



**City of Kingston
Report to Committee of Adjustment
Report Number COA-24-024**

To: Chair and Members of the Committee of Adjustment
From: Penelope Horn, Planner
Date of Meeting: March 18, 2024
Application for: Minor Variance
File Number: D13-005-2024
Address: 51 Alwington Avenue
District: District 10 - Sydenham
Owner: Rory Dyck
Applicant: Fotenn Consulting

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote increased supply and affordability of housing.

Executive Summary:

This report provides a recommendation to the Committee of Adjustment regarding an application for minor variances for the property located at 51 Alwington Avenue. The applicant is proposing to allow the conversion of an existing single-storey detached garage to a detached additional residential unit (ARU). The applicant is seeking relief from various performance standards of the Kingston Zoning By-law for detached additional residential units, including parking, drive aisle width, walkway overlap, interior setback, lot coverage, and privacy fence requirements to provide for the proposed conversion.

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

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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 D13-005-2024, for the property located at 51 Alwington Ave to permit the conversion of a detached garage to a detached additional residential unit, be approved, as described below:

Variance Number 1:

By-Law Number 2022-62:7.1.1 – Minimum required parking space

Requirement: 2 parking spaces

Proposed: 1 parking space

Variance Requested: 1 parking space

Variance Number 2:

By-Law Number 2022-62:7.4.1 Minimum parking space provisions

Requirement: Perpendicular to drive aisle: 2.6 metres by 5.5 metres with a minimum driveway width of 6.7 metres

Proposed: 3 metres by 6 metres parking space with a 3 metre driveway width.

Variance Requested: 0.6 metre parking space width and 3 metre minimum driveway width

Variance Number 3:

By-Law Number 2022-62: 4.27.1.4(iv) : Walkway Provisions

Requirement: A walkway that is separately delineated and measured distinctly from a required driveway. A vehicle must not park on top of any part of the walkway

Proposed: That a portion of the walkway overlaps with the driveway.

Variance Requested: That the walkway be allowed to overlap with the driveway.

Variance Number 4:

By-Law Number 2022-62: 5.4.6.9 (ii): Minimum interior setback

Requirement: 1.2 metre

Proposed: 0 metre

Variance Requested: 1.2 metre

Variance Number 5:

By-Law Number 2022-62 : 5.4.6.9.(iv) : Maximum lot coverage

Requirement: 10%

Proposed: 14%

Variance Requested: 4%

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Variance Number 6:

By-Law Number 2022-62 : 5.4.6.9.(b) : Privacy fence requirement

Requirement: A 1.8 metre privacy fence along all interior lot lines and rear lot lines adjacent to the rear yard.

Proposed: A 1.8 metre privacy fence along the rear lot line and northern interior lot line, no privacy fence along the southern interior lot line.

Variance Requested: A 1.8 metre fence along the southern interior lot line.

That approval of the application be subject to the conditions attached as Exhibit A (Recommended Conditions) to Report Number COA-24-024.

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Authorizing Signatures:

ORIGINAL SIGNED BY PLANNER

Penelope Horn, Planner

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

Tim Park, Director, Planning Services

Meghan Robidoux, Supervisor, Development Approvals

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Options/Discussion:

On January 29, 2024, a minor variance application was submitted by Fotenn Consulting, on behalf of the owner, Rory Dyck, with respect to the property located at 51 Alwington Ave. The applicant is proposing to allow the conversion of an existing single-storey detached garage to a detached additional residential unit (ARU) containing three bedrooms. The applicant is seeking relief from various performance standards of the Kingston Zoning By-law for detached additional residential units, including parking, drive aisle width, walkway overlap, interior setback, lot coverage, and privacy fence requirements to provide for the proposed conversion.

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

- Site Plan (Exhibit F);
- Elevations (Exhibit I); and,
- Planning Justification Letter.

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

Site Characteristics

The subject property is located at 51 Alwington Avenue (Exhibit B – Key Map). The subject property currently contains a single detached dwelling with five bedrooms. The property is immediately surrounded by low-rise residential building forms and is located in the Alwington neighbourhood (Exhibit C – Neighbourhood Context Map). However, there are a variety of institutional uses located within walking distance to the north, west, and south, including the Donald Gordon Centre, Duncan Mcarther Hall, the Isabel Bader Centre, and the J.K. Tett Centre.

