



**City of Kingston
Report to Committee of Adjustment
Report Number COA-24-057**

To: Chair and Members of the Committee of Adjustment
From: Amy Didrikson, Senior Planner
Date of Meeting: July 15, 2024
Application for: Minor Variance
File Number: D13-039-2024
Address: 2267-2271 Princess Street
District: District 3 - Meadowbrook-Strathcona
Owner: 1000296271 Ontario Inc.
Applicant: N Architecture Inc.

Council Strategic Plan Alignment:

Theme: Regulatory & compliance

Goal: See above

Executive Summary:

This report provides a recommendation to the Committee of Adjustment regarding an application for minor variances for the property located at 2267 - 2271 Princess Street. The applicant is proposing a commercial development on the subject property, consisting of a gas station with convenience store and drive through restaurant and a multi-unit retail building, which is subject to an active Site Plan Control application (City File Number D11-008-2023). The proposed site configuration requires a reduction in the minimum required east interior setback, the minimum rear setback, and the minimum drive aisle requirement of the Kingston Zoning By-law.

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

July 15, 2024

Page 2 of 12

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.

Recommendation:

That minor variance application, File Number D13-039-2024, for the property located at 2267 – 2271 Princess Street to reduce the minimum east interior setback, the minimum rear setback and the minimum drive aisle width requirement to enable a proposed commercial development comprising a gas station with convenience store and drive-through restaurant and multi-unit retail building, be approved, as described below:

Variance Number 1: Minimum Interior Setback

By-Law Number 2022-62: Row 7, Table 15.6.1

Requirement: 9.1 metres for a gas station

Proposed: 7.1 metres for a gas station

Variance Requested: 2.0 metres;

Variance Number 2: Minimum Rear Setback

By-Law Number 2022-62: Row 5, Table 15.6.1

Requirement: 7.5 metres

Proposed: 2.0 metres

Variance Requested: 5.5 metres;

Variance Number 3: Minimum Drive Aisle Width for Perpendicular Parking Space

By-Law Number 2022-62: Row 3, Table 7.4.1

Requirement: 6.7 metres

Proposed: 6.0 metres

Variance Requested: 0.7 metres; and

That approval of the application be subject to the conditions attached as Exhibit A (Recommended Conditions) to Report Number COA-24-057.

July 15, 2024

Page 3 of 12

Authorizing Signatures:

ORIGINAL SIGNED BY PLANNER

Amy Didrikson, Senior Planner

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

Tim Park, Director, Planning Services

James Bar, Manager, Development Approvals

July 15, 2024

Page 4 of 12

Options/Discussion:

On May 22, 2024, a minor variance application was submitted by N Architecture Inc., on behalf of the owner, 1000296217 Ontario Inc., with respect to the property located at 2267 – 2271 Princess Street. The applicant is proposing a commercial development on the subject property, consisting of a gas station with convenience store and drive through restaurant and a multi-unit retail building, which is subject to an active Site Plan Control application (City File Number D11-008-2023). The applicant has worked through two cycles of Site Plan Control review and has arrived at the proposed site configuration that requires a reduction in the minimum required east interior setback, the minimum rear setback and the minimum drive aisle requirement of the Kingston Zoning By-law.

The proposed development includes an approximately 380 square metre, one-storey convenience commercial and drive-through restaurant building, as well as an approximately 832 square metre, one-storey retail building to contain eight separate retail units. The retail units range in size between 80 square metres and 120 square metres. The gas bar has a total of four pump stations and would be able to serve eight vehicles. The site plan accommodates a total of 44 parking spaces, including 4 barrier free spaces. Bike parking is incorporated in excess of the Kingston Zoning By-Law requirements, with 12 short term bike spaces and 4 long-term bike spaces.

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

- Site Plan (Exhibit F);
- Planning Justification;
- Architectural Elevations;
- Landscaping Plans;
- Noise Impact Study; and,
- Heritage Impact Statement.

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 on the south side of Princess Street, west of Sydenham Road (Exhibit B – Key Map). The property is approximately 0.5 hectares (5,764.93 square metres) in size with approximately 63 metres of frontage on Princess Street.

The subject property is identified as being within the Princess Street Corridor Specific Policy Area, as shown on Schedule 2 and Schedule 13 of the Official Plan (Section 10E). The site is designated ‘Arterial Commercial’ on Schedule 3-A of the Official Plan (Exhibit D – Official Plan,

July 15, 2024

Page 5 of 12

Land Use), and is zoned CG (General Commercial), subject to Legacy Exception L46, in Zoning By-Law Number 2022-62 (Exhibit E – Zoning By-Law Map).

To the east of the subject site is a commercial property, designed under Part IV of the *Ontario Heritage Act*. The designated property contains the William and Mary 'Beamish House', a two-storey limestone house with attached carriage house and stone barn, constructed in 1850. The Beamish House was designed by William Coverdale, a well-known Kingston architect. The buildings on this designated heritage property contain non-residential uses.

To the north of the property across Princess Street are commercial uses, including a Tim Hortons as well as an unoccupied commercial property. To the west of the subject site is an undeveloped property, which is currently zoned and designated for commercial uses. The low-rise, low-density residential subdivision known as Waterloo Village is located to the southwest of the subject property. The nearest residential property in the Waterloo Village subdivision is located approximately 30 metres from the rear lot line of the subject property.

The subject site is well serviced by transit, including an Express transit route, with a number of bus stops located within walking distance. The site is approximately 1 kilometre from the Via Rail Train Station on John Counter Boulevard, and approximately 2 kilometres to the closest Highway 401 interchange from Sydenham Road. There are sidewalks on both sides of Princess Street in this location.

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:

The general intent and purpose of the Official Plan are maintained

The subject property is designated Arterial Commercial in the City of Kingston Official Plan (Exhibit D – Official Plan Map). According to section 3.4.E.1 of the Official Plan, permitted uses in the Arterial Commercial designation include a range of services that cater to the travelling public, including automotive uses such as gas bars and service stations. Limited convenience commercial goods and services are also permitted in accordance with the applicable

July 15, 2024

Page 6 of 12

zoning. The proposal includes a gas station with a convenience store and drive through restaurant fronting onto Princess Street, with a retail development to the rear. The proposed uses are consistent with the uses contemplated for the Arterial Commercial land use designation.

