May 15, 2014 2:13 PM
To: Chan, Calvin
Subject: Support for 495 Princess/333 University project

Follow Up Flag: Follow up
Flag Status: Completed

Dear Planning Committee,

I would like to express my enthusiastic support for the above development. I have reviewed the plans and spoken with A.J. Kielty about the proposed buildings. I feel that the added residential density and the proposed Princess Street Bike Lanes will help make this area more bicycle friendly and greatly increase the activity for businesses.

Furthermore, the building proponents are asking for reduced parking space requirements in exchange for bike storage facilities. This trend is happening more and more and their requests should be considered seriously.

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Sincerely,

Graeme Healey
Owner,
Frontenac Cycle
336 Barrie St.
Kingston
Chan, Calvin

From: Aburto, Roberto <Roberto.Aburto@gowlings.com>
Sent: Thursday, June 12, 2014 11:32 AM
To: Chan, Calvin
Cc: Facer, Kathy
Subject: RE: 495/333 University Avenue

Follow Up Flag: Follow up
Flag Status: Flagged

Calvin,

Please do add me to the notification list.

Many thanks,

Roberto Aburto
Associate
T 613-786-8679
gowlings.com

From: Chan, Calvin [mailto:cchan@cityofkingston.ca]
Sent: Thursday, June 12, 2014 10:04 AM
To: Aburto, Roberto
Subject: 495/333 University Avenue

Hi Roberto,

You can access the first submission of studies and plans for this proposed development through this dropbox link:

https://www.dropbox.com/sh/uehfkxa75wijphk/AAAZdoNTDQkAFj3Hbr4RCry6a

The applications had its Public Meeting on May 15, 2014. Staff is undergoing review and have provided some technical comments to the applicant. There is no recommendation to Council or Planning Committee at this point. If you would like to be added to the notification list for when the recommendation report will be presented to Planning Committee, please send me an email with that request, including a mailing address.

If you have any further questions, please let me know.

Thank you.

Calvin Chan, MCIP, RPP
Senior Planner
Planning and Development
City of Kingston
(613) 546-4291 ext. 3126
cchan@cityofkingston.ca
May 14, 2014

493-497 Princess St., 19-23 Chatham St., 2 and 10 Creighton St.

Dear Members of the Planning Committee,

I am frustrated and dismayed.

We have an Official Plan - why do I even have to write to you to point out that this is unacceptable?! It should be obvious to anybody!

As a geographer I observe how we live in the places we create. I also believe that everyone intuitively knows a good neighbourhood when they see one and experience it. And they are not the ones with ten-storey buildings.

We love to visit old cities such as Paris or Florence and we admire their Joie de Vivre. And then we go home and build high rises! I am not saying that Paris and Florence don't have high rises - but they are not the areas where we like to linger and sit in a cafe and enjoy people passing by. The high rise areas we miss as tourist and only hear about their high youth unemployment and street unrest.

In order to create livable cities and neighbourhoods, we should not build past 4-5 storey buildings - beyond that height, you lose the 'human scale' and you can observe that people quite instinctively 'rush through'; they don't want to linger. This past weekend I visited Washington DC and observed something similar – a classic example, really. It is somewhat illustrated by the attached pictures. (I am not a photographer so they are not perfect. What you cannot see in the pictures is the large amount of shoppers that were on the sidewalks in series A compared to series B. Series A is apart of Georgetown where stores, cafes and restaurants attract a vast number of people. The streets are busy with people and the businesses flourish. Just a little down the street, the pictures of series B were taken: high rise buildings with 'mixed use' at the street level, but there were hardly any shoppers milling about. There were no attractive stores and or cafes. Both areas are rather affluent, both are well maintained (well treed, good sidewalks, street lighting, etc.). Note also that both areas are very car centred, but it is not the determining factor for the vibrancy of the area. I would argue that it is the height of the building that let's people pass quickly through the high rise area. They do not linger and hence stores, cafes, and restaurants have a much harder time to survive or even thrive.

Back to Princess Street at the corner of Chatham. Granting an exception for a ten-story buildings in that particular neighbourhood is wrong for a number of reasons:
1) We have an Official Plan - stick to it!! We went through a lengthy process to arrive at it and with input from experts and the public alike.

