



**City of Kingston
Report to Committee of Adjustment
Report Number COA-24-078**

To: Chair and Members of the Committee of Adjustment
From: Ian Clendening, Senior Planner
Date of Meeting: October 21, 2024
Application for: Minor Variance
File Number: D13-062-2024
Address: 627 Princess Street
District: District 9 - Williamsville
Owner: Harmony Flats Inc.
Applicant: Fotenn

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

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 627 Princess Street. The applicant is proposing to redevelop the site with an updated design which has led to adjustments to the site and building design initially considered through Minor Variance File D13-034-2023 and presented to the Committee of Adjustment on July 17, 2023 in [Report COA-23-041](#).

The building continues to maintain the six-storey built form planned for this area of Williamsville and permitted within the Zoning By-law, however; the revised proposal seeks to redevelop the site with 45 homes whereas 30 were previously contemplated. As a result of the revised proposal, variances are requested to permit a reduced rear yard and relief in the streetwall setback; a further increase in density, and modifications to the previous relief in parking ratios; and, the ability to provide two parking spaces on the abutting property located at 518 Albert

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Street. As the plans have been designed to provide a total of seven parking spaces (including two accessible spaces), subject to approval, the applicant intends to address the parking deficiency of ten spaces by way of cash-in-lieu of parking. A third parking space for 518 Albert Street has been illustrated on the concept plans to demonstrate that the property can continue to provide an adequate building envelope and associated parking in accordance with the Kingston Zoning By-law while also providing two of the parking spaces required for 623 Princess Street. A mutual easement for shared access across the drive aisle was approved through applications D10-024-2023 and D10-026-2023.

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 both individually and cumulatively when reviewed in the context of the prior approvals granted in application D13-034-2023. 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.

Recommendation:

That minor variance application, File Number D13-062-2024, for the property located at 627 Princess Street to construct a six-storey apartment building, be approved, as described below:

Variance Number 1: Minimum Rear Yard Setback

By-Law Number 2022-62:10.2.1.5

Requirement: 8 metres

Proposed: 6 metres

Variance Requested: 2 metres.

Variance Number 2: Maximum Residential Density

By-Law Number 2022-62:10.2.1.11:

Requirement: 210 dwelling units per net hectare

Proposed: 528 dwelling units per net hectare

Variance Requested: 318 dwelling units per net hectare

Variance Number 3: Streetwall Setback

By-Law Number 2022-62: 10.2.3.1

Requirement: A minimum of 75% of the streetwall of a building must be built to the minimum required front setback for the height of the streetwall.

Proposed: A minimum of 75% of the streetwall of a building is to be built within 0.4 metres of the minimum required front setback for the height of the streetwall

Variance Requested: 0.4 metres;

Variance Number 4: Offsite Parking

By-Law Number 2022-62: Section 7.1.12.

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- Requirement: Where a building that exists as of the date of passing of this By-law is converted resulting in an increase in the number of dwelling units, required parking spaces may be provided off-site, within 60.0 metres of the lot.
- Proposed: A building that that is constructed resulting in an increase in the number of dwelling units, required parking spaces may be provided off-site, within 60.0 metres of the lot
- Variance Requested: Existing Building;

Variance Number 5: Parking Ratios

By-Law Number 2022-62: Row 1 Table 7.1.1.: Number of Parking Spaces

- Requirement: 23 spaces: 18 parking spaces; 1 car-share parking space; 3 visitor spaces; and, 1 short-term delivery parking space
- Proposed: 19 spaces: 18 parking spaces; 1 car-share parking space; 0 visitor spaces; and, 0 short-term delivery parking space
- Variance Requested: Reduction of 4 spaces: 0 parking spaces; 0 car-share parking spaces; 3 visitor spaces; and, 1 short-term delivery parking space; and

That approval of the application be subject to the conditions attached as Exhibit A (Recommended Conditions) to Report Number COA-24-078.

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Authorizing Signatures:

ORIGINAL SIGNED BY PLANNER

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 September 4, 2024, a minor variance application was submitted by Fotenn, on behalf of the owner, Harmony Flats Inc., with respect to the property located at 627 Princess Street. The variance is requested to permit the construction of a six-storey building containing 45 homes.

The proposed development is an updated plan to the proposed development initially put before the Committee of Adjustment as Minor Variance File D13-034-2023 on July 17, 2023 in Report COA-23-041 which contemplated a six-storey mixed-use building accommodating 30 homes. Relief was provided through for this application to allow an increase in density of 352 units per hectare; to permit additional height and rooftop area for mechanical and service equipment; and, to remove the requirement for the three visitor spaces and reducing one of the two car-share spaces required.

As a result of the design changes which have occurred subsequent to the approval of Application D13-034-2023 additional variances are now being sought to address the revised configuration including a further increase in the permitted density from 352 units per hectare to 528 dwelling units per net hectare. The additional homes are largely accommodated through an enlarged floorplate which projects into the required rear setback of the irregularly shaped lot, while relief is also sought to permit a greater setback of the main wall of the building from the front lot line as the building is oriented parallel to the interior lot lines, while the front lot line runs slightly diagonal to these lot lines resulting in a deviation of 0.4 metres across the 19.5 metres of frontage.

Additionally, Minor Variance File D13-034-2023 permitted a reduction of four parking spaces required of the 30 unit building with the relief consisting of one of the two car-share spaces and the three visitor spaces, although it is noted that a car-share space may be used as a visitor space if no car-share vehicle services are in operation on the lot. The Kingston Zoning By-law has since been updated to reduce the ratios for car-share and visitor parking spaces such that the additional 15 units continue to require the same number of these types of parking spaces however, a new requirement has been introduced which requires the provision of a short-term delivery parking space for buildings containing 30 or more dwelling units. The revised proposal would provide the one car-share space required while seeking relief from the three visitor spaces though based on the revised number of units as well as the newly required short-term delivery parking space for a total reduction of four spaces.

Consistent with the previous application, the applicant intends to address the outstanding parking through cash-in-lieu of parking as authorized in Section 35 of the *Planning Act* and the City's Cash-in-Lieu of Parking By-law. Whereas previously a total of 17 parking spaces were required for the 30 homes with the applicant obtaining relief from four spaces while providing a total of nine spaces on-site (i.e., four parking spaces addressed through cash-in-lieu); under the revised proposal a total of 23 parking spaces would be required with the applicant seeking relief from four of these spaces while providing a total of seven parking spaces consisting of five on

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the subject property and two on the abutting property to the north. It is the applicant's intent that the outstanding 12 parking spaces would be addressed through cash-in-lieu.

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

- Site Plan, Architectural Elevations, and Floor Plans (Exhibit F);
- Grading Plan;
- Servicing Plan;
- Site Servicing and Stormwater Management Report;
- Archaeological Assessment;
- Survey;

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 north side of Princess Street approximately 45 metres east of Albert Street, within the Williamsville neighbourhood (Exhibit B – Key Map). The property currently accommodates a small building associated with an automobile sales establishment. The property is situated opposite a six-storey apartment building and is adjacent to two-storey commercial/mixed use buildings on either side (Exhibit C – Neighbourhood Context Map).

The surrounding area is undergoing significant redevelopment and transition as the area continues to evolve. The neighbourhood contains a variety of commercial, institutional, open space, and residential land uses. The site is within walking distance to Queens University and numerous regular and Express Transit Routes including: 501/502, Downtown - Cataraqui Centre; and, 701/702, King's Crossing Centre - Cataraqui Centre.

In general, the surrounding area is defined by its walkable character and access to many commercial and service amenities including those found along the Princess Street corridor and the central business district, which begins at Division Street further east of the subject property.

The subject property is designated Main Street Commercial in the Official Plan (Exhibit D – Official Plan Map) and is located within the Williamsville Main Street Specific Policy Area as set out in Schedule PS-1. The Subject property is zoned Williamsville Zone 1 (WM1) in Kingston Zoning By-Law Number 2022-62 (Exhibit E – Zoning By-Law Map) and is located within Parking Area 2 (PA2).

Provincial Planning 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

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matter shall be consistent with the Provincial Planning 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 Main Street Commercial in the Official Plan (Exhibit D – Official Plan Map) and is located within the Williamsville Main Street Specific Policy Area in Schedule PS-1 which identifies the lands as subject to a maximum height the lesser of 20 metres or 6 storeys.

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 and the variances sought to accommodate the design helps achieve the Strategic Policy Direction of the Official Plan by facilitating intensification within the City's Centres and Corridors. The building is compatible with the surrounding mid-rise development which has evolved within both the immediate and broader area to include a five-storey residential building facing the proposed building on the opposite side of Princess Street; a ten-storey mixed-use building east of the site at the northeast corner of Albert Street and Princess Street; and a five-storey mixed-use building west of the site at the southeast corner of Nelson Street and Princess Street.

In regards to the increased density, it is noted that Report Number [PC-20-065](#) which initially put forward the density limit of 210 units per hectare, stated:

The purpose of this limit is to support the distribution of servicing capacity throughout the corridor, and to ensure that individual projects are not able to claim servicing capacity such that development of adjacent lands would be prohibited or unduly impacted. The limits are included in the zoning provisions to ensure that staff have the ability to recommend variances where appropriate.

Through the circulation and review of the proposed development Utilities Kingston were able to review the capacity available in this area for the proposed 45 homes and have no objection to the proposal.

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The irregularly shaped lot has partially resulted in the need for relief from the rear setback and streetwall provisions of the Kingston Zoning By-law. Overall, these encroachments are nominal seeking relief of two metres at the rear and 0.4 metres at the front, with the resultant built form continuing to maintain a continuous streetwall that frames Princess Street while protecting adjacent properties from undue overlook and shadows.

The applicant seeks relief from one short-term delivery parking space, and the three visitor parking spaces in recognition of this highly walkable neighbourhood and the fact that the car-share space may serve as visitor parking in the absence of a car-share program. Subject to approval, a total of 19 parking spaces would be required for the 45 homes proposed including two accessible parking spaces and one car-share parking space. The plans submitted in support of this application identify seven parking spaces with additional relief proposed to allow two of these seven parking spaces to be provided on the abutting property while the remaining 12 spaces would be addressed through the City's Cash-in-Lieu of Parking By-Law Number 2022-63.

Policies of the Official Plan set out that the City may enter into an agreement to exempt an owner or occupant from the provision of parking required by a zoning by-law in return for the payment. The City's Cash-in-Lieu of Parking By-Law Number 2022-63 allows a reduction in parking space and delegates the authority to enter into such an agreement to the Director of Planning Services pursuant to the payment in the amount of \$8,000 for each parking space subject to the exemption. As highlighted in Report [PC-22-018](#), this amount was set to reflect a strategic portion of the cost of constructing surface parking spaces while still being below the actual cost construction (between \$30,000 and \$35,000 per stall for surface parking and between \$45,000 and \$70,000 per stall for below grade parking).

The proposed development would continue to meet the servicing needs of its residents despite the reduction of four parking spaces otherwise intended to accommodate car-share, visitor, and short-term delivery given the existence of surrounding on-street, and off-street paid, parking and the high modal split in favour of active transportation associated with this area.

The proposal meets the intent of the Official Plan, as the proposed encroachment into the rear yard and modified street frontage will not result in any negative impacts to adjacent properties or to the neighbourhood. The existing services in area are sufficient to accommodate the planned development and the parking proposed for the site which is proposed both on-site and off-site as well as partially addressed through cash-in-lieu of parking addresses the anticipated demand for parking in a manner consistent with the City's objectives.