The subject property is identified as being within the Princess Street Corridor Specific Policy Area, as shown on Schedule 2 and Schedule 13 of the Official Plan (Section 10E). In this area, site-specific policies apply to direct development to be compact with a mix of uses, providing support for transit, infrastructure, and increased levels of economic activity in a pedestrian-oriented setting. The proposed development includes a mix of commercial uses and incorporates delineated walking paths throughout the site plan, connected to sidewalks along Princess Street, consistent with the vision for development in the Princess Street corridor. 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. A summary of the applicable considerations is provided below.

As demonstrated through the submitted Noise Impact Study, the proposed development will be compatible with surrounding sensitive land uses (i.e. residential land uses). The Noise Impact Study evaluated noise associated with stationary noise sources including rooftop HVAC equipment which would be present on the retail development with the reduced rear setback, and noises associated with the drive-through operating on the east side of the property with a reduced interior setback. The Study concludes that the sound levels generated by the proposed development are predicted to comply with the Provincial sound limit levels. Detailed design measures and conditions to ensure the Noise Impact Study conclusions remain applicable will be pursued through the Site Plan Control process.

According to Schedule 9 of the Official Plan, the subject property is located in the “Catarauqui Village” Heritage Character Area. Policy in the Official Plan highlights this area as having a specific heritage character worthy of further investigation as potential heritage conservation districts. Due to the adjacent Part IV designated heritage property at 2263 Princess Street, a Heritage Impact Statement was submitted as part of the associated Site Plan Control application for the commercial development in accordance with section 7.1.7 and 9.5.19. e. of the Official Plan.

As demonstrated through the submitted Heritage Impact Statement (HIS), the proposed development with reduced interior east setback will be compatible with the east adjacent heritage property. The Heritage Impact Statement concludes that the overall low-profile of the development in combination with the generous setbacks from the front property line ensures that visual prominence of the Beamish House is maintained along Princess Street. Specific recommendations from the HIS with respect to lighting, landscaping and maintaining views through the to the Beamish house (through the elimination of fencing) will be implemented through the Site Plan Control application.

The proposed site configuration conforms to design criteria established for Arterial Commercial development under 3.4.E.6. of the Official Plan, which emphasizes the need for compatibility

July 15, 2024

Page 7 of 12

between adjacent developments, and the importance of landscaped buffering between parking areas and the sidewalk. The proposal includes planting beds along the frontage of Princess Street, and in front of parking spaces proposed along the west property line.

The proposed site configuration for the commercial development (Exhibit F – Site Plan) will maintain the ability of the site to function in an appropriate manner in terms of access, parking for vehicles and bicycles and meeting accessibility requirements. The reduced rear setback maintains adequate distance from the lot line to incorporate access behind the retail development and facilitate maintenance of the building. The loading area for the retail development is located on the south east corner of the property, screened from view from the public road allowance. The reduced drive aisle width at the rear of the site will not negatively affect the functionality of the parking area as discussed further below.

With respect to servicing, the proposed development is within the Urban Boundary on full municipal services. The proposed development is undergoing a Site Plan Control application process (City File Number D11-008-2023) where information with respect to servicing is reviewed by Utilities Kingston as part of the ongoing technical review of the application. No servicing capacity concerns have been identified as part of the ongoing technical review. Having regard to 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 conditions have been provided for the Committee’s consideration and are included as Exhibit A to this report.

The application maintains the general intent and purpose of the Official Plan, as the proposed commercial development enabled by the variances is consistent with development envisioned within the Arterial Commercial designation, in the Princess Street Corridor, will be compatible with adjacent development, will maintain a functional site layout and will not result in any negative impacts to adjacent properties or to the neighbourhood.

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

The subject property is zoned CG (General Commercial) in Kingston Zoning By-Law Number 2022-62 and is subject to Legacy Exception Overlay L46 (Exhibit E – Zoning By-Law Map). The CG zone permits the proposed uses, being a gas station, restaurant and retail store. The L46 exception also permits a hotel use, in addition to the permitted uses of the CG zone.

The proposal requires a variances to the minimum required east interior setback, the minimum rear setback and the minimum drive aisle requirement for a perpendicular parking space, as outlined below.

Variance Number 1: Minimum Interior Setback

By-Law Number 2022-62:Row 7, Table 15.6.1

Requirement: 9.1 metres for a gas station

Proposed: 7.1 metres for a gas station

Variance Requested: 2.0 metres

July 15, 2024

Page 8 of 12

The Kingston Zoning By-law includes a minimum interior setback for a gas station of 9 metres, which applies from the east property line and the west property line of the subject property. The setback applicable to the gas station applies not only to the gasoline pumps and canopy but to the associated building containing the convenience commercial store. The proposed minimum interior setback is 7.1 metres, which is the minimum distance to the “bump out” associated with the drive-through dispensing window. It is notable that the majority of the main wall of the building associated with the gas station is setback 8.2 metres from the east interior property line. The variance permitted in this case is limited to the site configuration and extent of the commercial building illustrated on the site plan in Exhibit F.

In the General Commercial zone, for all permitted uses except a gas station, the interior side yard setback is 0 metres where the adjacent property is in a commercial zone. A gas station is subject to a 9.1 metre minimum interior setback, which is intended to provide a buffer from this use which can have associated odour, lighting and noise impacts. The reduction to the minimum required setback for a gas station meets the intent of the Kingston Zoning By-law, as the commercial building enabled by this variance will not result in undue adverse impacts related to noise, lighting or odour, and further, has been sited on the property to avoid negative impacts to the adjacent heritage property.

Variance Number 2: Minimum Rear Setback

By-Law Number 2022-62: Row 5, Table 15.6.1

Requirement: 7.5 metres

Proposed: 2.0 metres

Variance Requested: 5.5 metres

The Kingston Zoning By-law requires a minimum 7.5 metre rear setback for all uses in the General Commercial zone, which is intended to facilitate a loading area and deliveries at the rear of sites and to minimize potential impacts nearby sensitive uses in terms of lighting, litter, noise, odours or commercial deliveries through buffering. It is also intended to allow area for maintenance to buildings and associated HVAC equipment.