2) Following from that: I say yes to intensification in the city, but no to this poor attempt that lacks any imagination on what may be possible between the two extremes of high rises and single-family houses. (And yes, ten-storey buildings are a high rise, just look at the attached pictures or any building in Kingston of that height!) The contrast is way too stark to be pleasing to the eye and to our sense of wellbeing. There are no high rises in the area other than the Princess Towers and seriously - we are not going to say that this was a successful piece of architecture that we should approximate in any way. The
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May 8, 2014

Calvin Chan
Planning and Development Department
1211 John Counter Boulevard
Kingston, Ontario

Dear Sir,

Re: D09-017-2014 and D14-076-2014 together with D09-017-2014, D11-051-2014 and D14-075-2014

I am Joe P. Hogan owner of 336 University Avenue, Kingston, Ontario. I am usually a supporter of development especially in this area of the city but in this particular application I have strong planning objections.

My main concern about this application is primarily based on density and overdevelopment of the site. I am worried about the effect of the development on the character of the neighborhood. Two hundred twenty-two (222) units translates into one thousand tenants, this is unacceptable high density/overdevelopment of the site. I am concerned of the noise, disturbance, and loss of privacy and overshadowing. I am also concerned about the parking issue that all these tenants and their guests would create. I am not encouraging vehicles and I am not trying to create a car culture but the tenants are in residence and the fact is that most if not all of tenants occupying the units have vehicles. At a minimum one parking space per unit should be enforced along with guest parking. Parking in the area is a problem especially during the restriction period over the winter. Underground parking is the solution.

I am also concerned about deviating from the original application. The developers (I believe the same developers of the present application) of 326 Alfred Street recently applied to convert “living area” in each unit into another bedroom thereby increasing density after the fact.

The city planners should prevent this from happening on the subject site because in my opinion it is already being overdeveloped. Future “back door” development of this type should be prevented from happening.

Also in order to maintain the vitality of the downtown the ground level, 100% of this project should be preserved as commercial. This would bring a mixed use to the area and the commercial/retail space would be supported by the tenants in the building and residents in the area. This I believe is sound planning. If this development was allowed to be all residential the area would quickly become stagnant and the retail sector would worsen in the downtown.

The City Planners should help preserve all aspects of the area including commercial/retail space.

It is my understanding that similar development is being proposed directly across the street—therefore I wonder if the infrastructure is in place to accommodate all of the development being proposed. This would also increase competition for on street parking therefore all the more reason for underground parking.

With respect to the amenity space the developer must provide on-site amenities such as a swimming pool, exercise room, and common rooms.
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The standard rooftop amenity is never used (too seasonal) and it is a dangerous alternative. The balconies become an area that collect extra furniture and a place to store garbage. Put the developer to task to be creative with on site amenity space and avoid making it a neighbourhood problem later on.

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Yours truly,

J. Hogan
612-305-1812
May 14, 2014

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environment we would create with a ten-storey building (here and further along Princess St.) will not lead to a more livable, enjoyable neighbourhood and city.

And let’s not forget that we should be concerned about what kind of a city, what kind of communities we are building/creating today as we will have to live with the consequences for decades to come - long passed the profits made by the developers have been spent (even if some of it was spent in our community). If we want a city that attracts people, we need to create neighbourhoods that are attractive – not just attractive in the architect’s drawings, but in the actual lived space! Again, see the attached pictures as illustrations.

3) Related to the previous point, I want to draw attention to the illusion of 'mixed development': in brief - it does not work. And it does not work mainly because of what I said previously: there is a human scale (4-5 storeys) where people still enjoy being in the space - you build beyond and it does not matter that you created more apartments and hence more 'potential customers'. People do not linger on those streets and businesses have a hard time getting people in the door. (see photos attached from Washington DC, but just look as places such as the Four Point Hotel downtown or, dare I say it, the block D area - no vibrant neighbourhood has been created there - even though there are all those people living along Ontario St.

4) Last, but certainly not least of all: Why do I as a citizen have to constantly defend a plan, that was to guide our urban development? Who has the time? What is your criteria for weighing my comments against the wishes of the developer – who employs full-time staff to promote their projects and agitate for 'special status'. I don’t have the time to for that. That does not make my comments less relevant. And it is why we have the Official Plan. It created a vision and a process. Why is it possible to constantly ask for exceptions from those rules? I do not believe that in this case there are any good reasons for giving an exception and for breaking our rules – it would just give advantage for the profit of few over the vision that was laid out in the plan by the city as a whole.

And it is in no way enough to say we consulted the public and there was no strong opposition. In this particular case, the neighbourhood is rental units (often Queen’s students who will have left for the summer). They will not be invested in this area to take the time and think about these issues. Again, that is why we have an Official Plan to guide our action.