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

The subject property is zoned Williamsville Zone 1 (WM1) in Kingston Zoning By-Law Number 2022-62 (Exhibit E – Zoning By-Law Map). The WM1 zone permits an apartment building of up to six-storeys as is proposed subject to specific requirements.

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The proposal requires variances to certain criteria set out in Kingston Zoning By-law Number 2022-62 as outlined below:

Variance Number 1: Minimum Rear Yard Setback

By-Law Number 2022-62:10.2.1.5

Requirement: 8 metres

Proposed: 6 metres

Variance Requested: 2 metres

The proposed encroachment of two metres towards the rear lot line of the property is consistent with the intent of the Kingston Zoning By-law as the irregularly shaped lot continues to provide ample area which provides a greater separation between the rear building wall and the rear lot line. Only a small portion of the building projects the nominal two metre distance into the rear setback, and the overall intent of the By-law of using setbacks to provide visual buffers and prevent undue shadows and overlook is not impacted.

Variance Number 2: Maximum residential density

By-Law Number 2022-62:10.2.1.11:

Requirement: 210 dwelling units per net hectare

Proposed: 528 dwelling units per net hectare

Variance Requested: 318 dwelling units per net hectare

Due to the size of the lot and number of units, the applicant seeks relief from the density provisions of the Kingston Zoning By-law to permit the 45 homes.

With respect to the increase in density from 210 dwelling units per net hectare to 528 dwelling units per net hectare, it is highlighted that the small lot area which measures 853 square metres has partially resulted in the higher density. Regulations respecting density are generally intended to ensure that the massing of a building is consistent with the surrounding area and that all functional needs of site users can be met. Further, the primary reason for the density restriction within this area was to ensure that there exists servicing capacity for new development proposals. It is noted that surrounding developments having a calculated densities of 500 to 700 units per hectare.

In terms of the building's height, setbacks from Princess Street and the property's side lot lines, the proposed building complies with the built form provisions of the zoning by-law, and the development is consistent with the intent of the density provisions despite the increase in density.

Utilities Kingston has reviewed the application and have no issue with the servicing requirements imposed by the proposed residential density.

Variance Number 3: Streetwall Setback

By-Law Number 2022-62: 10.2.3.1

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- Requirement: A minimum of 75% of the streetwall of a building must be built to the minimum required front setback for the height of the streetwall
- Proposed: A minimum of 75% of the streetwall of a building must be built within 0.4 metres of the minimum required front setback
- Variance Requested: 0.4 metres

The 0.4 metre relief in the amount of the main wall built to the required setback is intended to address the irregularly shaped lot which has a front lot line running diagonally, versus perpendicularly, between the two interior lot lines. Accordingly, while easterly edge of the building is proposed at this setback, due to the diagonal front lot line, the streetwall of the building measures 0.4 metres distance from the front lot line at the western corner. The building maintains the overall intent of the Kingston Zoning By-law to create a pedestrian-oriented streetscape by providing a continuous streetwall which frames Princess Street.

Variance Number 4: Offsite Parking

By-Law Number 2022-62: Section 7.1.12.

- Requirement: Where a building that exists as of the date of passing of this By-law is converted resulting in an increase in the number of dwelling units, required parking spaces may be provided off-site, within 60.0 metres of the lot
- Proposed: A building that that is constructed resulting in an increase in the number of dwelling units, required parking spaces may be provided off-site, within 60.0 metres of the lot
- Variance Requested: Existing Building

Variance Number 5: Parking Ratios

By-Law Number 2022-62: Row 1 Table 7.1.1.:

- Requirement: 23 spaces: 18 parking spaces; 1 car-share parking space; 3 visitor spaces; and, 1 short-term delivery parking space
- Proposed: 19 spaces: 18 parking spaces; 1 car-share parking space; 0 visitor spaces; and, 0 short-term delivery parking space
- Variance Requested: Reduction of 4 spaces: 0 parking spaces; 0 car-share parking spaces; 3 visitor spaces; and, 1 short-term delivery parking space

Variances Number 4 and 5 relate to the parking associated with the proposed development. The proposal to allow off-site parking is consistent with the intent of the Kingston Zoning By-law which, in an effort to accommodate much needed residential development, provides as-of-right permission for parking spaces to be provided off-site when a building’s conversion to residential results in an increase in the required parking. While the current proposal does not consist of repurposing an existing building, the proposal does repurpose a relatively small commercial property to a residential use with two off-site parking spaces intended to be provided at the abutting lot to the north. This intensification project would continue to provide convenient access to parking for its residents despite the off-site location of two of the spaces. Accordingly, the proposal to provide parking on the abutting property, which the subject lands already have an easement for access over, would equally achieve the Kingston Zoning By-law’s objective of facilitating residential intensification of commercial sites.

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In regards to the reduction in visitor parking spaces, and short-term delivery spaces, one of the many outcomes of Kingston Zoning By-law Number 2022-62 was the implementation of the City's Discussion Paper [The Power of Parking: A New Parking Paradigm for Kingston](#). Through the passing the Kingston Zoning By-law, minimum parking requirements were greatly reduced in an effort to achieve Council priorities including increasing the modal split towards active transportation, and to increasing housing affordability. The discussion paper highlights how parking requirements can greatly increase the cost of housing as a result of the high cost to provide surface, and especially, underground parking, while making active transportation less attractive as an alternative through ready access to 'free' parking.

Since the Committee of Adjustment's initial approval of Minor Variance File D13-034-2023, the Kingston Zoning By-law has been amended to further reduce the rates at which visitor and car-share parking spaces are required while introducing a new requirement for a short-term delivery parking space. The applicant seeks the same relief to allow a reduction of four parking spaces though in a different configuration to facilitate the proposed development.

The site is located the Williamsville neighbourhood which is an extremely walkable area owing in part to its close proximity to Queens University and the Downtown Core with the subject lands having excellent access to public transit including both express and regular transit services. 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.

The requested variances maintain the general intent and purpose of the zoning by-law. Staff have reviewed the proposal and, subject to any issues raised during the public meeting process, in the event of the Committees approval of the application 12 of the required parking spaces would be addressed through cash-in-lieu in accordance with Section 42 of the *Planning Act* and By-law 2022-63, the City's Cash-in-Lieu of Parking By-law.

The requested variances both individually and cumulatively maintain the general intent and purpose of the zoning by-law.

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The variances are minor in nature

The variances are being considered together as a whole and the cumulative impact of them does not warrant consideration through a zoning by-law amendment as they together do not change the overall development direction for the site.

The variance for the rear yard setback reduction is considered minor as the building encroachment is of nominal distance and encroaches into a small area of the irregularly shaped lot's rear yard and is therefore not anticipated to impact anyone. The relief sought for the building wall and off-site parking continues to provide the same amenity and purpose but in a reconfigured way and is not anticipated to impact any other users. In respect to density, the site continues to comply with the lot coverage and height requirements and does not represent an 'over development' of the site or result in undue massing uncharacteristic of the area.

Recognizing that the previous approval of Minor Variance Application D13-034-2023 granted the site an increase in density, relief from certain mechanical equipment, and a reduction of various parking and bike parking standards it is noted that the mechanical equipment remains in isolation at the top of the building and does not have an effect on the cumulative impact of the relief granted. Similarly, the design and layout of the long-term bike parking does not have a bearing on the current relief sought.

The relief to provide parking on the abutting property and a reduction in the visitor parking spaces is minor in its impact as the adjacent property where parking is provided is convenient to the residents of the subject property and the property is already subject to a mutual easement for access. The area is well serviced by extensive amenities which are within walking distance of the site while extensive public transit opportunities exist within walking distance.

The variances, both cumulatively and individually, are minor in nature.

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

The proposed variances would allow for the development of a smaller lot in accordance with the development guidelines established in the Williamsville Main Street Study, including the required minimum front setbacks and the articulation of the street wall to provide for a more pedestrian friendly, dynamic public realm. The proposed building will help establish a built form in compliance with these design goals within an area of rapid transition. The requested variances will also facilitate the creation of 45 new dwelling units within walking distance of various commercial and employment uses, in a location that is very well served by public transit and active transportation infrastructure. The variance is desirable and appropriate use of the land.

The variance is desirable and appropriate use of the land.

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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 type="checkbox"/> Municipal Drainage | <input checked="" 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 checked="" 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 from the public 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.

Previous or Concurrent Applications

The subject property is currently in the process of fulfilling the conditions of consent set out in Application D10-026-2023 and has submitted Site Plan Control Application D11-015-2023 based on the plans submitted in support of Minor Variance Application D13-034-2023.

Conclusion

The requested variances maintain 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

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appropriate development or use of the land, building or structure and the requested variances 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 facilitate the intensification of an underutilized lot and the development of 45 homes in a location with extensive amenities and services.

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 Planning Statement, 2024

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 October 21, 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 565 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

Financial Considerations:

None

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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 D13-062-2024, to permit the construction of a six-storey building, shall be subject to the following recommended conditions:

1. Limitation

That the approved minor variance applies only to the construction of a six-storey building with not more than 45 homes 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

The City of Kingston is in receipt of an Archaeological Assessment for the property located at 627 Princess Street prepared by Abacus Archaeological Services dated 29-July-2022. This report is on file with the Ministry of Citizenship and Multiculturalism. The City has received and relies upon the report of the professional archaeologist as filed but reserves the right to require further reports should further evidence be uncovered.

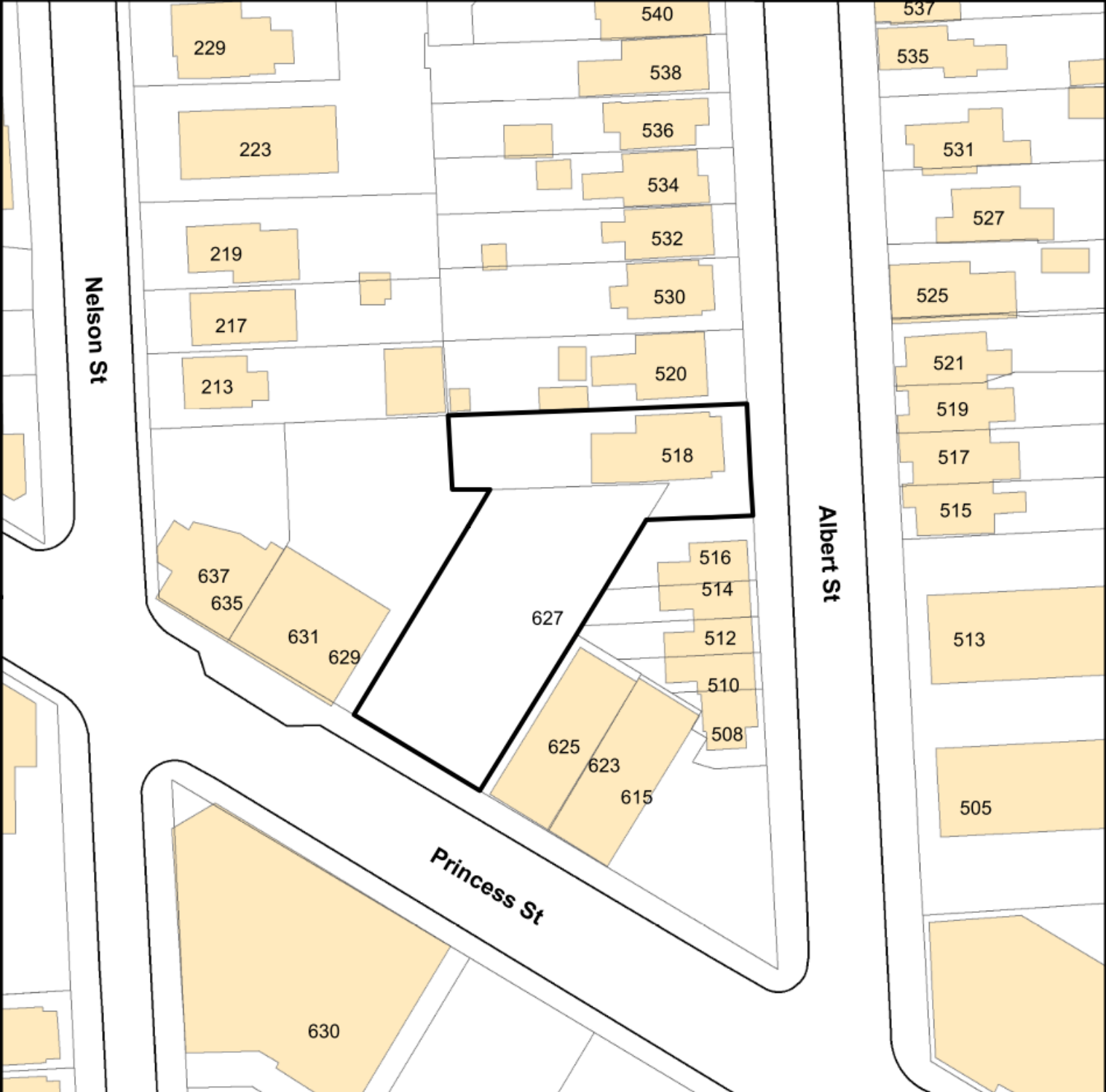
The applicant may be required to further review the state of archaeological resources on the property depending on the recommendations of the report and subject to input and review from the Ministry of Citizenship and Multiculturalism. The City shall not be restricted in its ability to determine requirements related to review, assessment and/or protection should archaeological resources be found on site. Any costs arising from such requirements of the City or any other duly authorized Government body shall be borne solely by the applicant.



