



**City of Kingston
Report to Committee of Adjustment
Report Number COA-24-040**

To: Chair and Members of the Committee of Adjustment
From: Ian Clendening, Senior Planner
Date of Meeting: June 17, 2024
Application for: Minor Variance
File Number: D13-028-2024
Address: 322 Queen Street
District: District 11 - King's Town
Owner: Cheng Myers
Applicant: Fotenn Consulting

Council Strategic Plan Alignment:

Theme: Policies & by-laws

Goal: 1.1 Promote increased supply and affordability of housing.

Executive Summary:

This report provides a recommendation to the Committee of Adjustment regarding an application for minor variances for the property located at 322 Queen Street. The applicant is proposing to allow for an increase in density (measured in units per hectare) to permit a total of seven dwellings within the existing mixed-use building. Additional relief is sought to allow reductions in the required parking and walkway standards.

The requested minor variances are consistent with the general intent and purpose of both the City of Kingston Official Plan and Kingston Zoning By-Law Number 2022-62. The requested minor variances are desirable for the appropriate development or use of the land, building or structure and are minor in nature. As such, the proposed application meets all four tests under Subsection 45(1) of the *Planning Act* and is recommended for approval.

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Recommendation:

That minor variance application, File Number D13-028-2024, for the property located at 322 Queen Street to allow permit a total of seven dwellings within the existing mixed-use building and relief from certain parking requirements, be approved, as described below:

Variance Number 1: Maximum number of dwelling units per lot

By-Law Number 2022-62: Table 10.4.1.

Requirement: Maximum 123 units per net hectare

Proposed: Maximum 160 units per net hectare

Variance Requested: 37 units per net hectare

Variance Number 2: Required number of parking spaces

By-Law Number 2022-62: Table 7.1.1.

Requirement: 3 parking spaces

Proposed: 2 parking spaces

Variance Requested: 1 parking spaces;

Variance Number 3: Required number of visitor spaces

By-Law Number 2022-62: Table 7.1.1.

Requirement: 1 visitor spaces

Proposed: 0 visitor spaces

Variance Requested: 1 visitor spaces;

Variance Number 4: Required number of accessible spaces

By-Law Number 2022-62: Section 7.2.6.3.

Requirement: 1 Type A accessible space

Proposed: 1 Type B accessible space

Variance Requested: Type B versus Type A;

Variance Number 5: Walkway

By-Law Number 2022-62: 4.27.1.4

Requirement: The walkway must be separately delineated and measured distinctly from a required driveway

Proposed: Notwithstanding 4.27.1.4, the walkway may overlap the required driveway at a pinch point that is outside of any required parking space

Variance Requested: The walkway may overlap the driveway at pinch point; and

That approval of the application be subject to the conditions attached as Exhibit A (Recommended Conditions) to Report Number COA-24-040.

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Authorizing Signatures:

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke extending to the right.

Ian Clendening, Senior Planner

In Consultation with the following Management of the Community Services Group:

Tim Park, Director, Planning Services
James Bar, Manager, Development Approvals

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Options/Discussion:

On March 26, 2024, a minor variance application was submitted by Fotenn Consulting, on behalf of the owner, Cheng Myers, with respect to the property at 322 Queen Street which is located in the City's downtown core, situated approximately 35 metres east of Division Street where extensive amenities exist to service the area residents. The variance is requested to permit a total of seven dwellings within the existing mixed-use building and relief from certain parking and walkway requirements. The conversion to allow the two additional units is constrained to within the existing building and no modifications to the built form are contemplated, however the applicant is proposing to create an outdoor green space/amenity space which, although not required for a residential conversion within the Williamsville Zone 1, would assist in providing additional outdoor space for the enjoyment of the residents.

In support of the application, the applicant has submitted the following:

- Site Plan (Exhibit F)
- Servicing and Stormwater Management Report
- Grading and Servicing Plan
- Survey
- Planning Justification Letter

All submission materials are available online through the Development and Services Hub (DASH) at the following link, [DASH](#), using "Look-up a Specific Address". If there are multiple addresses, search one address at a time, or submission materials may also be found by searching the file number.

Site Characteristics

The subject property is located at 322 Queen Street which is situated on the south side of Queen Street approximately 35 metres east of Division Street (Exhibit B – Key Map). The property abuts a semi-detached home to the east, a mixed use building to the west, a daycare facility to the north, on the opposite side of Queen Street, and the Princess Towers which abuts the property's south lot line (Exhibit C – Neighbourhood Context Map). The surrounding area is characterized primarily by mixed residential and commercial uses, as well as main street commercial uses along Division Street. The surrounding built form is characterized by building heights generally ranging from one to four storeys.

The site is located in proximity to community facilities, employers, and open space uses including McBurney Park. Commercial uses, including personal service uses, restaurants, grocery and drug stores, are located within 600 metres of the site along Queen, Division and Princess Street. Kingston Transit operates in proximity to the site, with Transit Routes 2 and 18 running along Division and Route 4 on Princess Street. Both streets also offer Express routes with route 701 and 702 operating along Division Street, and 501 and 502 on Princess Street. The site is within 130 metres of transit stops on Division Street and, 190 metres from a stop on Princess Street.

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The subject property is designated Central Business District in the Official Plan (Exhibit D – Official Plan Map) and zoned Downtown Zone 1 (DT1) in Kingston Zoning By-Law Number 2022-62 (Exhibit E – Zoning By-Law Map).

Provincial Policy Statement

In addition to the four tests of a minor variance detailed below, Subsection 3(5) of the *Planning Act* requires that a decision in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (the PPS). The 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 application being considered is site specific to accommodate a specific proposal and does not involve any major policy considerations and as such, the proposal conforms to and is consistent with the PPS.

Minor Variance Application

The review of an application for minor variance(s) is not a simple mathematical calculation, but rather a detailed assessment of whether the variance(s) requested, both separately and together, meet the four tests of a minor variance outlined in Subsection 45(1) of the *Planning Act*. The following provides this review:

1) The general intent and purpose of the Official Plan are maintained

The subject property is designated Central Business District in the City of Kingston Official Plan (Exhibit D – Official Plan Map).

