



**City of Kingston
Report to Committee of Adjustment
Report Number COA-22-045**

To: Chair and Members of the Committee of Adjustment
From: Amy Didrikson, Intermediate Planner
Date of Meeting: June 20, 2022
Application for: Minor Variance
File Number: D13-028-2022
Address: 720-730 Innovation Drive
Owner: City of Kingston
Applicant: J.S.M. Corporation (Ontario) Limited and IBI Group

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 variance for the property located at 720-730 Innovation Drive in the St. Lawrence Business Park. The applicant is proposing to construct a new light-industrial building with 45 parking spaces, including 25 parking spaces in the front and exterior side yard. The proposed parking area exceeds the maximum percentage of required parking spaces permitted in the front and exterior side yard in a Business Park zone of Zoning By-Law Number 32-74.

The property is designated as Business Park Industrial in the Rideau Community Secondary Plan of the City of Kingston Official Plan and is in a 'BP-1' zone (Special Business Park Zone 1 - St. Lawrence Business Park – Innovation Dr.) of Zoning By-Law Number 32-74, as amended. The subject property is surrounded by a variety of employment and complementary uses in the St. Lawrence Business Park and is west of the John Machin Fields Park.

June 20, 2022

Page 2 of 14

J.S.M. Corporation (Ontario) Limited has an agreement of purchase and sale with the City of Kingston for 720-730 Innovation Drive, contingent on obtaining Site Plan Control approval for a proposed light industrial development. A complete Site Plan Control application (File Number D11-042-2021) was received on January 28, 2022. The need for a minor variance application was identified as part of the ongoing technical review of the Site Plan Control application. In a Business Park zone, Zoning By-Law Number 32-74 permits a maximum of 15% of the required parking spaces in the front yard and exterior side yard. The proposed development includes 25 parking spaces in the front yard and exterior side yard which exceeds the maximum permitted percentage as detailed below.

The subject property is a corner lot with a total of approximately 168 metres of road frontage on Innovation Drive. Due to the nature of the warehousing use proposed for the majority of the development on the property, requiring a large floor plate and service yard for loading spaces, there are limited opportunities to locate parking spaces in the interior side yard and rear yard. As a result, the parking area is proposed to be concentrated in the rear yard with a single row of parking stalls along the front yard and exterior side yard of the building and a service yard for loading in the interior side yard. The proposal also includes an 8 metre wide landscaping buffer between the front and exterior lot lines abutting the street to screen the proposed parking area.

The city-wide Zoning By-Law Number 2022-62 was approved by Council at its meeting held on April 26, 2022 and is under appeal. As this application is scheduled for a Committee of Adjustment meeting subsequent to that date, the application has been reviewed against both the current Zoning By-Law Number 32-74, as well as Zoning By-Law Number 2022-62. The maximum percentage of parking spaces in the front yard and exterior side yard is not carried forward into Zoning By-Law Number 2022-62. In the Urban Area, parking spaces for non-residential uses are permitted in the front yard, exterior yard and rear yard, provided they comply with sight triangle provisions according to section 7.4.10.4 of Zoning By-Law Number 2022-62.

Variance – Zoning By-Law Number 32-74

Variance Number 1: Maximum Percentage of Required Parking in the Front Yard and Exterior Side Yard

By-Law Number 32-74: Section 5(14)(d)

Requirement: A maximum of 15% of the total number of parking stalls required may be located in a front yard or exterior side yard.

Proposed: A maximum of 109% of the total number of parking stalls required will be located in a front yard or exterior side yard.

Variance Requested: 94%

The requested minor variance is consistent with the general intent and purpose of the City of Kingston Official Plan, Zoning By-Law Number 32-74 and Zoning By-Law Number 2022-62. The requested minor variance is desirable for the appropriate development or use of the land, building or structure and is 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.

June 20, 2022

Page 3 of 14

Recommendation:

That minor variance application, File Number D13-028-2022, for the property located at 720-730 Innovation Drive to permit 25 parking spaces to be located in the front yard and exterior side yard, be Approved, subject to the conditions attached as Exhibit A (Recommended Conditions) to Report Number COA-22-045.

June 20, 2022

Page 4 of 14

Authorizing Signatures:

ORIGINAL SIGNED BY PLANNER

Amy Didrikson, Intermediate
Planner

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

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

June 20, 2022

Page 5 of 14

Options/Discussion:

On May 3, 2022, a minor variance application was submitted by IBI Group on behalf of J.S.M. Corporation (Ontario) Limited who have an agreement of purchase and sale with the City of Kingston with respect to the property located at 720-730 Innovation Drive. The applicant is proposing to construct a new light-industrial building, expected to contain 85% warehousing and 15% office space. A parking area is proposed with 45 parking spaces, including 25 parking spaces in the front and exterior side yard.

The property is designated as Business Park Industrial in the Rideau Community Secondary Plan of the City of Kingston Official Plan (Exhibit E – Official Plan Map) and is in a ‘BP-1’ zone (Special Business Park Zone 1 - St. Lawrence Business Park – Innovation Dr.) of Zoning By-Law Number 32-74, as amended (Exhibit F). The property is proposed to be zoned ‘M1’ (Business Park Zone) in Zoning By-Law Number 2022-62, which is currently under appeal (Exhibit G).

The proposed parking area exceeds the 15% maximum permitted percentage of the required parking spaces that can be located in the front and exterior side yard in a Business Park zone in Zoning By-Law Number 32-74. The variance is requested to permit 25 parking spaces within the front yard and exterior side yard. 25 parking spaces represents 56% of the total parking spaces provided and 109% of the total parking spaces required, assuming the proposed 1,248.6 square metre building is occupied by 85% warehousing and 15% office uses.

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

- Planning Justification Letter; and,
- Site Plan (Exhibit H).

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 at 720-730 Innovation Drive is an undeveloped corner lot located on Innovation Drive in the St. Lawrence Business Park (Exhibit B – Key Map). The subject property is located on a corner where Innovation Drive bends up to meet John Marks Avenue, resulting in two frontages on Innovation Drive. It is surrounded by a variety of light industrial and commercial uses including a construction company, a shipping and receiving establishment, a brewery, a software company, an office equipment supplier and a vet clinic.