Committee of Adjustment Key Map

Address: 627 Princess St
File Number: D13-062-2024
Prepared On: Sep-05-2024

Lands Subject to Minor Variance





Committee of Adjustment Neighbourhood Context

Address: 627 Princess St
File Number: D13-062-2024
Prepared On: Sep-05-2024

- Subject Lands
- Property Boundaries
- Proposed Parcels



Prepared By: neameron
Prepared On: Sep-05-2024

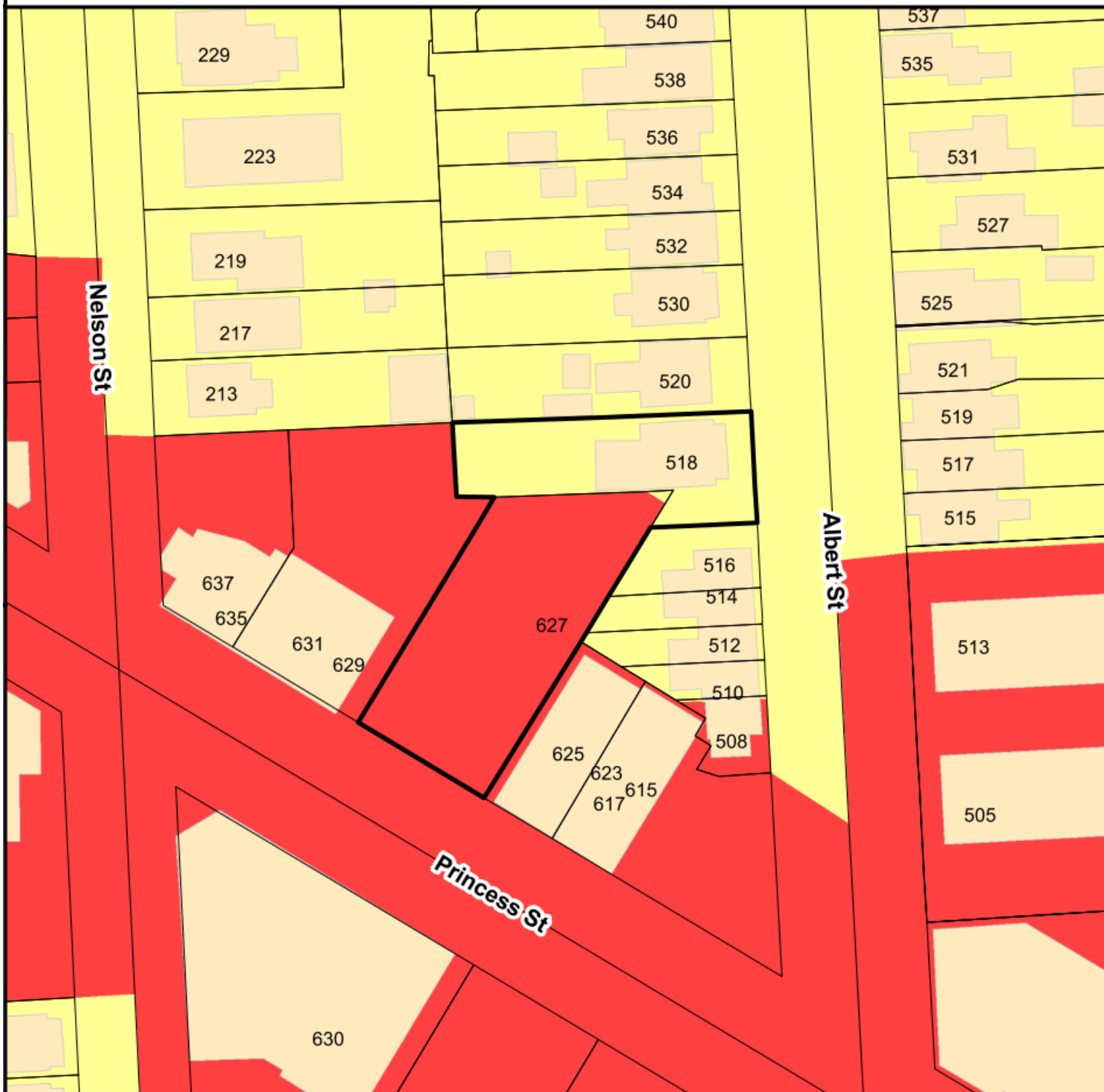
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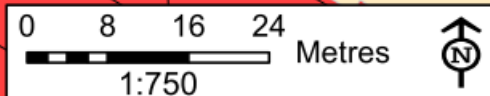
Committee of Adjustment Official Plan, Existing Land Use

Address: 627 Princess St
File Number: D13-062-2024
Prepared On: Sep-05-2024

-  Subject Lands
-  MAIN STREET COMMERCIAL
-  RESIDENTIAL



180
Prepared By: ncameron
Prepared On: Sep-05-2024



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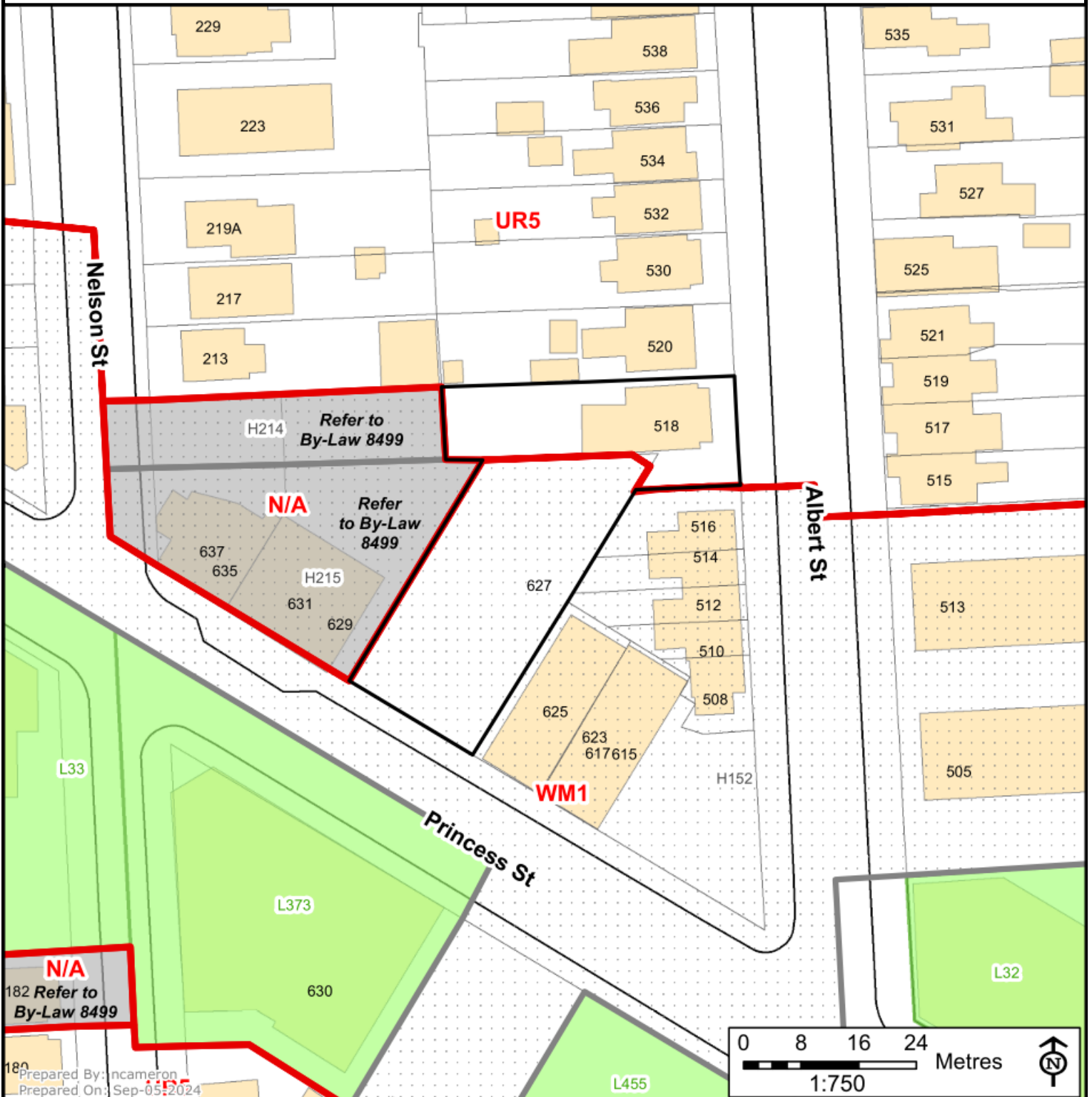


