

Clendening, Ian

From: Joan Bowie [REDACTED] >
Sent: October 18, 2024 4:51 PM
To: Clendening, Ian
Cc: Fiona Charles; [REDACTED]; [REDACTED]; Cinanni, Vincent
Subject: Re: Reply Bounceback - D13-062-2024 - 627 Princess Street
Attachments: 2024-10-18 - Joan Bowie with reply.pdf

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Thank you Ian, for ensuring that I received your reply.

I hope that the my parking concerns are addressed. I have attached a photo taken today on my walk home. ...another delivery truck straddling the bike lane. Where is a biker to go? At planning meetings we have been repeatedly told that deliveries and servicing etc. along the Williamsville corridor, would be made from the side streets to the rear of the building.

The underestimated issue in planning reports is the number of vehicle trips required for frequent deliveries and servicing to residents and businesses in this now very densely populated area.

Safety should be everyone's first concern.

Joan Bowie



Clendening,Ian

From: Joan Bowie [REDACTED] >
Sent: October 18, 2024 9:13 AM
To: Clendening,Ian
Cc: Fiona Charles; John Grenville; Annette Burfoot; Cinanni,Vincent
Subject: Report to Committee of Adjustment Report Number COA-24-078 for Monday Oct 21/24

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Hello Ian ,

I have a few of questions and comments about Report Number COA-24-078, some because I cannot read the fine print on the on-line report.

Where will garbage be stored and how will it be removed? Is there a common room ? Is there a mail/package room?

My additional question is: What is the total number of bedrooms?

My comment: We have been told that there will be **no parking or stopping** along Princess St. when the bike lanes and wider sidewalks are installed. We have been told that there will be space on the side streets for deliveries, drop offs and pickups. We have been told this before for other new builds along Princess but it is not happening. As someone who travels this area almost daily I see food delivery trucks parked blocking traffic as they deliver to the restaurants, cars parked in the bike lanes, service vehicles, Uber picking up food for deliveries, the student waiting to pick up a friend who etc etc.

I really do not think that **low vehicle ownership** of the residents is the issue. It doesn't matter who owns the vehicles; they are still needed for the residents and businesses. I could live there as an elderly senior but I would need to have my groceries delivered. I would need a taxi to drive me to my doctor's appointment and in the new street model, I would not be able to stand on Princess with my walker to hail a cab. I would need a place for my cleaning service to park for a few hours, I would need my tandoori chicken delivered. I would need my fridge repaired. I would want my friends to visit and they do not ride bikes

Vehicles are required for transporting people, deliveries and services. Where will they park?

Thank you,

Joan Bowie

From report COA-24-078:

Based on information provided in the City's Household Travel Survey 2019, **this area is associated with having one of the lowest rates of vehicle ownership** and one of the highest modal splits towards transit (6.5% - 9.5%), cycling (7.5% - 10.5%), and walking (20 - 40%) which emphasizes the demographic characteristics of the

area which lessens the need to accommodate the private automobile to service the area's residents. The site would continue to provide one car-share space which would serve as a visitor space in the absence of a car-share program. As noted above, the area is characterized by a large share of trips which do not rely upon the private automobile, and the building's visitors are likely to also arrive by transit or active transportation modes. Parking for short-term deliveries can be accommodated through the existing street network given the short distance between blocks, and the fact that these types of deliveries would likely utilize such parking configurations given the layout of the site's parking at the rear of the building.



Clendening, Ian

From: Clendening, Ian
Sent: October 18, 2024 12:35 PM
To: Joan Bowie
Cc: Fiona Charles; John Grenville; Annette Burfoot; Cinanni, Vincent
Subject: RE: Report to Committee of Adjustment Report Number COA-24-078 for Monday Oct 21/24
Attachments: Architectural Drawing Package, Onespace, July-29-2024, 627 Princess Street.pdf

Hi Joan,

First of all, I want to thank you for your comments and confirm that they will be shared with the members of the Committee of Adjustment for consideration as a part of the Public Record.

I am also happy to address some of the questions you asked regarding the proposed development. In regards to where garbage is stored, I have highlighted the area at the northwest corner (upper left section of image) of the ground floor of the building which is allocated for waste storage and a mechanical room. I have also highlighted the indoor amenity area which (middle right section of image) is set aside for residents use and the mail area below which is featured in the lobby area accessed off Princess Street. I will also note that the rooftop features both an indoor and outdoor amenity area.