In considering whether this proposed variance is desirable, the Committee of Adjustment will have regard to the nine requirements included in Section 9.5.19 of the Official Plan.

The proposed development meets the intent of the City's Strategic Policy Direction by intensifying lands within the serviced urban area making better use of investments in infrastructure and public amenities. The additional density affords only two additional units, which would be within the confines of the existing building. No modifications are proposed to the existing built form on the subject property which ensures that there will be no impact on the character of the surrounding area, or other adverse impacts which may result from density increases which are inconsistent with the surrounding area.

The proposal meets the intent of the Official Plan, as the proposed increased density and reductions in parking requirements is consistent the surrounding built form. Despite the increased number of units, access and parking remains sufficient for the limited number of units within a walkable area and will not result in any negative impacts to adjacent properties or to the neighbourhood.

Having regard for the above, the impact of the variances are expected to be minor and would not create an undesirable precedent for the area with the application most appropriately addressed through a Minor Variance rather than a Zoning By-law Amendment. Recommended

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conditions have been provided for the Committee’s consideration and are included as Exhibit A to this report.

2) The general intent and purpose of the Zoning By-Law are maintained

The subject property is zoned Downtown Zone 1 (DT1) in Kingston Zoning By-Law Number 2022-62 (Exhibit E – Zoning By-Law Map). The DT1 zone permits a mixed-use building subject to various regulations including those related to density and parking.

The proposal requires a variance to provisions within Section 10.4, regulating development within the Downtown Zone 1 (DT1) zone, and Sections 7 and 4, regulating parking and the provision of walkways, as outlined below.

Variance Number 1: Maximum number of dwelling units per lot

By-Law Number 2022-62: Table 10.4.1.

Requirement: Maximum 123 units per net hectare

Proposed: Maximum 160 units per net hectare

Variance Requested: 37 units per net hectare

Regarding the variances proposed to allow for a greater density identified in Variance 1, it is the intent of the Zoning By-law to ensure that growth within this area does not overburden the available infrastructure and that sites within the DT1 zone are not over-development.

The proposed variance is consistent with the zoning by-law as the increase will take the maximum number of units allowed on the site from 5 to 7 which would not adversely affect the servicing of the site or the ability of the surrounding infrastructure to accommodate the development. Utilities Kingston has reviewed the application and have not identified any concerns in regards to available capacity to service the proposed development. As no change is proposed in regards to the built form, the additional density maintains the intent of the by-law to ensure sites are not over-developed.

Variance Number 2: Required number of parking spaces

By-Law Number 2022-62: Table 7.1.1.

Requirement: 3 parking spaces

Proposed: 2 parking spaces

Variance Requested: 1 parking spaces;

Variance Number 3: Required number of visitor spaces

By-Law Number 2022-62: Table 7.1.1.

Requirement: 1 visitor spaces

Proposed: 0 visitor spaces

Variance Requested: 1 visitor spaces;

Variance Number 4: Required number of accessible spaces

By-Law Number 2022-62: Section 7.2.6.3.

Requirement: 1 Type A accessible space

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Proposed: 1 Type B accessible space
Variance Requested: Type B versus Type A;

Regarding the variances proposed to allow for relief and variation to the parking requirements identified in Variances 2, 3, and 4, it is the intent of the Zoning By-law to ensure that sites are appropriately serviced to accommodate the vehicles anticipated for the intended use.

The variance to reduce the parking requirements is consistent with the intent of the zoning by-law as both residents and visitors are more likely to use alternative forms of transportation when accessing this site given the highly walkable character of the area which is defined by its proximity to amenities and services as well as access to public transit. For those using the private automobile, extensive paid parking opportunities exist within the area which also hosts Communauto car-sharing vehicles which is a private enterprise which provides an option for individuals to choose the short-term rental of a vehicle as opposed to ownership and associated responsibility for the storage of a vehicle. While the applicant proposes to provide a Type B accessible space rather than a Type A, the slightly narrower parking space would be continue to be serviced by a walkway and would remain fully compliant with accessible legislation and represents an improvement over the existing situation fulfilling the intent of the by-law to ensure a built form which allows a greater degree of participation for those with accessibility issues.

Variance Number 5: Walkway

By-Law Number 2022-62: 4.27.1.4

Requirement: The walkway must be separately delineated and measured distinctly from a required driveway

Proposed: Notwithstanding 4.27.1.4, the walkway may overlap the required driveway at a pinch point that is outside of any required parking space

Variance Requested: The walkway may overlap the driveway at pinch point;

The intent of the City's walkway provisions of the by-law are to ensure that emergency access can be afforded to the residential units and to ensure that the walkway is not obstructed by parked vehicles within the driveway area. The proposed development plan allocates parking to the rear of the property which is accessed by a four meter wide drive aisle between the building on the subject lands and the abutting property which hosts a building flanking the west side of the drive aisle. The four metre distance is insufficient to accommodate both the three metre wide driveway and a 1.2 metre wide walkway and as such a minor overlap of the two features will ensure sufficient access for both pedestrians and vehicles. As the parking area only accommodates two parking spaces, opportunities for conflict is minimal.

Both the Building Department and Fire & Emergency Services Department have been consulted. There are no concerns with the proposed access under the Ontario Building Code nor from an emergency services access perspective. The site is anticipated to function with safe and unimpeded access for both pedestrians and vehicles to the rear unit given that the drive aisle is not intended to function as a parking space, and, subject to approval, staff have recommended a condition to the variance be the placement of no-parking signage to further discourage this behaviour.

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The requested variance maintains the general intent and purpose of the zoning by-law

3) The variance is minor in nature

The variance is considered minor as the additional homes do not require any exterior modification to the building which could have an impact on the built form. The parking relief is not anticipated to have any adverse impact given that this is a highly walkable area with extensive public transit opportunities.