Due to the unique configuration of the site, there is an opportunity in this case to provide the one required loading space for the rear, retail building in the side yard of the building, screened from the street from intervening development and landscaping. As a result, a rear loading area is not required. A 7.5 metre rear yard setback is provided from the proposed garbage enclosure at the terminus of the loading space, at the rear of the site, providing a buffer between adjacent properties. The proposal includes a staggered building to incorporate minimum 2.0 metre wide setback at the rear that will facilitate access around the building for maintenance and functionality.

The submitted Noise Impact Study evaluated noise associated with stationary noise sources including rooftop HVAC equipment which would be present on the rooftop of the retail development with the reduced rear setback and concludes that the sound levels generated by the proposed development are predicted to comply with the Provincial sound limit levels.

July 15, 2024

Page 9 of 12

Having regard to the above, the reduced rear yard setback will meet the intent of the requirement in the Kingston Zoning By-law.

Variance Number 3: Minimum Drive Aisle Width for Perpendicular Parking Space

By-Law Number 2022-62: Row 3, Table 7.4.1

Requirement: 6.7 metres

Proposed: 6.0 metres

Variance Requested: 0.7 metres

The minimum drive aisle width for perpendicular spaces in the Kingston Zoning By-Law is intended to ensure a functional parking area where vehicles can maneuver in and out of parking spaces. The site layout proposed for the commercial development includes a 6.0 metre drive aisle at the rear of the site, providing access to 17 perpendicular parking spaces. The remaining 27 perpendicular parking spaces on the site are accessed by a 6.3 metre wide drive aisle.

It is notable that the Legacy Exception Overlay (L46) applicable to the site permitted a minimum 6.0 metre drive aisle for a hotel development on the subject property, with parking spaces having minimum dimensions of 5.2 metres long by 2.6 metres wide. The parking spaces in the subject application are a minimum dimension of 5.5 metres long by 2.6 metres wide.

The applicant has demonstrated through vehicle maneuvering diagrams on the site plan drawing package that the larger trucks and vehicles associated with the gas station and deliveries and waste collection for the retail units can maneuver safely within the parking area. There are no concerns with the ability of a standard vehicle requiring parking on the site to maneuver within the parking area given the drive aisles are “single loaded” and the provision of a minimum 6.0 metre drive aisle. As a result, the reduction to the minimum drive aisle width meets the intent of the Kingston Zoning By-law for the proposed commercial development.

In summary, the requested variances maintain the general intent and purpose of the zoning by-law.

The variance is minor in nature

The variances are considered minor as they will not impact the compatibility or functioning of the proposed commercial development. The applicant has demonstrated that the proposed site plan configuration, subject to an active Site Plan Control application, will not result in adverse effects to the adjacent properties or uses with the implementation of detailed design measures including matters such as strategic location of lighting, plantings and fencing.

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

The relief sought is appropriate given the overall intent of the Arterial Commercial designation in the Princess Street Corridor by enabling commercial uses in a compact form that mitigates potential impacts on the adjacent heritage property, as demonstrated through the submitted HIS, and sensitive uses in proximity, as demonstrated through the submitted Noise Impact

July 15, 2024

Page 10 of 12

Study. The parking area and site circulation has been well developed to ensure functionality and access for vehicles, larger trucks, as well as pedestrians and bikes.

Technical Review: Circulated Departments and Agencies

- | | | |
|---|---|--|
| <input checked="" type="checkbox"/> Building Services | <input checked="" type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Heritage Services |
| <input checked="" type="checkbox"/> Forestry | <input checked="" type="checkbox"/> Utilities Kingston | <input checked="" 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 public comments have been received. Any public comments received after the publishing of this report will be included as an addendum to the Committee of Adjustment Agenda.

Previous or Concurrent Applications

The subject property is subject to an active application for Site Plan Control (City File Number D11-008-2023) to permit the proposed commercial development.

July 15, 2024

Page 11 of 12

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 permit the proposed site configuration of the commercial development in accordance with the submitted site plan, including a reduced minimum interior (east) setback, reduced minimum rear setback and reduced minimum drive aisle width for perpendicular parking spaces.

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 July 15, 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 9 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*.

Accessibility Considerations:

None

July 15, 2024

Page 12 of 12

Financial Considerations:

None

Contacts:

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

Amy Didrikson, Senior Planner, 613-546-4291 extension 3296

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 D13-039-2024, to reduce the minimum required east interior setback, the minimum rear setback and the minimum drive aisle requirement to enable a proposed commercial development comprising a gas station with convenience store and drive-through restaurant and multi-unit retail building, shall be subject to the following recommended conditions:

1. Limitation

That the approved minor variance application applies only to the proposed commercial development as shown on the conceptual site plan drawing 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