Pictures

<table>
<thead>
<tr>
<th>Series A</th>
<th>Series B</th>
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<tbody>
<tr>
<td>![Series A Image]</td>
<td>![Series B Image]</td>
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</table>
A000 COVER SHEET & STATISTICS
A001 SITE PLAN
A002 PARKING PLAN P1
A003 1ST FLOOR PLAN
A004 2ND FLOOR PLAN
A005 3RD FLOOR PLAN
A006 4TH FLOOR PLAN
A007 5TH FLOOR PLAN
A008 6TH FLOOR PLAN
A009 7TH FLOOR PLAN
A010 8TH FLOOR PLAN
A011 9TH FLOOR PLAN
A012 10TH FLOOR PLAN
A013 AMENITY/MECH LEVEL
A014 MECH. ROOF PLAN
A301 SOUTH ELEVATION
A302 WEST ELEVATION
A303 NORTH ELEVATION
A304 EAST ELEVATION
A401 N/S BUILDING SECTION
A402 E/W BUILDING SECTION

1:1000

KEY PLAN

PROJECT ENGINEER: PJN PRINCESS ST

EASEMENTS:
- 11.61 FT LOT 14, ALLA, 13, JERSEY STREET
- 29.4 FT LOT 19, ALLA, JERSEY STREET
- 59.8 FT LOT 23, ALLA, JERSEY STREET
- 42.3 FT LOT 24, ALLA, JERSEY STREET
- 24.4 FT LOT 7, ALLA, JERSEY STREET
- 35.0 FT LOT 2, ALLA, JERSEY STREET
- 35.8 FT LOT 3, ALLA, JERSEY STREET
- 37.6 FT LOT 4, ALLA, JERSEY STREET
- 38.5 FT LOT 5, ALLA, JERSEY STREET
- 36.0 FT LOT 8, ALLA, JERSEY STREET
- 36.0 FT LOT 9, ALLA, JERSEY STREET
- 36.0 FT LOT 20, ALLA, JERSEY STREET
- 39.8 FT LOT 22, ALLA, JERSEY STREET
- 25.0 FT LOT 25, ALLA, JERSEY STREET
- 25.0 FT LOT 26, ALLA, JERSEY STREET
- 25.0 FT LOT 27, ALLA, JERSEY STREET
- 25.0 FT LOT 28, ALLA, JERSEY STREET

TOTAL PROPOSED SHED AREA TOT AL SHED FLOOR AREA
PROPOSED SHED FLOOR AREA 456.0 sq. ft.
PROPOSED SHED AREA TOT AL 456.0 sq. ft.

TYPICAL 2ND FLOOR JUKEBOX

This drawing, as an instrument of service, is provided by and is the property of Teeple Architects Inc. and shall be used only for the project named on this drawing and solely for reference purposes only. The contractor is responsible for the coordination and verification of all dimensions contained herein and all measurements they pertain to these documents. The contractor shall report any discrepancies to the consultant in writing prior to the commencement of any affected work.

Do not scale this drawing.

This drawing shall not be used for construction purposes unless countersigned.

Teeple Architects Inc.
5 CAMDEN STREET TORONTO, ONTARIO
416-598-0554-TEL INFO@TEEPLEARCH.COM FAX-416-598-1705

COVER SHEET & STATISTICS

Sheet # Sheet Name
A000 COVER SHEET & STATISTICS
A001 SITE PLAN
A002 PARKING PLAN P1
A003 1ST FLOOR PLAN
A004 2ND FLOOR PLAN
A005 3RD FLOOR PLAN
A006 4TH FLOOR PLAN
A007 5TH FLOOR PLAN
A008 6TH FLOOR PLAN
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A302 WEST ELEVATION
A303 NORTH ELEVATION
A304 EAST ELEVATION
A401 N/S BUILDING SECTION
A402 E/W BUILDING SECTION

495 PRINCESS ST
495 PRINCESS ST, KINGSTON ON

Project No: 13-118
Scale: 1:1000

Drawn by: Author
Reviewed by: Checker
Date: 01/23/14

Teeple Architects Inc.
485 PRINCESS ST
KINGSTON ON

ISSUED FOR ZONING & SITE PLAN 14/03/10
APPROVAL

ISSUED FOR COORDINATION 14/10/10

ISSUED FOR ZONING & SITE APPROVAL 14/11/20

1 : 1000 DRAWING

01/2014

This drawing is for planning purposes only. For every technical view, the client should consult with the architect before commencing work.

This drawing is not to scale.

METRIC SCALE DRAWING

It is the responsibility of the client to verify all the information provided in these documents. Any discrepancy should be reported in writing to the architect prior to commencement of any affected work.