4) The variance is desirable for the appropriate development or use of the land, building or structure

The relief sought is appropriate for the mixed use intent of the area by accommodating two additional homes within the existing built form which is not anticipated to cause any off-site impacts. The parking remains appropriate for the intended residential use, given the services in the area.

The variance is desirable and appropriate use of the land.

Technical Review: Circulated Departments and Agencies

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Building Services | <input checked="" type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Heritage Services |
| <input type="checkbox"/> Finance | <input checked="" type="checkbox"/> Utilities Kingston | <input type="checkbox"/> Real Estate |
| <input type="checkbox"/> Fire & Rescue | <input checked="" type="checkbox"/> Kingston Hydro | <input checked="" type="checkbox"/> Environment Division |
| <input checked="" type="checkbox"/> Solid Waste | <input checked="" type="checkbox"/> Parks Development | <input type="checkbox"/> Canadian National Railways |
| <input type="checkbox"/> Housing | <input checked="" type="checkbox"/> District Councillor | <input type="checkbox"/> Ministry of Transportation |
| <input type="checkbox"/> KEDCO | <input checked="" type="checkbox"/> Municipal Drainage | <input type="checkbox"/> Parks of the St. Lawrence |
| <input type="checkbox"/> CRCA | <input type="checkbox"/> KFL&A Health Unit | <input type="checkbox"/> Trans Northern Pipelines |
| <input type="checkbox"/> Parks Canada | <input type="checkbox"/> Eastern Ontario Power | <input type="checkbox"/> CFB Kingston |
| <input type="checkbox"/> Hydro One | <input type="checkbox"/> Enbridge Pipelines | <input type="checkbox"/> TransCanada Pipelines |
| <input type="checkbox"/> Kingston Airport | | |

Technical Comments

This application was circulated to external agencies and internal departments for their review and comment and there were no comments or concerns raised that would preclude this application from moving forward. Any technical comments that are received after the publishing of this report will be included as an addendum to the Committee of Adjustment Agenda.

Public Comments

At the time this report was finalized, no comments had been received. Any public comments received after the publishing of this report will be included as an addendum to the Committee of Adjustment Agenda.

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Previous or Concurrent Applications

There are no concurrent or relevant historic planning applications on the subject property.

Conclusion

The requested variance(s) maintain(s) the general intent and purpose of both the City of Kingston Official Plan and Kingston Zoning By-Law Number 2022-62. The proposal is desirable for the appropriate development or use of the land, building or structure and the requested variance(s) are minor in nature. As such, the proposed application meets all four tests under Subsection 45(1) of the *Planning Act* and the application is being recommended for approval, subject to the proposed conditions.

Approval of this application will allow for gentle intensification of a fully serviced lot within the downtown core with is situated within walking distance to extensive amenities and public transit opportunities.

Existing Policy/By-Law:

The proposed application was reviewed against the policies of the Province of Ontario and City of Kingston to ensure that the changes would be consistent with the Province's and the City's vision of development. The following documents were assessed:

Provincial

Provincial Policy Statement, 2020

Municipal

City of Kingston Official Plan

Kingston Zoning By-Law Number 2022-62

Notice Provisions:

A Committee of Adjustment Meeting is going to be held respecting this application on June 17, 2024 Pursuant to the requirements of the *Planning Act*, a notice of Statutory Public Meeting was provided by advertisement in the form of signs posted on the subject site 10 days in advance of the meeting. In addition, notices were sent by mail to a total number of 39 property owners (according to the latest Assessment Roll) within 60 metres of the subject property and a courtesy notice was placed in The Kingston Whig-Standard (Exhibit H – Public Notification Map).

Once a decision has been rendered by the Committee of Adjustment, a Notice of Decision will be circulated in accordance with the provisions of the *Planning Act*.

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Accessibility Considerations:

None

Financial Considerations:

None

Contacts:

James Bar, Manager, Development Approvals, 613-546-4291 extension 3213

Ian Clendening, Senior Planner, 613-546-4291 extension 3126

Other City of Kingston Staff Consulted:

None

Exhibits Attached:

- Exhibit A Recommended Conditions
- Exhibit B Key Map
- Exhibit C Neighbourhood Context Map (2022)
- Exhibit D Official Plan Map
- Exhibit E Zoning By-Law Map
- Exhibit F Site Plan
- Exhibit G Site Photos
- Exhibit H Public Notification Map

Recommended Conditions

The approval of minor variance application, File Number D13-028-2024, to permit the increase in density and variations in parking and walkway requirements, shall be subject to the following recommended conditions:

1. Limitation

That the approved minor variance applies only to the existing building and associated lot configuration as shown on the approved drawings attached to the notice of decision.

2. No Adverse Impacts

The owner/applicant shall demonstrate to the satisfaction of the City that there are no adverse impacts on neighbouring properties as a result of any modifications to on-site grading or drainage.

3. Building Permit Application Requirements

The owner/applicant shall provide to the Building Services a copy of the decision of the Committee of Adjustment, together with a copy of the approved drawings, when they make application for a Building Permit.

The drawings submitted with the Building Permit application must, in the opinion of the City, conform to the general intent and description of the approved drawing(s), including any amendments and conditions approved by the Committee of Adjustment, as stated in the decision. It must be noted that additional planning approvals may be required should further zoning deficiencies be identified through the Building Permit application process.

4. Standard Archaeological Condition

In the event that deeply buried or previously undiscovered archaeological deposits are discovered in the course of development or site alteration, all work must immediately cease and the site must be secured. The Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism (archaeology@ontario.ca) and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.

In the event that human remains are encountered, all work must immediately cease and the site must be secured. The Kingston Police (613-549-4660), the Office of the Chief Coroner as a part of the Ontario Ministry of the Solicitor General (1-877-991-9959), the Archaeology Program Unit of the Ministry of Citizenship and Multiculturalism (archaeology@ontario.ca), and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.

5. Parking Signage

The Owner shall provide, install, and maintain “No Parking” signage along the driveway leading to the rear parking area to ensure the required walkway providing access to the second residential unit remains unobstructed, to the satisfaction of Planning Services staff.


