



City of Kingston  
Committee of Adjustment  
Addendum

11-2024

Monday, October 21, 2024

5:30 p.m.

Hosted in a virtual, electronic format

**Committee Composition**

Peter Skebo, Chair

Councillor Cinanni

Councillor Hassan

Ken Dakin

Douglas Perkins

Gaurav Rehan

Jeff Scott

Somnath Sinha

Jordan Tekenos-Levy

Please provide regrets to Allison Hannah, Committee Clerk at 613-546-4291, extension 1209 or [ahannah1@cityofkingston.ca](mailto:ahannah1@cityofkingston.ca).

Watch live on the [Kingston City Council YouTube](#) channel or register to receive the [Zoom](#) link.

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**From:** [REDACTED]  
**To:** [Hannah.Allison](mailto:Hannah.Allison)  
**Subject:** Re: RE: Notice of Public Meeting File#D10-026-2024  
**Date:** October 17, 2024 7:47:57 AM  
**Attachments:** [ATT00001.png](#)  
[ATT00002.png](#)  
[ATT00003.png](#)  
[ATT00004.png](#)

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Goodmorning Allison,

Thank you for forwarding my concerns I had sent you. I was reviewing the email yesterday and discovered an error in my personal concerns paragraph #3.

I wrote; there's many ammenities to support the rooming house lifestyle, but it was to read that there's "NOT" many annenities to support the rooming house lifestyle in Collins Bay etc.

Sorry I did not proof read the email before I sent it to you and hope that you can attach this correction to the original.

Thanks Allison for co-ordinating this review.

Mark Gray

**Sent:** Tuesday, October 15, 2024 at 11:15 AM  
**From:** "Hannah,Allison" <ahannah1@cityofkingston.ca>  
**To:** "Mark Gray" [REDACTED]  
**Subject:** RE: Notice of Public Meeting File#D10-026-2024

Hi Mark,

Thank you for your email. I have forwarded your concerns to the planner on file, and I will be sure to include your email as correspondence and share it as a public record.

If you have any questions or concerns, please let me know!

Thank you,



**Allison Hannah (she/her/hers)**

Committee Clerk

Office of the City Clerk

City of Kingston



City Hall, 216 Ontario Street Kingston, ON K7L 2Z3

(613) 546-4291 ext. 1209

[ahannah1@cityofkingston.ca](mailto:ahannah1@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.

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**From:** Mark Gray [REDACTED]  
**Sent:** October 14, 2024 3:50 PM  
**To:** Hannah,Allison <ahannah1@cityofkingston.ca>  
**Subject:** Notice of Public Meeting File#D10-026-2024

**Caution:** This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Ms.Hannah,

Upon receiving my Committee of Adjustment Notice of a Public meeting review, I felt it be appropriate to respond with some concerns

that relate to the application of a new building lot that will require an access easment at the 1668 Victoria Street address.

My property's east property line is joined to the application property's west.

My address is 1660 Mary Street and I have resided there for 30 plus years. Before I continue, I feel it need be noted, that I personally do

not have any ill feelings towards the current property owners of 1668 Victoria Street but do feel that my three plus decades of living in the community may have some relative points for review.

I was going to attend the public meeting on October 21, 2024 @ 5:30 but after inquiring the procedure at City Hall, I was informed that the meeting room was under construction and had 2 other options of virtual connection. The live, virtual connect is not an option for me so this email is how I can

procede. Sorry if it may be lengthy as conversation does tend to be quicker.

My infanstructure concerns as follows;

1) the above ground infrastructure for hydro was installed approximately 75 years ago and the Committee of adjustment may, or may not be aware.

The hydro pole as to which the new service will be connected to already has 3 residents connected to it drawing approximately 500 amps.

The new build request is likely to add another 200 amp draw from this location. I'm aware that it is the wire, that handles the distribution of load for the homes connected, but the pole may be already maxed for linear tension loads from the additional transmission wiring above the services connected.

There is also Cable TV and Bell infrastructure lines attached.

The pole itself and all connected, is a busy junction and quite unattractive without additional services.

2) From looking at any, 2 dimensional Key map, it would appear to be of a flat surface and though, not required, a topographical image of the surrounding area. I mention this as Victoria Street runs North/South and is approximately 500 ft. long. Over this run, there is a land surface

rise of 2+ meters as which the low end is where my property sits.

