



**City of Kingston
Report to Planning Committee
Report Number PC-25-012**

To: Chair and Members of the Planning Committee
From: Paige Agnew, Commissioner, Growth & Development Services
Resource Staff: Tim Park, Director, Planning Services
Date of Meeting: April 3, 2025
Subject: Recommendation Report
File Number: D14-017-2024
Address: 500 Cataraqui Woods Drive
District: District 2 - Loyalist-Cataraqui
Application Type: Zoning By-Law Amendment
Owner: City Flats Asset Management
Applicant: Arcadis

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

Goal: 1.2 Promote increase in purpose-built rental housing.

Executive Summary:

The following is a report recommending approval to the Planning Committee regarding an application for a zoning by-law amendment submitted by Arcadis, on behalf of City Flats Asset Management, with respect to the subject site located at 500 Cataraqui Woods Drive.

The subject property is located on the northwest corner of the intersection of Centennial Drive and Cataraqui Woods Drive. The property measures approximately 2.16 hectares in size with 100 metres of frontage along Centennial Drive and 200 metres along Cataraqui Woods Drive. The property was recently subject to an application for an Official Plan Amendment and Zoning By-Law Amendment (D35-002-2023) which established the site's current Residential designation in the

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Official Plan as well as the URM2 zoning and associated E142 and E143 exception overlays over the east and west halves of the property respectively. The initial development proposal for the subject lands was considered in [Report PC-24-006](#) and consisted of two six-storey buildings that would accommodate 430 homes on what was anticipated to be two lots. Due to issues with project financing, the applicant has revised the development proposal by 'breaking up' the two larger buildings initially contemplated into five smaller buildings situated on three lots while providing a similar 410 homes. Access to the site continues to be by way of both Centennial Drive and Cataraqui Woods Drive, however, the latter entrance has been moved further west while parking for the site has been moved to the surface. The proposed development continues to provide a mixed-use component in one of the buildings facing Cataraqui Woods Drive. Overall, the proposal remains substantively the same as was initially proposed with a six-storey built form providing an animated street frontage in this area of mixed-use development.

To accommodate the revised proposal the applicant is proposing to modify some of the site-specific provisions for the existing E142 and E143 overlays to allow the revised configuration of the buildings. Additionally, the E142 exception overlay would be reduced in size to reflect the smaller eastern lot being developed first as Phase 1 while the E143 exception overlay is increased in size to applying to the two subsequent phases as development progresses west across the site.

The revised proposal for the development of the subject lands is consistent with the intent of both the Provincial Policy Statement and Kingston Official Plan as the site makes effective use of municipal infrastructure and benefits from and will further support the amenities in the surrounding area. The proposed development will contribute towards the creation of healthy, liveable communities that offer a range of housing options supported by both public transit and active transportation opportunities. The Zoning By-law amendment represents good land use planning by providing additional housing in a compatible manner within an area of the City with full municipal services.

Recommendation:

That the Planning Committee recommends to Council:

That the application for a zoning by-law amendment (File Number D14-017-2024) submitted by Arcadis, on behalf of City Flats Asset Management, for the property municipally known as 500 Cataraqui Woods Drive, be approved; and

That Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit A (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-25-012; and

That Council determines that in accordance with Section 34(17) of the *Planning Act*, no further notice is required prior to the passage of the by-law; and

That the amending by-law be presented to Council for all three readings.

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Authorizing Signatures:

p.p.

ORIGINAL SIGNED BY COMMISSIONER

**Paige Agnew, Commissioner,
Growth & Development Services**

ORIGINAL SIGNED BY CHIEF ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate & Emergency Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required
Ian Semple, Acting Commissioner, Transportation & Infrastructure Services	Not required

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Options/Discussion:

Statutory Public Meeting

Planning Services is recommending the public meeting for the recommendation report at the April 3, 2025, Planning Committee meeting be the only public meeting based on the following:

- The proposal is compatible with the Provincial Planning Statement (2024) and the Kingston Official Plan;
- The proposal is considered minor in nature;
- A substantively similar proposal for the development of the subject lands was put before the Planning Committee where public meetings were held on August 2, 2023, and December 21, 2023 and no concerns were raised by the public; and
- Combining the Public Meeting and the recommendation report facilitates the streamlining of the development approval process, thereby decreasing application processing time.

This recommendation report forms the basis of a statutory public meeting at Planning Committee. Anyone who attends the statutory public meeting may present an oral submission, and/or provide a written submission on the proposed application. Also, any person may make written submissions at any time before City Council makes a decision on the application.

If a person or public body would otherwise have an ability to appeal the decision of the Council of the Corporation of the City of Kingston to the Ontario Land Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Kingston before the by-law is passed, the person or public body is not entitled to appeal the decision. If a person or public body does not make oral submissions at a public meeting, or make written submissions to the City of Kingston before the by-law is passed, the person or public body may not be added as a party to the hearing of an appeal before the Ontario Land Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so.

Planning Committee will consider the recommendations in this report and make its recommendation to City Council at this meeting.

Anyone wishing to be notified of Council's decision on the subject application must submit a written request to:

Ian Clendening, Senior Planner
The Corporation of the City of Kingston
Planning Services
216 Ontario Street
Kingston, ON K7L 2Z3
613-546-4291 extension 3126
iclendening@cityofkingston.ca

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Background and Decision Date

In accordance with By-Law Number 2007-43, this application was subject to a pre-application. Following the pre-application process, a complete application was submitted by the applicant and was deemed to be complete as of January 17, 2025.

In accordance with the *Planning Act*, this application is subject to a decision by Council on or before April 17, 2025, which is 90 days after a complete application was received. In the absence of a decision by Council in this timeframe, the applicant may exercise their right to appeal to the Ontario Land Tribunal (OLT).

Site Characteristics

The property is located at the northwest corner of Centennial Drive and Cataraqui Woods Drive, which can be described as a transitional area between the business park uses to the north and the residential neighbourhood further south. The property measures 2.16 hectares in size and is occupied in part by a hydro corridor which traverses across the north end of the site.

To the site's east is Centennial Drive beyond which exists a one-storey professional offices building. To the south of the site is Cataraqui Woods Drive beyond which exists a one-storey commercial building and a four-storey mixed-use building, while further south the lands are approved for residential buildings of up to 18 storeys in height. Opposite the subject lands, at the southeast corner of the intersection, there exists a four-storey retirement home. Immediately west of the site there exists a strip of deciduous trees on City property which provides a buffer between the subject lands and two stormwater management ponds. These stormwater ponds are connected to an additional stormwater pond on the opposite side of Cataraqui Woods Drive which forms a part of a network of open space connecting to Terra Verda Park. To the north of the property, opposite the hydro easement on the property, exists a recently developed three-storey light industrial building.

The subject lands are complemented by active transportation opportunities within the surrounding area including bike lanes, which exist along both Cataraqui Woods Drive and Centennial Drive, and sidewalks, which flank both sides of the street where development currently exists. Kingston Transit operates along the site's southern frontage where Route 14 Crossfield Ave. - Waterloo Dr. connects the site with Cataraqui Centre, the VIA Rail station, as well as other communities.

The property is designated Residential in the Cataraqui North Secondary Plan component of the Official Plan and is Zoned Urban Multi Residential 2 (URM2) in the Kingston Zoning By-Law with two exception overlays which provide specific provisions that would have allowed the development of two buildings on two lots contemplated in Report PC-24-006. The site is vegetated, contains 22 trees, and does not have heritage status.

Proposed Application and Submission

The Applicant is requesting a Zoning By-law Amendment to further amend the E142 and E143 zoning of the site to facilitate the development of a variation to the proposal initially put before the

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Planning Committee through Report PC-24-006. Due to issues with project financing, the applicant has revised the proposal by breaking up the two larger buildings into five smaller buildings which would be situated on three lots whereas two lots were contemplated previously. The proposed development would provide a similar number of units (i.e., 410 homes versus 430 homes considered previously) and continues to include a mixed-use component along Cataraqi Woods Drive. Parking for the site has been moved to the surface with the majority of the parking provided opposite a large courtyard area in the centre of the lot and within the hydro corridor along the north end of the lot. With the exception of the parking situated within the hydro corridor area, parking for the site is buffered from the pedestrian and street environment by its placement behind the various buildings.

The current proposal maintains key elements of the initial proposal including the six-storey built form and the inclusion of a mixed-use component. The development is planned to take place over three phases progressing westerly across the site with each phase planned to be accommodated on a separate lot. The Phase 1 occupies the eastern end of the site where one building is proposed. The second and third phases would accommodate two buildings each with the Phase 3 building adjacent to Cataraqi Woods Drive hosting a ground floor commercial component. The apartment building in the first phase would provide 82 homes, 41 of which would be one-bedroom units with the remainder being two- and three-bedroom units. Phases 2 and 3 would each host 164 homes.