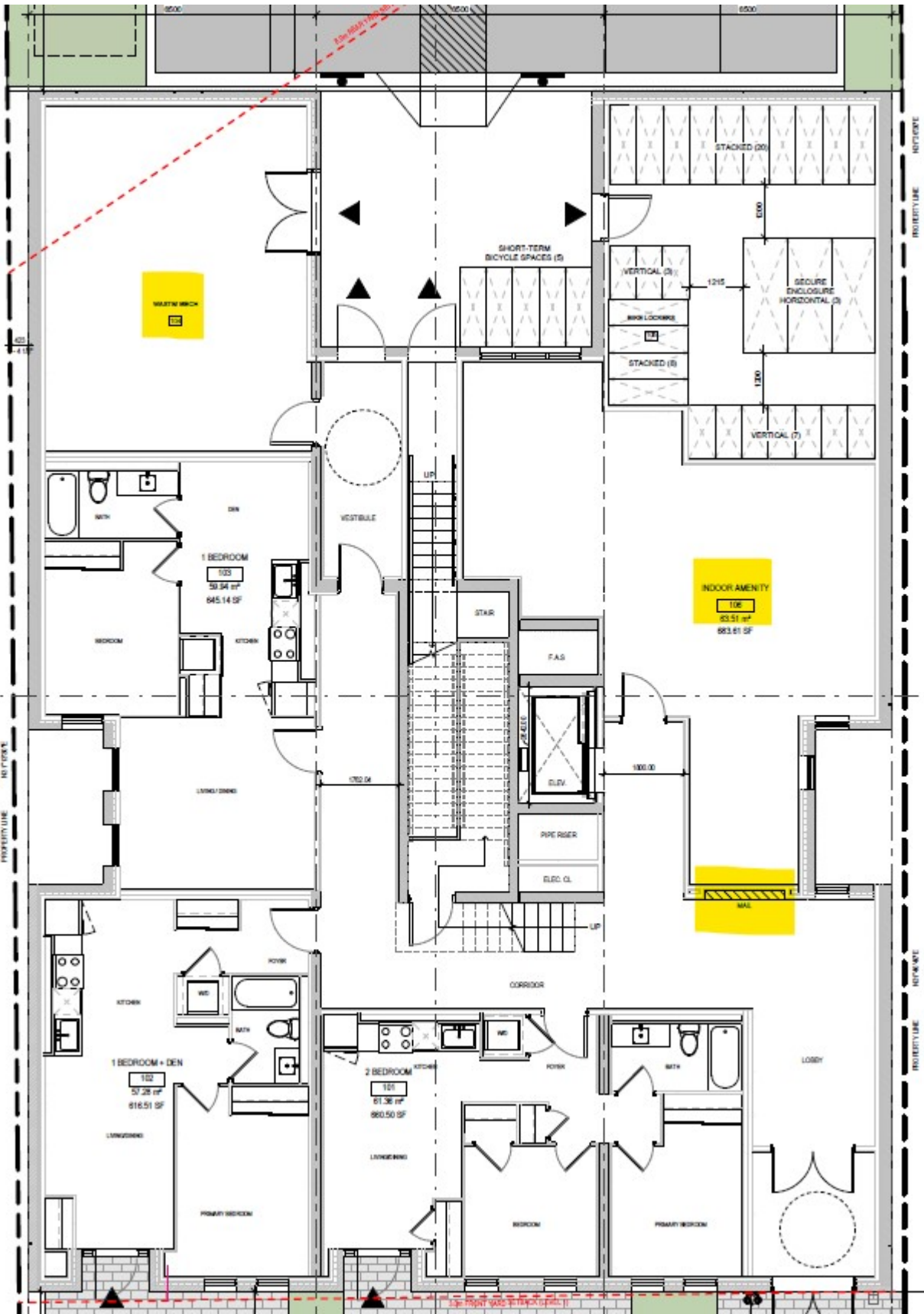
Regarding the number of bedrooms, the 45 units are broken down as follows:

- 8 Bachelor
- 20 One Bedroom (4 with den)
- 17 Two Bedroom

While the full applicant's submission is available on the DASH site ([link here](#)), I have attached the Architectural Package which details this information for ease of reference.

In regards to your concerns about parking, I want to start by confirming that I have forwarded your comments on this issue to both Mark Dickson, Manager of Transportation Infrastructure, Transportation & Transit; and, Tarita Diczki, the Project Manager responsible for the Williamsville corridor improvements for their awareness of the issue.

As to your comment about deliveries needing parking also, I can take this opportunity to highlight that one of the spaces will serve as a Visitor Parking Space which can be used to accommodate the types of 'refrigerator repair' and other incidental visits. I would also highlight that with parking in the rear, accessed by a driveway along Albert Street some 60 metres off princess, it is unlikely that, even if a delivery space was provided, that the space would actually be used for such given that the individual attempting to use the short-term parking space would have passed more than a dozen on-street parking spaces along Albert Street. Recognizing that there are No-parking time restrictions, I would anticipate that the visitor parking could be used in such circumstances, or that the delivery vehicle would make use of the 6 metre wide drive aisle into the parking area recognizing that this width allows for easy two-way traffic. More generally, this does highlight the role that short-term parking along and/or adjacent to Princess Street and other transportation improvements might have as a compliment to on-site parking.



On a final note, I did want to make sure you are aware that the Hearing on Monday will be held 'virtually' as Council Chambers, where the Committee of Adjustment would otherwise meet in person, is currently under renovations. If you wish to attend the hearing, please reach out to Allison Hannah, Committee Clerk at ahannah1@cityofkingston.ca and she can provide you with the log-in information.

Kindly,



Ian Clendening (he/him/his)

Senior Planner
Planning Services

City of Kingston

Located at: 1211 John Counter Boulevard,
216 Ontario Street Kingston, ON K7L 2Z3

613-546-4291 extension 3126

iclendening@cityofkingston.ca

The City of Kingston acknowledges that we are on the traditional homeland of the Anishinaabe, Haudenosaunee and the Huron-Wendat, and thanks these nations for their care and stewardship over this shared land.