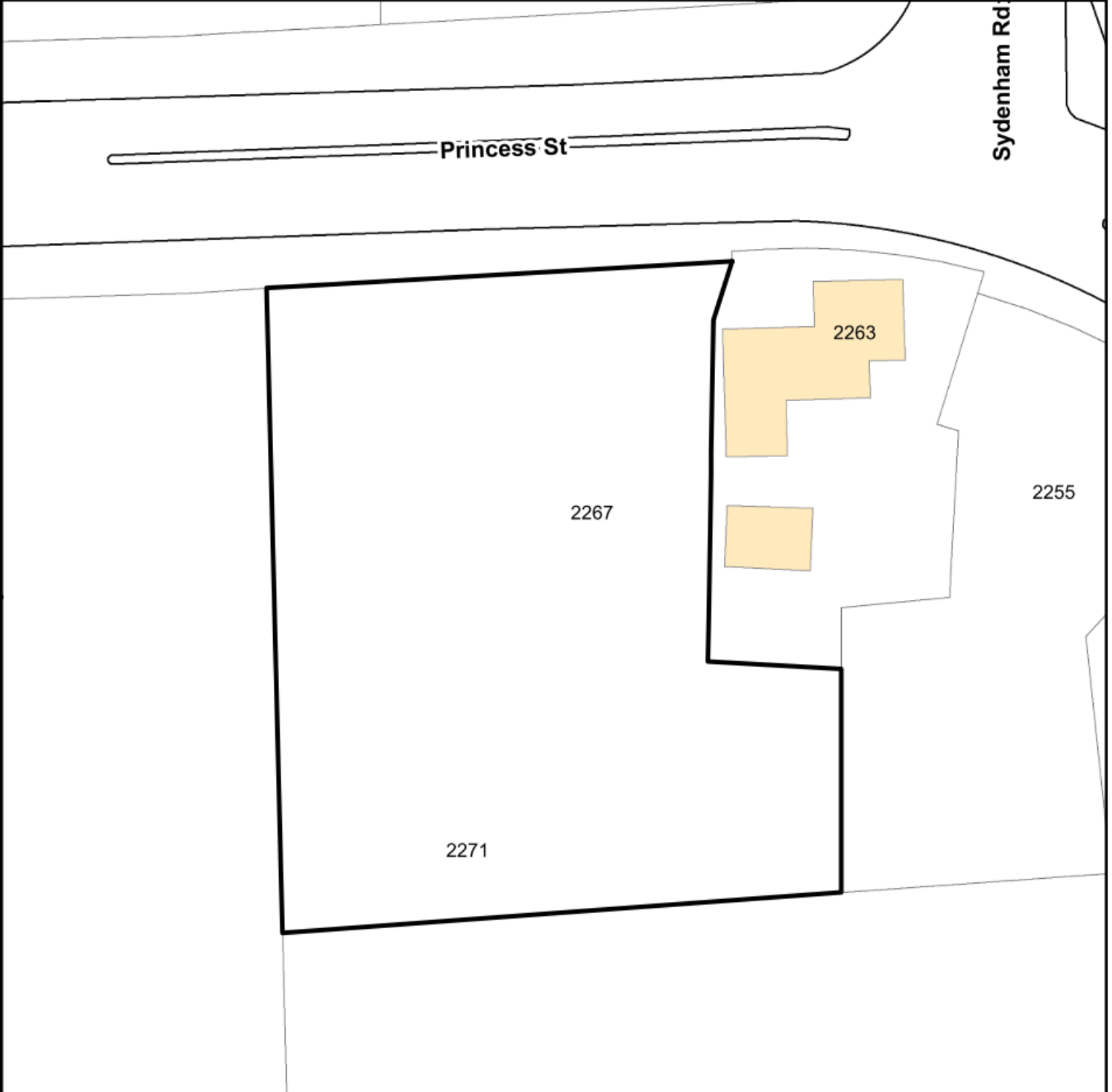
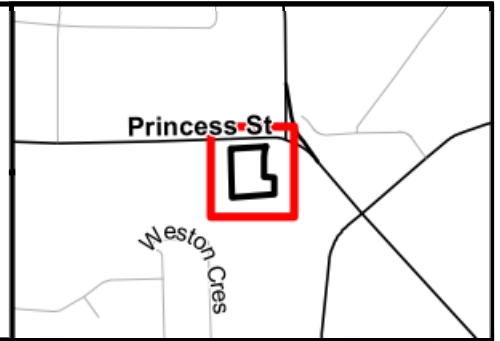
Multiculturalism (archaeology@ontario.ca), and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.



