

Lisa Osanic – Collins-Bayridge District #3

- **What is the next step for moving forward on the intensification of the Williamsville Main Street plan and what will you do to demonstrate growing Kingston as a livable, sustainable city during your 4 years on council?**

Council just passed a motion on Sept 18, 2018 to ask for a review of the Williamsville Main Street plan. The plan was supposed to be reviewed every 3-5 years as per the recommendations in the plan and it's been 5 years. The plan was approved in 2013. Many developments have been approved by council in the area and some of the developments have been tied up at the Ontario Municipal Board and already decided and under construction. The review will include mapping so that the new council can see what has been developed, what is approved to be developed with construction pending and which areas along Princess St. are still under-developed. I will ask planning staff what the city can do to push forward with those under-developed spots along Princess St.

- **2018 rental housing vacancy rate is 0.7%, the lowest in Canada. What steps will you take to increase the supply of housing?**

Such a low vacancy rate highlights the need to build affordable housing as a tight supply means that rents are very expensive in Kingston and Kingston residents know that that is true. The city needs to encourage developments all throughout the city; not just in the downtown. At planning committee, it seems that the majority of the multi-residential applications in the city have been for the downtown from Williamsville to Ontario St. There have been some north of the downtown and some in the west end or along Highway 15, but most have been in the downtown. Through the help of the planning department, council needs to encourage multi-residential development outside of the downtown. The city has express routes across a lot of the city - build along the express routes. Build along Montreal St. north of the downtown. A multi-residential building is being constructed along Gardiners Road. Another along Bath Road. Build along outer Princess St. too. The height restriction debate would not be a problem in the suburbs as it is in the downtown. Smaller developers should be encouraged to build. They may be able to construct their buildings quicker than the large developers that submit applications in the downtown, where height is always an issue and the application frequently is sent to the Ontario Municipal Board for final decision that adds 2-3 years onto the construction. With such a low vacancy rate, the city cannot afford the time to have applications sit at the OMB, which is now a new body called the Ontario Local Planning Appeal Tribunal (LPAT). Smaller developers may be able to build less expensive units as well as the large downtown recent applications seem to cater to the luxury condo market as a water view costs money. Less expensive units could mean more affordable rents and that will help Kingston's low vacancy rate.

What is the next step for moving forward on the Kingston airport expansion and what will you do to expand air service during your 4 years on council? For example, which is a higher priority; another Canadian airline to compete with Air Canada or an American airline to access new US markets?

The city has hired a consultant to market Kingston to the various airlines and try to get a competitor to expand air service. If the consultant can attract Porter Airlines, for example, it has routes to the United States already and hence, some routes could be from Kingston to the US. The goal of increasing the runway size was to attract charter jet service. A charter direct from Kingston to southern destinations such as Orlando during the winter months on weekends would be ideal. As a councillor, I would support what the consultant deems necessary to attract a charter service like that.

- **What is the next step forward on the intensification of JCB corridor expansion and new bridge and its linkage to the Third Crossing...and what will you do to encourage that growth during your 4 years on council?**

Council needs to continue to fund the John Couter corridor expansion. It will be starting the final phase 5A and 5B very soon, ending in 2020. This widening is very important (and the bridge over the CNR tracks) as JCB is an essential east-west connection across the city and offers an alternate to travelling on the 401. I do not support the construction of the Wellington Street Extension. The consultant of the North King's Town Secondary Plan presented statistics to the working group that shows that the Wellington Street Extension through Doug Fluhrer Park is not necessary to provide proper traffic flow from JCB. The revitalized Doug Fluhrer Park is beautiful. The extension of the K&P Trail to the downtown along Montreal St. and Rideau St. has done wonders for the area. A future north-south pedestrian crossing over JCB and over the CNR tracks between Division St. and Elliott Ave would enhance active transportation in the area and make the area more attractive for development. There are brownfield sites along Montreal St near the JCB corridor. Council needs to continue to encourage the developments of the brownfields to help grow businesses along the JCB corridor.

What is your solution to the lack of parking inventory in downtown Kingston? What is your financial plan for creating new parking spaces to add to the City's inventory to promote local retail?

The city is currently doing a feasibility study of building a new parking garage. The site that they are looking at is the Byron Parking Lot. It would be funded by the parking reserve fund. If the study shows no obstacles, then the strategy is that the downtown permit lots along Ontario St./King St. will become park and display lots to provide parking for shoppers and the permit holders will have to park at the new Byron Parking garage instead. In my opinion, the ideal spot for a parking garage is the lot across from the K-Rock Centre which currently is permit parking only. However, that parking lot cannot be altered at this time until the province has its plans finalized for the new Wolfe Island Terminal as they may need some of the land from that parking lot. In the meantime, the city has to ensure adequate parking supply, which has been made extremely urgent since Homestead Land Holdings will no longer be providing public parking spaces at its two new buildings on Queen St. and the city went ahead with the feasibility study of a parking garage at the Byron Parking Lot. I have a parking permit for the Anglin Parking lot and I advertise that parking lot as much as possible to my constituents for events at the K-Rock Centre or for weekend shopping as I think the parking on the north side of the downtown is often overlooked and parking spots are readily available at the Anglin during evenings and weekends as park and display. It is only 3 blocks to Princess St. from that location which makes it an easy walk.