There is limited vegetation on the subject property (Exhibit I – Site Photos). A municipal sidewalk is located on the east street frontage of the property with a concrete shelter pad for a future bus stop. The site is serviced by Express transit service on Innovation Drive, with service to the Downtown Transfer Point every 15 minutes during peak times.

June 20, 2022

Page 6 of 14

Application

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

Provincial Policy Statement

In addition to the four tests of a minor variance detailed above, 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.

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

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 following provides these nine requirements and an assessment of how the proposal is consistent with each.

1. The proposed development meets the intent of Section 2 Strategic Policy Direction, and all other applicable policies of this Plan;

The subject property is located within a Business District, as defined on Schedule 2 of the Official Plan. Business Districts are primarily intended to accommodate employment opportunities. Strategic policy direction for Business Districts states that standards will be sufficiently flexible to allow a ready response to new types of employment uses provided that certain criteria are met, including careful consideration of any area of interface with sensitive uses, such as residential uses.

The subject property and surrounding lands are designated Business Park Industrial in the Rideau Community Secondary Plan of the City of Kingston Official Plan. According to policy section 10B.4.1. of the Secondary Plan, permitted uses in the Business Park Industrial area include research and development activities, offices, medical laboratories and equipment production facilities, light industries, warehousing and commercial uses that serve the business park industrial area or are accessory to a permitted business park industrial use. The proposed development is anticipated to include 85% warehousing and 15% office uses in a single building, which is a permitted combination of industrial and commercial uses in the Business Park Industrial designation.

The property is in an Employment Area, broadly defined in the Official Plan to include lands designated Business Park Industrial as well as General Industrial and Waste Management Industrial. Development criteria for Employment Areas includes specific direction with respect to parking areas under policy section 3.6.17.f., which requires site

June 20, 2022

Page 7 of 14

design that minimize conflicts between vehicles, cyclists and pedestrians wherever possible, and states that “[...]Front yard parking is discouraged but may be considered to facilitate improved access and functionality particularly when building massing and lot configuration precludes the accommodation of parking in interior side yards or rear yards.”

The subject property is a corner lot with a total of approximately 168 metres of road frontage on Innovation Drive. Due to the nature of the warehousing use proposed for the majority of the development on the property, requiring a large floor plate and a service yard for loading spaces, there are limited locations for parking spaces in the interior side yard. Section 3.6.17.f. goes on to say that “In cases where front yard parking is necessary, landscaping shall be used to screen views of parking areas and design priority shall be given to accommodating safe non-vehicular access throughout the site.” The proposal includes an 8 metre wide landscaped area on the front and exterior side yard to screen the parking area from the street. Taking into consideration the building massing required for the proposed land use, the extent of the road frontage and configuration of the lot, the parking spaces proposed to be concentrated in the rear yard and the proposed landscaped area along the street frontage, the proposal conforms to the development criteria under section 3.6.17.f.

The Rideau Community Secondary Plan policies include general direction with respect to parking areas in section 10B.12.11. which specifies that parking and loading facilities must be:

- a. designed so as to provide for safe and convenient vehicular and active transportation movements and must be well landscaped and designed in a manner that does not detract from the streetscape;
- b. located in the rear yard of the site or in other unobtrusive locations, depending on the site, as well as proposed and surrounding land use and development characteristics; and
- c. designed so that they are not a major focus of the site, and so that large expanses of parking areas are avoided.

The proposed site design conforms to the above policy direction by locating the loading area in the interior side yard of the proposed building in an unobtrusive area separated from pedestrian access to the building and screened from the street. The parking area is concentrated in the rear yard of the site, with a single row of parking spaces along the front and exterior side of the building, connected to walkways. The proposal includes 25% landscaped open space, which exceeds the minimum required percentage of landscaped open space under Zoning By-Law Number 32-74 and the Zoning By-Law Number 2022-62. The proposal allows for safe and convenient vehicular and active transportation movements and the parking area will not be a major focus of the site.

Policy section 4 (Transportation) of the Official Plan provides general direction for parking areas. Policy section 4.6.47. states that it is the intention of the Official Plan to encourage a balance between providing sufficient parking to address existing or future

June 20, 2022

Page 8 of 14

requirements, and not oversupplying parking to the detriment of public transit usage or active transportation. The proposed parking area with 45 parking spaces exceeds the number of required parking spaces in Zoning By-Law Number 32-74 for the anticipated combination of warehousing and office area as the tenants of the proposed building have not been established at this time. Zoning By-Law Number 32-74 requires 23 parking spaces for the proposed 1248.6 square metre building with 85% warehousing and 15% office uses. According to information submitted by the applicant, the proposed number of parking spaces will allow for flexibility should the nature of the future use of the building require additional spaces. The proposed site design achieves the desired balance between providing sufficient parking for future requirements, while avoiding an oversupply of parking to the detriment of public transit usage or active transportation.

2. The proposed development will be compatible with surrounding uses, buildings or structures and development standards associated with adjacent properties, and if necessary, incorporate means of alleviating adverse effects on abutting land uses as recommended in Section 2.7 of this Plan;

The proposal will be compatible with the surrounding employment and complementary uses, and will maintain an 8 metre wide landscaped area in the front and exterior side yard that is provided on adjacent properties. Visual screening will be provided through landscaping to minimize any potential visual impact of additional parking spaces in the front and exterior side yard.

3. The ability of the site to function in an appropriate manner in terms of access, parking for vehicles and bicycles or any other matter and means of improving such function including considerations for universal accessibility;

The proposed site design provides a functional layout including two vehicular access points to the parking area and loading area from Innovation Drive, a service yard in the interior side yard for loading, as well as walkways from the municipal sidewalk to the perimeter of the building and accessible parking spaces. Six bicycle parking spaces are illustrated on the site plan in proximity to the front entrances of the building.

4. The conformity of the proposal to any applicable urban design policies endorsed by Council, particularly if the site includes or could impact a built heritage resource or is within a Heritage District;

The subject property in an Employment Area, which are subject to development criteria under section 3.6.17 of the Official Plan. The proposed parking area conforms to the development criteria through providing landscaped screening and accommodating safe non-vehicular access throughout the site. The proposed single row of parking stalls at the front and exterior side of the property, with parking concentrated at the rear of the site also conforms to the parking design objectives of the Rideau Community Secondary Plan, detailed under section 10B.12.11. of the Official Plan, which specify that parking areas be designed to avoid large expanses of parking, and are located at the rear of the site where possible.