The property's entrance to Centennial Drive is situated immediately north of this building and provides access to the parking area between the two buildings proposed for Phase 2 as well as connecting the three properties to the Cataraqi Woods Drive entrance at the western end of the Phase 3 lands by way of an interior drive aisle. Easements are planned to provide rights-of-way across the drive aisles as well as to provide for shared parking between the site such that the parking for the site, predominantly located along the hydro corridor and in two parking areas abutting either side of a large, quarter hectare, central courtyard area. Overall, the site provides 382 parking spaces programmed for a variety of purposes (e.g., resident, visitor, car-share, etc.) including 16 accessible spaces. The placement of the two six-storey buildings at the north and south end of the Phase 2, central lot, and Phase 3, western lot, provides visual buffering of the parking areas from the street views while simultaneously helping to frame the streetscape along Cataraqi Woods Drive and Centennial Drive helping to define this mixed-use note. Vehicle parking is complemented by a total of 410 bike spaces for either long-term or short-term storage.

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

- Conceptual Site Plan, Floor Plans, and Architectural Elevations
- Grading Plan
- Planning Justification Report
- Zoning Compliance Table
- Servicing Report
- Stormwater Management Report/Brief
- Traffic Impact Study
- Noise/Vibration Study

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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.

Provincial Planning Statement

The Provincial Planning Statement (2024) provides policy direction on matters of provincial interest related to land use planning and development, which are intended to be complemented by local policies addressing local interests.

The subject property is located within the City of Kingston Urban Boundary would be considered a Settlement Area as defined by the Provincial Planning Statement (PPS). Settlement areas are intended to be the focus of growth where land use patterns should be based on densities and a mix of land uses which efficiently use land and resources, optimize existing and planned infrastructure and public service facilities, support active transportation, and are transit supportive.

The proposed development optimizes existing services by accommodating 410 new homes within an underutilized site which currently accommodates full municipal servicing. The site proposes to incorporate a mix of uses which would complement the existing suite of commercial, institutional, residential, and open space amenity within the area the effect of which is to support both transit-supportive communities and active transportation choices.

The recommended Zoning By-Law amendment is consistent with the Provincial Planning Statement (2024) as it will contribute to the achievement of complete communities and enable flexibility in the economic viability of this property. A detailed review of how this proposal complies with the applicable policies is attached in Exhibit D.

Official Plan Considerations

The property is within the City’s Urban Boundary and is designated Residential in the Cataraqui North Secondary Plan component of the Official Plan. The goal of the Cataraqui North Secondary Plan is to encourage the development of lands based on the principles of ‘New Urbanism’ including a diversity of land uses; and a scale, design and pattern of development that is oriented to active transportation and supportive of public transit.

To achieve this goal, policies of the Residential designation encourage a variety of compatible housing types and building styles and providing an overall density sufficient to foster a neighbourhood environment in which a wide range of services, amenities and employment opportunities can be provided. The proposed development will help achieve these goals by providing additional housing options in a mid-rise built form to supplement existing the housing types afforded through the low-rise housing types which exists further south in the community. Similarly, the higher density and mixed-use development will complement the existing services within the neighbourhood helping to foster the range of services within the neighbourhood. The positioning of a mid-rise built form at this location provides a compatible transition between the

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business park uses which exist further north and makes use of a high visibility site at the corner of an arterial and collector road which would not be as appropriate for low-rise development. Finally, in addition to the introduction of additional commercial space, the addition of 410 homes at the prominent mixed-use node within the community will help sustain the existing commercial and public amenities which have developed around the intersection.

The Cataraqui North Secondary Plan provides for a high-rise-built form of up to 280 units per hectare at this location subject to a maximum of eight storeys while directing buildings be oriented to the street in order to create a prominent building presence. The proposed development frames both Centennial Drive and Cataraqui Woods Drive through the placement of three of the buildings framing the streetwall opposite. The placement of the two interior buildings provides visual buffering from the site's interior parking areas further helping provide for a prominent building presence.

Through the circulation of this application both Utilities Kingston and the City's Transportation & Transit Department it was confirmed that the proposed development would not have any undue impact on infrastructure services or traffic in the area. Given that the proposed development is consistent with the policies outlined above, the proposed amendment would not create an unwarranted precedent.

A detailed review of the applicable policies is attached in Exhibit F.

Zoning By-Law Discussion

The subject lands are currently zoned URM2 in Schedule 1 and Exception Overlay E142 and E143 in Schedule E which relate to the east and west halves of the site respectively where the lot was initially intended to be divided. The URM2 zone permits a variety of residential building types subject to specific provisions while the E142 and E143 overlays provide for a mixed-use building as an additional permitted use while affording certain reductions to the setbacks, height, amenity area, landscaped open space, and parking otherwise required of the URM2 but necessary to permit the initial proposal for 430 homes in two buildings on two lots.

As a result of the revised proposal for 410 homes in five buildings on three lots, minor changes to the prior exceptions are proposed. The extent of the E142 and E143 overlays are proposed to align with the revised, three lot, configuration with E142 relating to the eastern lot while E142 would relate to the remainder of the lot planned for Phases 2 and 3.

The subject lands are also located within the H231 Hold Overlay preventing development until sufficient services are available. As upgrades to the Days Road Pumping Station have now been completed, it is appropriate to remove the Hold Overlay to allow for the first Phase of development to proceed.

A detailed summary of the URM2 and Exception Overlay provisions are provided in the two tables below. Table 1 outlines the existing requirements of the URM2 and E142, relating to the easternmost lot, with an indication of the proposed refinements to the Exception Overlay. Table 2 outlines the existing requirements of the URM2 and E143, relating to the centre and westernmost lot, with an indication of the proposed refinements to the Exception Overlay.

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Table 1 – Requested relief from proposed URM2 Zone & Exception Overlay E142

Provision	Required of URM2 Zone & E142	Proposed E142 (East Lot)	Relief requested
Permitted uses	<p>URM2</p> <ul style="list-style-type: none"> • apartment building • stacked townhouse • townhouse • community centre • day care centre • elementary school • library • museum • place of worship • secondary school <p>E142</p> <p>Also permitted: dwelling unit in a mixed-use building; uses permitted within the CN Zone:</p> <ul style="list-style-type: none"> • community centre • creativity centre • day care centre • financial institution • fitness centre • grocery store • laundry store • library • museum • office • personal service shop • place of worship • restaurant • retail store • wellness clinic 	As permitted in existing E142	No
Maximum height	<p>URM2</p> <p>12.5 metres</p> <p>E142</p> <p>22 metres</p>	As permitted in existing E142	No

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Provision	Required of URM2 Zone & E142	Proposed E142 (East Lot)	Relief requested
Maximum density	<p>URM2 Not Applicable</p> <p>E142 Not Applicable</p>	280	Yes
Minimum rear setback	<p>URM2 The greater of: (a) 7.5 metres (b) 25% of the lot depth (27 metres).</p> <p>E142 20.6 metres</p>	As permitted in URM2 Zone	Yes – exception no longer required
Minimum landscaped open space	<p>URM2 30%</p> <p>E142 29.4%</p>	As permitted in URM2 Zone	Yes – exception no longer required
Minimum parking requirement	<p>URM2 1 per dwelling unit</p> <p>Required parking must be provided on-site</p>	<p>0.77 per dwelling unit</p> <p>Required parking may be in E143</p>	Yes
Amenity area	<p>URM2 Minimum 18.5 square metres per dwelling unit</p>	5.9 square metres per dwelling unit	Yes

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Provision	Required of URM2 Zone & E143	Proposed E143 (Centre Lot & West Lot)	Relief requested
Permitted uses	<p>URM2</p> <ul style="list-style-type: none"> • apartment building • stacked townhouse • townhouse • community centre • day care centre • elementary school • library • museum • place of worship • secondary school <p>E143</p> <p>Also permitted: dwelling unit in a mixed-use building; uses permitted within the CN Zone:</p> <ul style="list-style-type: none"> • community centre • creativity centre • day care centre • financial institution • fitness centre • grocery store • laundry store • library • museum • office • personal service shop • place of worship • restaurant • retail store • wellness clinic 	As permitted in existing E143	No
Ground Floor Commercial	<p>URM2</p> <p>Not Applicable</p>	Minimum gross floor area of non-residential uses is 200 square metres for western lot and minimum floor to floor	Yes

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Provision	Required of URM2 Zone & E143	Proposed E143 (Centre Lot & West Lot)	Relief requested
	<p>E143 Not Applicable</p>	<p>height of the first storey is 4.5 metres</p>	
<p>Maximum height</p>	<p>URM2 12.5 metres</p> <p>E143 22 metres</p>	<p>As permitted in existing E143</p>	<p>No</p>
<p>Maximum number of principal buildings</p>	<p>URM2 1 per lot</p> <p>E143: Not Applicable</p>	<p>2 per lot</p>	<p>Yes</p>
<p>Maximum density</p>	<p>URM2 Not Applicable</p> <p>E143 Not Applicable</p>	<p>280 units per hectare</p>	<p>Yes</p>
<p>Minimum rear setback</p>	<p>URM2 The greater of: (a) 7.5 metres (b) 25% of the lot depth (27 metres).</p> <p>E143 18 metres</p>	<p>20 metres</p>	<p>Yes (increase)</p>
<p>Minimum interior setback</p>	<p>URM2 6 metres</p> <p>E143 Not Applicable</p>	<p>5 metres</p>	<p>Yes</p>