The subject property is designated Residential in the Official Plan (Exhibit D – Official Plan Map) and zoned Urban Residential ‘UR7’ in Kingston Zoning By-law Number 2022-62 (Exhibit E – Zoning By-Law Map).

Provincial Policy Statement

In addition to the four tests of a minor variance detailed below, Subsection 3(5) of the *Planning Act* requires that a decision in respect of the exercise of any authority that affects a planning matter shall be consistent with the Provincial Policy Statement (the PPS). The PPS provides policy direction on matters of provincial interest related to land use planning and development which are complemented by local policies addressing local interests. The application being considered is site specific to accommodate a specific proposal and does not involve any major policy considerations and as such, the proposal conforms to and is consistent with the PPS.

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Minor Variance Application

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

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

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

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

The Residential land use designation on Schedule 3-A denotes urban residential land uses that are intended to be on full municipal services. Residential uses are primarily forms of housing including detached, semi-detached or duplex dwellings, townhouses, and apartments of various types, tenure, and density that respond to a wide range of housing needs. The goal of the designation is to respond to the housing needs of the City's citizens by retaining and augmenting a broad range of housing at all levels of affordability within a safe, convenient and stable setting, organized primarily into neighbourhoods. The proposal to convert a detached garage into a detached ARU is compatible with abutting land uses, which are primarily one and two storey low-rise residential forms.

Section 2.7 of the Official Plan outlines the principles of land use compatibility to ensure that new development respects the qualities of existing areas and provides suitable transitions between areas of differing uses, intensity, sensitivity and urban design treatment and intensity to avoid or mitigate adverse effects. The proposal will not result in any shadowing impacts or overlook as there are no windows proposed on the wall of the detached ARU closest to the northern property line and the existing building is only one storey in height. The conversion of the detached ARU represents a form of gentle intensification.

Section 3.3.11 of the Official Plan provides that applications seeking parking relief in support of an additional residential unit must satisfy specified locational criteria, including that the property is within walking distance of an express Kingston Transit bus route, commercial uses, and parkland, open space or community facilities. The subject property is located approximately 180 metres from King Street to the south, which is serviced by Kingston Transit route 501/502. Bearance's Grocery is located approximately 350 metres to the northeast on the corner of Livingston Avenue and Union Street. The site is within 600 metres walking distance of parkland and open space uses such as Aberdeen Park, Portsmouth Olympic Harbour, and Oakridge Park.

The proposal meets the intent of the Official Plan, as the proposed detached ARU will not result in any negative impacts to adjacent properties or to the neighbourhood.

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

The subject property is zoned Urban Residential 7 ‘UR7’ in Kingston Zoning By-law Number 2022-62 (Exhibit E – Zoning By-Law Map). The UR7 zone permits low-density residential uses, while the proposed detached ARU is permitted accessory to the existing detached dwelling.

The proposal is seeking the following variances to facilitate the proposed detached ARU:

Variance Number 1:

By-Law Number 2022-62:7.1.1 – Minimum required parking space

Requirement: 2 parking spaces

Proposed: 1 parking space

Variance Requested: 1 parking space

Variance Number 2:

By-Law Number 2022-62:7.4.1 Minimum parking space provisions

Requirement: Perpendicular to drive aisle: 2.6 metres by 5.5 metres with a minimum driveway width of 6.7 metres

Proposed: 3 metres by 6 metres parking space with a 3 metre driveway width.

Variance Requested: 0.6 metre parking space width and 3 metre minimum driveway width

Variance Number 3:

By-Law Number 2022-62 : 4.27.1.4(iv) : Walkway Provisions

Requirement: A walkway that is separately delineated and measured distinctly from a required driveway.

Proposed: That a portion of the walkway overlaps with the driveway.

Variance Requested: That the walkway be allowed to overlap with the driveway.