June 20, 2022

Page 9 of 14

The subject property is not within a Heritage District and is not in proximity to any built heritage resources.

5. If the site is designated under the *Ontario Heritage Act*, the application shall be reviewed by Heritage Kingston for approval. If the property is adjacent to a designated property under the *Ontario Heritage Act* or shown as a Heritage Area feature, or is affected by the protected views shown on Schedule 9 of this Plan, then a Heritage Impact Statement may be required to assist staff to determine if the resulting development is desirable;

The site is not designated under the *Ontario Heritage Act*, or adjacent to a designated property under the *Ontario Heritage Act*. The property is not in proximity to any of the protected views shown on Schedule 9 of the Official Plan.

6. The resulting development has adequate municipal water and sewage services within the Urban Boundary, or is capable of providing individual on-site water and sewage services outside the Urban Boundary;

The proposed development is within the Urban Boundary and is undergoing a Site Plan Control application process 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 by Utilities Kingston as part of the first technical review.

7. Whether the application and the cumulative impact of the proposed variances would be more appropriately addressed by a zoning amendment to the applicable zoning by-law;

The application and the cumulative impact of the proposal does not warrant a zoning by-law amendment.

8. The Committee of Adjustment may attach such conditions as it deems appropriate to the approval of the application for a minor variance including any reasonable requirements, recommendations of City departments, or the submission of studies as listed in Section 9.12 of this Plan that may be required to properly evaluate the application;

Conditions of approval are included as Exhibit A of this report.

9. The degree to which such approval may set an undesirable precedent for the immediate area.

The subject property is anomalous in the context of the Business Park, in terms of the extent of the road frontage and configuration of the potential building envelope, and as a result, the parking area proposed in this context responds to the unique configuration of the site and does not set an undesirable precedent for the immediate area.

The proposal meets the intent of the Official Plan, as the proposed parking area will be functional, will safely accommodate loading, vehicles, pedestrians, bicycles and accessibility features, will be properly screened with landscaping along the street frontage, and will not result in any negative impacts to adjacent properties in the Business Park.

June 20, 2022

Page 10 of 14

2) The general intent and purpose of the zoning by-law are maintained

The subject property is zoned 'BP-1' (Special Business Park Zone 1 - St. Lawrence Business Park – Innovation Dr.) in the City of Kingston Zoning By-Law Number 32-74, entitled "Township of Pittsburgh Zoning By-Law", as amended. The BP-1 zone permits a warehouse and

The proposal requires a variance to Section 5(14)(d) of Zoning By-Law Number 32-74 as detailed below.

Variance – Zoning By-Law Number 32-74

Variance Number 1: Maximum Percentage of Required Parking in the Front Yard and Exterior Side Yard in a Business Park Zone

By-Law Number 32-74: Section 5(14)(d)

- Requirement: A maximum of 15% of the total number of parking stalls required may be located in a front yard or exterior side yard.
- Proposed: A maximum of 109% of the total number of parking stalls required will be located in a front yard or exterior side yard.
- Variance Requested: 94%

The proposal requires a variance to Section 5(14)(d) to increase the percentage of parking permitted in the front yard or exterior side yard in a Business Park Zone. Based on the definitions in Zoning By-Law Number 32-74, the front lot line is the east lot line and the exterior lot line is the south lot line of 720-730 Innovation Drive. The front yard is measured the full width of the lot from the front lot line to the nearest part of any excavation or main building on the lot. The exterior yard is measured between the front yard and the rear yard and from the exterior side lot line of the lot to the nearest part of any excavation or main building on the lot.

The intent of the above restriction is to direct parking primarily to the interior side yard and rear yard of properties, and to maintain a high-quality landscaped setting in Business Parks that promotes a prestige corporate and community image, where parking areas are not a major focus of the site. Section 5(14)(d) also requires a minimum 8-metre-wide landscaped area in the front and exterior side yard to allow for screening, which is met by the proposal.

The intent of the above restriction is met by the proposal, which seeks to concentrate parking in the rear yard where possible, separated from a interior service yard for loading, with landscaping meeting the standard established in the Business Park.

The city-wide Zoning By-Law Number 2022-62 was approved by Council at its meeting held on April 26, 2022 and is under appeal. As this application is scheduled for a Committee of Adjustment meeting subsequent to that date, the application has been reviewed against both the current Zoning By-Law Number 32-74, as well as Zoning By-Law Number 2022-62.

June 20, 2022

Page 11 of 14

Under section 7.4.10.4 of Zoning By-Law Number 2022-62, parking spaces are permitted in the front yard, exterior yard and rear yard, provided they comply with sight triangle provisions. No variance for parking spaces in the front yard and exterior side yard is needed under Zoning By-Law Number 2022-62. As such, the general intent and purpose of Zoning By-Law Number 2022-62 is maintained.

3) The variance is minor in nature

The variance is considered minor as the proposed variance allows for a single row of parking spaces in proximity to building entrances in the front and exterior side yard that will be screened by landscaping. The parking proposed in the front and exterior side yard will not be a focus of the site, consistent with direction in the Official Plan. The variance is considered minor as there is no anticipated visual impact, and the variance will facilitate a functional and safe parking layout on a corner lot.

The variance to Zoning By-Law Number 32-74 is necessary to advance this application prior to Zoning By-Law Number 2022-62 coming into force and effect. Under Kingston Zoning By-Law Number 2022-62 the variance for parking in the front and exterior side yard is not required.

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

The proposal meets policy direction with respect to parking areas in the Rideau Community Secondary Plan, as well as development criteria for Employment Areas. The opportunities to locate parking in the interior side yard and rear yard of the subject property, without compromising safety and functionality of the site, are limited and the proposed parking area represents a desirable and appropriate site design in this context. The proposed development will maintain a consistent standard of front and exterior yard landscaping present on the surrounding properties and will be compatible with the St. Lawrence Business Park.

