Willamsville Main Street Study
Public Meeting
August 13, 2020
Update to the Williamsville Main Street Policies

- The purpose of this work is to respond to the Interim Control By-Law passed by Council to address:
  - Where taller buildings are permitted in the Williamsville corridor; and,
  - The design elements associated with height and density (e.g. angular plane)

- We are presenting draft amendments to the Official Plan policies and zoning framework for Williamsville
What is Before you today?

- Draft Addendum to the Williamsville Main Street Study
- Technical studies/memos
  - Transportation
  - Utilities
  - Financial analysis
  - 3D modelling
  - Summary of public consultation so far
- Draft Official Plan and zoning bylaw amendments, including a height map
- Recommendations for next steps
Public Meeting Process

- Opportunity to solicit input on staff’s draft recommendations
- Anyone who attends a Planning Committee Public Meeting may present an oral submission, and/or provide a written submission on the proposed application
- Also, *any person may make written submissions at any time* before City Council makes a decision on the application. This will happen after Planning Committee considers the application again when it is brought forward supported by a Comprehensive Report.
Development in the WMS Corridor

Williamsville Main Street Corridor
Approved and Proposed Development
Williamsville: What We’ve Heard

• Concern re: 10 storey corridor
• Shadow and wind impacts of taller buildings
• Green space, parkettes, street trees
• Amount of surface parking
• Insufficient setbacks
• Impacts of construction
• Transportation impacts
• Neighbourhood change
• Concern re: financial viability of mid-rise development (both 4-6 storey woodframe and 7-9 storey concrete)
Williamsville: Looking Back

- Difficulty with implementation of the policies and alignment between goals of the study and policies recommended to achieve those goals – disconnect
- Housing supply and affordability issues, growing need for rental housing in City, desire to see inward growth in Corridor as directed by Provincial policy
- Angular plane approach – normally in zoning bylaw – added to irregular street pattern and corresponding lot fabric
Williamsville: Looking Back

• Landmark buildings policies depended on existing lot fabric to control locations of taller buildings (10 storeys)

• Created a strong market incentive to consolidate land, with the assumption that development of those lands would yield a 10 storey building
Williamsville: Looking Back

• 10 storeys was gradually becoming the prevailing scale, contrary to intended outcome

• Land was likely transacted at inflated prices that assumed 10 storeys and consolidation

• 4-6 storey buildings may have been made increasingly economically non-viable due to land price
• Staff are recommending a number of policy directions, plus detailed design requirements, to guide development in the Corridor going forward

• Planning Services is working closely with a number of other departments on alignment of associated work plans, including transportation and engineering, cultural services, parks & Utilities Kingston
4 Definitions of Success

For Staff for this work

1. Respect for, and a wish to get closer to, the "original vision/intent" of the Williamsville Main Street Study

2. Respect for, and a wish to reflect "new CRITICAL needs" and current Council direction

3. A need for a clear, understandable policy framework that is easy to implement/operate and continues to result in good land use planning outcomes

4. An approach that allows many/most individual projects to be viable under reasonable assumptions, with enough projects "green lit" in the short to medium term to address strategic goals & needs in this key urban corridor
Draft Recommendations

1. Continue to direct growth and intensification to the Williamsville Corridor

- Focus on short and medium terms, longer term once infrastructure available near Kingston Centre
- Priority due to central location, ability to support additional development from a municipal servicing and land use perspective
- Need to realize recent infrastructure investments
- Note: a number of potential intensification areas have been identified across the City as a result of detailed secondary planning work, not all areas are “shovel ready” and may require investments in infrastructure in order to accommodate additional development
- 5-7% of City’s overall growth allocated to 2046
Draft Recommendations

2. Consider the financial viability of development in the corridor to ensure that development permissions align with a form of development that is likely to proceed in the short term, while ensuring good land use planning principles are followed.

- Residential affordability and availability challenge – supply needed
- Risk of enacting planning policies that are not financially viable under current market conditions is development will not be undertaken, can cause shortages in the supply of housing in the context of a growing municipality.
- Can also lead to development applications requesting amendments well outside of what is permitted, which puts staff into the position of reacting on a case-by-case basis to specific proposals.
Draft Recommendations

2. Consider the financial viability of development in the corridor to ensure that development permissions align with a form of development that is likely to proceed in the short term, while ensuring good land use planning principles are followed.

• Watson & Associates Economists Ltd Pro Forma tested the financial viability of a hypothetical development based on the current land use permissions for the Corridor

• Appears that the current land use permissions are generally not favourable and would present challenges for a private market development

• Staff are recommending several changes to the existing policies to support financial viability of development, seeking input from industry on preliminary assessment, and undertaking additional sensitivity analysis to test impact of various detailed requirements on viability
Draft Recommendations

3. Broaden the focus of the Williamsville Main Street Study and its implementing policies

- incorporate considerations related to effective implementation (both for staff and applicants),
- reasonable economic viability as it relates to the achievement of public interest objectives, and
- good land use planning principles that align with Council’s Strategic Direction, including the 2019 Climate Emergency Declaration
Draft Recommendations

4. Continue to prioritize the pedestrian experience

• Promote walkability and transit use in the corridor
• Enhance requirements for a comfortable, interesting and engaging public realm
• Focus on placemaking and neighbourhood and corridor character
Council Strategic Plan Alignment:

1. Demonstrate leadership on climate action
2. Increase housing affordability
3. Improve walkability, roads and transportation
4. Strengthen economic development opportunities
5. Foster healthy communities and vibrant spaces
Managing Change: Heritage Character Statement for the Corridor 2012

The Williamsville study area is a linear mixed use district with land uses and built form largely determined by the evolving nature of Princess Street.