A reduction in required parking spaces from two spaces to one space is sought to allow for the conversion of the existing garage to a detached ARU with one dedicated parking space within the rear yard, with both accessed via a combined driveway and pedestrian walkway from Alwington Avenue at the south side of the site. As a result of the existing configuration of buildings on the site, it is not feasible to provide two parking spaces within the rear yard. Further, it is critical that the pedestrian walkway that is required to access the proposed detached ARU is not obstructed by vehicle parking within the driveway. As such, the applicant is seeking to make use of the criteria under Section 3.3.11 of the Official Plan to permit a reduction in required parking for an ARU. As previously noted above, the subject property is located within walking distance of an express transit use, commercial uses, and various public parks, thereby satisfying the criteria of the Official Plan for parking relief in support of an ARU.

The requested variance to reduce the number of parking spaces will allow the residents and visitors to access the proposed detached ARU. The intent of both the walkway and parking provisions is to ensure that there is a balance between encouraging active transportation in new development and recognizing that personal vehicles still need to be accommodated. The proposed development reflects this balance by maintaining a parking space in the rear yard, which means that the parking space will not obstruct the walkway. The drive aisle width

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requirement intends to accommodate turning movements and two-way traffic. The proposed layout of the parking space and driveway includes a turnaround area provided at the end of the driveway near the proposed detached ARU, which will allow users to enter and exit the parking space in a forward motion. Furthermore, since there is only one parking space proposed, the three metre drive aisle will be appropriate to support one-way traffic.

A variance is also sought to allow for the overlap of the required driveway and walkway. The intent of the walkway provision is to ensure that emergency access provided by the 1.2 metre walkway is not obstructed by parked vehicles in a parking space or driveway. As parking is proposed to be provided in a dedicated parking space in the rear yard, there is a low probability of this walkway configuration causing conflict with parked cars. Further, as a recommended condition of approval, the applicant will be required to provide, install, and maintain no parking signage along the driveway.

Variance Number 4:

By-Law Number 2022-62: 5.4.6.9 (ii): Minimum interior setback

Requirement: 1.2 metre

Proposed: 0 metre

Variance Requested: 1.2 metre

Variance Number 5:

By-Law Number 2022-62 : 5.4.6.9.(iv) : Maximum lot coverage

Requirement: 10%

Proposed: 14%

Variance Requested: 4%

Variance Number 6:

By-Law Number 2022-62 : 5.4.6.9.(b) : Privacy fence requirement

Requirement: A 1.8 metre privacy fence along all interior lot lines and rear lot lines adjacent to the rear yard.

Proposed: A 1.8 metre privacy fence along the rear lot line and northern interior lot line, no privacy fence along the southern interior lot line.

Variance Requested: A 1.8 metre fence along the southern interior lot line.

The maximum lot coverage of 10% for detached ARUs is intended to ensure that there is adequate open space and prevent overdevelopment on residential lots. In this scenario, the proposed detached ARU will be converted from an existing garage and no expansion of the existing building is proposed. Given that it is an existing building, the site would not be overdeveloped. In addition, the landscaped open space requirement will continue to be met.

The privacy fence requirement is intended to preserve the privacy for residents of the detached ARU and for surrounding residents. A variance for the interior setback is required to recognize the placement of the existing detached garage, which does not allow sufficient space for a fence along the interior side lot line. As a result of the reduced interior setback, the privacy fence along the southern lot line cannot be accommodated and thus, a variance to the privacy fence

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provisions will be required. A privacy fence will be provided along the northern interior lot line and rear lot line. As a recommended condition of approval, no windows are to be permitted along the south side of the detached ARU so as to prevent the potential for overlook into the neighbouring property to the south.

In review of the site specific characteristics, the requested relief for the privacy fence and interior setback is not anticipated to result in incompatible development within the surrounding residential development.

3) The variance is minor in nature

The variances proposed represent a functional and compatible development which supports the creation of a detached ARU, in a location where there is strong demand for housing and where few site changes are required to support the internal conversion of an underutilized accessory building. The relief requested for the parking is in keeping with the criteria established in the Official Plan and the City’s current approach to surface parking supply. The proposed variances for the driveway and walkway are minor in nature and are not expected to result in impacts on the functionality of the site.

The variances are considered minor as there are no anticipated negative off-site impacts. The development is consistent with the surrounding neighbourhood and the requested variances respond to the site-specific constraints of the subject lands. The applicant has carefully considered the design of the proposed development, demonstrated through the placement of windows in the detached ARU, to mitigate potential overlook and privacy concerns.