Technical Review: Circulated Departments and Agencies

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Building Services | <input checked="" type="checkbox"/> Engineering Department | <input type="checkbox"/> Heritage (Planning Services) |
| <input type="checkbox"/> Finance | <input checked="" type="checkbox"/> Utilities Kingston | <input checked="" type="checkbox"/> Real Estate & Environmental Initiatives |
| <input checked="" type="checkbox"/> Fire & Rescue | <input checked="" type="checkbox"/> Kingston Hydro | <input type="checkbox"/> City's Environment Division |
| <input type="checkbox"/> Solid Waste | <input checked="" type="checkbox"/> Parks Development | <input checked="" type="checkbox"/> Transportation Services |
| <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 checked="" type="checkbox"/> CRCA | <input type="checkbox"/> KFL&A Health Unit | <input type="checkbox"/> Canadian National Railways |
| <input type="checkbox"/> Parks Canada | <input type="checkbox"/> Eastern Ontario Power | <input type="checkbox"/> Trans Northern Pipelines |
| <input type="checkbox"/> Hydro One | <input type="checkbox"/> Enbridge Pipelines | <input type="checkbox"/> TransCanada Pipelines |
| <input type="checkbox"/> Kingston Airport | | |

June 20, 2022

Page 12 of 14

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 in regard to the application. 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 proposal is subject to an active Site Plan Control application (City File Number D11-042-2021) which is undergoing a technical review process.

Conclusion

The requested variance maintains the general intent and purpose of the City of Kingston Official Plan, Zoning By-Law Number 32-74 and Zoning By-Law Number 2022-62 (under appeal). The proposal is desirable for the appropriate development or use of the land, building or structure and the requested variance is 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 25 parking spaces to be located in the exterior side yard and front yard of the subject property, screened by an 8 metre wide landscaped area along the street frontage.

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

Zoning By-Law Number 32-74

June 20, 2022

Page 13 of 14

Zoning By-Law Number 2022-62

Notice Provisions:

A Committee of Adjustment Meeting is going to be held respecting this application on June 20, 2022. 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 8 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.

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

Contacts:

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

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

Other City of Kingston Staff Consulted:

Saru Bajwa, Land Development Manager, Business, Real Estate & Environment

Exhibits Attached:

- Exhibit A Recommended Conditions
- Exhibit B Key Map
- Exhibit C Neighbourhood Context Map (2021)
- Exhibit D Public Notification Map
- Exhibit E Official Plan Map
- Exhibit F Zoning By-Law Number 32-74, Map 4
- Exhibit G Kingston Zoning By-Law Number 2022-62 Map

June 20, 2022

Page 14 of 14

Exhibit H Site Plan

Exhibit I Site Photos

Recommended Conditions

Application for minor variance, File Number D13-028-2022

Approval of the foregoing application shall be subject to the following recommended conditions:

1. Limitation

That the approved minor variance applies only to the proposed light industrial development 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 Program and Services Branch of the Ministry of Heritage, Sport, Tourism and Culture Industries (416-314-7132) and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.

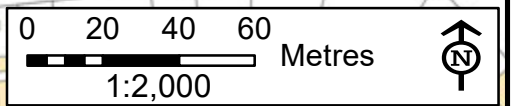
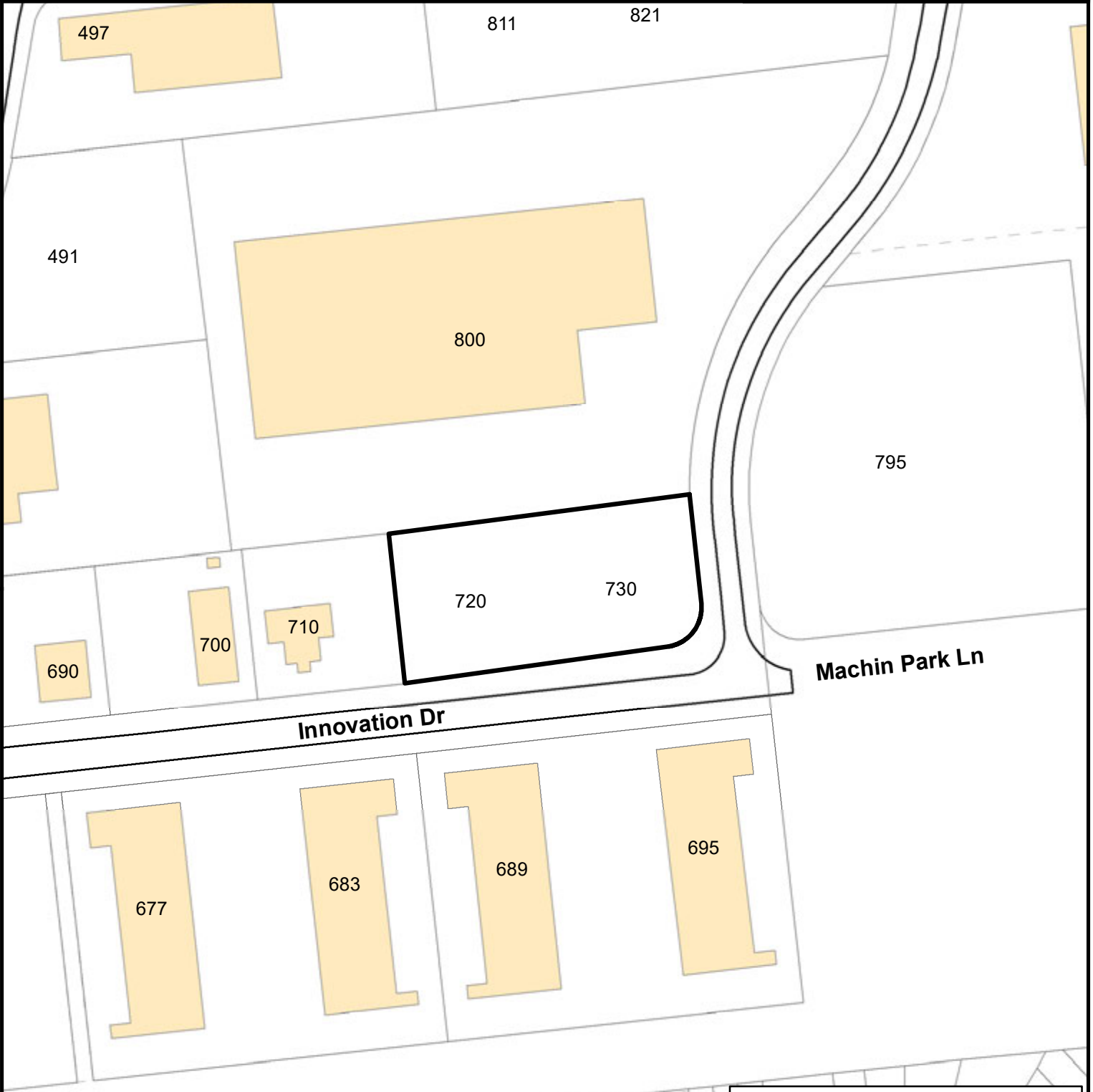
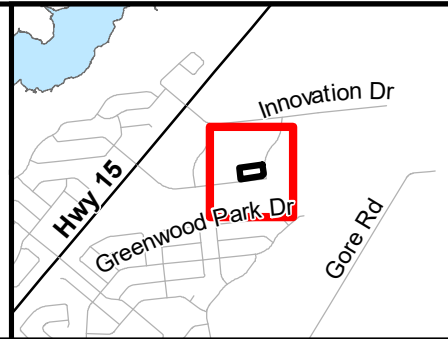
In the event that human remains are encountered, all work must immediately cease and the site must be secured. The Kingston Police (613-549-4660), the Registrar of Cemeteries at the Ministry of Government and Consumer Services (416-212-7499), the Program and Services Branch of the Ministry of Heritage, Sport, Tourism and Culture Industries (416-314-7132), and City of Kingston's Planning Services (613-546-4291, extension 3180) must be immediately contacted.