Planning Services

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

Address: 627 Princess St
File Number: D13-062-2024
Prepared On: Sep-05-2024

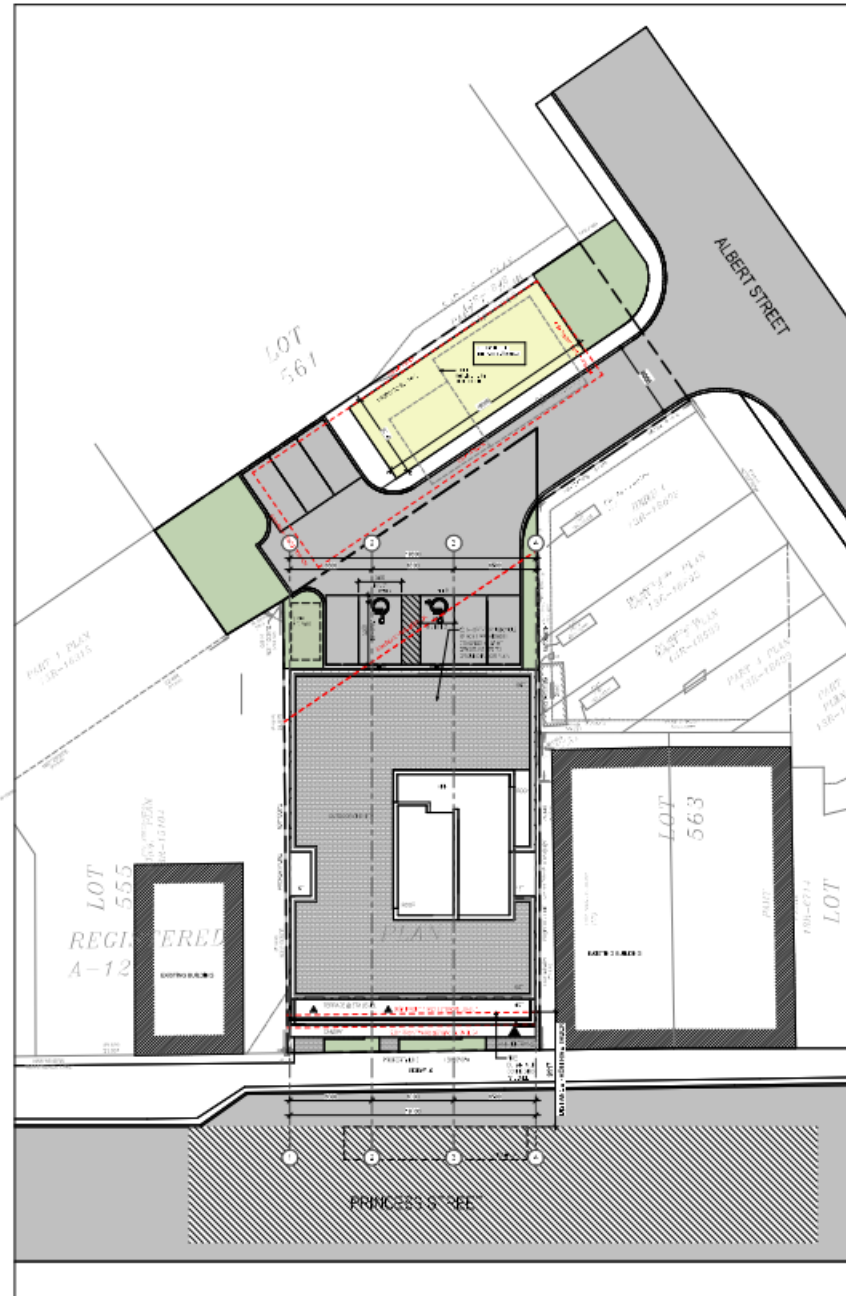
- Subject Lands
- Schedule 1 Zoning Map
- Zone
- Not Subject to the Kingston Zoning By-law
- Schedule E - Exception Overlay
- Legacy Exceptions (LXXX)
- Exceptions (EXXX)
- Schedule F - Holding Overlay
- Holding Overlay (HXXX)



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SYMBOLS AND LEGEND

	EXISTING BUILDING FOOTPRINT
	PROPOSED BUILDING FOOTPRINT
	EXISTING PARKING SPACES
	PROPOSED PARKING SPACES
	EXISTING DRIVEWAY
	PROPOSED DRIVEWAY
	EXISTING SIDEWALK
	PROPOSED SIDEWALK
	EXISTING UTILITY
	PROPOSED UTILITY
	EXISTING TREE
	PROPOSED TREE
	EXISTING FENCE
	PROPOSED FENCE
	EXISTING WALL
	PROPOSED WALL



onespace solutions inc.
 4000 ...
 ...
 ...



PROJECT:
 Harmonia Park Inc., Mississauga, ON

OWNER:
 407 Princess St.
 407 Princess St.
 Mississauga, ON L4Y 4E2

DATE:
 2024

SCALE:
 1/8" = 1'-0"

1 Site Plan
 Scale: 1/8" = 1'-0"



one team. one vision.

onespace united inc.
 1000 SHEPPARD AVENUE EAST, SUITE 100
 SCARBOROUGH, ONTARIO M1S 1T6
 TEL: (416) 291-1111
 WWW.ONESPACEUNION.COM



PRINCESS STREET RESIDENTIAL DEVELOPMENT

627 PRINCESS STREET, KINGSTON, ONTARIO



1/1 1/2 1/4 1/8 1/16 1/32 1/64



ONTARIO ASSOCIATION OF ARCHITECTS
 100 BAYVIEW AVENUE, SUITE 1000
 SCARBOROUGH, ONTARIO M2W 1G3
 TEL: (416) 491-1111
 WWW.OAA-ONTO.COM

CLIENT
 Harmony Place Inc., Kingston, ON

ADDRESS
 627 Princess St.
 627 Princess St.
 Kingston, ON K7L 6E2

PROJECT
 Civil Street

DATE	BY
2024	ES
REV	DESCRIPTION



one team. one vision.

onespace architect inc.
10000 Lakeshore Blvd. # 200
Columbus, OH 43240
614.291.1000
www.onespacearch.com



4 3D View Princess St.
Scale



3 North West Corner
Scale











2 Albert Street
Scale



1 Princess Street
Scale

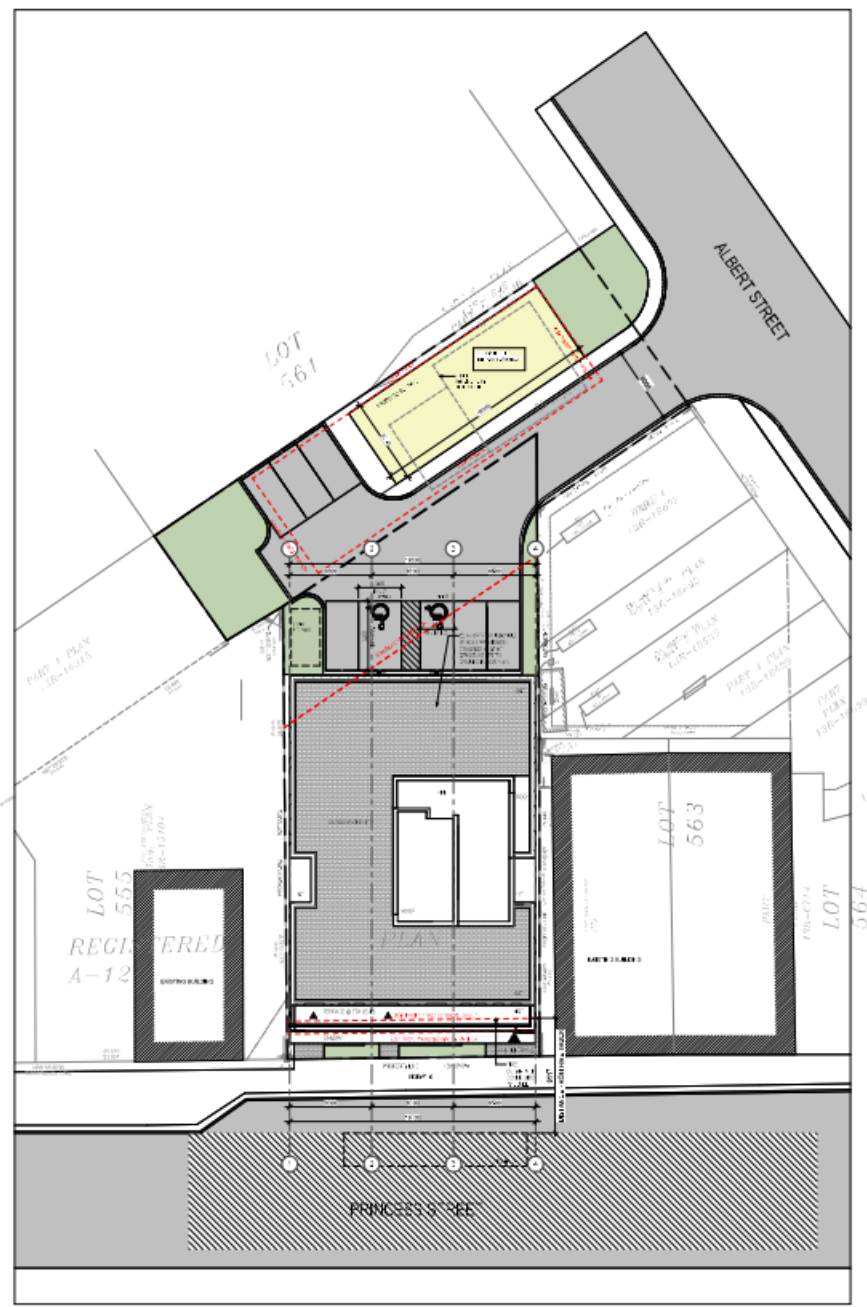
DATE	REVISION
HARMONY PLANS INC., KINGSTON, OH PROJECT: 627 Princess St. 627 Princess St. Kingston, OH 43141, #2 SHEET: PERMITTED BY: NAME: TITLE:	

PIPE/SERVICE LEGEND

-  SEWER MAIN
-  STORM SEWER MAIN
-  WATER MAIN
-  GAS MAIN
-  ELECTRICAL CONDUIT
-  FIRE ALARM CONDUIT
-  FIRE ALARM CABLE
-  FIRE ALARM CABLE

NOTES

1. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF KINGSTON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
2. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF KINGSTON STANDARD SPECIFICATIONS FOR CONSTRUCTION.
3. ALL SERVICES TO BE INSTALLED IN ACCORDANCE WITH THE CITY OF KINGSTON STANDARD SPECIFICATIONS FOR CONSTRUCTION.



onespace solutions inc.
 1000 ...
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1000 ...
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REGISTERED ARCHITECTS
Richard P. ...
 ...