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

The proposal will provide for the creation of a new dwelling unit within the City’s Urban Boundary on lands the are located within walking distance of an express transit route, commercial uses, and public park amenities. The requested variances reflect an appropriate use of the land, as they will facilitate infill development without disrupting the existing residential neighbourhood. The proposed conversion of the detached garage to a detached ARU represents a more efficient use of land without causing disruption or adverse impacts to the surrounding neighbourhood.

As such, the variances are a desirable and appropriate use of the land.

Technical Review: Circulated Departments and Agencies

- | | | |
|---|---|---|
| <input checked="" type="checkbox"/> Building Services | <input type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Heritage Services |
| <input type="checkbox"/> Finance | <input checked="" type="checkbox"/> Utilities Kingston | <input checked="" type="checkbox"/> Real Estate |
| <input checked="" type="checkbox"/> Fire & Rescue | <input type="checkbox"/> Kingston Hydro | <input type="checkbox"/> Environment Division |
| <input checked="" type="checkbox"/> Solid Waste | <input 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 |

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- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Building Services | <input type="checkbox"/> Engineering | <input checked="" type="checkbox"/> Heritage Services |
| <input type="checkbox"/> KEDCO | <input 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, there were no public comments 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

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

Conclusion

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

Approval of this application will enable the conversion of an existing detached garage into a detached additional residential unit.

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

March 18, 2024

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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 March 18, 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 60 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

Contacts:

Meghan Robidoux, Supervisor, Development Approvals, 613-546-4291 extension 1256

Penelope Horn, Planner, 613-546-4291 extension 3237

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

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- Exhibit E Zoning By-Law Map
- Exhibit F Site Plan
- Exhibit G Site Photos
- Exhibit H Public Notification Map
- Exhibit I Elevations

Recommended Conditions

The approval of minor variance application, File Number D13-005-2024, to convert a detached garage into a detached additional residential unit, shall be subject to the following recommended conditions:

1. Limitation

That the approved minor variance applies only to the proposed detached additional residential unit at 51 Alwington Avenue 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 an application for a Building Permit.

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

4. Standard Archaeological Condition

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

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

5. Parking Signage

The Owner shall provide, install, and maintain no parking signs along the driveway leading to the rear parking area to ensure the required 1.2 metre walkway providing access to the detached additional residential unit remains unobstructed, to the satisfaction of Planning Services staff.

6. Civic Addressing

The Owner will be required to apply for a D20 Civic Addressing Application through DASH.

7. Tree Permit

The Owner will be required to submit a Tree Permit application to address tree preservation requirements for the City-owned tree in the boulevard area. Tree preservation requirements and/or conditions will be addressed through the permit.

8. Windows

No windows shall be permitted along the south building wall of the detached additional residential unit, so as to mitigate the potential for overlook on the neighbouring property to the south.



Planning Services

Committee of Adjustment

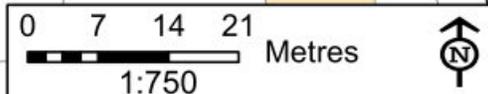
Key Map

Address: 51 Alwington Ave

File Number: D13-005-2024

Prepared On: Feb-02-2024

Lands Subject to Minor Variance



Prepared By: ncameron
Date: Feb-02-2024

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Committee of Adjustment Neighbourhood Context