During heavy rains, the rainwater does distribute overflow towards the streetside and drain into the culvert fairly well but heavy loads exceed the original street installation grade which can be expected. The driveway easement for the new build will likely create a change of drain path towards the centre of my driveway and bring additional water to pool in front of my garage. From that resting space, the water has very limited drainage opportunity. My garage footings are at grade level and may lead to accelerated decay of the wood soleplate and connected timbers.

3) The area for the driveway/access to the new build is owned by the city, It still has been part of my homes entry system since 1950 and offers curb appeal to the residents homefront. I have had many compliments from passerby over the years of its presence. I feel it gives my property value, and speaks of the intent of Collins bay as a peaceful, welcoming neighborhood. To repurpose approximately 25 ft. of the driveway's length and the redesign of the street corner to accommodate an additional driveway will, result in the removal of two, mature flowering catalpa trees that I planted approx. 20 years ago. I usually park my car under these trees in the summer months for the shade they offer. I would truly be saddened to see them removed for the purpose of a driveway easement.

My personal concerns;

1) I'm aware that housing is at the lower spectrum of availability in Kingston and the likelihood of building requests for accommodation are being pressed through. I may want to apply for an addition to my property for an apartment but will have lost the space for an additional parking spot due to the loss of 25 ft. from my driveway for my neighbor.

2) I have spoken with the land owners next door on a few occasions and have concluded (based on the current use of the existing home on the property) that a "house with 2 dwelling units" will be repurposed as a rooming house. The current home is a typical war time house and has 5, unrelated individuals living in the house. The house only has 7 rooms including the basement, kitchen and bathroom. The basement is yielded at approximately 6.5 ft. high.

3) I believe the new build will likely be utilized the same way instead of apartments for living.

The City currently has many rooming houses being acceptedly utilized in the student area but don't feel there is a need for it in Collins Bay. There's many ammenities to support the rooming house lifestyle here and in general, the additional state of unrest is not what this small community is about.

4) The new build will only have a partial street view, as only a portion of it is available to the location requested. The new build will either be built facing north, which is the "side" of the current house OR, if is built facing west, it will face the "side" of my house. The east and west are not options for the building. I'm familiar with designs that do not have veiw space built into the homes but instead just a front door. Those designs indicate the above points #2 and #3 are the intent for the land owners.

In closing;

The City of Kingston property tax levy is set by the value of the property and dwelling combined. The city doesn't make any additional fees based on the number of occupants. This will likely be a 1M\$ value when complete, toppling the other residents value by several 100K. Likely an unbalance to the community.

I have reviewed the above concerns and feel it represents my oppinion as well, the words of others that live in the immediate area. It is up to those individuals to connect through the City's Notice of Public Meeting if they feel necessary. I have responded to the "request for build" in the same scruinty that I would expect someone to respond as if I have submitted a "request to build" myself.

Thank You Committee of Adjustment for your consideration.

Mark Gray

[REDACTED]

[REDACTED]

## Clendening, Ian

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**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

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**Caution:** This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

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

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**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

**Caution:** This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

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

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**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.