METRIC SCALE DRAWING
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LEVEL 1
EL. 0

LEVEL 2
EL. 5000

LEVEL 3
EL. 7950

LEVEL 4
EL. 10900

LEVEL 5
EL. 13850

LEVEL 6
EL. 16800

LEVEL 7
EL. 19750

LEVEL 8
EL. 22700

LEVEL 9
EL. 25650

LEVEL 10
EL. 28600

LEVEL P1
EL. -3500

MECH/ROOF
EL. 32050

COMMERCIAL LOADING
LEVPL P1

PARKING

BIKE STORAGE

T/O ELEV O/R
EL. 37050

T/O PARAPET
EL. 32550

PRINCESS ST
4500

LEVEL 1

LEVEL 2

LEVEL 3

LEVEL 4

LEVEL 5

LEVEL 6

LEVEL 7

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LEVEL 9

LEVEL 10

LEVEL P1

MECH/ROOF

COMMERCIAL LOADING
LEVPL P1

BIKE STORAGE

T/O ELEV O/R
EL. 37050

T/O PARAPET
EL. 32550

PRINCESS ST
4500
PROJECT STATISTICS: 333 UNIVERSITY AVE.

**Location**: Kingston, Ontario

**Architect**: Teeple Architects Inc.

**Scale**: 1:1000

**Date**: 02/13/14

**Drawing List**

<table>
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<tr>
<td>A201</td>
<td>GROUND FLOOR</td>
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<td>A202</td>
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<td>LEVEL 3</td>
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<td>LEVEL 10</td>
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<td>ROOF PLAN</td>
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**Context**

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**Residential Parking**

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<tr>
<td>GREEN RESIDENTIAL UNIT</td>
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<td>TOTAL</td>
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**Non-Residential Parking**

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<td>GARAGE RESIDENTIAL UNIT</td>
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**Site Plan**

- **Total Proposed Gross Floor Area**: 168,004 ft²
- **Total Net Residential Gross Floor Area**: 100,890 ft²
- **Total Non-Residential Gross Floor Area**: 67,114 ft²

**Program**

- **Residential Units**: 12
- **Bedrooms**: 90
- **Bathrooms**: 110
- **Total**: 400

**Revised**

- 2014/03/10
- 2014/10/10
- 2014/11/20

**Metric Scale Drawing**

- 1:1000
- 02/13/14

**Architectural**: Teeple Architects Inc.

**Metric Scale Drawing**

- Project: 333 UNIVERSITY AVE.
- Zoning: 14/03/10
- Coordination: 14/10/10
- Zoning & Site Plan: 14/11/20

**Notations**

- Do not scale this drawing
- This drawing shall not be used for construction purposes unless countersigned by Teeple Architects Inc.
All drawings, specifications, related documents and design are the copyright property of the architect and must be returned upon request. Reproduction of the drawings, specifications, related documents and design in whole or in part is strictly forbidden without the architect's written permission.

This drawing, as an instrument of service, is provided by and is the property of Teeple Architects Inc. and shall be used only for the project named on this drawing and solely for reference purposes only. The contractor is responsible for the coordination and verification of all dimensions contained herein and all measurements and conditions on site as they pertain to these documents. The contractor shall report any discrepancies to the consultant in writing prior to the

This drawing shall not be used for construction purposes unless Teeple Architects Inc.
BY-LAW Number 2015-____

A By-Law to Amend The Official Plan for The City of Kingston Planning Area
(Amendment Number 33, 493-497 Princess Street, 2 and 10 Creighton Street, 460-468 and 480 Princess Street and 327 University Avenue)

PASSED: date (not bold)

Whereas a public meeting was held regarding this amendment on May 15, 2104;

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

1. The Official Plan for the City of Kingston is hereby amended by the following map change which shall constitute Amendment Number 33 to the Official Plan for the City of Kingston.

   (a) **Amend** Schedule ‘3-A’, ‘Land Use’, of the City of Kingston Official Plan, so as to redesignate the property located at 327 University Avenue, as shown on Schedule ‘A’ to By-Law Number 2015-____, from ‘Residential’ to ‘Main Street Commercial’.

   (b) **Amend** Schedule ‘PS-1’, ‘Princess Street Corridor Special Policy Area: Williamsville Main Street’, of the City of Kingston Official Plan, so as to include the property located at 327 University Avenue, as shown on Schedule ‘B’ to By-Law Number 2014-____, within the ‘Area 3 - The Gateway’.

   (c) **Amend** Schedule ‘3D’, ‘Site Specific Policies’, of the City of Kingston Official Plan, so as to designate the property located at 493-497 Princess Street, 2 and 10 Creighton Street, 460-468 and 480 Princess Street and 327 University Avenue, as shown on Schedule ‘C’ to By-Law Number 2015-____, as ‘Site Specific Policy Area Number 51’.