6. Noise Study

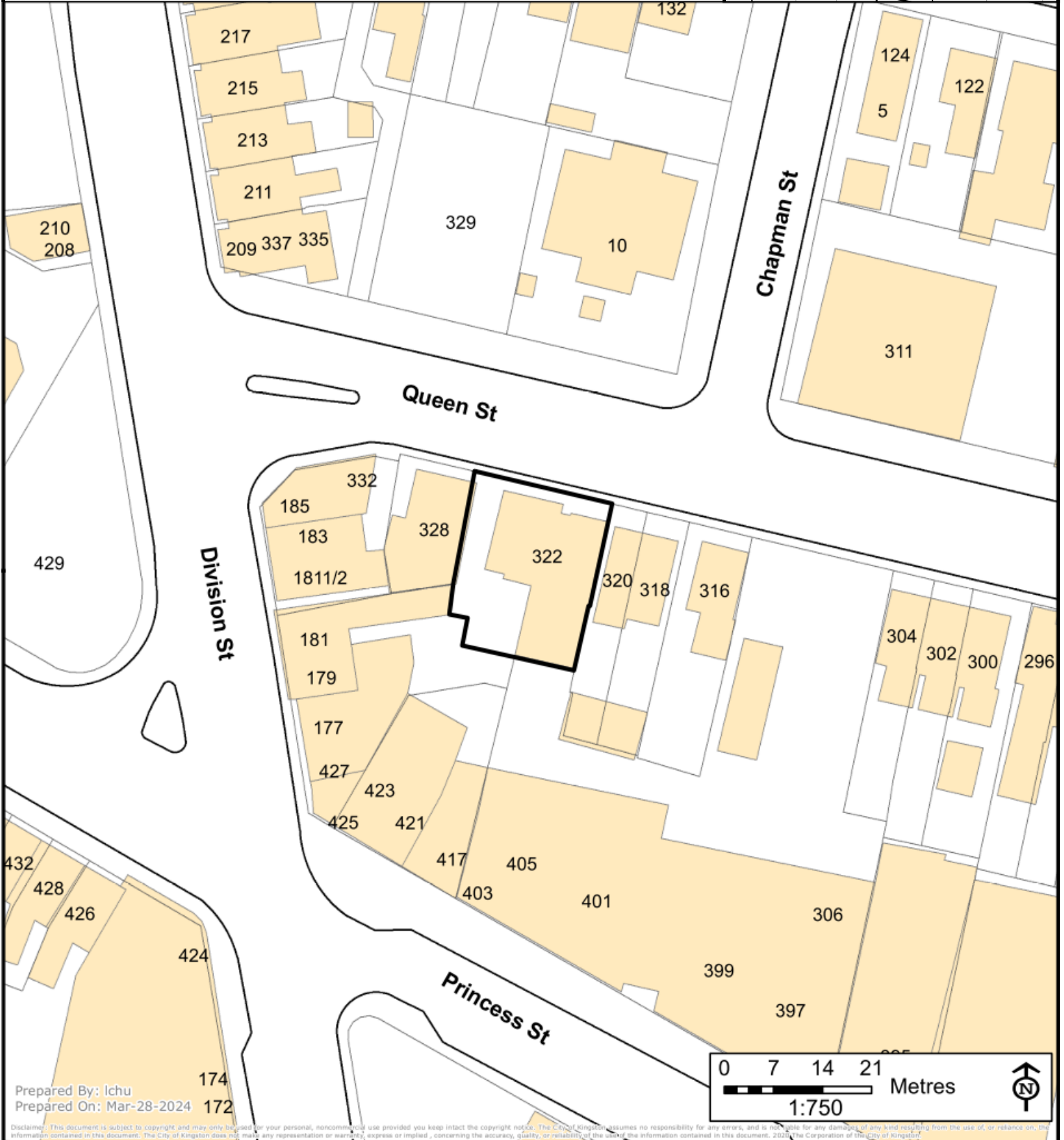
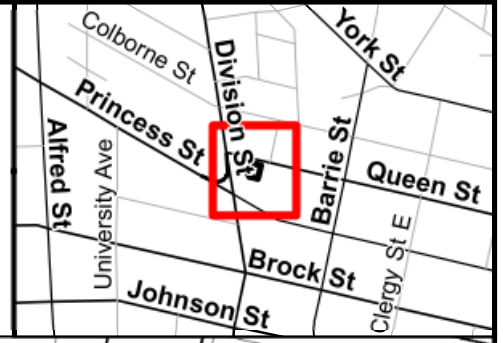
The applicant shall submit a noise study to address potential impacts on the proposed development due to stationary and/or transportation noise sources in the vicinity, if new stationary noise sources are proposed as part of the development the study will have to address potential impacts on sensitive land uses and/or lands zoned for sensitive land uses in the vicinity due to stationary noise sources associated with the development, to the satisfaction of Planning Services. The study is to be prepared by a qualified individual with experience in environmental acoustics and is to demonstrate compliance with NPC-300 and completed to the satisfaction of the City prior to the issuance of any building permit which relies upon this Decision for relief from the Zoning By-law.