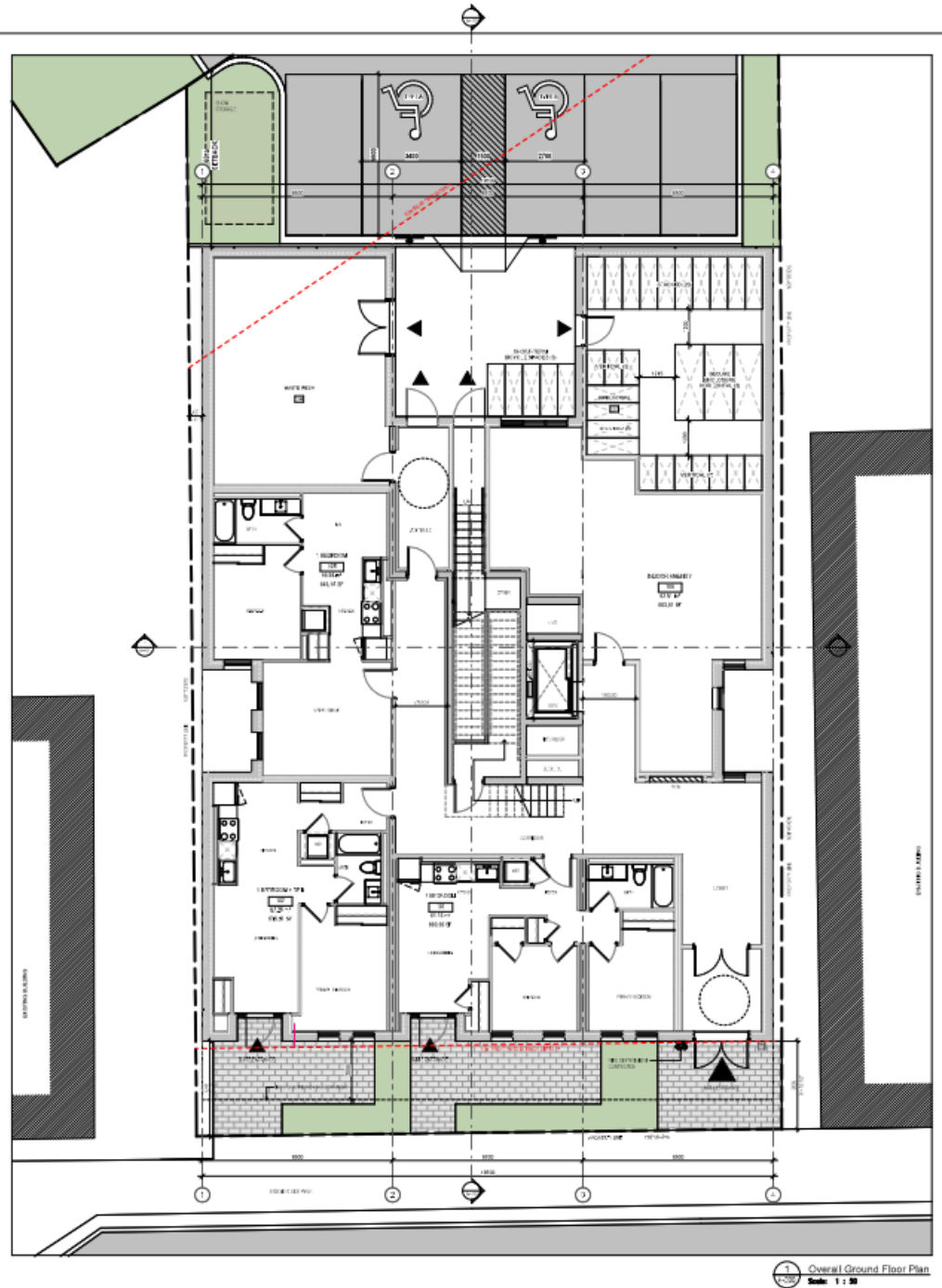
...
 ...
 ...

Site Plan:
 ...
 ...

1 Site Plan
Scale: 1" = 10'



onespace estimated inc.
10000 W. 10th Ave. Suite 100
Denver, CO 80202
Tel: 303.755.1000
www.onespace.com



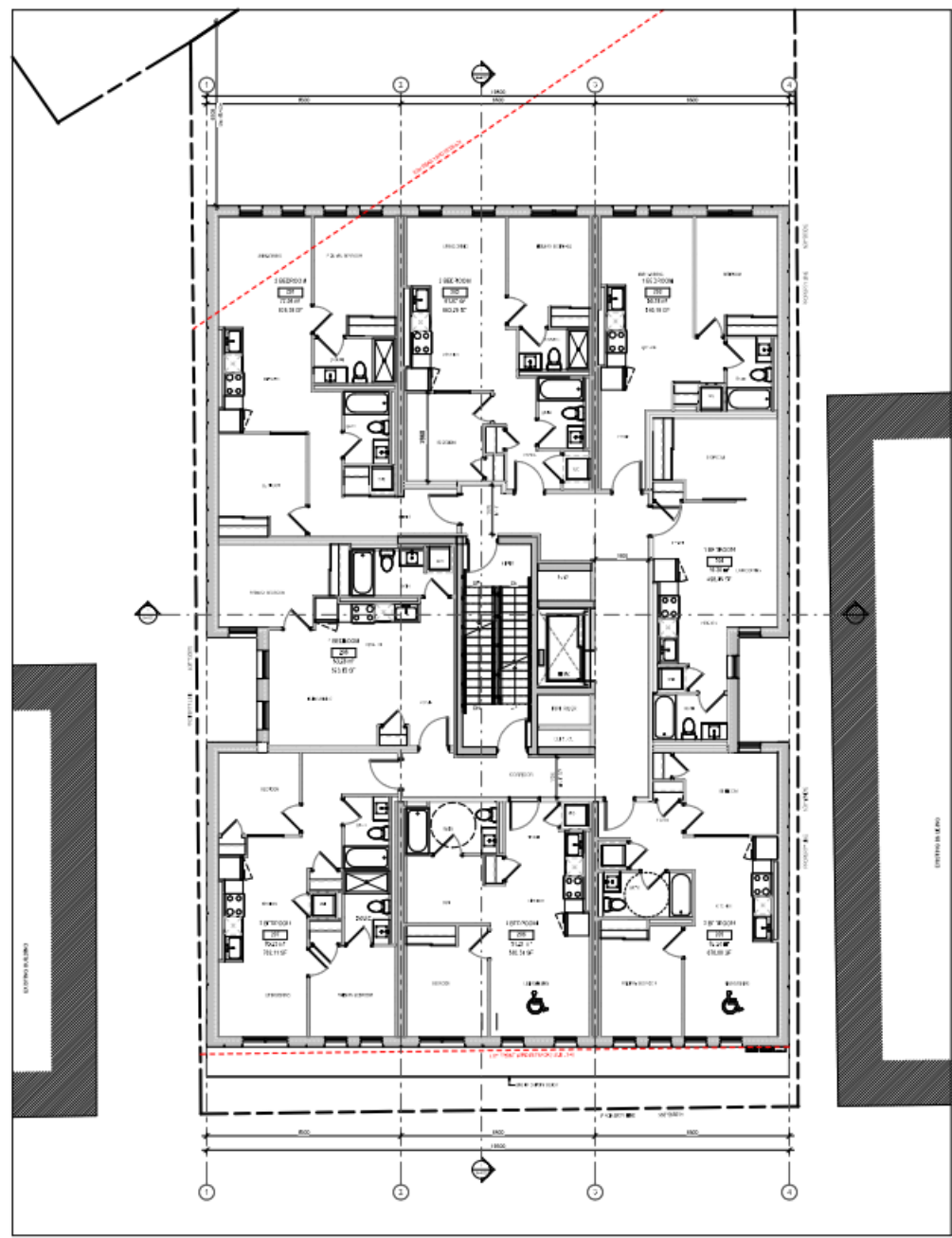
Harmony Plans Inc., Kingston, OH
627 Phoenix Dr.
627 Phoenix Dr.
Kingston, OH 45757

Project Name	Overall Ground Floor Plan
Year	2024
Scale	1/4" = 1'-0"
Drawn by	[Name]
Checked by	[Name]
Approved by	[Name]

Overall Ground Floor Plan
Scale: 1/4" = 1'-0"



onespace exhibited inc.
10000 W. 10th St. #100
Overland Park, KS 66211
Tel: 913.241.1000
www.onespaceexhibited.com



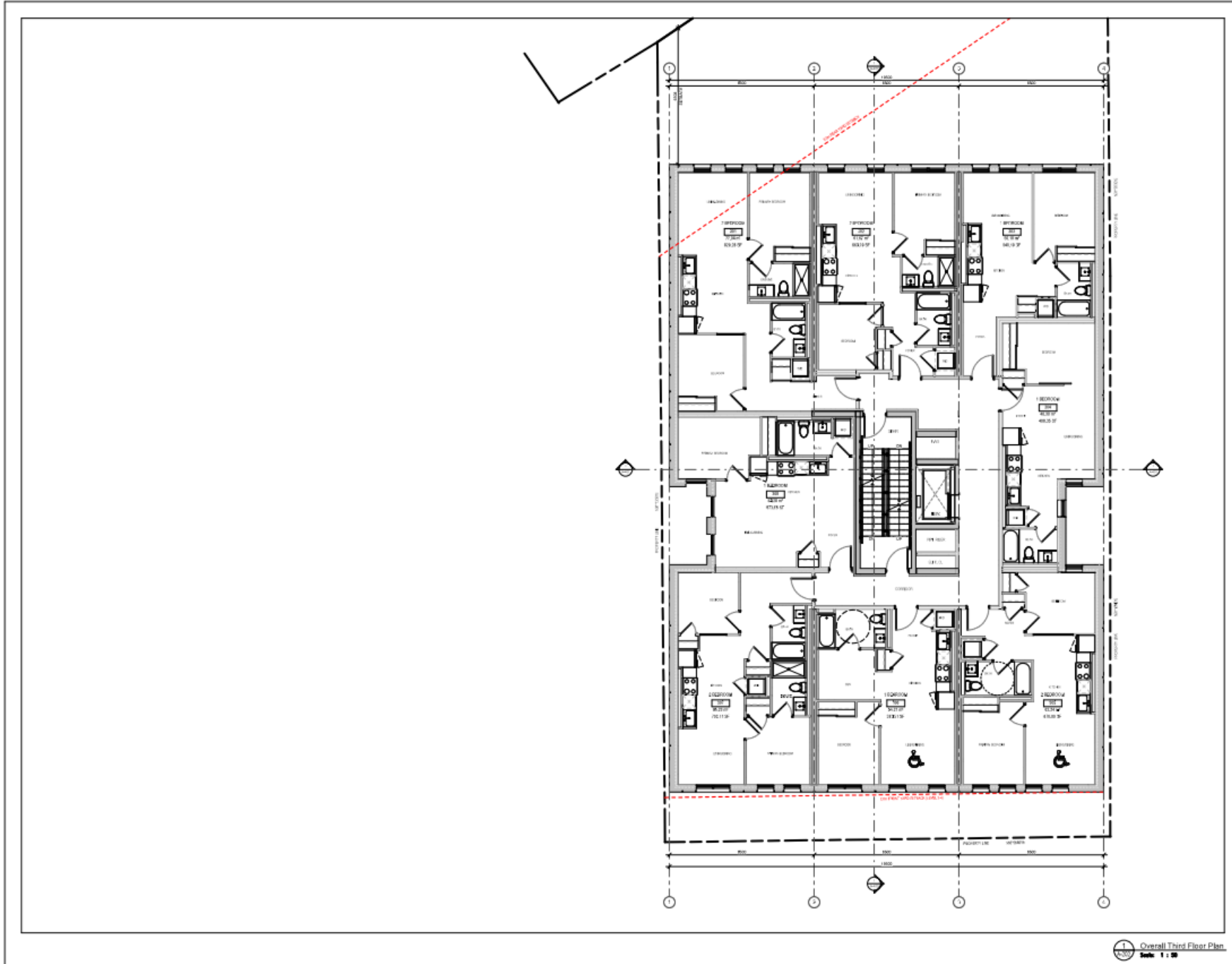
Architectural title block containing project information, including the name of the architect, project name, and location. It includes a circular seal for the 'BOARD OF ARCHITECTS' and a signature. The text includes:

Architect: *[Signature]*
 Project: *[Project Name]*
 Location: *[Address]*

Overall Second Floor Plan
Scale: 1/8" = 1'-0"



onespace estimated inc.
10000 W. 12th St. #100
Overland Park, KS 66211
Tel: 913.241.1100
www.onespace.com