2. That the City of Kingston Official Plan, as amended, be further amended by adding the following new Site Specific Policy as Section 3.18.51:

   “493-497 Princess Street, 2 and 10 Creighton Street, 460-468 and 480 Princess Street and 327 University Avenue

   **3.18.51** The properties located at 495 Princess Street and 333 University Avenue are intended to each accommodate an 11 storey mixed-use building. The sites may be developed subject to the following:

   a. A height map shall be introduced through the zoning by-law to define the form of the building traditionally addressed through angular plane requirements"
b. The policies in Section 10E of the Official Plan with respect to Angular Plane shall not apply to the properties located in Special Policy Area 51.

Schedule 3-D, SSP Number 51

3. This By-Law shall come into force and take effect on the day that is the day after the last day for filing an appeal pursuant to the Planning Act, provided that no Notice of Appeal is filed to this By-Law in accordance with the provisions of Section 17, Subsection 24 of the Planning Act, as amended; and where one or more appeals have been filed within the time period specified, at the conclusion of which, the By-Law shall be deemed to have come into force and take effect on the day the appeals are withdrawn or dismissed, as the case may be.

Given All Three Readings and Passed date (not bold)

________________________
John Bolognone
City Clerk

________________________
Bryan Paterson
Mayor
THE CORPORATION OF THE CITY OF KINGSTON

SCHEDULE 'A' TO BY-LAW

Official Plan Amendment Number 33

Applicant: PRK Developments
File Number: D09-017-2014
Address: 327 University Ave
Legal Description: PJOHN DUFF BLK PLAN
A12 B:219 RP13R13692 PART 1
ARN: 1011020140049000000

Legend:

RESIDENTIAL

COMMERCIAL

EMPLOYMENT

LEGEND

RESIDENTIAL

Estate Residential

Central Business District

Main Street Commercial

District Commercial

Arterial Commercial

General Industrial

Waste Management Industrial

Airport

Rural

Rural Area

Prime Agricultural Area

Rural Commercial

BUSINESS PARK INDUSTRIAL

MINERAL RESOURCE AREA

INSTITUTIONAL

DEFERRED AREA

OPEN SPACE

ENVIRONMENTAL PROTECTION AREA

THE CORPORATION OF THE CITY OF KINGSTON

OFFICIAL PLAN SCHEDULE 3-A, LAND USE

applicant: PRK DEVELOPMENTS

file number: D09-017-2014

address: 327 university ave

legal description: PJOHN DUFF BLK PLAN

A12 B:219 RP13R13692 PART 1

ARN: 1011020140049000000

PREPARED BY: J. Partridge

DATE: 2/20/2015

MAYOR

CLERK

428
THE CORPORATION OF THE CITY OF KINGSTON

SCHEDULE 'B' TO BY-LAW NUMBER
Official Plan Amendment Number 33

Applicant: PRK Developments
File Number: D09-017-2014
Address: 327 University Ave
Legal Description: PJOHN DUFF BLK PLAN
A12 B:219 RP13R13692 PART 1
ARN:1011020140049000000

LEGEND

GREEN STREETS
TOP PRIORITY
SECONDARY PRIORITY

CHARACTER AREAS

1 - CITY DESTINATION
2 - COMMUNITY DESTINATION
3 - THE GATEWAY

OPEN SPACE

SCALE

Meters

DATE: ____, 2013

OPEN SPACE

1:1,934

CITY OF KINGSTON
OFFICIAL PLAN
SCHEDULE PS-1
PRINCESS STREET CORRIDOR
SPECIAL POLICY AREA:
WILLIAMSVILLE MAIN STREET

DATE: ____, 2013

Legend:

Lands to be included in
Area 3 (The Gateway)

Certificate of Authentication This is Schedule 'C' to By-Law Number passed this ___ day of ___ 2013

__________________      __________________
Exhibit K1B
Exhibit K1B

429
By-Law Number. 2015-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 C4-H to C4.465, 460-468 & 480 Princess Street, 327 University Avenue)

Passed: Meeting date, 2015

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;

That Council having considered the matter hereby determines that the changes in the application as reflected in the amending Zoning By-Law as presented at the public meeting of May 15, 2014 are minor; and

That Section 34(17) of the Planning Act provides for Council to determine if further notice is required when a change is made in a proposed by-law after the holding of a Public Meeting; and

That Council hereby determines that the giving of further notice is not required for the Zoning By-Law Amendment application for 333 University Avenue; and

That, it be recommended to Council that the application for Zoning By-Law Amendment (Our File Number D14-076-2014) submitted by PRK Developments, Be Approved; and

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 C4-H to C4.465, as shown on Schedule “A” attached to and forming part of By-Law Number 2015-___.