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Provision	Required of URM2 Zone & E143	Proposed E143 (Centre Lot & West Lot)	Relief requested
Minimum landscaped open space	<p>URM2 30%</p> <p>E143 Not Applicable</p>	27%	Yes
Minimum parking requirement	<p>URM2 1 per dwelling unit</p> <p>Required parking must be provided on-site</p> <p>10% of parking spaces, excluding accessible spaces, visitor spaces and car-share spaces, may be for small cars (4.8 by 2.4 metres)</p> <p>E143 Not Applicable</p>	<p>0.77 per dwelling unit</p> <p>Required parking may be provided off-site on a lot located within the E142 Zone</p> <p>20% of parking spaces, excluding accessible spaces, visitor spaces and car-share spaces, may be for small cars measuring 4.8 by 2.6 metres; and, 22% may be for small cars measuring 5.5 by 2.4 metres</p>	Yes
Car-share parking	<p>URM2 1 car-share space for the first 30 units plus 1 additional car-share space provided for every 50 units thereafter (i.e., 3 per lot)</p> <p>E143 minimum number of car-share spaces is 7 spaces</p>	3 per lot	Yes – exception no longer required
Amenity area	<p>URM2 18.5 square metres per unit</p> <p>E143</p>	11.9 square metres per unit for first 170 units, and 14.3 square metres per unit thereafter.	Yes

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Provision	Required of URM2 Zone & E143	Proposed E143 (Centre Lot & West Lot)	Relief requested
	3,390 square metres		

Permitted Uses, Maximum Height, Number of Dwelling Units, and Number of Buildings

The proposed Exception Overlays maintain the existing permitted uses and the maximum height restrictions to allow for mixed-use buildings of the planned six-storey format which will provide both additional commercial space to enhance the amenity of the mixed-use neighbourhood evolving in the area, as well as to provide the density of residences critical to support these businesses. While the permission for a mixed-use building exists for both exception overlays to allow for the uses permitted in the Neighbourhood Commercial (CN) Zone to ensure flexibility; provisions for the west lot abutting the OS1 zone will require a modest 200 square metre minimum commercial floor area together with required ground floor conditions to ensure that the development of the subject property will enhance the active street environment and the commercial vibrancy of this mixed-use neighbourhood. The required mixed-use building has been directed to the west end of the site where the building benefits from both close proximity to the full movement access to Cataraqi Woods Drive and frontage opposite a children’s daycare. The commercial space is intended to help meet the objectives of the Cataraqi North Secondary Plan by providing additional daily shopping and service needs of neighbourhood residents and employees as well as additional animation along the street environment. Maximums for density and the number of buildings per lot are being proposed to ensure the site is not overdeveloped.

Amenity Area

Overall, the site proposes 11.7 square metres of amenity area per unit with the large 0.24 hectare outdoor courtyard situated in the centre of the subject lands being shared amongst all of the buildings through the use of easements registered on title. A reduced amenity is required to allow for both the overall reduction in amenity area, and to allow each phase to progress before the central courtyard amenity becomes available to all residents at final buildout. Accordingly, E142 (Phase 1) would allow for 5.9 square metres per unit; while E143 would allow for 11.9 square metres per unit for the first 170 homes only, representing Phase 2 with a greater requirement of 14.4 square metres per unit required for the additional homes provided during Phase 3. At full buildout, each unit would have access to 11.7 square metres of amenity area. The quantity of amenity area is slightly greater than would otherwise be required in the City’s Parking areas PA1, PA2, or PA3 zones.

The subject lands are situated immediately adjacent to a large open space where the City maintains a stormwater management pond. This feature would provide residents with additional opportunities for passive recreation and outdoor enjoyment. More programmed park space exists approximately 240 metres south of the site where Terra Verda Park is located.

Setbacks

The configuration of the two buildings closest Cataraqi Woods Drive planned for Phase 2 and Phase 3 (E143) results in a minor encroachment of 0.02 metres and 0.22 metres into the required side yard of six metres with the two buildings interior to the site for these phases

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situated slightly closer to the shared lot line at a distance of 5.48 and 5.82 metres. Given the minor encroachment, the reduction will not have any visual impact on how the site functions or how the building walls are viewed from the street. To ensure minor variations in the detailed design, the measurements have been rounded down to the nearest meter.

Rear setbacks have been applied to ensure the site will continue to maintain a minimum 20 metre setback from the abutting Class 1 Industrial use to the north of the site to ensure compatibility in accordance with Provincial D-Series guidelines and requirements of the Kingston Zoning By-Law recently approved by Council.

Parking and Landscape Open Space

Given the high proportion of one-bedroom units which are planned for this site, the development is anticipated to generate a greater modal split towards alternative transportation options such as walking, biking, and taking transit all of which existing infrastructure exists around the site to accommodate. As a result, the development of the site is proposing a reduced resident parking rate of 0.82 spaces per unit across the whole site. Similar to the amenity area, the use of easements are planned to ensure access to the required parking. Throughout each phase resident parking is planned at ratios ranging from 0.77 per lot for Phases 1 and 2 to a high of 0.9 in Phase 3 with the exception overlays allowing for 0.77 parking spaces per lot to allow for compliance with parking rates throughout all phases. The off-site access for parking will allow for convenient access to resident parking which, when provided off-site, will be situated in close proximity to the benefitting building. The development would provide the standard requirement for accessible spaces, visitor spaces, and car share spaces for an overall parking rate of approximately 0.92 spaces per unit.

Additionally, to balance the supply of parking and open space amenity across the site, the proposal contemplates an overall composition of 27% of parking spaces to be for small cars by reducing the required stall width or length (but not both). The proposed small car parking spaces would measure either 2.4 by 5.5 metres or 2.6 by 4.8 metres and are intended to provide additional parking opportunities in areas otherwise unable to accommodate parking using the standard dimension of 2.6 by 5.5 metres.

While the Kingston Zoning By-Law affords up to 10% of parking spaces on a site to be both smaller and narrower, the increased share of parking for either narrower or shorter cars has been designed to accommodate the site's ultimate users with the average length of a sedan being roughly 4.5 metres in length while the average length of a compact car generally measures up to 4.25 metres in length. Accordingly, the minor deviation in parking dimensions will not impact the site's functionality while the ability to provide off-site parking allows the continued residential occupation of each building while construction activities progress across the site.

By only reducing either the width or the length of the small car spaces, the proposed development balances parking amenity with site constraints while still maintaining 30% of landscape open space across the three properties. As the site will ultimately 'read' as a single lot, the deviation from the required 30% landscape open space reflected in Phase 2 and Phase 3 having 27% and 29% landscape open space respectively is more than made up for by the generous 38% in Phase 1 where landscaping is directed along both of the site's frontage. Similarly, the design and layout of the Phase 2 and Phase 3 buildings provides a view to the interior of the site where the courtyard is located through a landscaped break between the two buildings giving the impression of a much greater landscaped area.

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Other Applications

At the time of submission of the Zoning By-Law amendment application, the applicant also applied for a Severance application (File Number D10-041-2024) and Site Plan Control (File Number D11-030-2024) both of which relate to the eastern most building which represents the first phase of the property's development.

Technical Analysis

This application has been circulated to external agencies and internal departments for review and comment. All comments on the proposal have been addressed and no outstanding issues with this application remain at this time.

Public Comments

Planning staff did not receive comments directly from members of the public with regards to this proposal. However, positive feedback was shared by a community member during the Community Meeting on August 2, 2023, with regards to the proposal being particularly impressive for such an early stage of the development process.

Effect of Public Input on Draft By-Law

No comments were received from the public on the proposed by-law.

Conclusion

The proposed development at 500 Cataraqui Woods Drive to accommodate five, six-storey buildings containing a total of 410 homes together with a commercial component represents a good use of an under-utilized, fully serviced property within the City's urban boundary. Infill development containing a mix of uses at higher densities is supported by both the Provincial Policy Statement and the Kingston Official Plan, especially where those uses are in close proximity to public transit, local amenities, parkland, and commercial services. The subject site benefits from its location across the street from a commercial plaza and a major employment area to the north, which can be accessed by not just an arterial road, but a multi-use trail. Such connections make active transportation a desirable choice for residents, which the site facilitates through the presence of 410 bike parking spaces.

The proposed Zoning By-Law amendments are necessary to enable this development and were supported by several studies submitted by qualified professionals. These studies were reviewed and accepted by City staff, recognizing that the detailed elements of site design will be carefully considered through future Site Plan Control applications. This proposal meets the intent of the Provincial Policy Statement, the Kingston Official Plan, and represents responsible planning for new growth. It is therefore recommended that the application be approved.