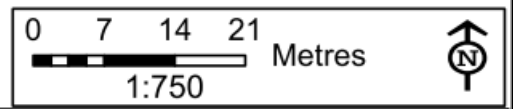
Committee of Adjustment Key Map

Address: 2267 Princess Street
File Number: D13-039-2024
Prepared On: May-28-2024

 Lands Subject to Minor Variance



Prepared By: cbarratt
Prepared On: May-28-2024

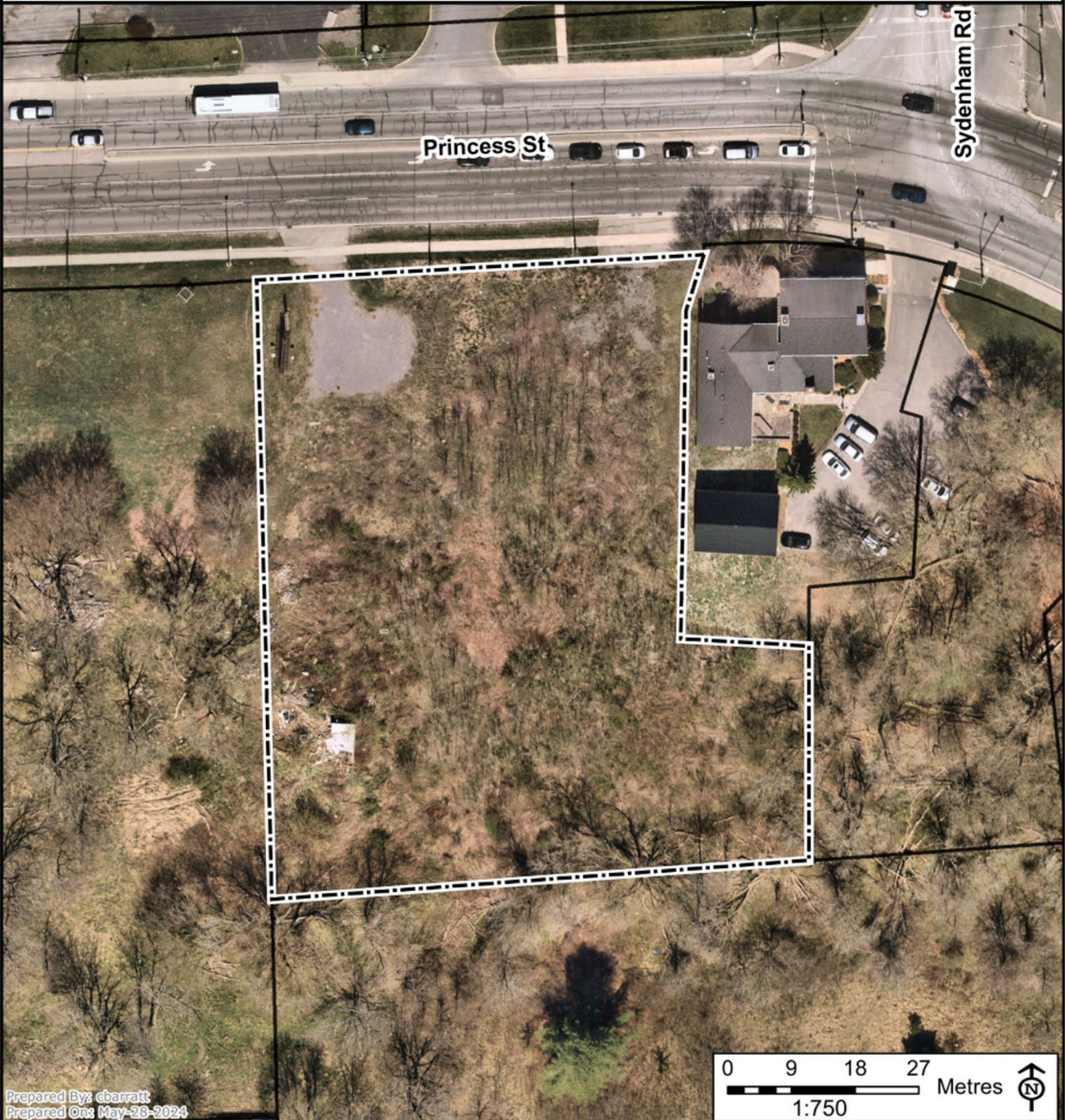




Committee of Adjustment Neighbourhood Context

Address: 2267 Princess Street
File Number: D13-039-2024
Prepared On: May-28-2024

- Subject Lands
- Property Boundaries
- Proposed Parcels






Prepared By: ebarratt
Prepared On: May-28-2024

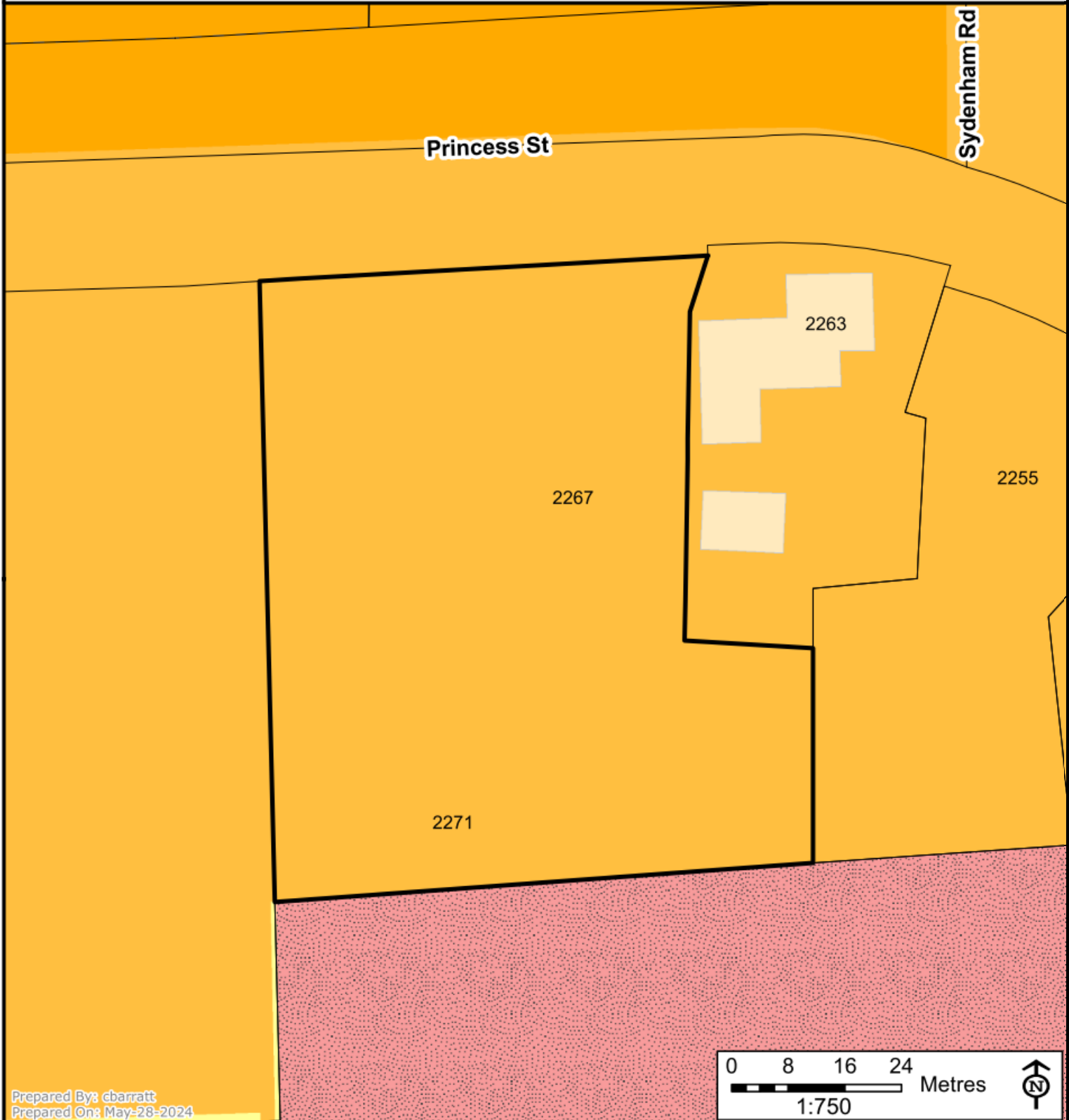
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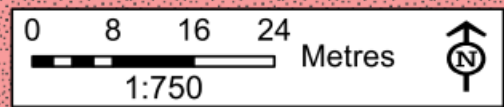
Committee of Adjustment Official Plan, Existing Land Use

Address: 2267 Princess Street
File Number: D13-039-2024
Prepared On: May-28-2024

-  Subject Lands
-  ARTERIAL COMMERCIAL
-  DISTRICT COMMERCIAL
-  RESIDENTIAL
-  SECONDARY PLAN AREA
-  ARTERIAL COMMERCIAL