Committee of Adjustment Key Map

Address: 720 Innovation Drive
File Number: D13-028-2022

 Lands Subject to Minor Variance

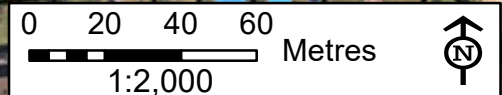




Committee of Adjustment
Neighbourhood Context (2021)

Address: 720 Innovation Drive
File Number: D13-028-2022

- Subject Lands
- Property Boundaries
- Proposed Parcels








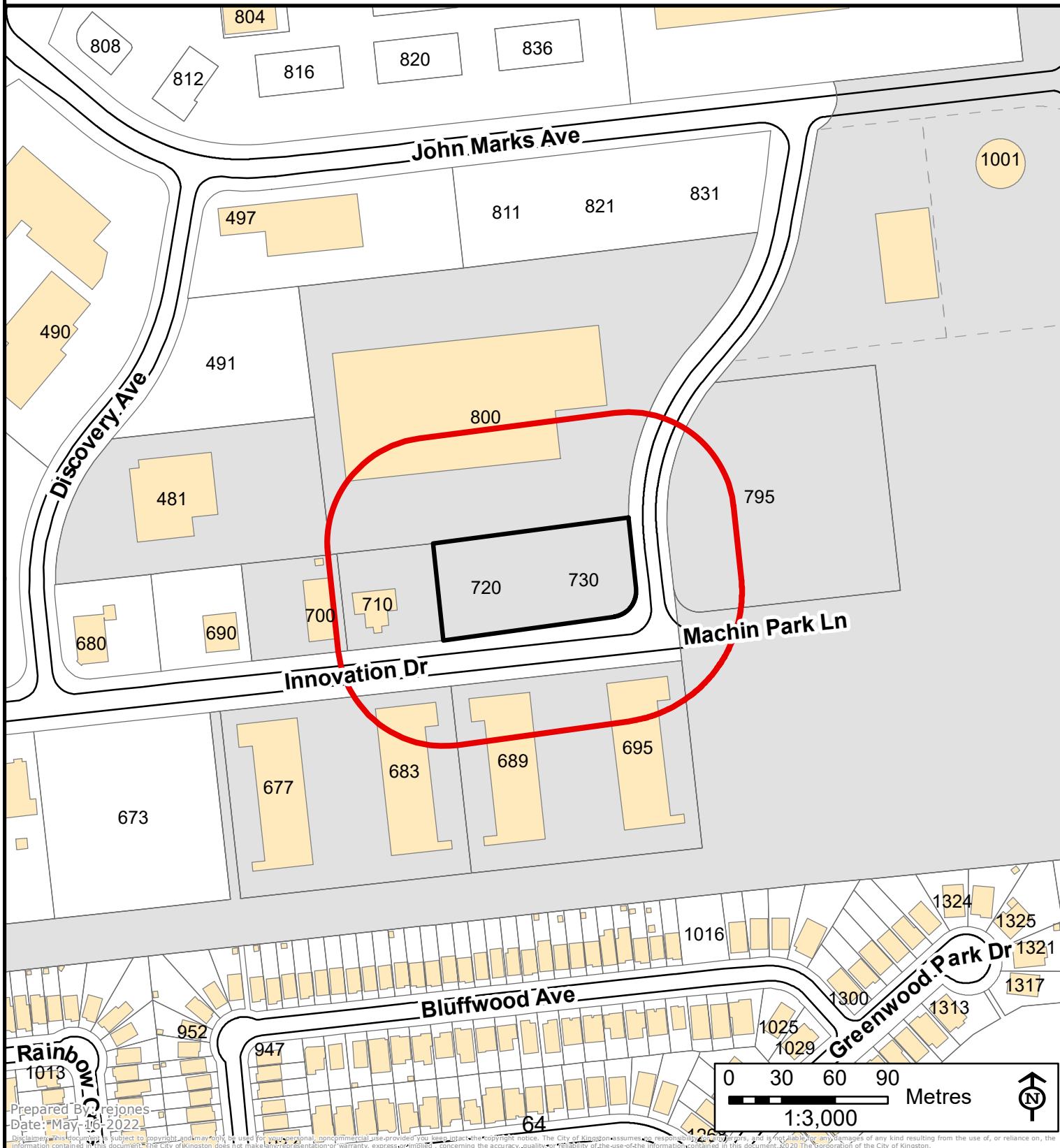


Planning Services

Committee of Adjustment Public Notice Notification Map

Address: 720 Innovation Drive
File Number: D13-028-2022