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Existing Policy/By-Law:

The proposed amendment 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

Planning Act

Provincial Policy Statement, 2024

Municipal

City of Kingston Official Plan

Zoning By-Law Number 2022-62

Notice Provisions:

Pursuant to the requirements of the *Planning Act*, notice of the statutory public meeting was provided 20 days in advance of the public meeting in the form of a sign posted on the subject property and by mail to 16 property owners (according to the latest Assessment Rolls) within 120 metres of the subject property. In addition, a courtesy notice placed in The Kingston Whig-Standard on February 25, 2025.

If the application is approved, a Notice of Passing will be circulated in accordance with the provisions of the *Planning Act*.

At the time of writing of this report, no written public correspondence has been received, and all planning related matters have been addressed within the body of this report. Any public correspondence received after the publishing of this report will be included as an addendum to the Planning Committee agenda.

Accessibility Considerations:

None

Financial Considerations:

None

Contacts:

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

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

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Other City of Kingston Staff Consulted:

None

Exhibits Attached:

- Exhibit A Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62
- Exhibit B Key Map
- Exhibit C Neighbourhood Context
- Exhibit D Consistency with the Provincial Policy Statement
- Exhibit E Official Plan, Land Use
- Exhibit F Conformity with the Official Plan
- Exhibit G Zoning By-Law Number 2022-62, Schedule 1, E, and F
- Exhibit H Proposed Site Plan & Elevations
- Exhibit I Site Photographs
- Exhibit J Public Notice Notification Map

By-Law Number 2025-XX

A By-Law to Amend By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (Change to Exception Number ‘E142’ and Exception Number ‘E143’ and Removal of Holding Overlay H231 (500 Cataraqui Woods Drive))

Passed: [Meeting Date]

Whereas the Council of The Corporation of the City of Kingston enacted By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (the “Kingston Zoning By-Law”);

Whereas the Council of The Corporation of the City of Kingston deems it advisable to amend the Kingston Zoning By-Law;

Therefore be it resolved that the Council of The Corporation of the City of Kingston hereby enacts as follows:

1. By-Law Number 2022-62 of The Corporation of the City of Kingston, entitled “Kingston Zoning By-Law Number 2022-62”, is amended as follows:
 - 1.1. Schedule E – Exception Overlay is amended to adjust the boundaries of Exceptions ‘E142’ and ‘E143’, as shown on Schedule “A” attached to and forming part of this By-Law;
 - 1.2. Schedule F – Holding Overlay is amended to remove Hold Number ‘H231’, as shown on Schedule “B” attached to and forming part of this By-Law;
 - 1.3. By amending Exception Number E142 in Section 21 – Exceptions, to read as follows:

“**E142.** Despite anything to the contrary in this By-law, the following provisions apply to the lands subject to this Exception:

 - (a) The maximum **density** is 280 **dwelling units** per net hectare;
 - (b) **Dwelling unit** in a **mixed-use building** is a permitted use;
 - (c) The provisions for **apartment buildings** apply to **mixed use buildings**;
 - (d) **Mixed-use buildings** may only contain **non-residential uses** that are permitted in the CN Zone as per Table 15.1.2., and the **non-residential uses** are only permitted on the **first storey**;

- (e) The minimum floor to floor **height** of the **first storey** of a **mixed use building** is 4.5 metres, and in all other respects the provisions for an **apartment building** apply to a **mixed use building**;
- (f) The maximum **building height** is 22 metres;
- (g) The minimum **amenity area** is 5.7 square metres per unit;
- (h) The minimum number of **parking spaces** is 0.77 per dwelling unit;
- (i) Required **parking spaces** may be provided off-site on a **lot** located within the E143 Zone.”

1.4. By amending Exception Number E143 in Section 21 – Exceptions, to read as follows:

“**E143.** Despite anything to the contrary in this By-law, the following provisions apply to the lands subject to this Exception:

- (a) The maximum residential **density** is 280 **dwelling units** per net hectare;
- (b) **Dwelling unit** in a **mixed-use building** is a permitted use;
- (c) The provisions for **apartment buildings** apply to **mixed use buildings**;
- (d) **Mixed-use buildings** may only contain **non-residential uses** that are permitted in the CN Zone as per Table 15.1.2., and the **non-residential uses** are only permitted on the **first storey**;
- (e) The minimum floor to floor **height** of the **first storey** of a **mixed use building** is 4.5 metres, and in all other respects the provisions for an **apartment building** apply to a **mixed use building**;
- (f) For a **lot** abutting an OS1 Zone the minimum **gross floor area** of **non-residential uses** is 200 square meters for any **building** within 30 metres of a **street**;
- (g) The maximum **building height** is 22 metres;
- (h) The minimum **rear setback** is 20 metres;
- (i) The minimum **interior setback** is 5 metres;
- (j) The minimum **landscaped open space** is 27%;
- (k) The maximum number of **principal buildings** per **lot** is 2;
- (l) The minimum **amenity area** for the first 170 **dwelling units** within the E143 Zone is 11.9 square metres per **dwelling unit**. For each additional **dwelling unit** thereafter, the minimum **amenity area** is 14.4 square metres per **dwelling unit**;

- (m) The minimum of number of **parking spaces** is 0.77 per **dwelling unit**;
 - (n) Required **parking spaces** may be provided off-site on a **lot** located within the E142 Zone;
 - (o) A maximum of 20% of **parking spaces**, excluding **accessible spaces, visitor spaces and car-share spaces**, are permitted to be **parking spaces** for small cars, with a minimum length of 4.8 metres and a minimum width of 2.6 metres, with signage that identifies the space as “small car parking space”;
 - (p) A maximum of 22% of **parking spaces**, excluding **accessible spaces, visitor spaces and car-share spaces**, are permitted to be **parking spaces** for small cars, with a minimum length of 5.5 metres and a minimum width of 2.4 metres, with signage that identifies the space as “small car parking space”.
2. This By-Law shall come into force in accordance with the provisions of the *Planning Act*.

Given all Three Readings and Passed: [Meeting Date]




Janet Jaynes
City Clerk

Bryan Paterson
Mayor



**Schedule 'A'
to By-Law Number**
Address: 500 Cataraqui
Woods Drive
File Number: D14-017-2024

**Kingston Zoning By-Law 2022-62
Schedule E - Exception Overlay**

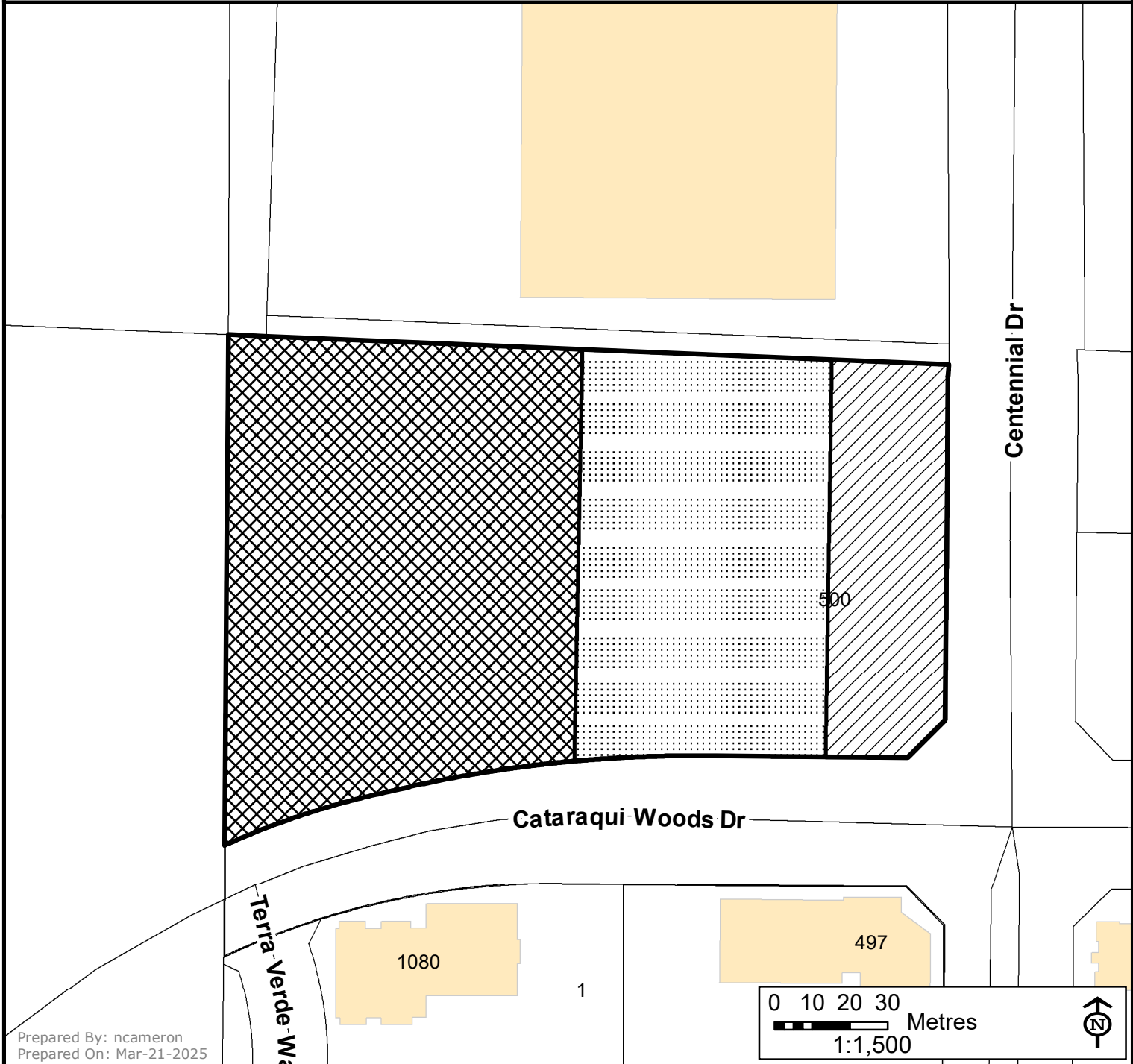
-  Lands to remain E142
-  Lands to be removed from E142 and added to E143
-  Lands to remain E143