NO.	DATE	REVISION



Professional Engineer Seal

Hensley Plans Inc., Kington, OH
827 Phoenix Dr.
Kington, OH 43121

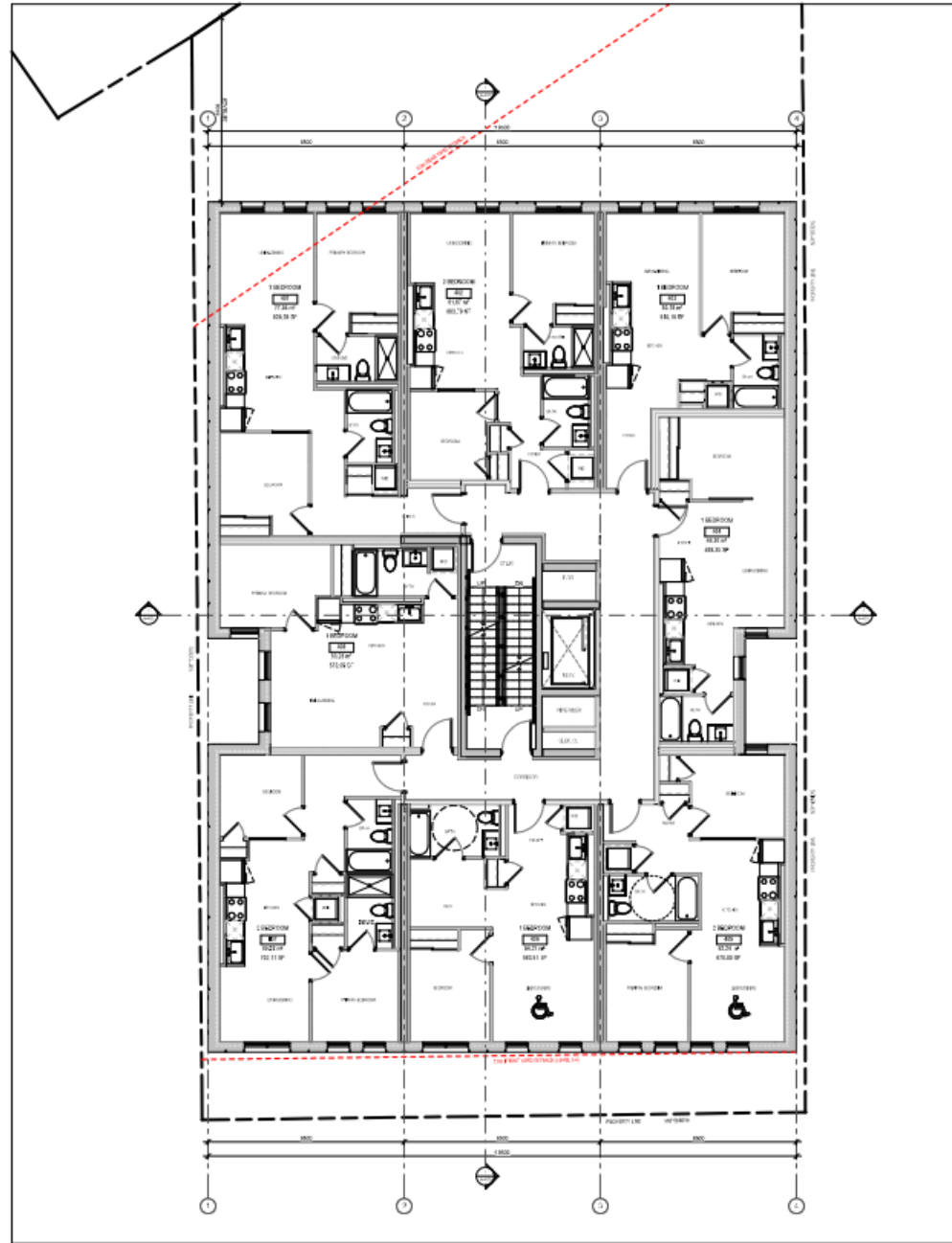
Overall Third Floor Plan

DATE	BY	CHECKED	DATE
2024			

Overall Third Floor Plan
Scale: 1/8" = 1'-0"



onespace unlimited inc.
 10000 ...
 ...
 ...



NO.	DATE	DESCRIPTION
1	02/10/2024	ISSUED FOR PERMIT



Architect's Name
 License No.
 Province of Ontario

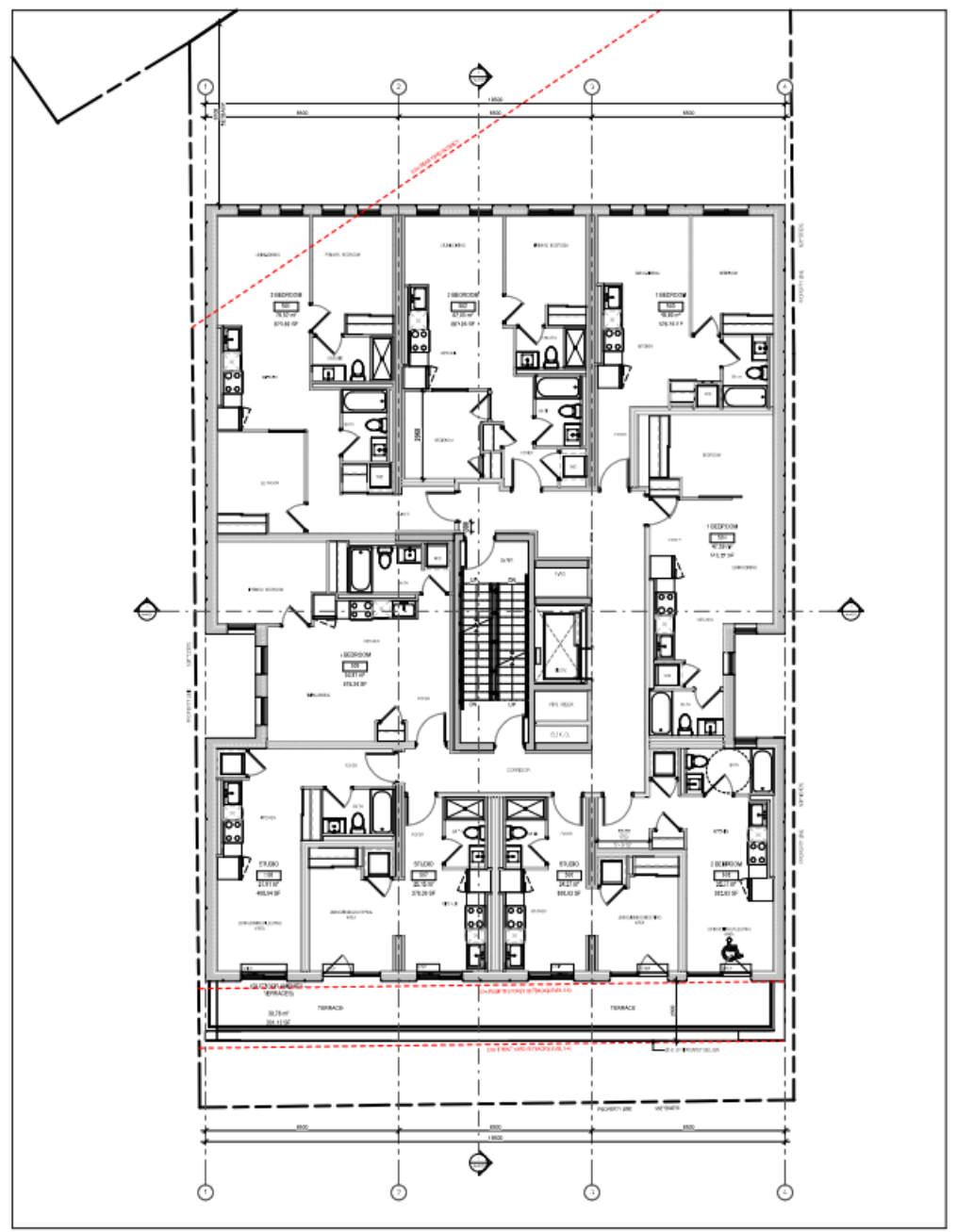
Client
 Harmony Plus Inc., Kington, ON
 Address
 827 Princess St.
 Kington, ON K0L 6E2

Overall Fourth Floor Plan	
DATE	DESCRIPTION
02/10/2024	ISSUED FOR PERMIT

Overall Fourth Floor Plan
 Scale: 1/8" = 1'-0"



onespace solutions inc.
10000 W. 10th Ave.
Suite 100
Denver, CO 80202
Tel: 303.755.1000
www.onespace.com



NO.	DATE	ISSUED



Professional seal and registration information for the architect.

10001
Harmony Plans Inc., Kingston, ON
10001
827 Phoenix Dr.
827 Phoenix Dr.
Kingston, ON K7L 6Z2

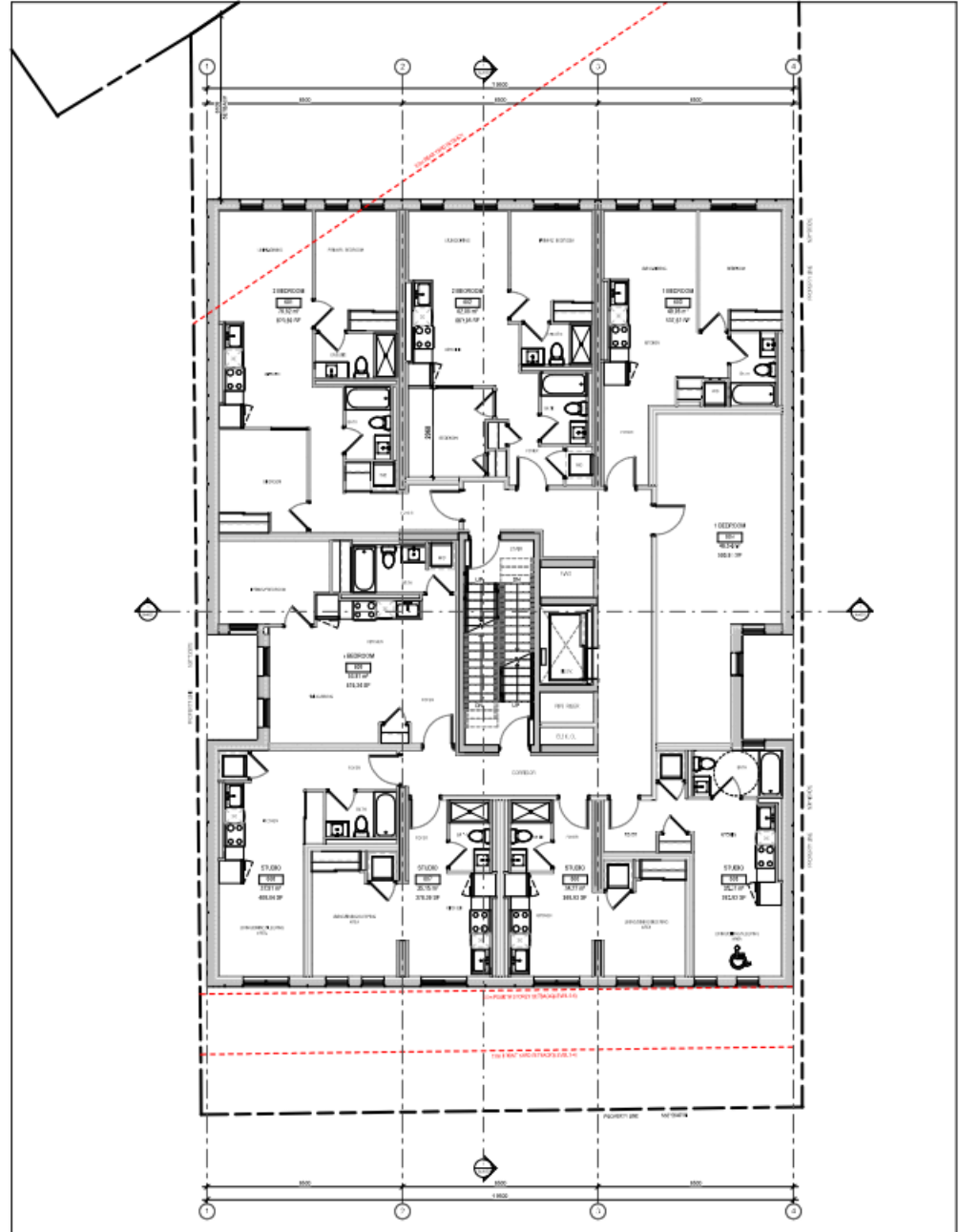
10001
Overall Fifth Floor Plan

NO.	DATE	ISSUED

1 Overall Fifth Floor Plan
Scale: 1/8" = 1'-0"



onespace united inc.
 1005 EASTERN AVENUE
 SUITE 1000
 WILSONVILLE, OR 97158
 TEL: 503.533.1100
 WWW.ONESPACEUNITE.COM