1.2. By Adding the following section 465 in Part VIII – EXCEPTIONS TO VARIOUS ZONE CLASSIFICATIONS as follows:

“465. 333 University Avenue (Formerly 468-468 & 480 Princess Street & 327 University Avenue)

Notwithstanding the provisions of Section 23C hereof to the contrary, the lands designated ‘C4.465’ on Schedule ‘A’ hereto, the following regulations shall apply:

(i) Building Height:
   a. No part of the mixed use building shall exceed the height limits in metres specified by the numbers following the “H” as shown on the attached Schedule B forming part of this By-law, this does not prevent the erection of:
   b. Window washing equipment, lighting fixtures, ornamental elements, lightning rods, parapets, trellises, eaves, window sills, guardrails, balustrades, railings, stairs, stair enclosures, wheel chair ramps, vents, ventilating equipment, landscape and green roof elements, solar panels, partitions dividing outdoor recreation areas, wind mitigation, chimney stack, exhaust flues, garbage chute overrun and public art elements.
   c. Height shall be measured from the finished floor grade of 98.85m geodetic
   d. Streetwall Height (maximum) 14.5 metres measure from 98.5m geodetic

(ii) The minimum angular plane shall not apply
(iii) Off Street Parking:
   a. 0.5 spaces per residential unit
   b. 1 space per 150 m$^2$ gross leaseable area for any permitted commercial use

(iv) Parking spaces shall have minimum dimensions of 2.6 metres wide by 5.2 metres long

(v) Barrier Free parking spaces shall have minimum dimensions of 3.7 metres wide by 5.2 metres long with a minimum required vertical clearance of 2.1 metres. If a 1.5 m access aisle is provided beside a barrier free parking space the dimensions can be reduced to 3.2m wide by 5.2m long

(vi) Off-site residential parking shall be provided within 500 metres of the property zoned C4.465.

(vii) Loading Spaces: a minimum of one loading space is required which shall have a minimum vertical clearance of 3.4m

(viii) Bicycle Parking
   a. Horizontal parking stalls shall have minimum dimensions of 1.8 metres by 0.3 metres.
   b. Vertical parking stalls shall have minimum dimensions of 1.5 metres by 0.3 metres.

(ix) Car Share Parking
   a. Car Share shall mean the practice where a number of people share the use of one or more motor vehicles that are owned by a profit or non-profit car sharing organization, such car-share vehicles to be made available for short term rental, including hourly rental.
   b. Two Car Share parking spaces shall be provided and maintained on the site included in the required residential parking

(x) Amenity Area (minimum) 3,600 m$^2$
(xi) Ground floor height shall mean the floor-to-next floor height as measured from the finished grade of 98.85m geodetic and shall not be less than 5 metres.

(xii) Canopies may extend or project into a required yard not more than 1.0 metre

(xiii) Residential Dwellings are not permitted on the 11th floor

(xiv) The maximum number of bedrooms per unit shall be 3

(xv) Bedroom shall mean any room within a residential unit that is suitable to be used as a sleeping room under the Ontario Building Code, and which for greater certainty does not include:

(i) Common areas open to all occupants of the unit;

(ii) Areas used for sanitary (such as a washroom) or cooking purposes (such as a kitchen); and,

(iii) Areas occupied by mechanical equipment, such as furnaces, hot water heaters, and laundry equipment.

2. This By-Law shall come into force and take effect on its passing, provided that Official Plan Amendment Number 55 is approved and no Notice of Appeal is filed to this By-Law, and where one or more appeals have been filed within the time period specified, at the conclusion of which, Section 34, Subsection 30 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, applies and the By-Law shall be deemed to have come into force and take effect on the day it was passed.

Given all Three Readings and Passed: Meeting date, 2015

______________________________
John Bolognone
City Clerk

______________________________
Bryan Paterson
Mayor
THE CORPORATION OF THE CITY OF KINGSTON

SCHEDULE 'A'
TO BY-LAW NO.

Applicant: PRK Developments
File Number: D14-076-2014
Address: 460-468 & 480 Princess Street, 327 University Avenue
Legal Description: PJOHN DUFF BLK PLAN A12 B;219 &
PLAN 134 PT LOT 1 LOTS 2,3;PT RESERVE B 219 &
PJOHN DUFF BLK PLAN A12 B;219 RP13R13692 PART 1
ARN: 101102014004800 & 101102014004700 & 101102014004900

Legend:

- Subject Lands Rezoned from C4-H & C to C4.465

Certificate of Authentication

This is Schedule 'A' to By-Law No. _____,

passed this ______day of ____________ 2015.