Certificate of Authentication

This is Schedule 'A' to By-Law Number _____, passed this _____ day of _____ 2025.

Mayor

Clerk



Prepared By: ncameron
Prepared On: Mar-21-2025



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Planning
Services

**Schedule 'B'
to By-Law Number**

Address: 500 Cataraqui Woods Drive
File Number: D14-017-2024

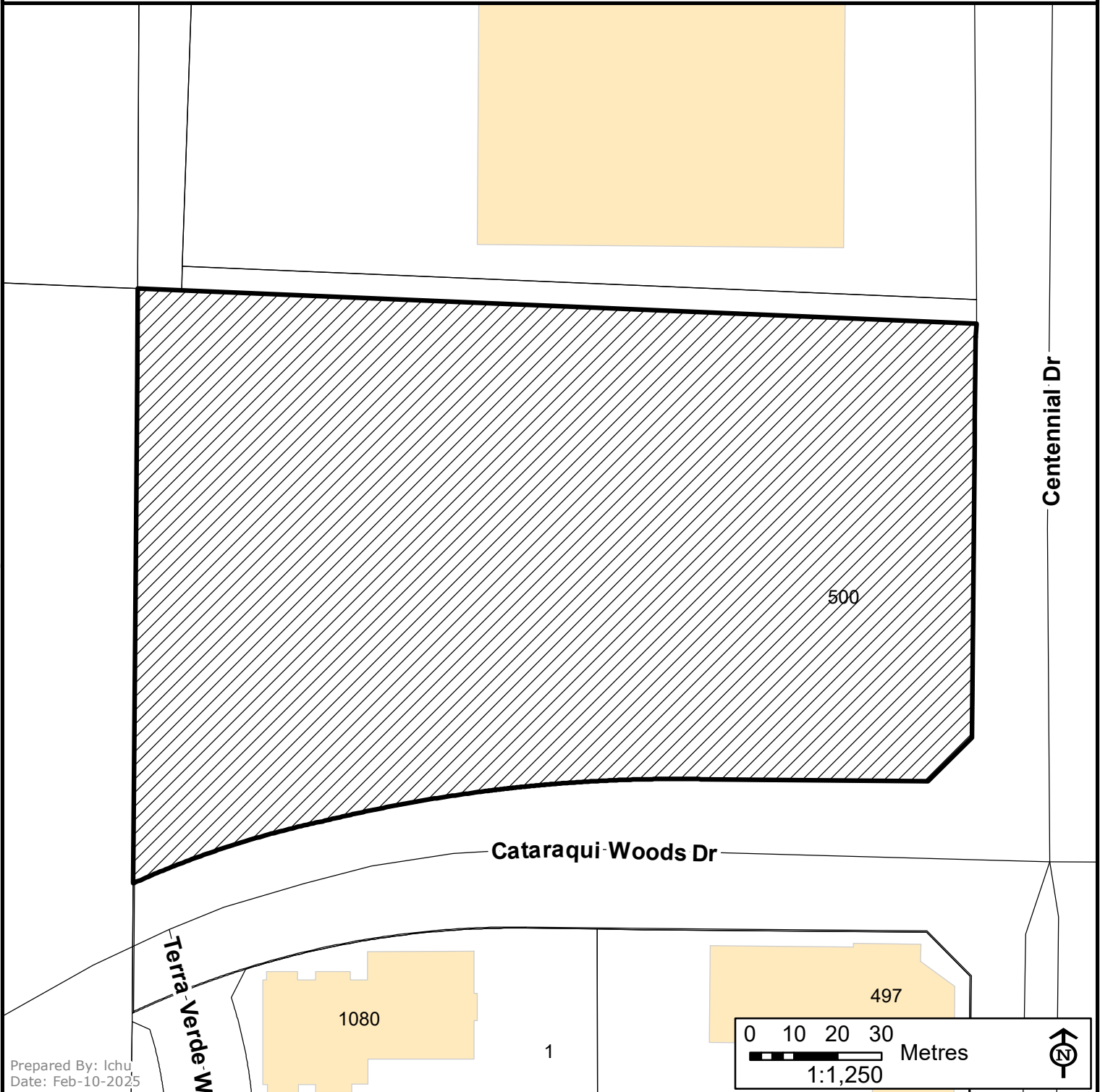
**Kingston Zoning By-Law 2022-62
Schedule F - Holding Overlay**

 Lands to be removed from H231

Certificate of Authentication


This is Schedule 'B' to By-Law Number _____, passed this _____ day of _____ 202__.

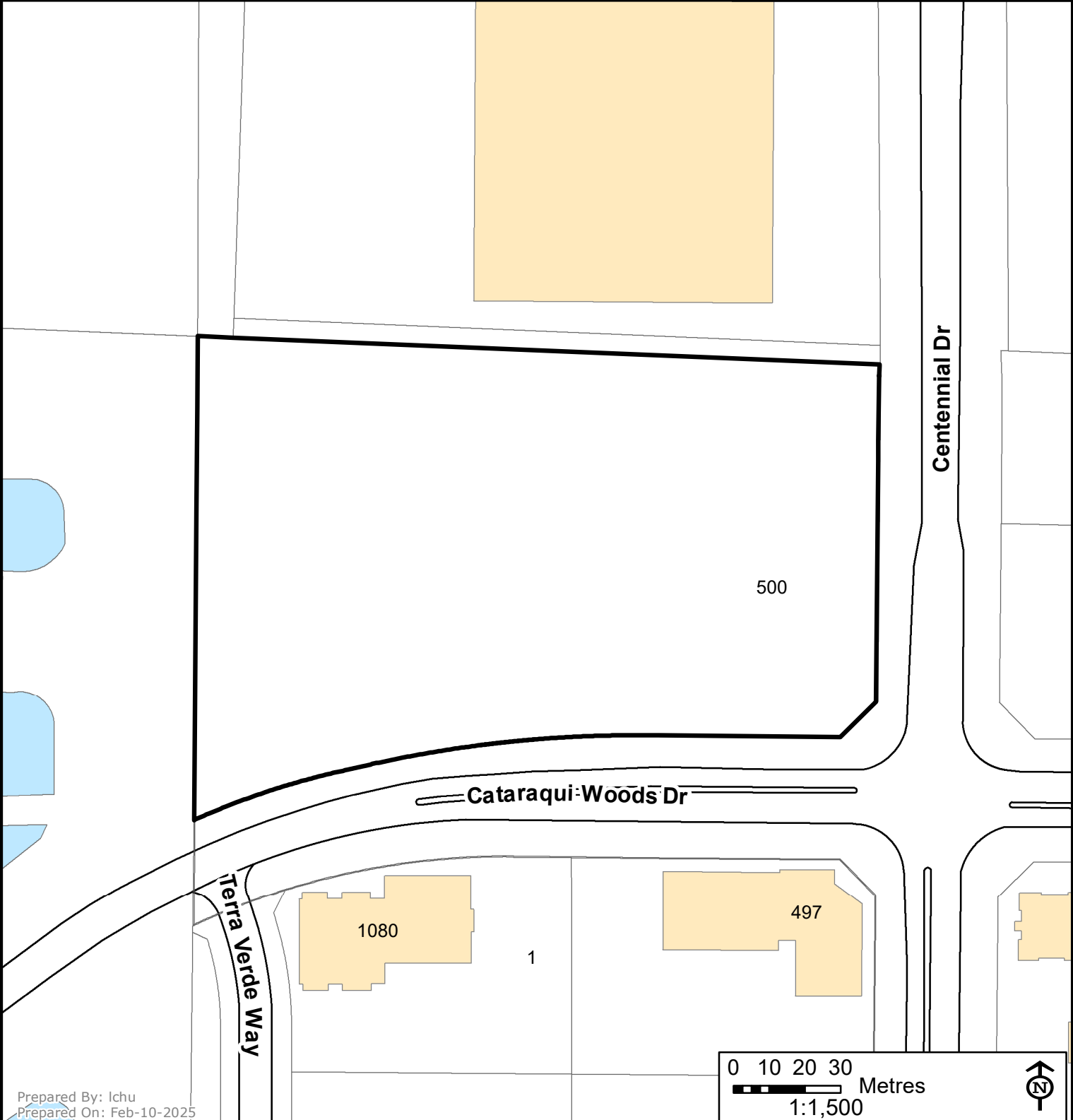
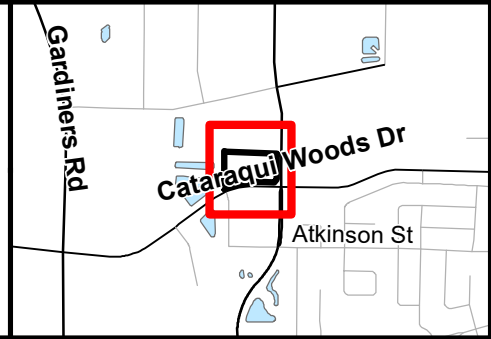
Director, Planning Services