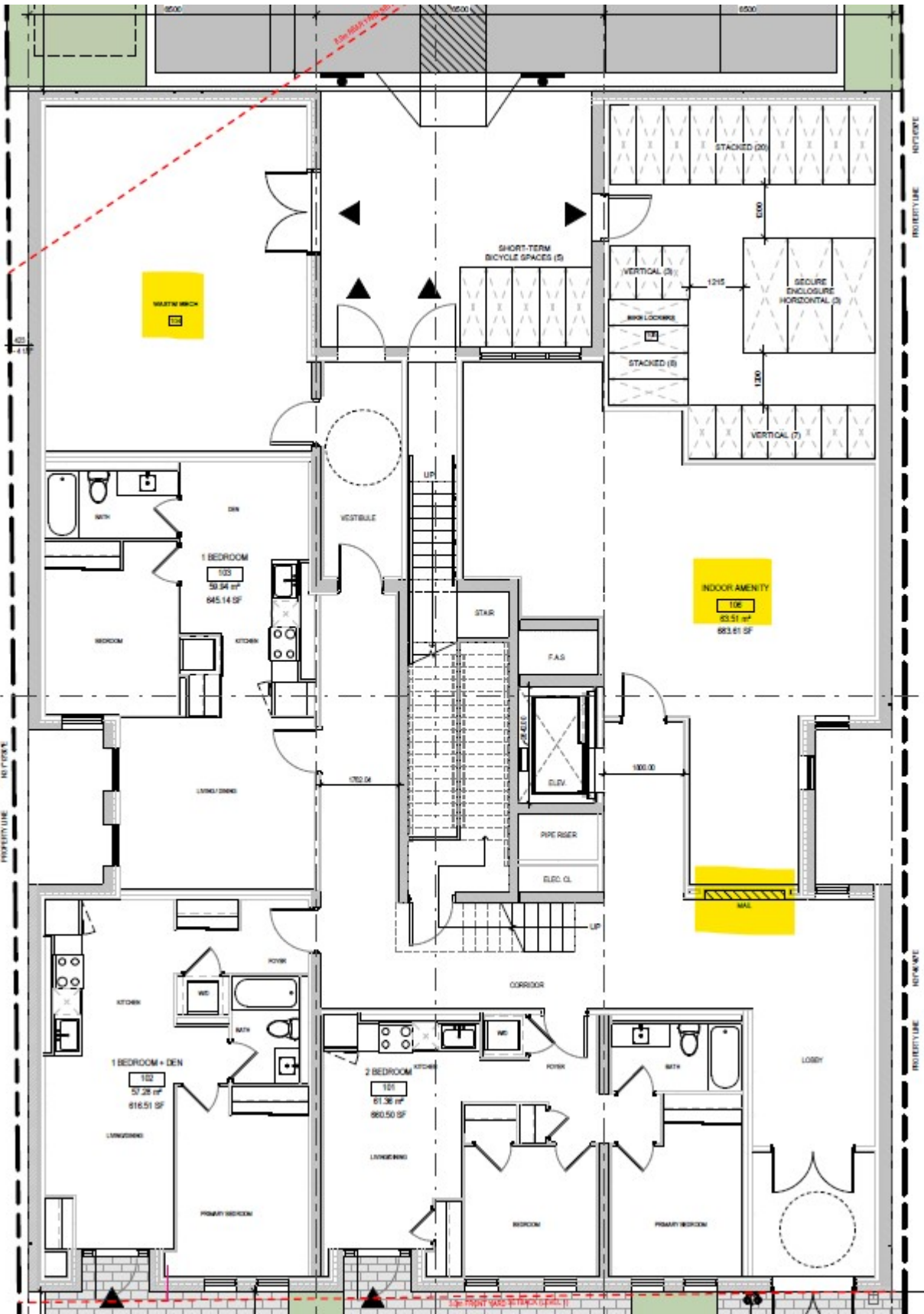
Regarding the number of bedrooms, the 45 units are broken down as follows:

- 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](mailto: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](mailto: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.

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**From:** [Myers, Cheryl](#)  
**To:** [Birdi, Chanti](#); [Slevin, Jacob](#); [Sthamann, Lindsay](#)  
**Cc:** [Planning Outside Email](#)  
**Subject:** FW: Oct. 21 mtg ATTN: Secretary Treasurer, Committee of Adjustment  
**Date:** October 21, 2024 11:40:35 AM

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Good morning,

Please see email below.

Thank you,  
Cheryl

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**From:** hannah kaufman [REDACTED]  
**Sent:** October 21, 2024 9:26 AM  
**To:** Planning Outside Email <Planning@cityofkingston.ca>  
**Subject:** re: Oct. 21 mtg ATTN: Secretary Treasurer, Committee of Adjustment

**Caution:** This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Good morning Secretary Treasurer, Committee of Adjustment,

I am writing regarding the Consent and Minor Variance Application for File # D10-02-2-24 & D13-063-2024 (101 Charles St).

I live across the street from this property, at 106 Charles. I have lived here for 32 years.

I have three concerns about this application.

1. Number of Parking Spaces - requirement 1 per lot.

Variance Requested 0 per lot.

I am concerned about increased parking demands/congestion on our block. Parking is already fairly tight off and on most days and nights. Without parking on the property, this variance could potentially add 1-4 cars on the block. There is no possibility of parking behind the property as the right of way does not afford turning space into the rear alley. Changing the parking regulations for the street from one side only to restricted daytime parking for permit holders only would not address late afternoon/evening/overnight congestion. The real consequences to current residents of the street include no available parking for those who already do not have parking, and increased illegal parking which is already a big issue at times. Narrowing results in the narrowing of the driving lanes to only one lane, limiting/blocking the passage of emergency vehicles, access bus and occasionally passenger vehicles.