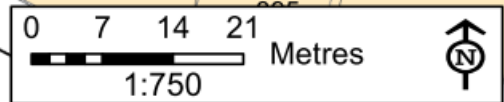
Committee of Adjustment Key Map

Address: 322 Queen Street
File Number: D13-028-2024
Prepared On: Mar-28-2024

 Lands Subject to Minor Variance



Prepared By: Ichu
Prepared On: Mar-28-2024





Committee of Adjustment Neighbourhood Context

Address: 322 Queen Street
File Number: D13-028-2024
Prepared On: Mar-28-2024

- Subject Lands
- Property Boundaries
- Proposed Parcels



Prepared By: Ichu
Prepared On: Mar-28-2024

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Kingston
Planning
Services

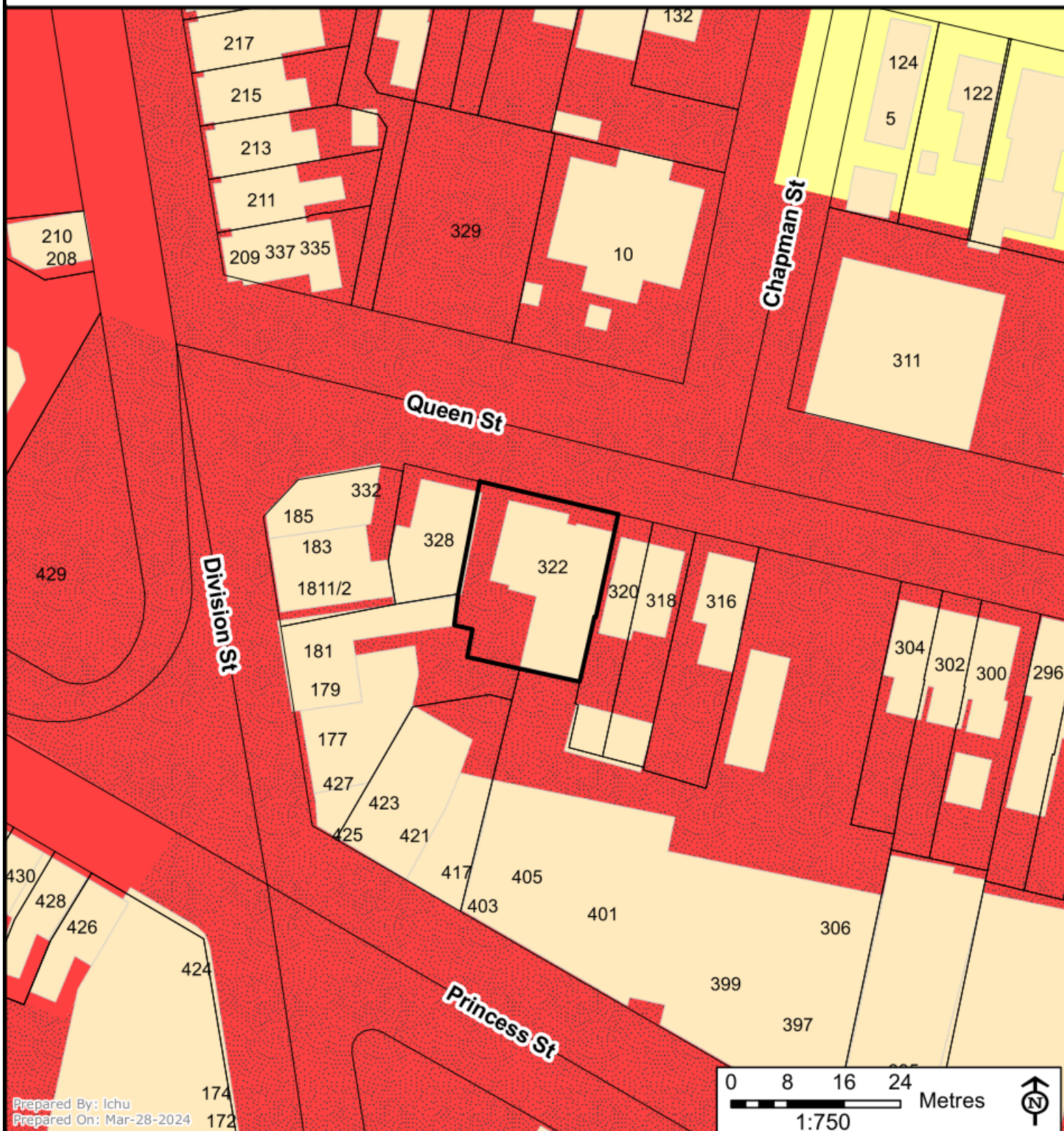
Committee of Adjustment Official Plan, Existing Land Use