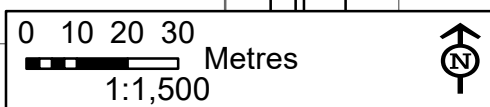
Prepared By: Ichu
Date: Feb-10-2025



Planning Committee
Key Map
Address: 500 Cataraqui Woods Drive
File Number: D14-017-2024
Prepared On: Feb-10-2025
 Subject Lands



Prepared By: Ichu
Prepared On: Feb-10-2025





Planning Committee Neighbourhood Context

Address: 500 Cataraqui Woods Drive
File Number: D14-017-2024
Prepared On: Feb-10-2025

- Subject Lands
- Property Boundaries



Prepared By: Ichu
Prepared On: Feb-10-2025

Demonstration of How the Proposal is Consistent with the Provincial Planning Statement (2024)

Policy	Conformity with the Policy
<p>2.2 Housing</p>	
<p>2.2.1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:</p> <ul style="list-style-type: none"> b) permitting and facilitating: <ul style="list-style-type: none"> 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3; c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations. 	<p>The development represents intensification and provides a range and mix of housing through the provision of high-rise apartments mixed-use buildings affording a greater diversity of unit types within the Cataraqui North Secondary Plan Area.</p> <p>The development includes a commercial component, and will provide an appropriate transition from the low-rise residential area to the south and the business park uses to the north which will provide new housing options.</p> <p>The mix of uses within the site and additional unit types within the neighbourhood are intended to facilitate active transportation and transit-supportive development.</p>

Policy	Conformity with the Policy
2.3 Settlement Areas and Settlement Area Boundary Expansions	
2.3.1.1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.	The development is located within the settlement area and would help the City accommodate planned growth within this area.
2.3.1.2. Land use patterns within settlement areas should be based on densities and a mix of land uses which: <ul style="list-style-type: none"> a) efficiently use land and resources; b) optimize existing and planned infrastructure and public service facilities; c) support active transportation; d) are transit-supportive, as appropriate; and e) are freight-supportive. 	The site makes use of an underutilized parcel of land making efficient uses of resources and infrastructure. The transit-supportive location and proximity to active transportation pathways help support active transportation. Additionally, the development includes a higher density built form, mix of dwelling sizes, and the inclusion of commercial space also encourages active transportation opportunities.
2.3.1.3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.	See Section 2.2.1.
2.3.1.3. Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.	The proposed development would help the City meet its planned targets for intensification within the built-up areas as set out in the Official Plan.

Policy	Conformity with the Policy
2.9 Energy Conservation, Air Quality and Climate Change	
<p>2.9.1. Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:</p> <ul style="list-style-type: none"> a) support the achievement of compact, transit-supportive, and complete communities; b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; c) support energy conservation and efficiency; d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate. 	<p>The proposed development is situated along existing walking and bike infrastructure as well as transit service representative of transit-supportive development.</p> <p>The 410 new homes are provided at an appropriate density for the area and achieves the density required to be transit-supportive.</p> <p>Stormwater management for the site was planned through the development of the initial Subdivision creating the parcel fabric in the area, and the existing ponds now provide green infrastructure amenity for the residents.</p> <p>The higher density development helps achieve energy conservation and efficiency as compared to lower-density built forms.</p> <p>See also Section 2.2.1.</p>
3.1 General Policies for Infrastructure and Public Service Facilities	
<p>3.1.1. Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs.</p> <p>Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning</p>	<p>The development capitalizes on existing infrastructure. Providing additional housing stock on this underutilized parcel of land will help ensure the infrastructure is properly leveraged financially viable over its life cycle.</p> <p>See also Section 2.9.1.</p>

Policy	Conformity with the Policy
<p>and growth management so that they:</p> <ul style="list-style-type: none"> a) are financially viable over their life cycle, which may be demonstrated through asset management planning; b) leverage the capacity of development proponents, where appropriate; and c) are available to meet current and projected needs. 	
3.5 Land Use Compatibility	
<p>3.5.1. Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with provincial guidelines, standards and procedures.</p>	<p>The property located immediately south of a Class 1 Industrial facility as described in the Provincial D-series Guidelines. The residential building represents a sensitive use, and maintains the separation distances established to prevent adverse impacts from noise and vibration; odours and other air emissions; litter, dust and other particulates; and, other contaminants. established.</p> <p>The applicant has submitted a Noise Impact Study which established mitigation strategies for the sensitive (i.e., residential) land use to ensure compliance with provincial guidance set out in NPC-300. The recommendations will form a part of the Site Plan Agreement.</p>
<p>3.5.2. Where avoidance is not possible in accordance with policy 3.5.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other major facilities that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses is only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and</p>	<p>See 3.5.1.</p>

Policy	Conformity with the Policy
<p>potential impacts to industrial, manufacturing or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards and procedures.</p>	
<p>3.6 Sewage, Water and Stormwater</p>	
<p>3.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.</p>	<p>The subject lands make use of municipal servicing.</p>
<p>3.6.8. Planning for stormwater management shall:</p> <ul style="list-style-type: none"> a) be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle; b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; c) minimize erosion and changes in water balance including through the use of green infrastructure; d) mitigate risks to human health, safety, property and the environment; 	<p>Stormwater has been addressed through appropriate stormwater management controls. A stormwater management plan was provided for the Site Plan Control Application demonstrating appropriate controls are in place to ensure the proper functioning of the stormwater management ponds which were designed to facilitate the development of this subdivision area.</p>

Policy	Conformity with the Policy
<ul style="list-style-type: none"> e) maximize the extent and function of vegetative and pervious surfaces; f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale. 	
<p>3.9 Public Spaces, Recreation, Parks, Trails and Open Space</p>	
<p>3.9.1. Healthy, active, and inclusive communities should be promoted by:</p> <ul style="list-style-type: none"> a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; 	<p>See Section 2.2.1.</p>

Policy	Conformity with the Policy
<p>c) providing opportunities for public access to shorelines; and</p> <p>d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.</p>	
4.1 Natural Heritage	
<p>4.1.1. Natural features and areas shall be protected for the long term.</p>	<p>The site does not have any known natural features or hazards.</p>
<p>4.1.2. The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.</p>	<p>See Section 4.1.1. and 2.9.1.</p>
<p>7. Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.</p>	<p>The site does not have any known habitat associated with endangered or threatened species.</p>
<p>8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 4.1.4, 4.1.5, and 4.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.</p>	<p>See Section 4.1.1.</p>

Policy	Conformity with the Policy
4.2 Water	
4.2.2. Development and site alteration shall be restricted in or near sensitive surface water features and sensitive ground water features such that these features and their related hydrologic functions will be protected, improved or restored, which may require mitigative measures and/or alternative development approaches.	The site will be serviced with municipal water and wastewater. There is no anticipated impact on the hydrologic function of any ground water resources.
4.6 Cultural Heritage and Archaeology	
4.6.1. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved.	The subject lands are not a protected heritage property and are not adjacent to a built heritage resources or cultural heritage landscape.
4.6.2. Planning authorities shall not permit development and site alteration on lands containing archaeological resources or areas of archaeological potential unless the significant archaeological resources have been conserved.	The site has been cleared of archaeology
4.6.3. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property unless the heritage attributes of the protected heritage property will be conserved.	See Section 4.6.1
6.1 General Policies for Implementation and Interpretation	
6. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and the Provincial Planning Statement by establishing permitted uses, minimum densities, heights and other development standards to	The Zoning By-law amendment will incorporate those portions of the subject lands within the former zoning by-law into the Kingston Zoning By-law 2022-62.

Policy	Conformity with the Policy
accommodate growth and development.	