Address: 51 Alwington Ave
File Number: D13-005-2024
Prepared On: Feb-02-2024

-  Subject Lands
-  Property Boundaries
-  Proposed Parcels



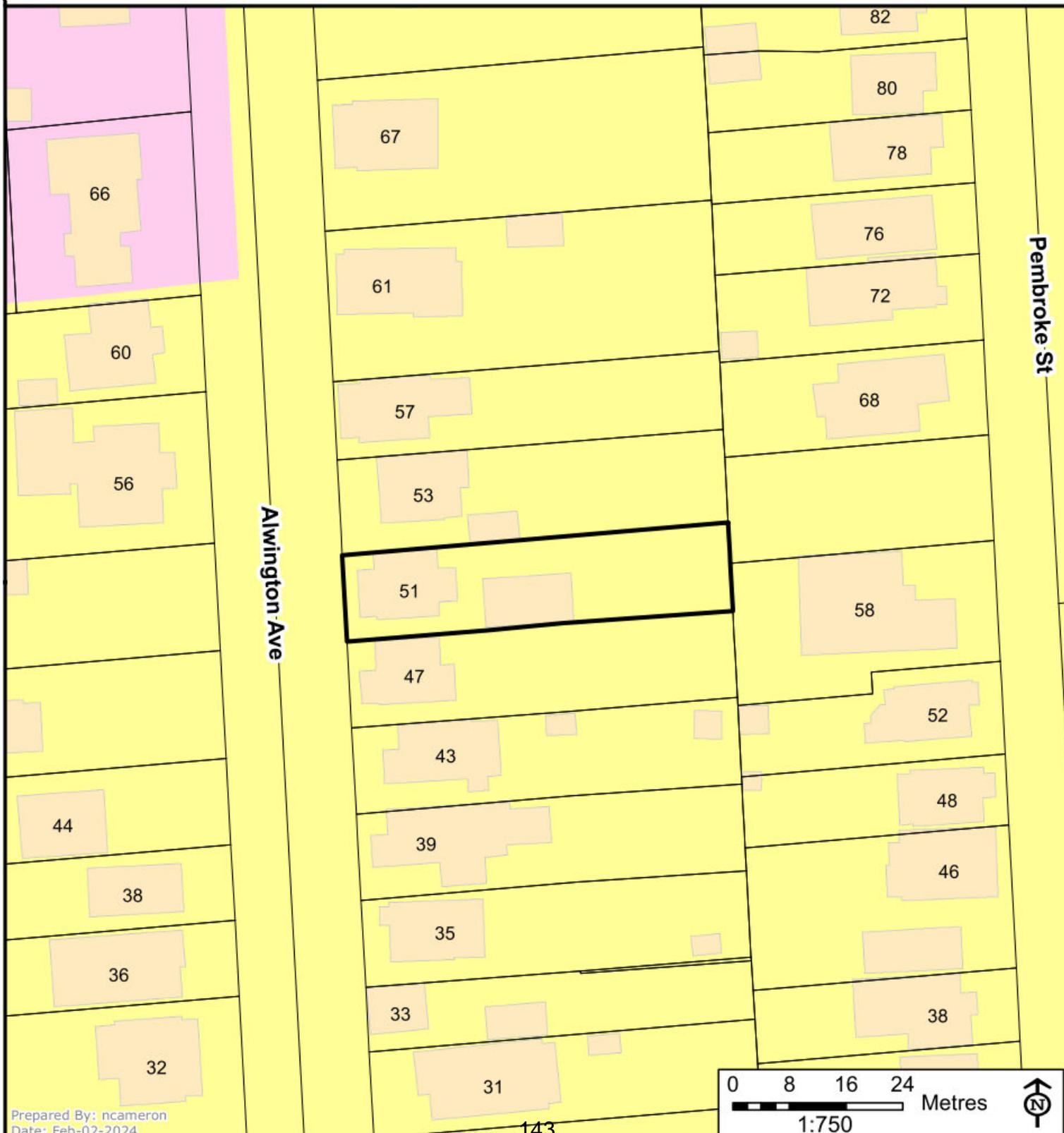


Planning Services

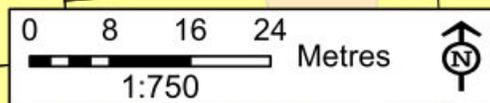
Committee of Adjustment Official Plan, Existing Land Use