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





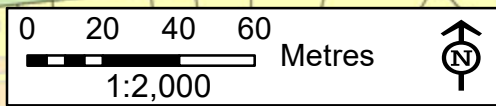
Planning Services

Committee of Adjustment Official Plan, Existing Land Use

Address: 720 Innovation Drive

File Number: D13-028-2022

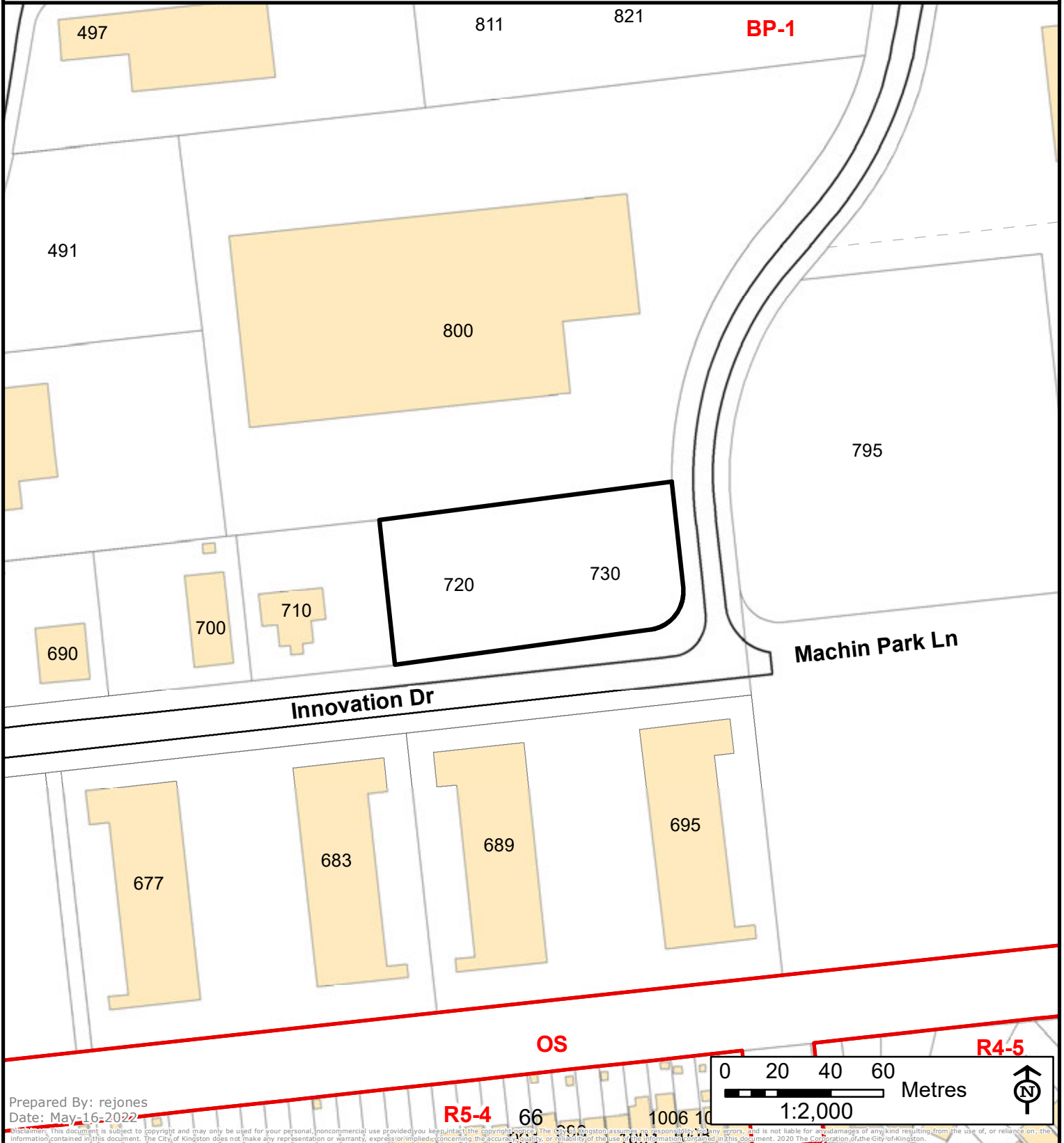
-  Subject Lands
-  SECONDARY PLAN AREA
- Rideau Community Secondary Plan
-  LOW DENSITY RESIDENTIAL
-  BUSINESS PARK INDUSTRIAL
-  OPEN SPACE





Committee of Adjustment
Existing Zoning - By-law 32-74, Map 4
Address: 720 Innovation Drive
File Number: D13-028-2022