Planning Services

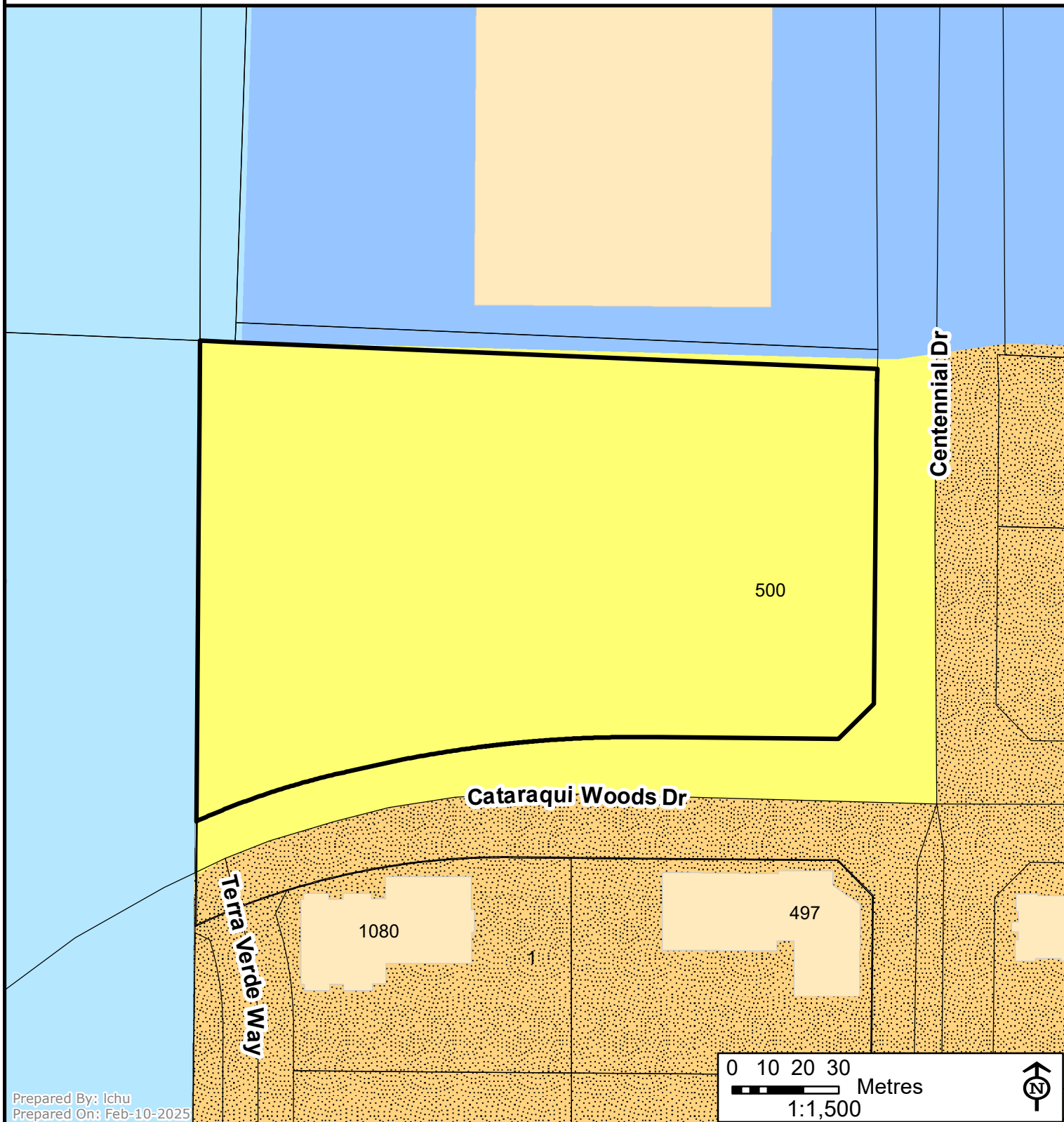
Planning Committee
Official Plan, Existing Land Use

Address: 500 Cataraqui Woods Drive

File Number: D14-017-2024

Prepared On: Feb-10-2025

- Subject Lands
- Business Park Industrial
- General Industrial
- Secondary Plan Area
- BUSINESS COMMERCIAL
- RESIDENTIAL



Prepared By: Ichu
Prepared On: Feb-10-2025

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**City of Kingston Official Plan Policies Applicable to 500 Cataraqui Woods Drive
(D14-017-2024):**

Policy	Conformity with the Policy
Sustainable Development	
<p>2.1.1. Most growth will occur within the Urban Boundary, shown on Schedule 2, where development will be directed to achieve greater sustainability through:</p> <ul style="list-style-type: none"> a. appropriate (minimum) densities; b. land use patterns that foster transit and active transportation; e. direction of new development and key land uses to areas where they can best result in sustainable practices; g. maximized use of investments in infrastructure and public amenities; h. strategies that will revitalize both neighbourhoods and employment areas, and rehabilitate brownfield sites for re-use; i. parks that are planned to be accessed by urban residents within a ten minute walk and situated in locations that lessen the need for pedestrians to cross an arterial road or major highway; k. climate positive development; m. encouraging a mix of land uses that provide for employment, education, personal service and convenience retail in close proximity to residential land uses, subject to compatibility 	<p>The Applicant has proposed a development within the Urban Boundary that furthers the City’s aim to achieve sustainability:</p> <ul style="list-style-type: none"> a) The proposal meets and exceeds minimum densities established for the area. A density of 189 dwelling units per net hectare is proposed on this site, which exceeds the minimum of 125 units per net hectare for high density residential set out by the Official Plan for the Cataraqui North Secondary Plan.. b) The site is located at the intersection of two major roads Cataraqui Woods Drive and Centennial Drive which has evolved into a mixed-use neighbourhood. A multi-use trail exists along Centennial Drive, allowing easy pedestrian access to and from adjoining employment areas to the north and existing commercial services to the south. Further, transit service is available via the Route 14 bus, which offers service to major draws within the City, such as commercial services along Princess Street and Gardiners Road, and the Cataraqui Centre shopping mall (where a major transit hub also exists, facilitating connections to the rest of the city). The City’s Transportation department has reviewed the application, along with the submitted Traffic Impact Study, and is supportive of the proposed development. e) Directing infill development towards a large, undeveloped property in an urban location close to employment lands and commercial services, where residents have the option to take transit or utilize active transportation such as walking or cycling is a key step towards sustainable development practices. g) The proposed site is already serviced by municipal water, sanitary, and storm lines. Infill

Policy	Conformity with the Policy
<p>matters as outlined in Section 2.7;</p>	<p>development in this location will ensure better use of municipal infrastructure investments. Utilities Kingston has been involved in the review of this application and has taken significant and proactive steps to ensure development on the west side of Kingston has adequate capacity through investments in upgrades to facilities such as the Days Road lift station. Steps such as these ensure that municipal services are well positioned to support new development. Additional municipal infrastructure in the form of multi-use trails and parkland in the residential area to the south will also see increased use as a result of this development.</p> <p>h) The development of a vacant parcel in a strategic location adjacent to major employment areas and a residential neighbourhood is an important step towards ensuring the continued vitality of those neighbourhoods and contributes to complete communities.</p> <p>i) The proposed development is located in close proximity to city parks, including Terra Verda Park to the south, which contains a playground and walking trails that offer connections further afield.</p> <p>k) The proposal contributes to climate-positive development by providing residential density close to services and transit, and providing 30% of the overall site area as landscaped open space, thus helping to offset the effects of urban heat islands. Furthermore, it emphasizes alternative modes of transportation, especially cycling, through the provision of 410 bike parking spaces. Its proximity to a transit route and multi-use trail ensures that automobiles (with their associated carbon emissions) are not the only choice for travel.</p> <p>m) The proposed development includes 410 new homes, which not only make very effective use of a vacant parcel of land, but which are offered at a variety of sizes, including one-, two-, and three-bedroom apartment units. This additional variety in housing choices within the neighbourhood can accommodate a greater diversity of households and price points, thus ensuring that it offers a level</p>

Policy	Conformity with the Policy
	<p>of affordability and choice. Furthermore, 200 square metres of commercial space is also proposed, making it a mixed-use development that complements the pre-existing commercial plaza across Cataraqui Woods Drive to the south. The presence of a significant number of new homes will support commercial tenants, thereby ensuring the vitality and longevity of the businesses that locate in this mixed-use node.</p>
Development Review	
<p>2.1.4. In reviewing development applications, the City will promote sustainability through:</p> <p>a. encouragement of green building design to reduce greenhouse gases by adopting:</p> <ul style="list-style-type: none"> • energy efficient construction; • renewable sources of energy for lighting and heating; • natural lighting; • design that reduces water consumption; • design which minimizes discharge into the sanitary sewers; and • design which reduces or eliminates discharge into the storm sewers through incorporating stormwater management practices including low impact design and stormwater re-use. <p>b. design, landscaping, and streetscaping practices that promote protection from undesirable sun, wind, or other conditions and reduces the negative effects of urban summer heat;</p>	<p>Site and building-specific details will be addressed through the Site Plan Control stage. Please refer to the response for 2.1.1 regarding contributions to sustainable development, promotion of alternative modes of transportation, mix of land uses, effective use of municipal infrastructure, and provision of a significant number of new homes in a variety of configurations.</p>