__________________________  ____________________
Mayor                         Clerk
SCHEDULE 'B'
TO BY-LAW NO.

Applicant: PRK Developments
File Number: D14-076-2014
Address: 460-468 & 480 Princess Street, 327 University Avenue
Legal Description: PJOHN DUFF BLK PLAN A12 B;219 &
PLAN 134 PT LOT 1 LOTS 2,3;PT RESERVE B 219 &
PJOHN DUFF BLK PLAN A12 B;219 RP13R13692 PART 1
ARN: 101102014004800 & 101102014004700 &
101102014004500 & 101102014004900

Legend:
Reference By-Law 8499, Map 19
Applies to Lands Zoned C4.465

Certificate of Authentication
This is Schedule 'B' to By-Law No. _____, passed this _____ day of ____________ 2015.

Mayor: ___________________  Clerk: ___________________
By-Law Number 2015-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 C4-H to B3-462, 212 Colborne Street (493 Princess Street), C4-H to C4.463, 495-497 Princess Street, 2 & 10 Creighton Street, and C4-H to C4.464, 19-23 Chatham Street)

Passed: Meeting date, 2015

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;

That Council having considered the matter hereby determines that the changes in the application as reflected in the amending Zoning By-Law as presented at the public meeting of May 15, 2014 are minor; and

That Section 34(17) of the Planning Act provides for Council to determine if further notice is required when a change is made in a proposed by-law after the holding of a Public Meeting; and

That Council hereby determines that the giving of further notice is not required for the Zoning By-Law Amendment application for 202 Colborne Street (493 Princess Street), 495 Princess Street, and 19-23 Chatham Street; and

That, it be recommended to Council that the application for Zoning By-Law Amendment (Our File Number D14-075-2014) submitted by PRK Developments, be approved; and

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 C4-H to B3.462, as shown on Schedule “A” attached to and forming part of By-Law Number 2015-____.

1.2 Map 19 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject site from C4-H to C4.463, as shown on Schedule “A” attached to and forming part of By-Law Number 2015-____.

1.3 Map 19 of Schedule “A”, as amended, is hereby further amended by changing the zone symbol of the subject site from C4-H to C4.464, as shown on Schedule “A” attached to and forming part of By-Law Number 2015-____.

1.4 By Adding the following section 462 in Part VIII – Exceptions To Various Zone Classifications as follows:

"462. 212 Colborne Street (formerly 493 Princess Street)"

Notwithstanding the provisions of Section 16 hereof to the contrary, the lands designated ‘B3.462’ on Schedule ‘A’ hereto, the following regulations shall apply:

(i) Side Yard (minimum) 1 metre for the existing building as of the date of passing of this by-law

(ii) Aggregate Side Yard 7.0 metres

(iii) Maximum Density 130 units/hectare

(iv) Amenity Space 0 square metres

(v) Minimum number of Parking Spaces 14

(vi) Any future additions or alterations to the building will be required to comply with the provisions of the B3 zone.

1.5 By Adding the following section 463 in Part VIII – Exceptions to Various Zone Classifications as follows:

"463. 495 Princess Street"

Notwithstanding the provisions of Section 23C hereof to the contrary, the lands designated ‘C4.463’ on Schedule ‘A’ hereto, the following regulations shall apply:

(i) Building Height:
a. No part of the mixed use building shall exceed the height limits in metres specified by the numbers following the "H" as shown on the attached Schedule B forming part of this By-law, this does not prevent the erection of:

b. Window washing equipment, lighting fixtures, ornamental elements, lightning rods, parapets, trellises, eaves, window sills, guardrails, balustrades, railings, stairs, stair enclosures, wheelchair ramps, vents, ventilating equipment, landscape and green roof elements, solar panels, partitions dividing outdoor recreation areas, wind mitigation, chimney stack, exhaust flues, garbage chute overrun and public art elements.

c. Height shall be measured from the finished floor grade of 98.85 metres geodetic

d. Streetwall Height (maximum) 14.5 metres measured from 98.5 metres geodetic

(ii) The minimum angular plane shall not apply

(iii) For the purposes of this by-law all yards that are not front yards are deemed as side yards

(iv) Off Street Parking

a. 0.5 spaces per residential unit

b. 1 space per 150 square metres gross leaseable area for any permitted commercial use

(v) Parking spaces shall have minimum dimensions of 2.6 metres wide by 5.2 metres long

(vi) Barrier Free parking spaces shall have minimum dimensions of 3.7 metres wide by 5.2 metres long with a minimum required vertical clearance of 2.1 metres. If a 1.5 metre access aisle is provided beside a barrier free parking space the dimensions can be reduced to 3.2 metre wide by 5.2 metre long