PROJECT:
 Harmony Hills Inc., Kelso, OR

OWNER:
 827 Phoenix St.
 827 Phoenix St.
 Kelso, OR 97132

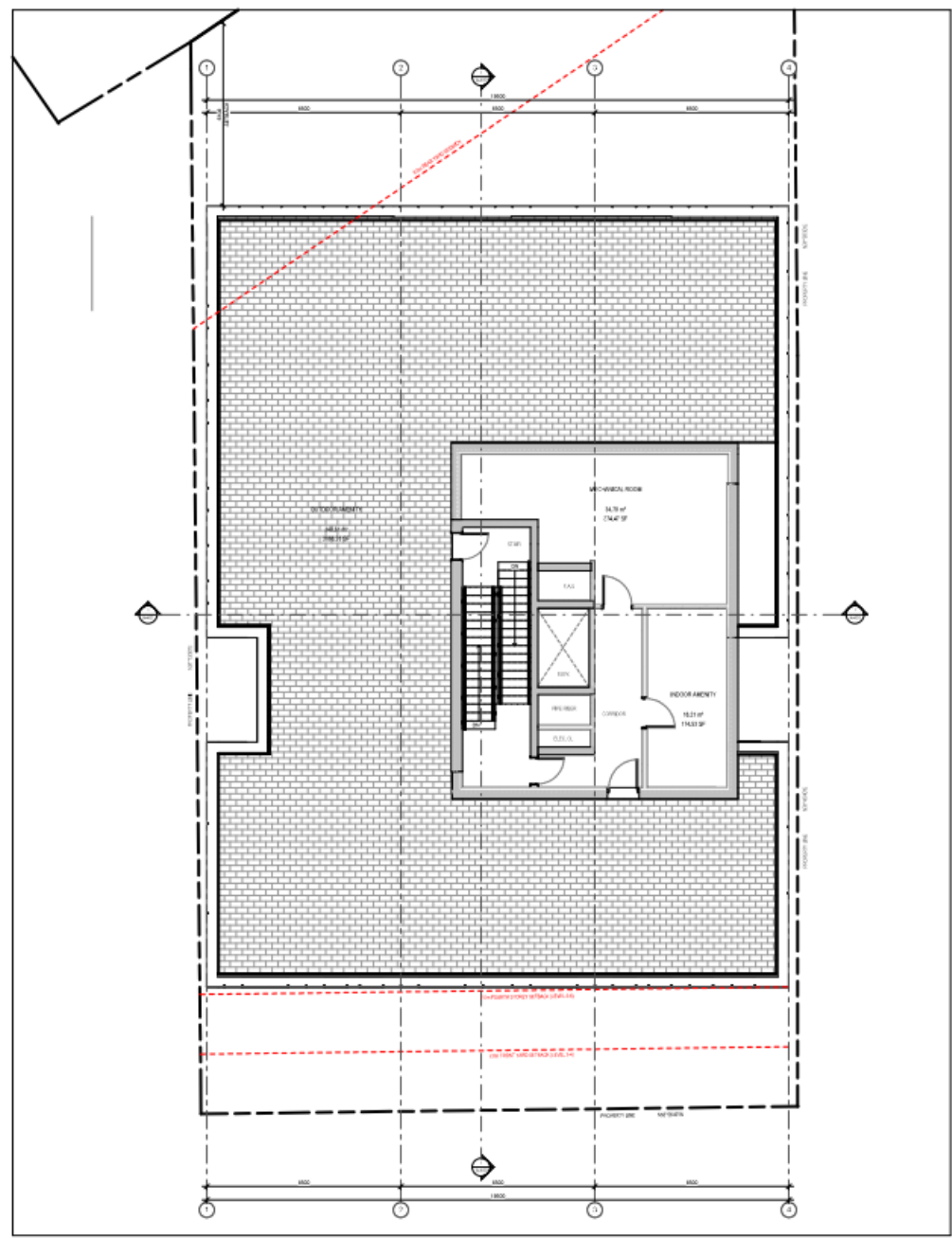
Overall Sixth Floor Plan

DATE	REVISION

Overall Sixth Floor Plan
 Scale: 1/8" = 1'-0"



onespace estimated inc.
10000 W. 10th St. #100
Overland Park, KS 66211
913.646.1000
www.onespace.com

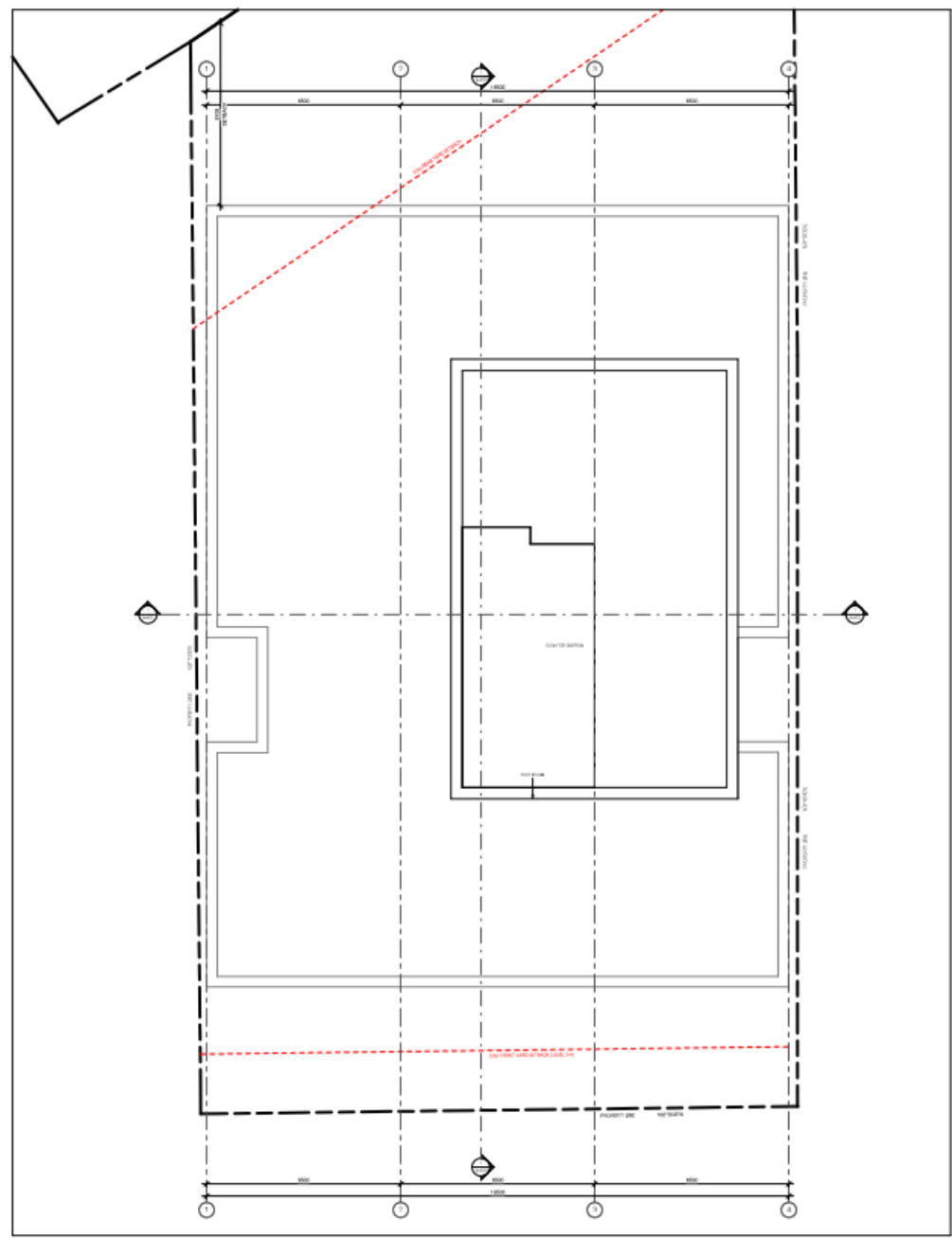


1 Overall Mechanical Penthouse Plan
Scale: 1/8" = 1'-0"

NO. 0076	REVISION
HARMONY PLUMBING INC. 827 PLYMOUTH ST. KINGSTON, OH 45422	
DATE: 11/14/24 DRAWN BY: JAMES R. ANDERSON CHECKED BY: JAMES R. ANDERSON	



onespace estimated inc.
10000 W. 10th St. #100
Overland Park, KS 66211
Tel: 913.241.1111
www.onespace.com



NO.	DATE	REVISION
1	02/27/24	ISSUED



Professional seal and registration information for the architect.

PROJECT
Hemlock Falls Inc., Kingston, OH

OWNER
827 Phoenix Dr.
827 Phoenix Dr.
Kingston, OH 45752

DATE
Overall Roof Plan

NO.	DATE	BY	DESCRIPTION
1	02/27/24	JAMES	ISSUED FOR PERMIT

Overall Roof Plan
Scale: 1/8" = 1'-0"



onespace architectural inc.
ARCHITECTS & INTERIORS
10000 W. 10th Ave.
Suite 100
Golden, CO 80401
303.440.1000
www.onespacearch.com

<input type="checkbox"/>	FOUNDATION	12.00'
<input type="checkbox"/>	1ST FLOOR	12.00'
<input type="checkbox"/>	2ND FLOOR	12.00'
<input type="checkbox"/>	3RD FLOOR	12.00'
<input type="checkbox"/>	4TH FLOOR	12.00'
<input type="checkbox"/>	5TH FLOOR	12.00'
<input type="checkbox"/>	6TH FLOOR	12.00'
<input type="checkbox"/>	7TH FLOOR	12.00'
<input type="checkbox"/>	8TH FLOOR	12.00'
<input type="checkbox"/>	9TH FLOOR	12.00'
<input type="checkbox"/>	10TH FLOOR	12.00'
<input type="checkbox"/>	11TH FLOOR	12.00'
<input type="checkbox"/>	12TH FLOOR	12.00'
<input type="checkbox"/>	ROOF	12.00'
<input type="checkbox"/>	TOTAL HEIGHT	144.00'