Address: 51 Alwington Ave
File Number: D13-005-2024
Prepared On: Feb-02-2024

-  Subject Lands
-  INSTITUTIONAL
-  RESIDENTIAL



Prepared By: ncameron
Date: Feb-02-2024



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

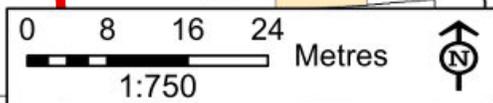
Planning Services

Address: 51 Alwington Ave
File Number: D13-005-2024
Prepared On: Feb-02-2024

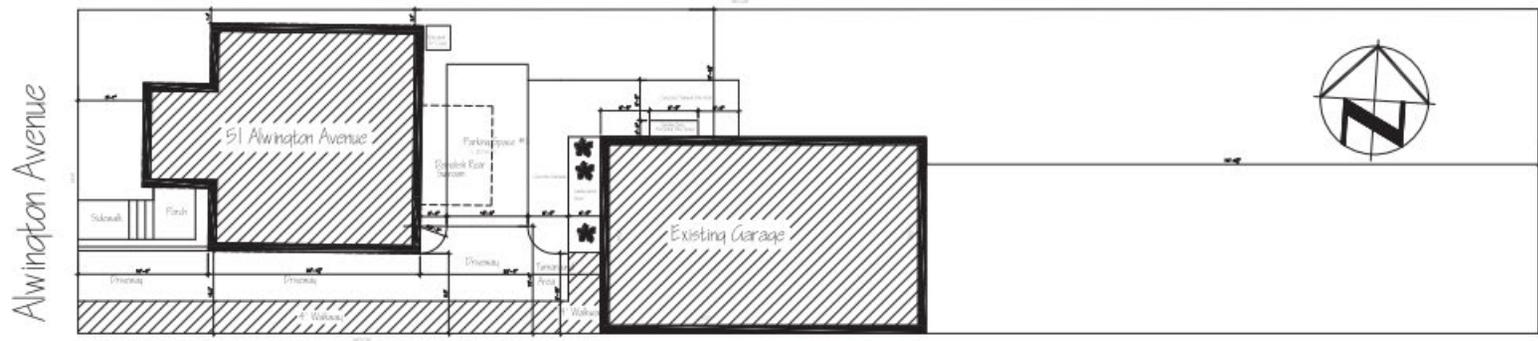
Subject Lands
Schedule 1 Zoning Map
Zone



Prepared By: ncameron
Date: Feb-02-2024



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General Notes:

These plans were designed in accordance with the requirements of the Ontario Building Code. Drawings must not be scaled.
Contractor shall verify and be responsible for all dimensions and dimensions under requirements and shall report any discrepancy to the Owner before proceeding with any work.
Plans are copyrighted and any material for use without company's express and written permission.

"These plans form the basis for permit issuance and any deviation from these plans and details, including the ventilation system, heating system, rooflines, fireplaces, decks, balconies and related components, all require a revised drawing and clearance by the building inspection department".

The mechanical and electrical layout is only schematic. If items to plan cannot be placed exactly as shown, inform the Owner prior to installation.

Verifications within and circulation within shall be clearly marked as per O.B.C. requirements.
All mechanical, electrical and plumbing shall conform to the O.B.C. and all applicable codebooks to occupancy.

DESIGNER INFORMATION
Rod Stokes Consulting Inc.
1000 Highway 7 East, Unit 10
Kingston, Ontario K7M 1H7
Phone: 613-335-3442
Fax: 613-335-3443
www.rodstokes.com
September 14, 2023



No.	Revision/Issue	Date
1	Issued for permit application	Sept 12, 2023
2	Issued for parking card door service	Sept 12, 2023
3	Issued for pre-consultation meeting	Sept 12, 2023



Proposed Conversion of Existing Garage to Secondary Garden Residential Suite
51 Alwington Avenue
Kingston, Ontario