Address: 322 Queen Street

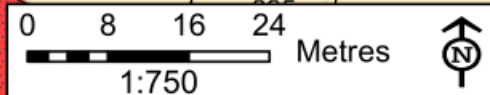
File Number: D13-028-2024

Prepared On: Mar-28-2024

-  Subject Lands
-  CENTRAL BUSINESS DISTRICT
-  MAIN STREET COMMERCIAL
-  RESIDENTIAL



Prepared By: Ichu
Prepared On: Mar-28-2024



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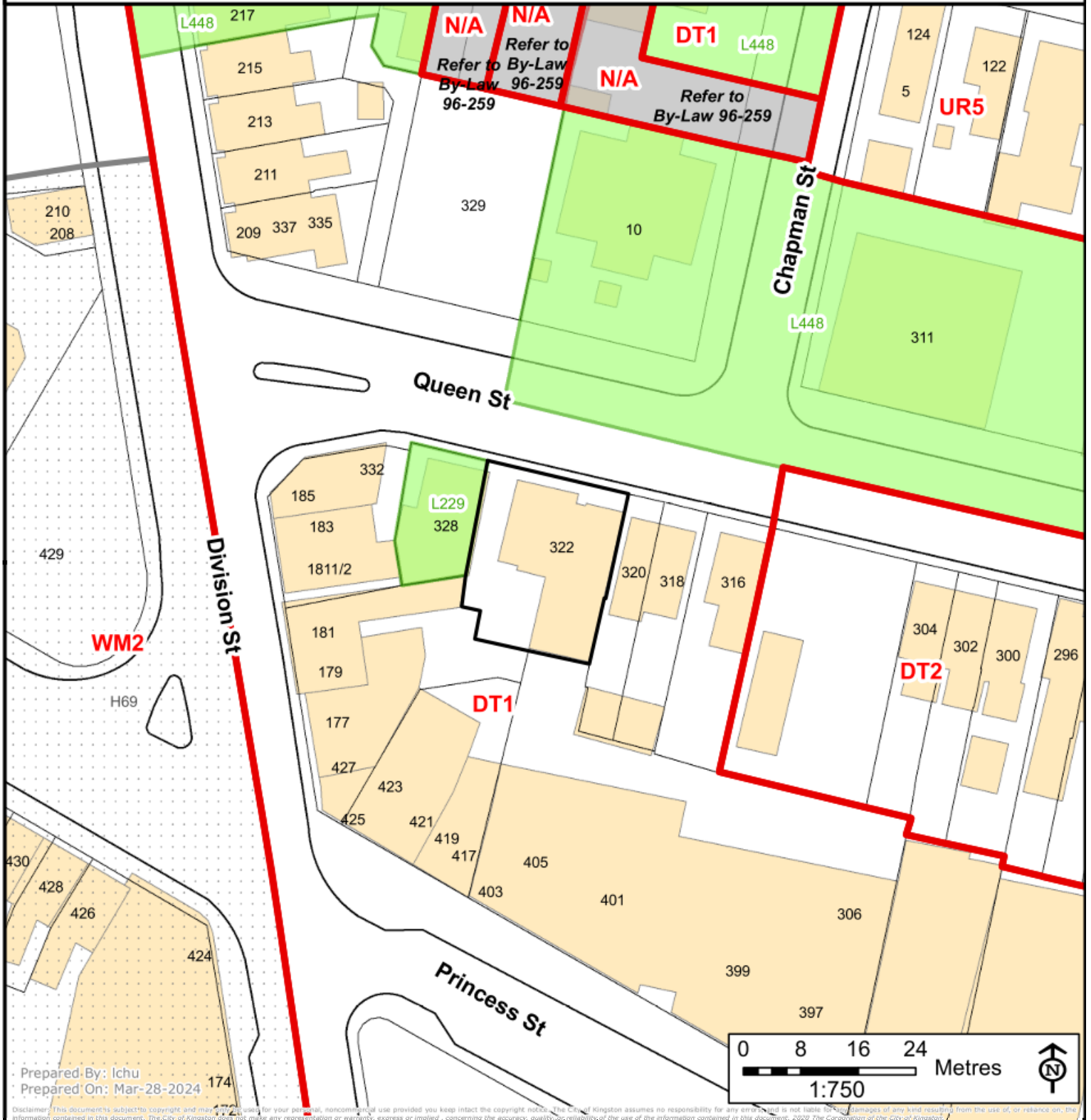


Planning Services

Committee of Adjustment Existing Zoning Kingston Zoning By-Law 2022-62

Address: 322 Queen Street
File Number: D13-028-2024
Prepared On: Mar-28-2024

- Subject Lands
- Schedule 1 Zoning Map
- Zone
- Not Subject to the Kingston Zoning By-law
- Schedule E - Exception Overlay
- Legacy Exceptions (LXXX)
- Exceptions (EXXX)
- Schedule F - Holding Overlay
- Holding Overlay (HXXX)



Prepared By: Ichu
Prepared On: Mar-28-2024

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SITE INFORMATION

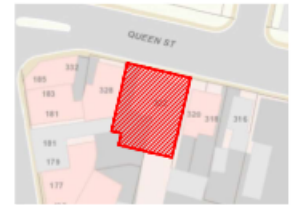
ZONING				DT1
SITE AREA				447
HEIGHT				Existing
SETBACKS	F.Y.	W.S.Y.	E.S.Y.	R.Y.
	1.5 m	3.6 m	0 m	0 m
TOTAL BUILDING AREA				264 m ²
Existing Buildings:				264 m ²
LOT COVERAGE	MIN	MAX	EXISTING	
	50%	100%	59%	
NUMBER OF DWELLING UNITS PER LOT	MAX	EXISTING		
	123 uph = 6	150 uph = 7		
PARKING	Required:	Provided:		
Residential:	1	2		
Visitor:	0	0		
Car-share:	0	0		
BIKE PARKING	Required:	Provided:		
Long-term:	2	2		
Short-term:	0	0		
AMENITY AREA	REQUIRED	PROVIDED		
	10 m ² pu	15.75 m ² and 16m ²		

NOTES

1. The base plan (lot lines, existing roads and surrounding areas) is based on the City's Open Data and aerial images. The site area is approximate and all dimensions need to be confirmed by a legal survey.

322
QUEEN STREET
KINGSTON

Concept Plan



- LEGEND**
- EXISTING BUILDING
 - AMENITY SPACE
 - PATH
 - SUBJECT PROPERTY BOUNDARY
 - PROPERTY BOUNDARY
 - HYDRO POLE



01	REVISION	2024.02.22	TS
No.	REVISION	DATE	BY

CLIENT
CAM MACDOUGALL

FOTENN
Planning + Design

OTTAWA: 588 Cooper Street, Suite 205, Ottawa, ON K2P 2H7, 613.562.4108, www.fotenn.com
 KINGSTON: 4 Catherine St., Suite 217, Kingston, ON K7K 1Z1, 613.562.4144
 TORONTO: 174 Spadina Ave., Suite 204, Toronto, ON M5T 2C2, 416.768.4532