Prepared By: cbaratt
Prepared On: May-28-2024



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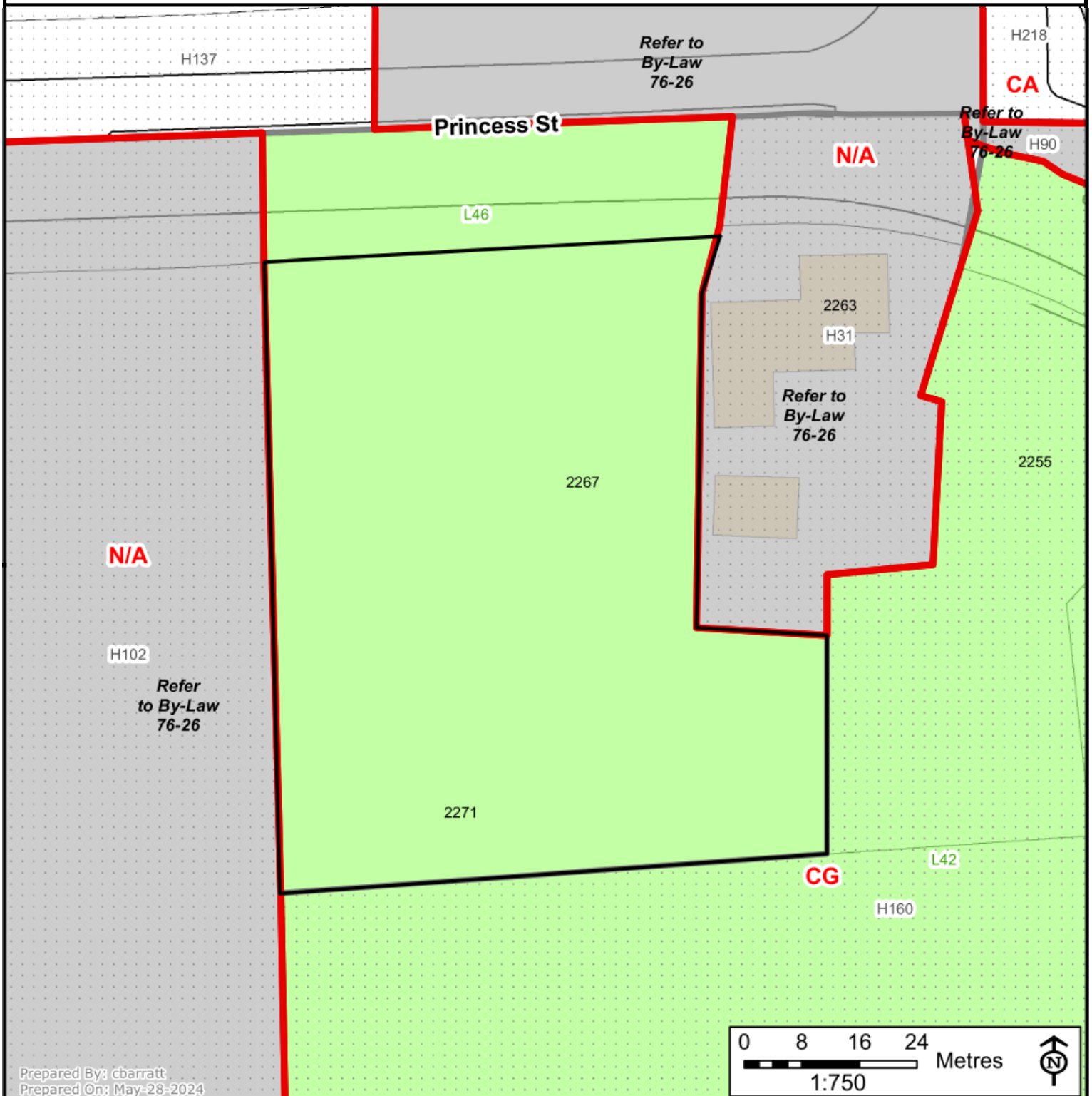


Planning Committee
Existing Zoning
Kingston Zoning By-Law 2022-62

Planning Services

Address: 2267 Princess Street
File Number: D13-039-2024
Prepared On: May-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: cbarratt
Prepared On: May-28-2024

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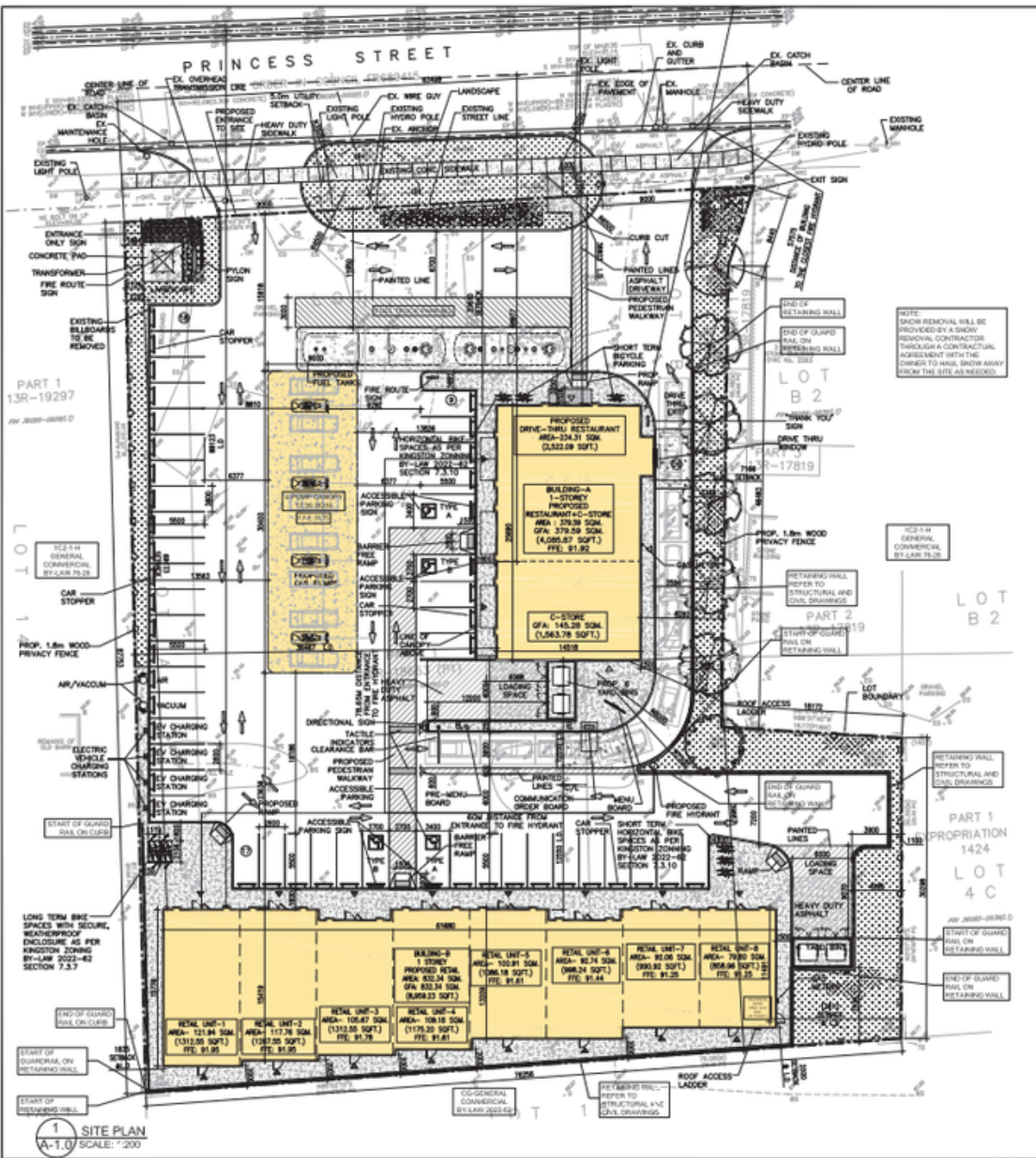