Character defining elements include: Remaining stone, frame, and brick house-form buildings; Remaining stone, brick and frame commercial and mixed use terraces; Examples of automobile dealerships, service stations and motels; and Patterns of streets and blocks determined by the juxtaposition of the Princess Street axis and the municipal street grid.
Detailed recommendations

• Remove angular plane provisions from the Official Plan
• Replace with appropriate zoning standards to require increased setbacks and upper floor stepbacks from streets
  • to ensure access to sunlight on Princess Street
  • to provide a predominantly human-scale, midrise streetscape
Detailed Recommendations

• Increased setbacks will support a more functional public realm
• Allow cantilever above the first storey to maximize possible floor area
• Provides weather sheltering for pedestrians
• Support financial viability
Detailed recommendations

- Continuing to provide mitigation for transitions to adjacent residential neighbourhoods, but with more emphasis broader public interest goals, such as climate change mitigation through reduced energy use/emissions, housing availability and **affordability**, an enhanced pedestrian experience on Princess Street, and the establishment of a vibrant mixed use transportation corridor.
Detailed Recommendations
Setbacks – from 1 to 3 metres
Detailed recommendations

- Removing landmark building policy
- 6 storey height maximums for the centre portion of the corridor
- Clarifying permissions re: 6 (previously 4-6)
- Additional height permissions at the Division Street end of the corridor, up to a maximum of 20 storeys, with a 6 storey podium and the additional height portion limited to a maximum taller building of 790m²/8500 sf (see map)
- Including lands at the northwest and southwest corners of Princess Street and Division Street within the Williamsville Main Street corridor
• 6 storey height maximums for the centre portion of the corridor
• Additional height permissions at the Division Street end of the corridor, up to a maximum of 20 storeys, with a 6 storey podium and the additional height portion limited to a maximum taller building of 790m² / 8500 sf (see map)
• Including lands at the northwest and southwest corners of Princess Street and Division Street within the Williamsville Main Street corridor

Detailed recommendations
3D modelling images
Detailed recommendations

• Including new permitted uses within the C4 zone for the corridor that are appropriate for the area, such as clinic and office uses.

• In future, consider increasing height and density permissions for the section of the Corridor between MacDonnell Street and Bath Road/Concession Street as planning and transportation studies are completed and infrastructure capacity becomes available. Create a “North Hub” at the Kingston Centre.

• Additional future community consultation regarding heritage and neighbourhood character, and additional identification of heritage resources in neighbourhoods adjacent to the Corridor.
Princess and MacDonnell looking East
Princess and MacDonnell looking East

Current

Proposed
Princess and Division looking West

Existing and pending buildings

Current zoning
Proposed Princess and Division looking West
Princess and Division looking West

Existing and pending buildings

Current zoning
Proposed Princess and Division looking West
4 Definitions of Success
For Staff for this work

1. Respect for, and a wish to get closer to, the "original vision/intent" of the Williamsville Main Street Study

2. Respect for, and a wish to reflect "new CRITICAL needs" and current Council direction

3. A need for a clear, understandable policy framework that is easy to implement/operate and continues to result in good land use planning outcomes

4. An approach that allows many/most individual projects to be viable under reasonable assumptions, with enough projects "green lit" in the short to medium term to address strategic goals & needs in this key urban corridor
Draft Zoning By-Law Amendment – Excerpt

| Any street frontage | ∙ Stepbacks of 2.0 metres above the fourth storey | N/A |

Notes:

1. Maintains provision in C4 Zone that parking is not permitted in a yard abutting a street.

2. Setback will depend on adjacent development and the requirements of the *Ontario Building Code*.

3. Stepbacks applicable for additional storeys

   ii. A minimum of 75 percent of a building frontage shall be build to the front property line, or applicable setback line, for the height of the street wall.

(c) Projections into Yards

i. Balconies are prohibited below the third storey of buildings fronting onto Princess Street.

   ii. All street frontages are permitted to include a 1.0 metre cantilevered portion such that the building’s minimum front yard setback is reduced to 2.0 metres for the second, third and fourth storeys of the building.

(d) Maximum lot coverage 70%
Next Steps

• Send us your comments!
• Although you can submit them at any time prior to Council’s decision, we request them by September 30, 2020
• We will analyze and compile public input on draft documents and policy directions
• Finalize draft documents and recommendations
• Comprehensive Report to Planning Committee and Council recommending changes before 90 day extension of ICBL – November 5
Questions or comments?
Get Involved: Tell us what you think!

• **Website** – Williamsville Main Street Study [www.cityofkingston.ca](http://www.cityofkingston.ca) (search for Williamsville Main Street Study)

• **Email to** Andrea Gummo at [agummo@cityofkingston.ca](mailto:agummo@cityofkingston.ca)

• **Mail to City of Kingston**, Planning Services, Attention: Williamsville, 216 Ontario St., Kingston, ON K7L 2Z3