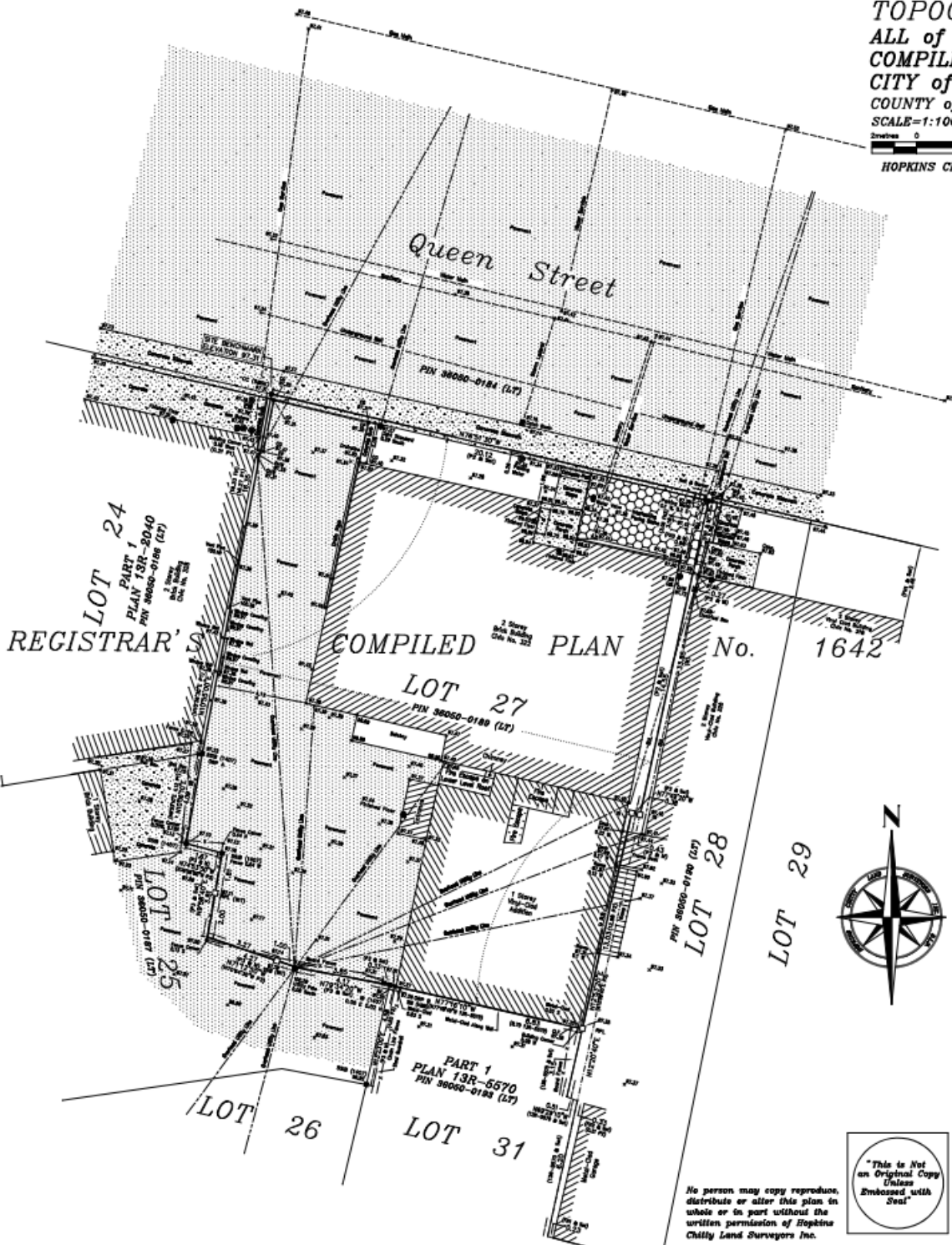
DESIGNED	GK
REVIEWED	TS
DATE	2023.04.26

P1

TOPOGRAPHIC SURVEY of
ALL of LOT 27, REGISTRAR'S
COMPILED PLAN No. 1642
CITY of KINGSTON
COUNTY of FRONTENAC
SCALE=1:100

0 2 4 6 8 10metres

HOPKINS CHITTY LAND SURVEYORS INC.
-2023-



BEARING NOTE:

BEARINGS ARE UTM GRID, UTM STATE 18 (10° WEST LONGITUDE)
READS (GSD) (GSD) DERIVED FROM REAL-TIME (RTK) GPS
OBSERVATIONS AND TRANSFORMED TO UTM 'A' AND UTM 'B'
BY CONVENTIONAL TOTAL STATION OPERATIONS.
FOR BEARING COMPARISONS, A ROTATION OF 0°12'40" CLOCKWISE
WAS APPLIED TO BEARINGS ON 13R-0010
FOR BEARING COMPARISONS, A ROTATION OF 1°03'10" CLOCKWISE
WAS APPLIED TO BEARINGS ON (P2)
FOR BEARING COMPARISONS, A ROTATION OF 0°47'40" CLOCKWISE
WAS APPLIED TO BEARINGS ON (P2)
FOR BEARING COMPARISONS, A ROTATION OF 0°48'00" CLOCKWISE
WAS APPLIED TO BEARINGS ON 13R-0010
BEARINGS ARE GROUND AND CAN BE CONVERTED TO GRID BY
MULTIPLYING BY THE COMBINED SCALE FACTOR OF 0.999764.
BEARINGS AND ELEVATIONS GIVEN ON THIS PLAN ARE IN METRES
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

CAUTION:

UNDERGROUND UTILITIES ARE ILLUSTRATED AS MARKED IN THE FIELD
BY UTILITIES LOCATOR. POSITIONS SHOULD BE CONFIRMED PRIOR TO
CONSTRUCTION.

ELEVATION NOTE:

ELEVATIONS ARE GEODETIC AND ARE REFERRED TO THE N.T.S. GRID
MODEL BEING A PRODUCT OF THE GEODETIC SURVEY DIVISION (GSD)
OF NATURAL RESOURCES CANADA DERIVED FROM REAL-TIME NETWORK
GPS OBSERVATIONS. THE ELEVATIONS ARE REFERRED TO A SITE
BENCHMARK BEING THE TOP OF A CONCRETE AT THE NORTHEAST
CORNER OF PART 1, 13R-0010 HAVING AN ELEVATION OF 97.51
(GSDM).