(vii) Off-site residential parking shall be provided within 500 metres of the property zoned C4.463
(viii) Loading Spaces: A minimum of one loading space is required which shall have a minimum vertical clearance of 3.4 metres

(ix) Bicycle Parking
Horizontal parking stalls shall have minimum dimensions of 1.8 metres by 0.3 metres
Vertical parking stalls shall have minimum dimensions of 1.5 metres by 0.3 metres

(x) Car Share Parking
a. Car Share shall mean the practice where a number of people share the use of one or more motor vehicles that are owned by a profit or non-profit car sharing organization, such car-share vehicles to be made available for short term rental, including hourly rental
b. Two Car Share parking spaces shall be provided and maintained on the site included within the required residential parking

(xi) Amenity Area (minimum) 4,390 square metres

(xii) Ground floor height shall mean the floor-to-next floor height as measured from the finished grade of 98.85 metres geodetic and shall not be less than 5 metres

(xiii) Canopies may extend or project into a required yard not more than 1.0 metre

(xiv) Residential Dwellings are not permitted on the 11th floor

(xv) The maximum number of bedrooms per unit shall be 3

(xvi) Bedroom shall mean any room within a residential unit that is suitable to be used as a sleeping room under the Ontario Building Code, and which for greater certainty does not include:
(i) Common areas open to all occupants of the unit;
(ii) Areas used for sanitary (such as a washroom) or cooking purposes (such as a kitchen); and
(iii) Areas occupied by mechanical equipment, such as furnaces, hot water heaters, and laundry equipment

(xvii) City Owned Structures such as bus shelters are exempt from the provisions of this by-law and shall not impact the provisions of this by-law if lands are required to be conveyed to the municipality.

1.6. By Adding the following section 464 in Part VIII – Exceptions to Various Zone Classifications as follows:

"464. **19-23 Chatham Street**

Notwithstanding the provisions of Section 23C hereof to the contrary, the lands designated ‘C4.464’ on Schedule ‘A’ hereto, the following regulations shall apply:

(i) Rear Yard (minimum) 1.5 metres

(ii) Interior Side Yard (minimum) 1.5 metres

(iii) A minimum of 54 percent of the building frontage shall be built to the front property line

(iv) The property is not subject to a minimum ground floor height

(v) The property is not subject to a minimum streetwall height.

(vi) Off Street Parking

   a. Parking may be permitted in a yard abutting a streetline

   b. Parking spaces shall have minimum dimension of 2.6 metres wide and 5.2 metres long

(vii) Bicycle Parking

   a. Horizontal parking stalls shall have minimum dimensions of 1.8m by 0.3 metres

   b. Vertical parking stalls shall have minimum dimensions of 1.5 metres by 0.3 metres

(viii) Amenity Area 65 square metres

(ix) This property is not subject to a rear yard angular plane
This By-Law shall come into force and take effect on its passing, provided that Official Plan Amendment Number 55 is approved and no Notice of Appeal is filed to this By-Law, and where one or more appeals have been filed within the time period specified, at the conclusion of which, Section 34, Subsection 30 of the Planning Act, R.S.O. 1990, c. P. 13, as amended, applies and the By-Law shall be deemed to have come into force and take effect on the day it was passed.

Given all Three Readings and Passed: Meeting date, 2015

__________________________
John Bolognone
City Clerk

__________________________
Bryan Paterson
Mayor
Subject Lands Rezoned from C4-H to B3.462
Subject Lands Rezoned from C4-H to C4.464

Legend:
Reference By-Law 8499, Map 19
- Subject Lands Rezoned from C4-H to B3.462
- Subject Lands Rezoned from C4-H to C4.464

Certificate of Authentication
This is Schedule 'A' to By-Law No. _____, passed this _______ day of ________ 2014.
THE CORPORATION OF THE CITY OF KINGSTON

SCHEDULE 'B'
TO BY-LAW No. 8499, Map 19

Applicant: PRK Developments
File Number: D14-075-2014
Address: 493-497 Princess St. 2 & 10 Creighton St.
Legal Description: PLAN C18 PT PMINNES TRACT
ARN: 101103003010100 & 101103003010200 & 101103003010000 & 101103003011300 & 101103003010700 & 101103003011200

Applies to Lands Zoned C4.463

Legend:
Reference By-Law 8499, Map 19
Exhibit K3B

Certificate of Authentication
This is Schedule 'B' to By-Law No. _____, passed this ______day of ____________ 2015.

Mayor ___________________ Clerk ___________________

DATE: 2/23/2015

PREPARED BY: J. Partridge