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E: info@narchitecture.com
www.narchitecture.com



14 MAY 2024
PROJECT NO. 22-50

ISSUED FOR PERMITS
ISSUED FOR VARIANCE
NOT FOR CONSTRUCTION



MUNICIPAL ADDRESS & LEGAL DESCRIPTION:
2267 & 2271 PRINCESS ST. KINGSTON ON K7M 3G1

OWNER:
100296217 ONTARIO INC.
5470 VALHALLA CRESCENT, MISSISSAUGA ON CANADA L4M 0K7

APPLICANT:
n ARCHITECTURE INC.
9120 Leslie Street, Suite-208
Richmond Hill, ON, L4B3J9
T: 416.296.9621
F: 1.866.340.5265
E: info@narchitecture.com
www.narchitecture.com

SURVEY INFORMATION TAKEN FROM:
SURVEY PLAN DATED NOV. 16, 2017 BY
LESLIE W. HODGSON SURVEYING L.L.B.
1064 GARDENERS ROAD
KINGSTON, ONTARIO K7P 1R7
T: 613.369-7936
F: 369-3579 OR
E: leslie@wvhodgson.com

LEGEND

- PROPERTY LINE
- SETBACK LINE
- NEW BUILDING
- PAINTED LINES
- LANDSCAPE
- ASPHALT
- CONCRETE PAVEMENT
- HANDICAP PARKING
- DOOR
- MAIN ENTRANCE DOOR

LOADING SPACE CALCULATION

BUILDING	MIN. LONG & 3.5M W/ WIDE	REQUIRED	PROPOSED
BUILDING-A BETWEEN 3000-25000 SQFT. 1 B REQUIRED GFA=3314 SQFT.		1	1
BUILDING-B BETWEEN 3000-25000 SQFT. 1 B REQUIRED GFA=3207 B SQFT.		1	1

GFA CALCULATION

	REQUIRED	PROPOSED
RESTAURANT	234.31 SQM	
C-STORE	140.28 SQM	
RETAIL UNIT-1	121.84 SQM	
RETAIL UNIT-2	117.76 SQM	
RETAIL UNIT-3	108.67 SQM	
RETAIL UNIT-4	109.18 SQM	
RETAIL UNIT-5	100.91 SQM	
RETAIL UNIT-6	87.74 SQM	
RETAIL UNIT-7	90.58 SQM	
RETAIL UNIT-8	79.80 SQM	
TOTAL	1199.85 SQM	

BICYCLE PARKING CALCULATION

	MINIMUM NO. OF LONG-TERM BIKE SPACES	MINIMUM NO. OF SHORT-TERM BIKE SPACES	REQUIRED BASED ON DRAWINGS	PROPOSED PARKING SPACES
RESTAURANT WITH DRIVE THRU (234.31 SQM GFA)	0.2 PER 100 SQM OF GFA	3 PLUS 0.2 PER 100 SQM OF GFA	3 SHORT TERM BICYCLE PARKING SPACES	3 SHORT TERM BICYCLE PARKING SPACES
RETAIL/CONVENIENCE STORE (140.28 SQM GFA)	0.2 PER 100 SQM OF GFA	3 PLUS 0.2 PER 100 SQM OF GFA	3 SHORT TERM BICYCLE PARKING SPACES	3 SHORT TERM BICYCLE PARKING SPACES
RETAIL STORE (RETAIL UNITS SEPARATE BUILDING) (800.10 SQM GFA)	0.2 PER 100 SQM OF GFA	3 PLUS 0.2 PER 100 SQM OF GFA	3 LONG-TERM AND 3 SHORT-TERM BICYCLE PARKING SPACES	6 SHORT TERM BIKE PARKING & 4 LONG-TERM BICYCLE PARKING SPACES
TOTAL			13	16



PROJECT STATISTICS

ADDRESS: 2267 & 2271 PRINCESS ST. KINGSTON ON K7M 3G1
ZONING: GENERAL COMMERCIAL - CG BY LAW-2022-62

LOT(SITE) AREA (SQ.M)	REQUIRED	PROPOSED
LOT AREA	-	5764.83 SQM (1.42 ACRES)
LOT PROXIMITY	30.00 M	63.40 M
LOT DEPTH	-	67.75 M
BUILDING-A COVERAGE	-	379.59 SQM (6.58%)
BUILDING-B (RETAIL) COVERAGE	-	832.34 SQM (14.43%)
COVERAGE (GAS STATION ONLY)	SIDE (GAS STATION)	182.64 SQM (3.18%)
LOT COVERAGE	-	1229.29 SQM (21.33%)
BUILDING-A GFA	-	234.31 SQM
BUILDING-B (RETAIL) GFA	-	832.34 SQM
TOTAL GROSS FLOOR AREA	-	1211.83 SQM
GROSS LEASABLE AREA (BUILDING-A)	-	371.44 SQM
GROSS LEASABLE AREA (BUILDING-B)	-	820.10 SQM
LANDSCAPED AREA	MIN. 10%	616.63 SQM (10.70%)
PAVED AREA	-	3863.19 SQM (66.84%)
DRIVEWAY ASBLE WIDTH	6.70 M	6.0 M
MAX BUILDING HEIGHT	MAX. 10.7 M	6.8 M