LEGEND:

- USER'S PLANTED DUE TO INADEQUATE OVERHEADS
- [Symbol] - Planted Survey Monument
 - [Symbol] - Found Survey Monument
 - [Symbol] - Standard Iron Pin
 - [Symbol] - Short Standard Iron Bar
 - [Symbol] - Iron Bar
 - [Symbol] - Iron Bar (reused)
 - [Symbol] - Rock Bar
 - [Symbol] - Rock Flag
 - [Symbol] - Witness
 - [Symbol] - Monument
 - [Symbol] - Out Cross
 - [Symbol] - Original Stake
 - [Symbol] - Hydro Pole
 - [Symbol] - Monument of Burlington Ltd.
 - [Symbol] - French & Smith Elevator Ltd.
 - [Symbol] - Oak & Cedar
 - [Symbol] - Pole of Placement
 - [Symbol] - Overhead Hydro Wire
 - [Symbol] - Group of 3. Elliott Ltd.-G.L.E.
 - [Symbol] - Board Fence
 - [Symbol] - Chain Link Fence
 - [Symbol] - Reference Pin 13R-0010
 - [Symbol] - Pin by (1120) dated November 15, 1982
 - [Symbol] - Pin by (1407) dated November 25, 1988
 - [Symbol] - Field Stake by (SACN) dated August 24, 1984
 - [Symbol] - Field Stake by (SACN) dated April 27, 1987
 - [Symbol] - Field Stake by (SACN) dated December 14, 1988
 - [Symbol] - Field Stake by (SACN) dated August 22, 1988
 - [Symbol] - Parking Meter
 - [Symbol] - Concrete
 - [Symbol] - Interlocking Paving Stone



SURVEYOR'S CERTIFICATE:

I CERTIFY THAT:
1. This Survey and Plan are correct and in accordance
with the SURVEY ACT, the SURVEYORS ACT and the
REGULATIONS made there under.
2. THE SURVEY was completed on the 26th day of
September, 2023.
DATE: SEPTEMBER 27, 2023
P. V. CHITTY - G.L.E.

THIS PLAN OF SURVEY RELATES TO A/S PLAN SUBMISSION
FORM NUMBER 7-01724

Party Chap. 80 Reference: 87 Checked By: P.V.C. Plan By: M.

HOPKINS CHITTY
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PROJECT No. 2023-0411
LOT 27, SCP 1642
CITY OF KINGSTON

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Site Photos

View from Queen Street looking south towards subject property



Image Courtesy of Google Streetview

View from Queen Street looking towards driveway & proposed walkway



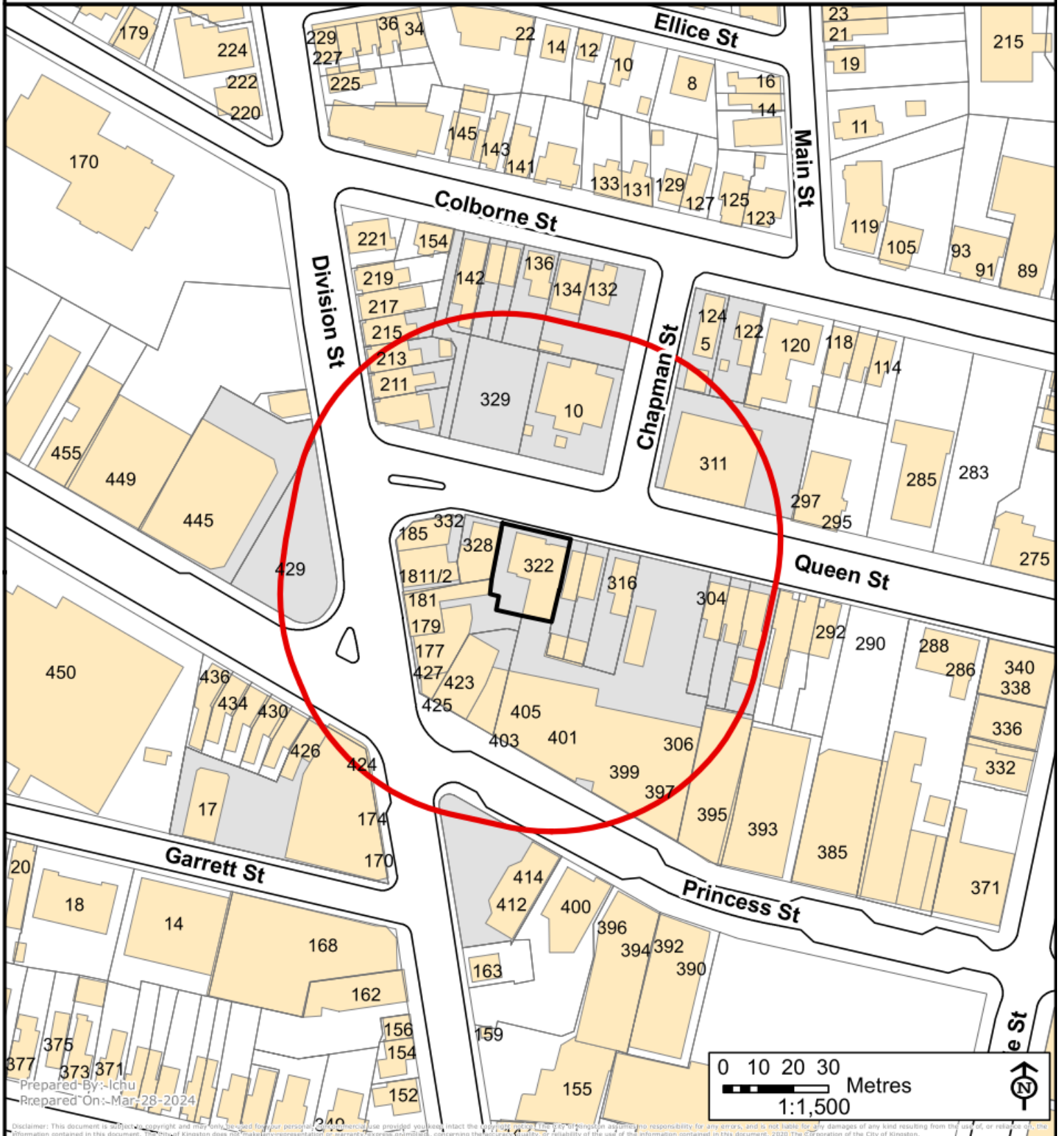
Image Courtesy of Google Streetview



Committee of Adjustment
Public Notice Notification Map

Address: 322 Queen Street
File Number: D13-028-2024
Prepared On: Mar-28-2024

- 60m Public Notification Boundary
- Subject Lands
- Property Boundaries
- 33 Properties in Receipt of Notice (MPAC)



Prepared By: Ichu
Prepared On: Mar-28-2024