Existing Condition Site Plan

Project	Sheet
Site	S-1
Scale	As noted



Site Visit – February 21st, 2024











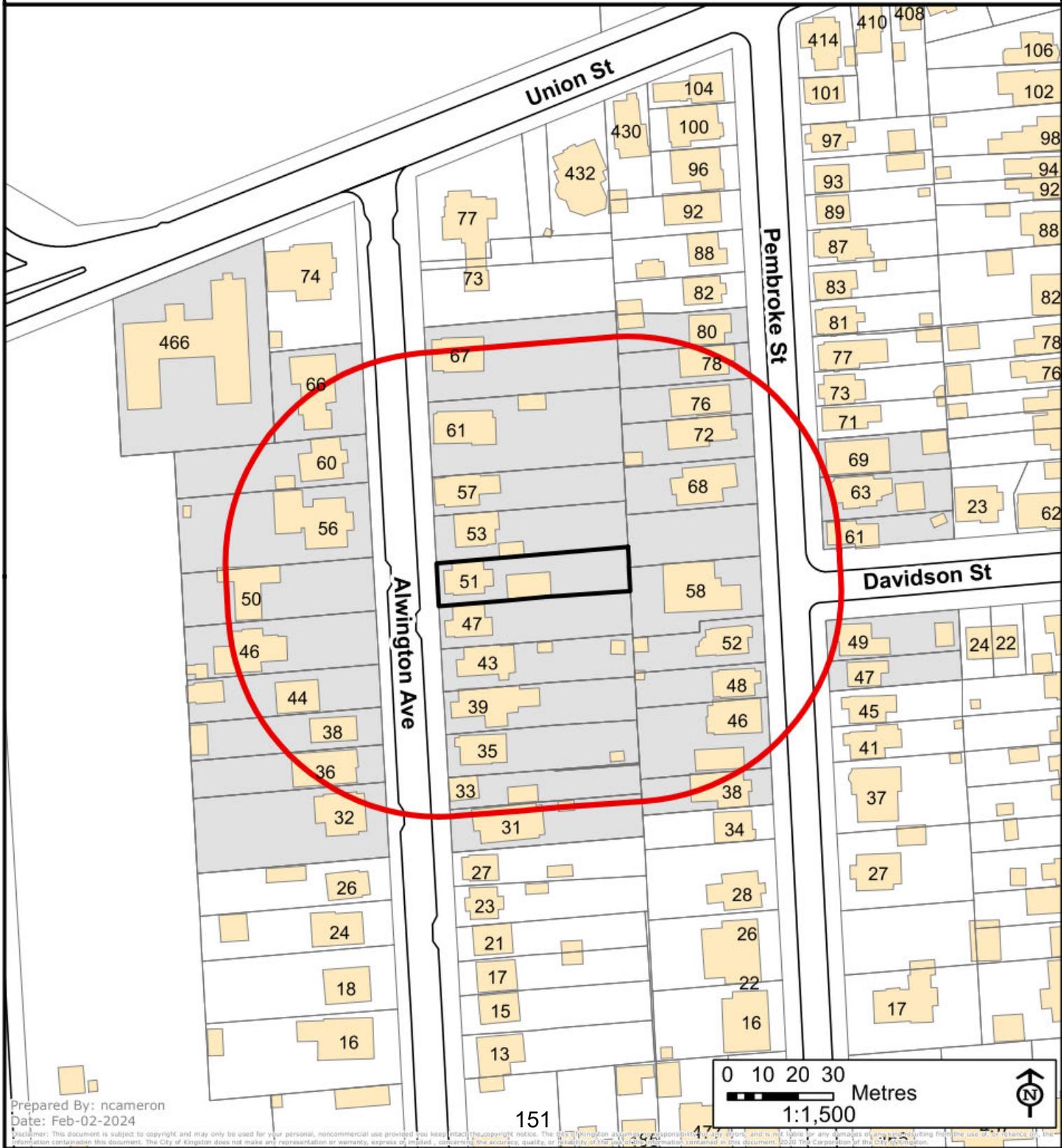


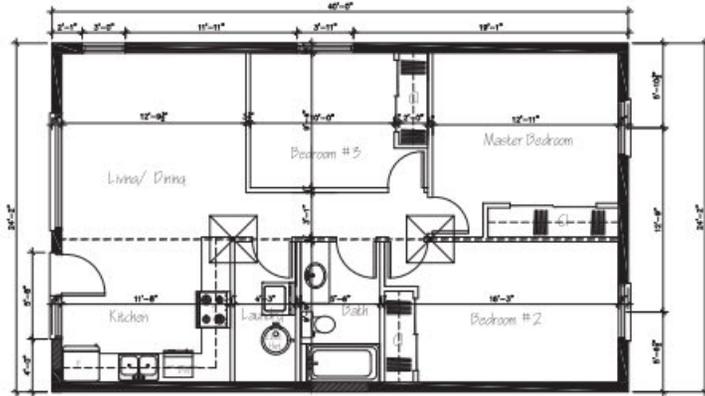
Planning
Services

Committee of Adjustment Public Notice Notification Map

Address: 51 Alwington Ave
File Number: D13-005-2024
Prepared On: Feb-02-2024

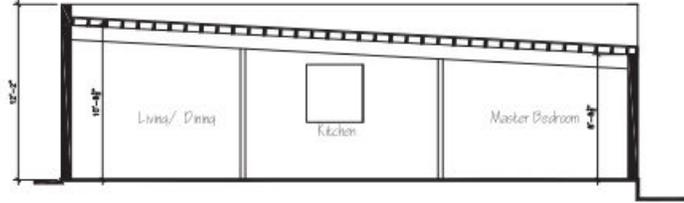
-  60m Public Notification Boundary
-  Subject Lands
-  Property Boundaries
-  37 Properties in Receipt of Notice (MPAC)





Proposed Ground Floor Plan

Scale 1/4" = 1'-0"



Proposed Cross Section

Scale 1/4" = 1'-0"



General Notes:

These plans were designed in accordance with the requirements of the Ontario Building Code. Drawings must not be used.
Contractor shall verify and be responsible for all dimensions and minimum code requirements and shall report any discrepancy to the Owner before proceeding with any work.
Plans are copyrighted and any attempt for use without company's express and written permission.
These plans form the basis for permit issuance and any deviation from these plans and details, including the ventilation system, heating system, mechanical, electrical, ducts, insulation and finished components, all require a revised drawing and clearance by the building inspection department.