- Subject Lands
- Consolidated Zoning








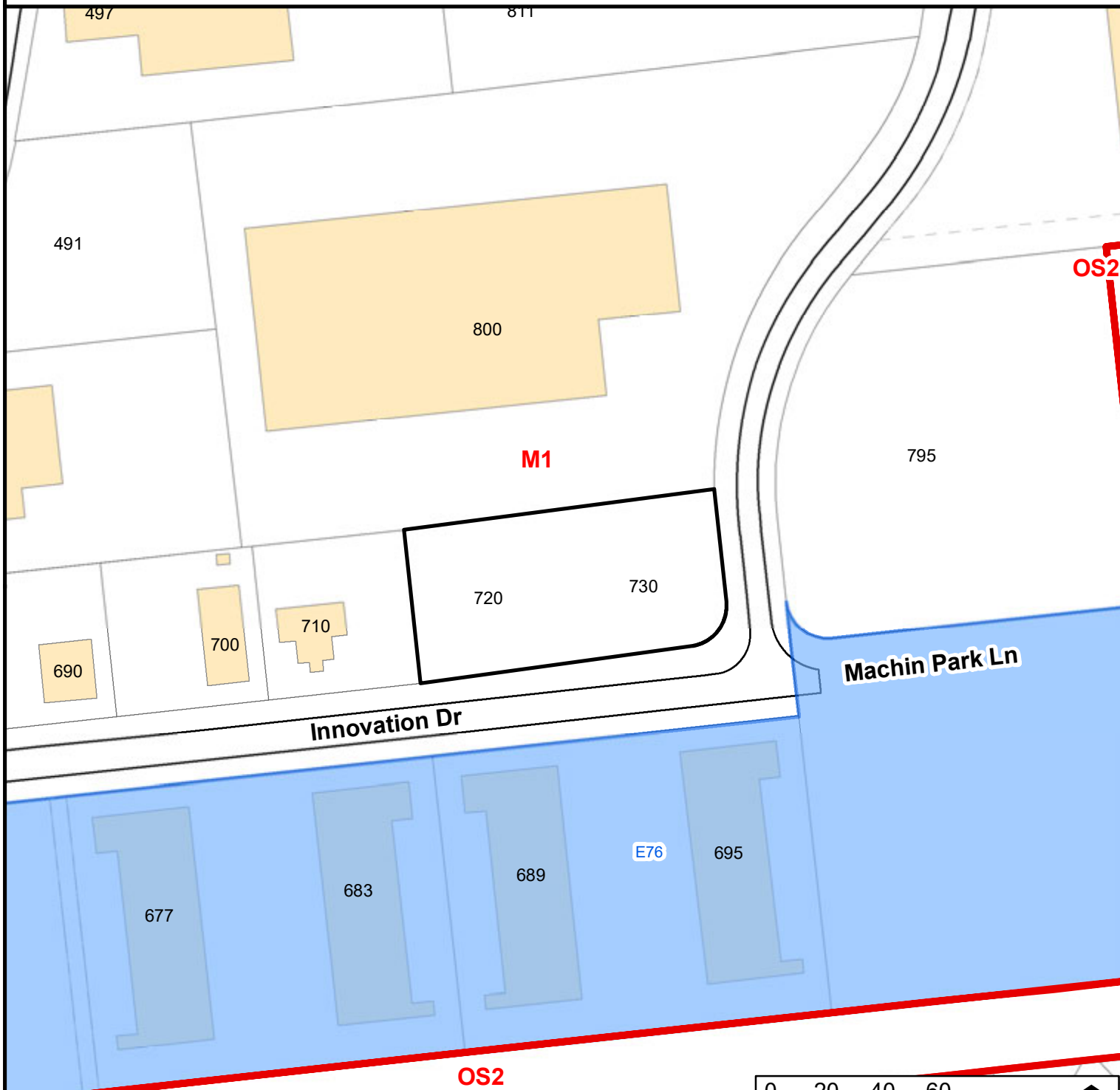


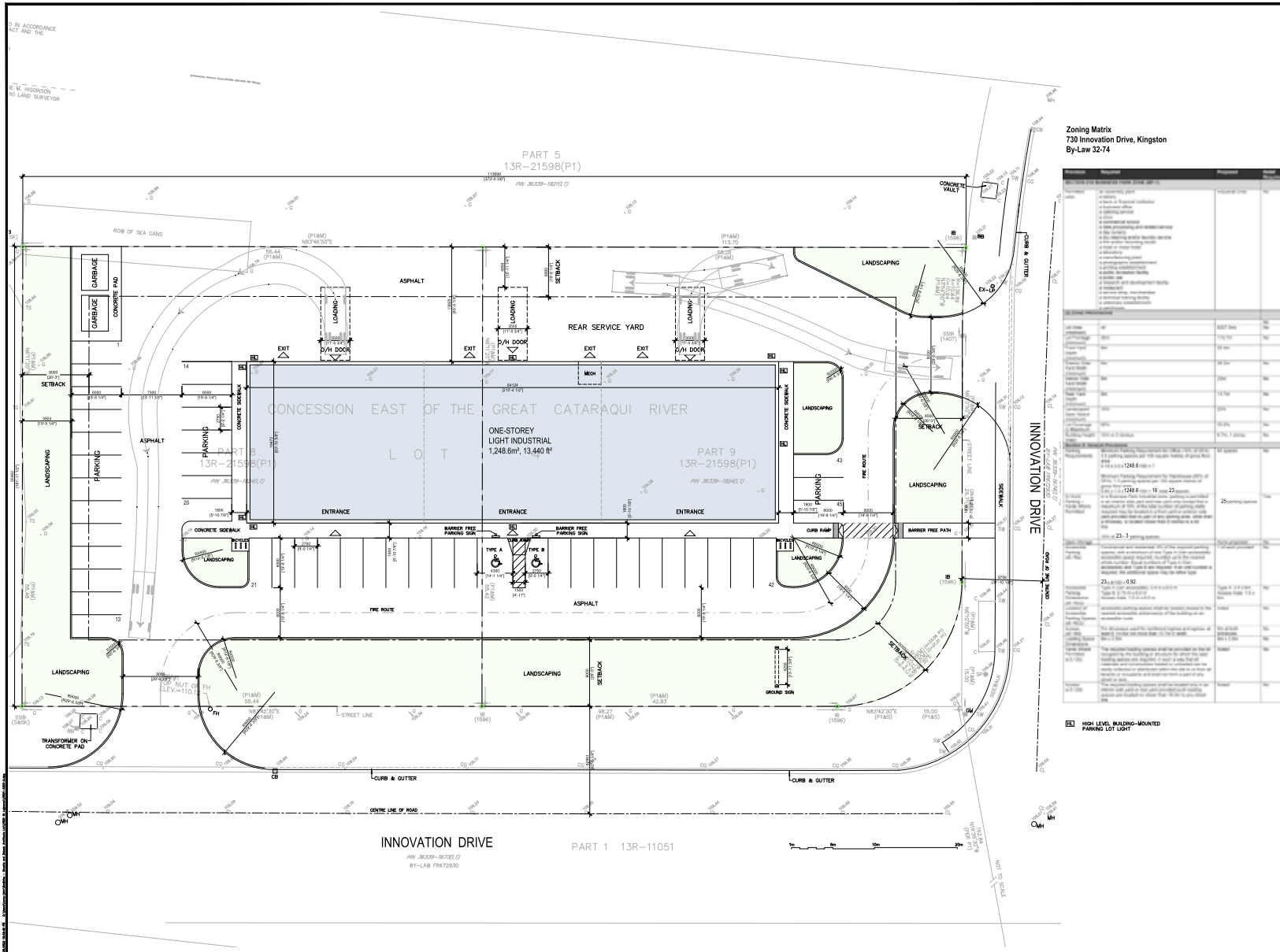
Planning Services

CITY OF KINGSTON Reference Kingston Zoning By-Law

Address: 720 Innovation Drive
File Number: D13-028-2022

-  Subject Lands
-  Zone
-  Legacy Exceptions (LXXX)
-  Exceptions (EXXX)
-  Holding Overlay (HXXX)