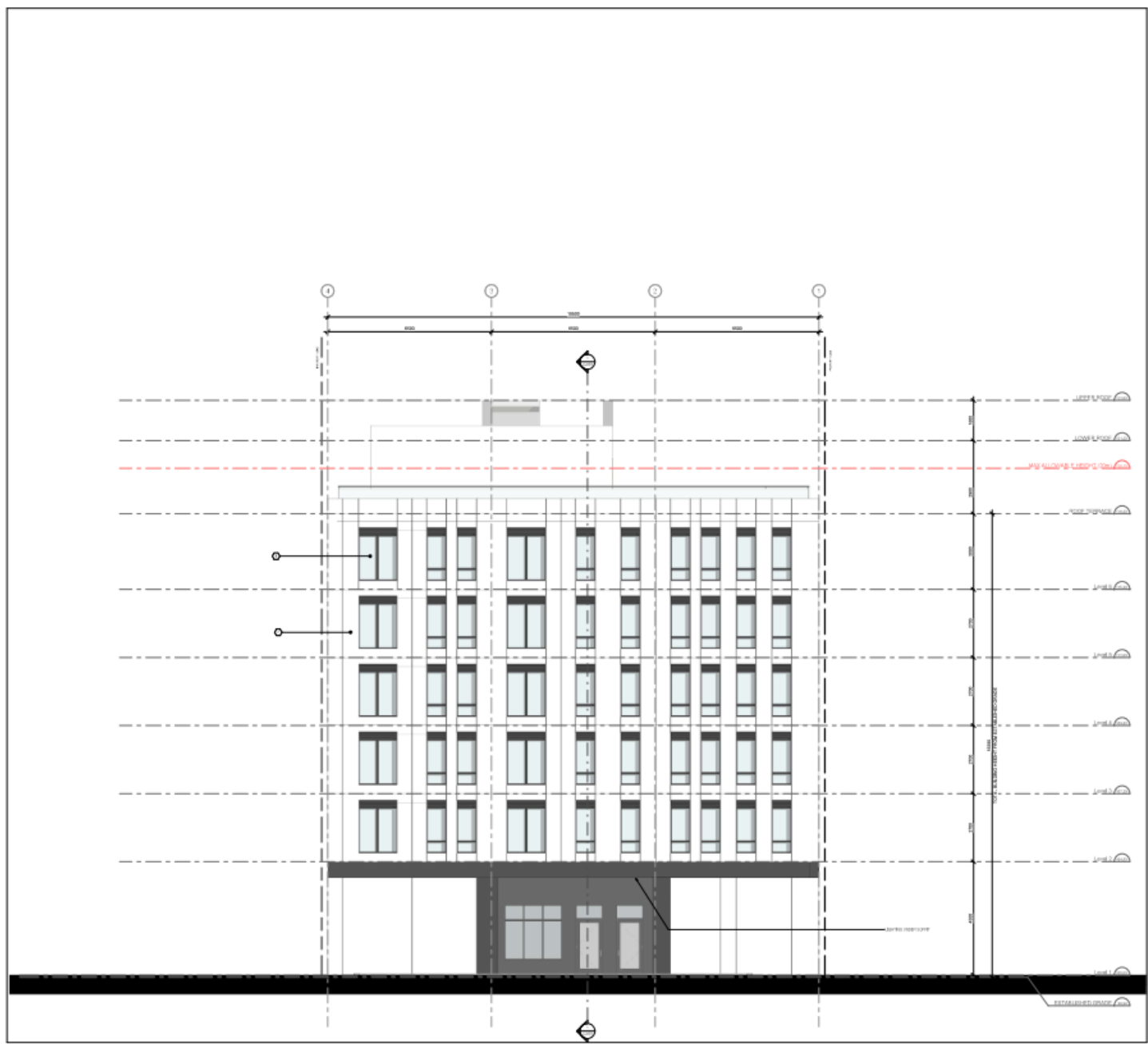
DATE	12/15/2023
PROJECT	627 Phoenix Dr, Wrigley, OH 43081
CLIENT	Harmony Plaza Inc., Wrigley, OH
ARCHITECT	onespace architectural inc.
DESIGNER	onespace architectural inc.
DATE	12/15/2023
PROJECT	627 Phoenix Dr, Wrigley, OH 43081
CLIENT	Harmony Plaza Inc., Wrigley, OH
ARCHITECT	onespace architectural inc.
DESIGNER	onespace architectural inc.

1 South Elevation
Scale: 1/8" = 1'-0"



onespace united inc.
ARCHITECTURAL & ENGINEERING
10000 W. 10th St., Suite 100
Denver, CO 80202
Tel: 303.733.1000
www.onespaceunited.com

<input type="checkbox"/>	FOUNDATION	1:10
<input type="checkbox"/>	1ST FLOOR	1:10
<input type="checkbox"/>	2ND FLOOR	1:10
<input type="checkbox"/>	3RD FLOOR	1:10
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<input type="checkbox"/>	INTERIOR	1:10
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<input type="checkbox"/>	SECTION	1:10
<input type="checkbox"/>	DETAIL	1:10



DATE	DESCRIPTION
01/15/24	ISSUED FOR PERMIT



PROJECT
Harmony Plaza Inc., Dayton, OH
ARCHITECT
ONESPACE UNITED INC.
10000 W. 10th St., Suite 100
Denver, CO 80202
Tel: 303.733.1000
www.onespaceunited.com

DATE	DESCRIPTION
01/15/24	ISSUED FOR PERMIT

North Elevation
Scale: 1/8" = 1'-0"

Image 1 - View of Subject lands



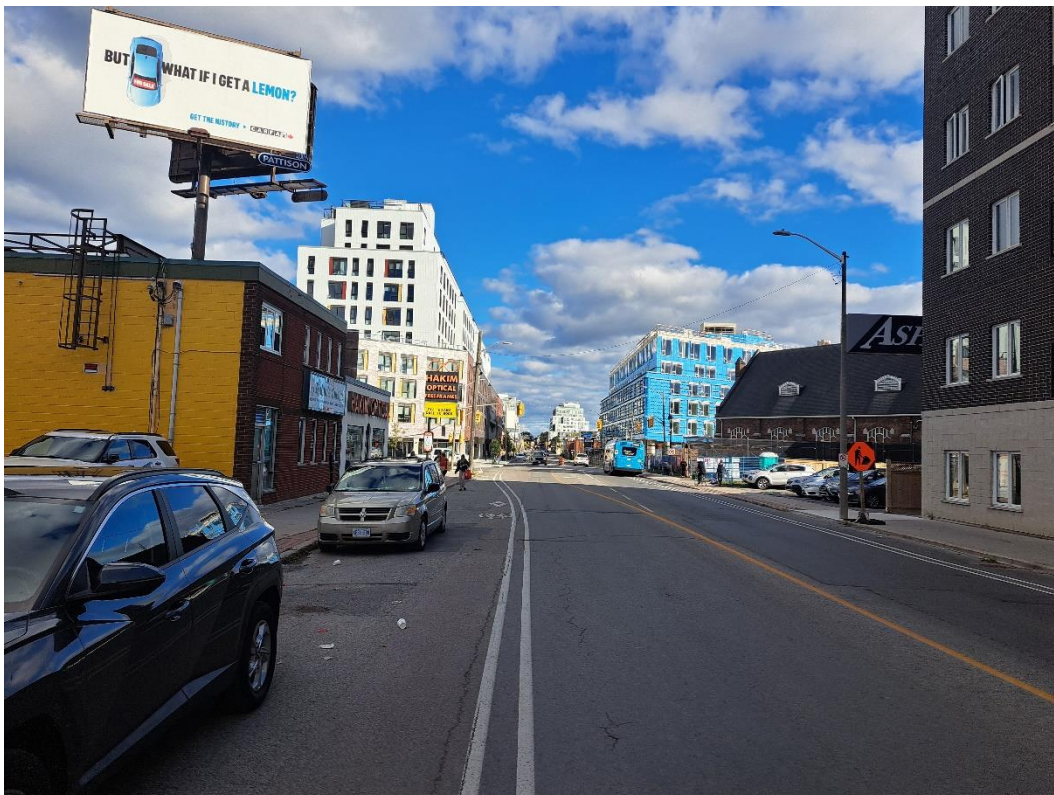
Image 2 - View of Subject lands



Image 3 - View from subject lands looking west



Image 4 - View from subject lands looking east







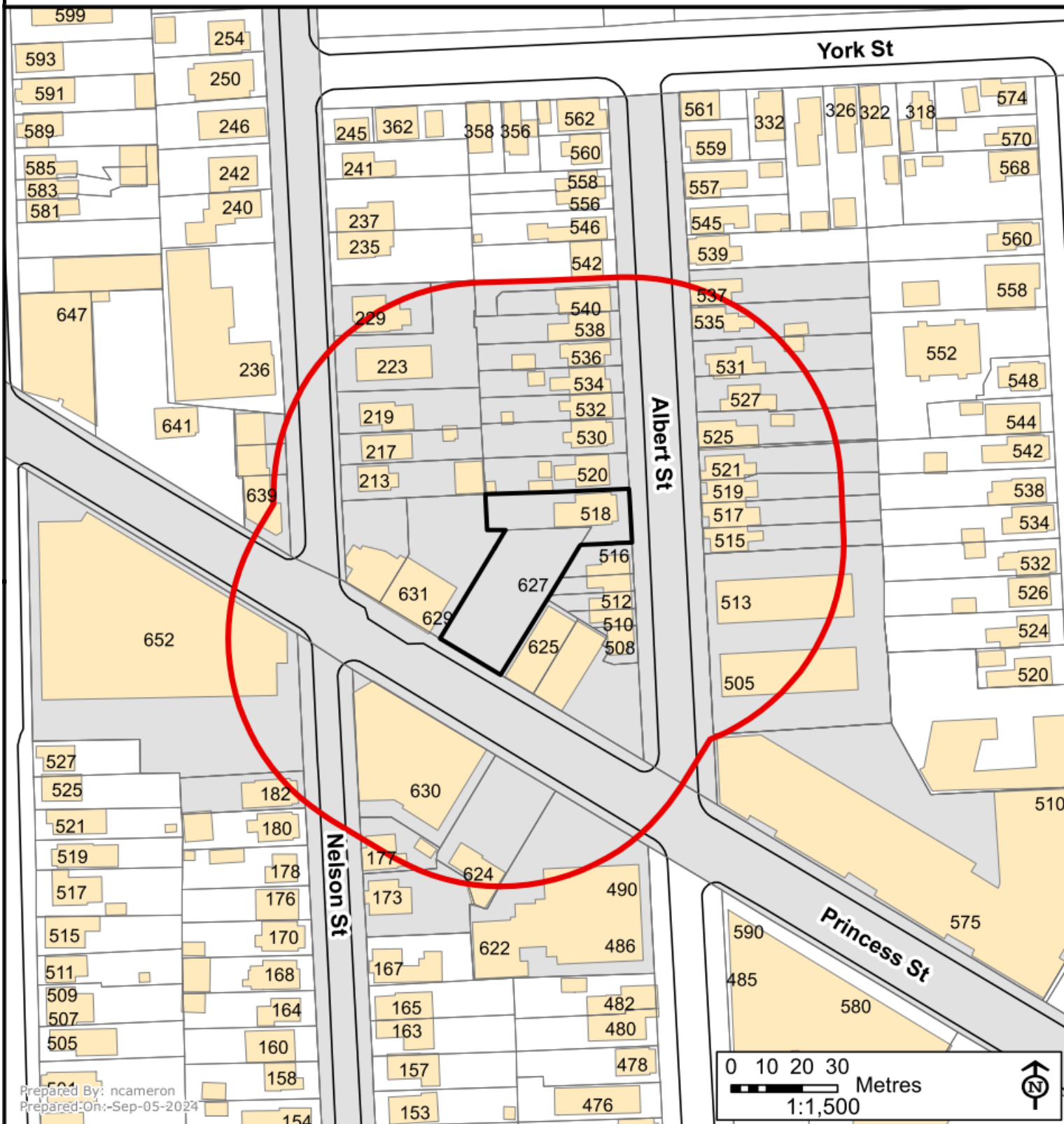


Planning Services

Committee of Adjustment Public Notice Notification Map

Address: 627 Princess St
File Number: D13-062-2024
Prepared On: Sep-05-2024

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



Prepared By: ncameron
Prepared On: Sep-05-2024



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