ZONING SETBACKS

BUILDING AND	REQUIRED	PROPOSED
SIDE YARD SETBACK (EAST)	9.10 M	7.16 M
SIDE YARD SETBACK (WEST)	0 M	1.83 M
FRONT SETBACK (NORTH)	3.10 M	20.81 M
REAR SETBACK (SOUTH)	7.50 M	3.00 M

PARKING (PA-4 PARKING AREA-4)

EFFECTIVE RATIO PA 4 PER 100SQ.M OF GFA	REQUIRED	PROPOSED
RESTAURANT WITH DRIVE THRU (234.31 SQM)	10	16
GAS STATION (C-STORE) (140.28 SQM)	6	
RETAIL (RETAIL UNITS) (800.10 SQM) GFA	33	28
TOTAL (INCLUDING ACCESSIBLE PARKING STALLS)	49	44

DIFFERENCE -5

ACCESSIBLE PARKING 4 / 4

EV CHARGING STATION - / 4

No.	Date	Version	Drawn
4.	14 MAY 2024	ISSUED FOR PERMITS VARIANCE	J.B.
3.	23 NOV. 2023	ISSUED FOR SPA I	J.B.
2.	21 APR. 2023	ISSUED FOR SPA	J.B.
1.	24 JUNE 2022	ISSUED FOR PRE CON	J.B.

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PROJECT:
PROPOSED GAS STATION+FOOD PARTNER & RETAIL STORES
2267 & 2271 PRINCESS ST. KINGSTON, ON

DRAWING TITLE:
PROPOSED SITE PLAN AT GROUND LEVEL

DRAWN BY: JB **DATE:** 11 JUNE 2022

CHECKED BY: NM **SCALE:** AS NOTED

PROJECT NO.: **DRAWING NO.:**

22-50 A-1.0

PART 1
13R-19297

SITE PLAN
A-1.0 SCALE: 1:200

Site Photo



Figure 1: View from Princess Street frontage facing south east.



Figure 2: View from Princess Street frontage facing north west.



Figure 3: View from Princess Street along the eastern property boundary.



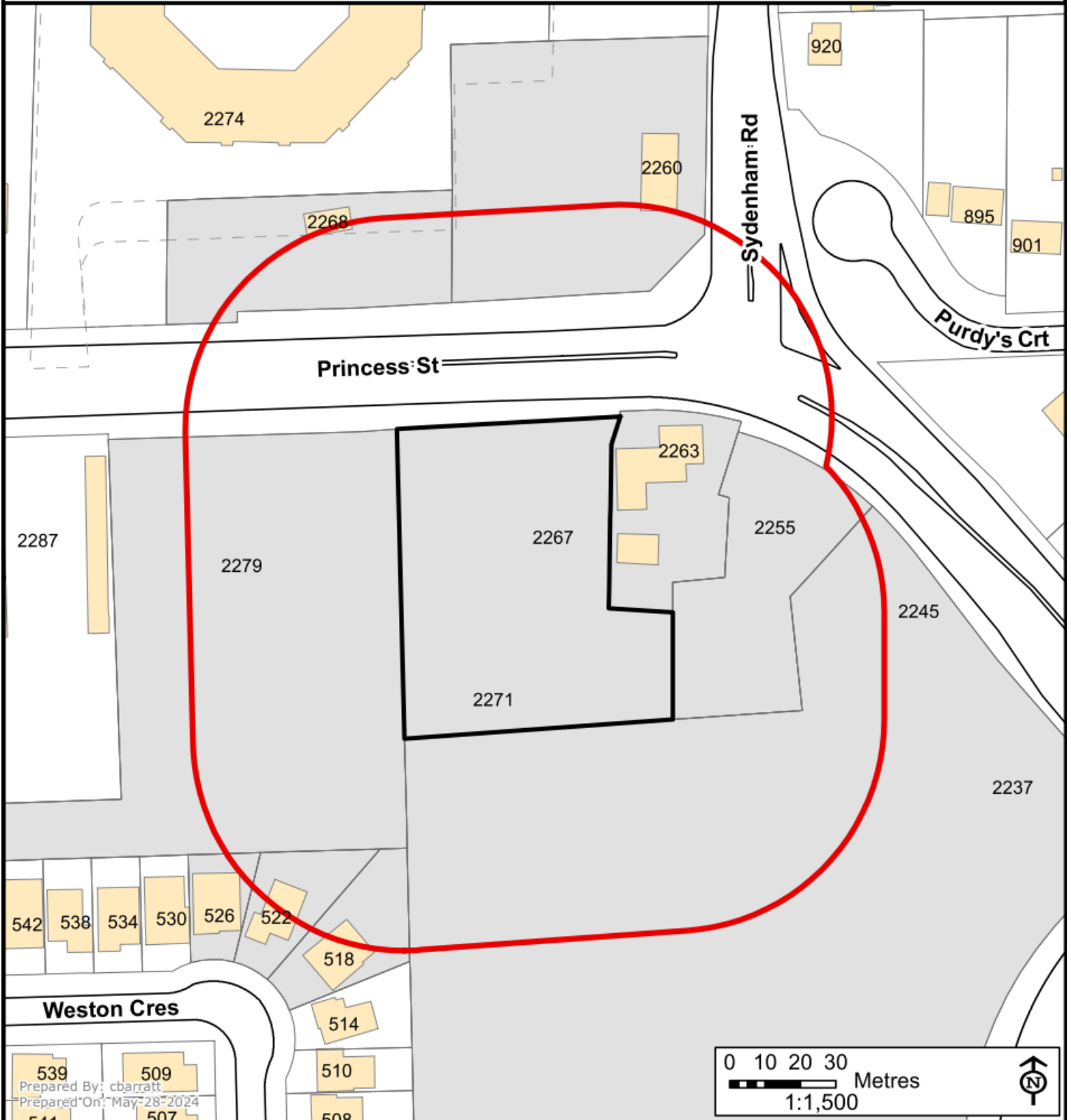
Figure 4: View from Princess Street at the mid-point of the street frontage.



Committee of Adjustment Public Notice Notification Map

Address: 2267 Princess Street
File Number: D13-039-2024
Prepared On: May-28-2024

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



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