Zoning Matrix
730 Innovation Drive, Kingston
By-Law 32-74

Item	Description	Value	Notes
1	Lot Area	13,440 m ²	
2	Front Setback	10.00 m	
3	Side Setback	3.00 m	
4	Rear Setback	3.00 m	
5	Height	11.00 m	
6	Use	Light Industrial	
7	Maximum Floor Area	13,440 m ²	
8	Maximum Building Footprint	13,440 m ²	
9	Maximum Building Volume	147,840 m ³	
10	Maximum Building Height	11.00 m	
11	Maximum Building Width	30.00 m	
12	Maximum Building Depth	45.00 m	
13	Maximum Building Area	13,440 m ²	
14	Maximum Building Volume	147,840 m ³	
15	Maximum Building Height	11.00 m	
16	Maximum Building Width	30.00 m	
17	Maximum Building Depth	45.00 m	
18	Maximum Building Area	13,440 m ²	
19	Maximum Building Volume	147,840 m ³	
20	Maximum Building Height	11.00 m	
21	Maximum Building Width	30.00 m	
22	Maximum Building Depth	45.00 m	
23	Maximum Building Area	13,440 m ²	
24	Maximum Building Volume	147,840 m ³	
25	Maximum Building Height	11.00 m	
26	Maximum Building Width	30.00 m	
27	Maximum Building Depth	45.00 m	
28	Maximum Building Area	13,440 m ²	
29	Maximum Building Volume	147,840 m ³	
30	Maximum Building Height	11.00 m	
31	Maximum Building Width	30.00 m	
32	Maximum Building Depth	45.00 m	
33	Maximum Building Area	13,440 m ²	
34	Maximum Building Volume	147,840 m ³	
35	Maximum Building Height	11.00 m	
36	Maximum Building Width	30.00 m	
37	Maximum Building Depth	45.00 m	
38	Maximum Building Area	13,440 m ²	
39	Maximum Building Volume	147,840 m ³	
40	Maximum Building Height	11.00 m	
41	Maximum Building Width	30.00 m	
42	Maximum Building Depth	45.00 m	
43	Maximum Building Area	13,440 m ²	
44	Maximum Building Volume	147,840 m ³	
45	Maximum Building Height	11.00 m	
46	Maximum Building Width	30.00 m	
47	Maximum Building Depth	45.00 m	
48	Maximum Building Area	13,440 m ²	
49	Maximum Building Volume	147,840 m ³	
50	Maximum Building Height	11.00 m	
51	Maximum Building Width	30.00 m	
52	Maximum Building Depth	45.00 m	
53	Maximum Building Area	13,440 m ²	
54	Maximum Building Volume	147,840 m ³	
55	Maximum Building Height	11.00 m	
56	Maximum Building Width	30.00 m	
57	Maximum Building Depth	45.00 m	
58	Maximum Building Area	13,440 m ²	
59	Maximum Building Volume	147,840 m ³	
60	Maximum Building Height	11.00 m	
61	Maximum Building Width	30.00 m	
62	Maximum Building Depth	45.00 m	
63	Maximum Building Area	13,440 m ²	
64	Maximum Building Volume	147,840 m ³	
65	Maximum Building Height	11.00 m	
66	Maximum Building Width	30.00 m	
67	Maximum Building Depth	45.00 m	
68	Maximum Building Area	13,440 m ²	
69	Maximum Building Volume	147,840 m ³	
70	Maximum Building Height	11.00 m	
71	Maximum Building Width	30.00 m	
72	Maximum Building Depth	45.00 m	
73	Maximum Building Area	13,440 m ²	
74	Maximum Building Volume	147,840 m ³	
75	Maximum Building Height	11.00 m	
76	Maximum Building Width	30.00 m	
77	Maximum Building Depth	45.00 m	
78	Maximum Building Area	13,440 m ²	
79	Maximum Building Volume	147,840 m ³	
80	Maximum Building Height	11.00 m	
81	Maximum Building Width	30.00 m	
82	Maximum Building Depth	45.00 m	
83	Maximum Building Area	13,440 m ²	
84	Maximum Building Volume	147,840 m ³	
85	Maximum Building Height	11.00 m	
86	Maximum Building Width	30.00 m	
87	Maximum Building Depth	45.00 m	
88	Maximum Building Area	13,440 m ²	
89	Maximum Building Volume	147,840 m ³	
90	Maximum Building Height	11.00 m	
91	Maximum Building Width	30.00 m	
92	Maximum Building Depth	45.00 m	
93	Maximum Building Area	13,440 m ²	
94	Maximum Building Volume	147,840 m ³	
95	Maximum Building Height	11.00 m	
96	Maximum Building Width	30.00 m	
97	Maximum Building Depth	45.00 m	
98	Maximum Building Area	13,440 m ²	
99	Maximum Building Volume	147,840 m ³	
100	Maximum Building Height	11.00 m	

HIGH LEVEL, BUILDING-MOUNTED
PARKING LOT LIGHT

North Arrow

Project Name: 730 Innovation Drive, Kingston, ON
 Certificate of Practice Number: 2438
 4 Colborne Street, Suite 206, Kingston, ON K7K 1Z7
 Tel: 613 541 0776 Fax: 613 541 0824
 www.jstm.com

This is a copyright drawing and design and shall not be used, reproduced or further without written permission. The contractor shall make the owner aware of any errors and omissions in the drawing prior to commencing any work. These drawings are not to be used, nor modified in construction, without the written approval of the architect. It shall be the responsibility of the Contractor.

Revision	Description	Date
1	Light Industrial Unit	

Location
730 Innovation Drive
Kingston, ON

Client
JSM Corporation

Drawing
Site Plan

Drawn by	Date
J. Martins	Nov 2021

File Name	Scale
21021-A020-2	1:200

Client Project #	Drawing Number
21021	A020

720 Innovation Drive – Site Photos – May 25, 2022



Figure 1: View from South East Corner of Property from Innovation Drive.



Figure 2: View of Eastern Street Frontage Looking South.

720 Innovation Drive – Site Photos – May 25, 2022



Figure 3: View of Southern Street Frontage Looking West



Figure 4: View of Southern Street Frontage Looking North East