2. Minimum Setback: requirement 3.85 m. Proposed 1.5 metres.

I feel that building the front of the house out a further 1.5 m will change the character of that row of houses and the character of the street scape in general. It will negate the limestone wall, further changing the character of the row

of adjacent homes and the character of the building itself.

3. Minimum lot area and frontage. Both of these variances reduce the requirements by almost half. I feel that is just too tight for our block.

Overall, I object to this property being split in two vs being kept as a single dwelling. This is already a densely housed street, and this would just be too much. I am a proponent of densification to allow more people to live in the city, which is what attracted me to the area 32 years ago, but I feel this will push the block over its capacity.

I would like to be kept informed of the committee's decision.

Thank you.

Hannah

Re: Applications **D10-028-2024 & D13-063-2024 – Consent & Minor Variance – 101 Charles St.**

Good Afternoon.

Background:

My name is Mary Ann Higgs. I'm the property owner and would-be returning resident of a small limestone home at 105 Charles St conjoined to the property which is the subject of these applications on its west side.

I acquired my property in 2014 and lived there for 7 years before the fire. My home's east wall is half of the 16 inch 'rubble' limestone wall in common with 101. The fire 2 nearly two and a half years ago made my home uninhabitable by soot and water damage via the porous limestone. My home remains vulnerable to moisture and won't be capable of full renovation for my return until a structure finally emerges against my easterly facing wall.

I do not object to Mr. Gordon's application to build two townhouses side by side within the space of 101's current footprint. I don't like the precedent of such variances being seen as 'minor' when they aren't and I don't agree with the Applicant's assertion that this area needs 'densification' but it will be good to see new housing constructed.

Parking:

Further, I'm in support of the proposed development being exempt from car parking because it really doesn't have a navigable route for cars without trespassing on my lands anyway and it doesn't have a deeded turn-around option over 99 Charles Street either. Historically the single townhouse at this address have always functioned without the residents having vehicular access and it should stay that way.

The nine-foot-wide right of way route from Charles Street is enclosed on its west side by a large utility building which won't move and ends abruptly at its northerly limit where it turns sharply into a 12 foot wide corridor across the northerly limit of my property and of 101's. The corner where these dimensions intercept each other simply can't be navigated. Snow can't be cleared during winter and

accumulates within the whole corridor making it impossible for even pedestrians and for people on bikes.

There is always the possibility of entering into understanding with neighbours if on occasion a need arises for trades to pass through and certainly if there was an emergency. Having two households where there had been one adds to the possible traffic congestion which may well spill over onto the street and area but that isn't my issue to solve.

#### Ground water:

I invested in my property with attention to its setting, leaving the front garden with shrubs and perennials to absorb ground water, installing a French drain under a wooden deck in the back yard and erecting a garage accessible by a portion of the narrow access route the applicant's materials detail exists from Charles Street adjacent to my westerly boundary. I've been concerned about possible flooding and water backing up, installed a back flow valve in the hopes that sewage doesn't enter my home in such circumstances. I am hopeful that the additional structure which is proposed as the front entrance to the new dwellings will not create runoff which negatively impacts my home which sits lower into the ground than 101

#### Conclusion:

I am content that City staff will monitor the progress of this application through the further required reviews and during the permitting and construction phases to ensure that this property becomes good liveable space for families who will live respectfully within and outside of their spaces.



**From:** [REDACTED]  
**To:** [Hannah, Allison](#)  
**Subject:** Correspondence for this evening's meeting  
**Date:** October 21, 2024 6:22:40 AM

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**Caution:** This email is from an external source. Please exercise caution when opening attachments or clicking links, especially from unknown senders.

Hi Allison

I've received the following email from COA Member, Perkins. Can you please include it with the addendum for today's meeting. I am inclined to have it discussed during 'Correspondence' at the end of the meeting.

Thanks

Peter

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**Mr. Chairperson:** I would like to submit some questions to Staff regarding the function of the COA process to help me make more informed decisions in the future.

- 1) What happens when an applicant/developer files an appeal of a Committee of Adjustment decision?
- 2) Does staff defend the Committee's decision?
- 3) How does a settlement come about?
- 4) Who must approve the terms?
- 5) What is the role of Council in this process?
- 6) Could a draft settlement come back to the Committee for approval?
- 7) Can the Committee hire its own lawyer and planner to defend its decision and be a party in the appeal process?

Thank you

Douglas Perkins  
Committee of Adjustment.

\*\*\*\*\*

Peter Skebo