The mechanical and electrical layout is only schematic. If items to be placed are placed as shown, inform the Owner prior to installation.
Ventilation system and circulation system shall be clearly labeled as per O.B.C. regulations.
All mechanical, electrical and plumbing shall conform to the O.B.C. and all applicable codes prior to occupancy.

DESIGNER INFORMATION
Rod Stokes of Rod Stokes Consulting Inc. and shall be responsible for the design, preparation and approval of the drawings submitted to the City of Kingston, Ontario, Ontario Building Code, Part 3 Section 3.2.2 of the Ontario Building Code.
Firm B.C. No. 24482
Individual B.C. No. 31134
Signed Rod Stokes
April 24, 2025



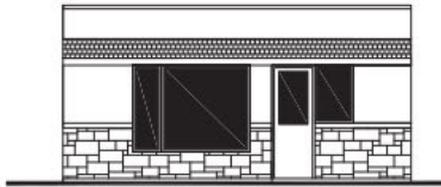
1			
2			
3			
4			
5			
6			
7	Issued for parking, curb, rear veranda	04/23/25	
8	Issued for pre-consultation meeting	04/17/25	
No.	Revision/Issue	Date	



Proposed Conversion of Existing Garage to Secondary Garden Residential Suite
51 Alveston Avenue
Kingston, Ontario

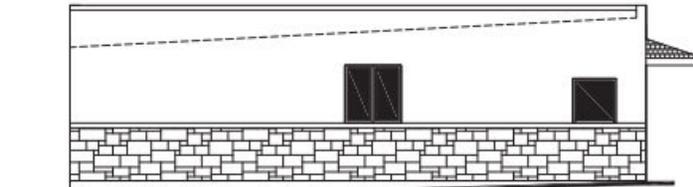
Project: Proposed Plans / Elevations

Sheet:	A-2
Date:	As noted



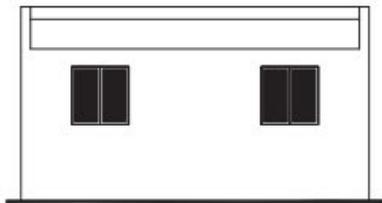
Proposed West Elevation

Scale 1/4" = 1'-0"



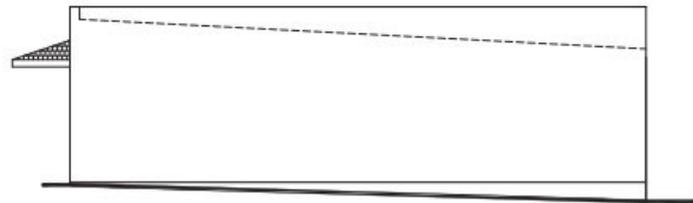
Proposed North Elevation

Scale 1/4" = 1'-0"



Proposed East Elevation

Scale 1/4" = 1'-0"



Proposed South Elevation

Scale 1/4" = 1'-0"