Policy	Conformity with the Policy
<p>c. design, landscaping, and streetscaping practices that reduce the quantity of impermeable surfaces;</p> <p>d. construction and operational practices that minimize waste and maximize re-use of resources;</p> <p>e. practices that conserve or recycle materials, energy, or other resources;</p> <p>f. design which promotes a reduction of automobile trips, active transportation and transit, including secured public access to bicycle storage and parking;</p> <p>g. the creation of a mix of uses that support increased access to healthy foods;</p> <p>h. the use of materials that have been extracted or recovered locally;</p> <p>i. design that reduces municipal costs associated with the provision of infrastructure and municipal service delivery over the long term;</p> <p>j. development that generates sufficient tax revenue to pay for the increased services (e.g., solid waste collection, fire and police services, snow clearing, etc.) that the City has to provide; and,</p> <p>k. development that suits the demographic and/or socio-economic needs of the community.</p>	
<p>City Structure</p>	

Policy	Conformity with the Policy
<p>2.2.3. The City Structure is based on an expected medium population growth (i.e., base case) projection to 2036 of 18,180 new people, derived from the City of Kingston and Kingston CMA Population, Housing and Employment Projections (2013). It is expected that, 9,130 new residential units will be required to accommodate projected growth and the trend to smaller household sizes. A total of approximately 9,210 new jobs are anticipated for the City of Kingston to 2036. The majority of the growth will be directed to lands located within the Urban Boundary.</p>	<p>The proposal will result in 410 new homes and 200 sq. m of new commercial space, which will contribute to Kingston’s residential and employment growth, thereby helping to address the housing shortage and accommodate population targets within the Urban Boundary.</p>
<p>2.2.4. The Urban Boundary shown by the dashed line on Schedule 2 has been established to recognize the substantially built up areas of the City where major sewer, water and transportation infrastructure has been planned. The land within the Urban Boundary will be the focus of growth and development in the City and contains sufficient land to accommodate the projected growth for a planning horizon of 2036. The Area Specific Phasing area within the Urban Boundary is subject to site-specific urban growth management policies. The Special Planning Area sites are also within the Urban Boundary and are now committed to a substantial land use but could accommodate future growth.</p>	<p>The proposed development is within the City’s urban boundary and is on an underutilized parcel that will make more effective use of existing municipal services. Refer to the response provided for 2.1.1 regarding optimal use of municipal infrastructure investments, including existing water, sanitary, and storm services, road networks, public transit, and multi-use pathways in the immediate vicinity of the subject site.</p>
<p>2.2.5. Housing Districts are planned to remain stable in</p>	<p>The property will meet the intent of the Official Plan’s policies for housing districts by infilling a</p>

Policy	Conformity with the Policy
<p>accordance with Section 2.6 of this Plan, but will continue to mature and adapt as the City evolves. Re-investment and upgrading will be encouraged through minor infilling and minor development (i.e., that which can integrate compatibility within the prevailing built form standards of height, density and amenity that are generally found in the neighbourhood). Housing Districts will be designated for residential uses of different types, but will also contain areas of open space, community facilities and commercial uses.</p>	<p>vacant parcel with mixed-use buildings that are in keeping with development in the immediate vicinity, including a 4-storey apartment building with commercial at-grade to the south, and 4-storey retirement home to the southeast. As described in 2.1.1, a variety of home sizes are proposed, and 30% of the overall site area is proposed as landscaped open space.</p>
Principles of Growth	
<p>2.3.1. The focus of the City's growth will be within the Urban Boundary, shown on Schedule 2, where adequate urban services exist, or can be more efficiently extended in an orderly and phased manner, as established by this Plan. Kingston's Water Master Plan and Sewer Master Plan will guide the implementation of the infrastructure planning.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>2.3.2. In 2013, residential density within the City's Urban Boundary was 25.7 units per net hectare. The City intends to increase the overall net residential and non-residential density within the Urban Boundary through compatible and complementary intensification, the development of underutilized properties and brownfield sites, and through the implementation of area specific policy directives tied to Secondary Planning Areas and</p>	<p>The proposal aims to increase residential density to a rate of 189 units per net hectare is proposed in a form that is compatible with its surroundings and makes use of a vacant site with strong infill potential. Please refer to the response provided for 2.1.1 and 2.2.5.</p>

Policy	Conformity with the Policy
Specific Policy Areas, as illustrated in Schedule 13.	
<p>2.3.3. Secondary Planning Areas, identified in Schedule 13 to the Plan, have been defined to guide area specific development in a manner which supports the creation of complete communities, being those locations where people can live, work and play without having to rely on private automobile use. The intent of this Plan is to increase the overall residential unit densities and mixed land use character of Secondary Planning Areas in order to more efficiently use infrastructure, promote transit use, and enhance the continued sustainability of the City's cultural and natural resources.</p>	<p>The proposed development will not only increase residential densities and more efficiently use infrastructure and support alternative transportation, but it will also contribute to complete communities by introducing a mixture of residential and commercial uses, further complementing the existing mix in the area. Please refer to the response provided for 2.1.1.</p>
<p>2.3.11. In order to implement the Strategic Direction of the Kingston Transportation Master Plan, active transportation will be aggressively promoted with greater emphasis on pedestrians, cyclists and transit, and accessibility for all residents and visitors.</p>	<p>The proposal contains 410 bike parking spaces comprised of short and long term parking that will ensure residents have active transportation opportunities. Please refer to the response provided for 2.1.1.</p>
<p>2.3.18. Through the prevention and removal of barriers for persons with disabilities, and the application of universal design principles, the City supports and promotes opportunities for all people to access the City and make contributions as citizens. The application of universal design principles in development and renovation is promoted. The City also encourages owners of private</p>	<p>The proposal will be constructed as a universally-accessible site, complete with 16 barrier-free parking spaces. Specific site and building design will be assessed through Site Plan Control, and the buildings will be expected to meet all applicable barrier-free provisions of the Building Code, and the application will also be reviewed by the Municipal Accessibility Advisory Committee.</p>

Policy	Conformity with the Policy
properties with public access to do the same.	
Phasing of Growth	
<p>2.4.1. The City supports sustainable development of a compact, efficient, urban area with a mix of land uses and residential unit densities that optimize the efficient use of land in order to:</p> <ul style="list-style-type: none"> a. reduce infrastructure and public facility costs; b. reduce energy consumption and greenhouse gas emissions; c. support active transportation and viable public transit; d. conserve agriculture and natural resources within the City; and e. reduce reliance on private vehicles. 	Please see the response provided for 2.1.1.
<p>2.4.3. It is the intent of this Plan to achieve an increase in the City’s net urban residential densities through promoting intensification and requiring minimum densities for residential development.</p>	Please see the response provided for 2.1.1.
<p>2.4.4. New residential development and new secondary plans are subject to the following policies and minimum densities:</p> <ul style="list-style-type: none"> b. for large-scale developments and greenfield areas, a minimum of 37.5 residential units per net hectare is established for new residential development in order to be transit supportive; 	Minimum densities will be met, as it is proposed to provide a density of 189 units per net hectare, from the Official Plan’s current requirement of 125 units per net hectare. Not only will this density be transit-supportive, but it will contribute to the City’s efforts to address the housing shortage. Please also refer to the response provided for 2.1.1.

Policy	Conformity with the Policy
<p>2.4.5. The City has established the following minimum targets for intensification to occur within the Urban Boundary.</p> <p>a. It is the intent of the City that 40 percent (%) of new residential development occur through intensification.</p> <p>b. It is the intent of the City that ten percent (10%) of new non-residential development occur through intensification.</p>	<p>The proposed development introduces 410 new homes on an underutilized parcel within the urban boundary and therefore will contribute to the City's intensification targets.</p>
<p>Phasing of Municipal Infrastructure and Transportation</p>	
<p>2.5.8. Where intensification is encouraged, increased densities will only be approved when it has been determined by the City that servicing capacity exists or that capacity expansions are imminent to accommodate additional development.</p>	<p>Please refer to the response provided for 2.1.1 with respect to servicing capacity and infrastructure improvements currently underway to further support additional growth.</p>
<p>2.5.10. In order to foster sustainability within the City and reduce reliance on the automobile, the City will make efficient use of the existing infrastructure and provide the facilities and services to encourage active transportation and transit as priority modes before providing new road infrastructure in order to satisfy travel demand. While the automobile will continue to be the primary mode of transportation in the City, other, more active forms of transportation will be aggressively promoted to maximize existing road capacity and improve environmental conditions</p>	<p>Please refer to the response provided for 2.1.1.</p>

Policy	Conformity with the Policy
<p>2.5.11. The use of transit will be supported and encouraged through the development of mixed-use areas and mixed-use buildings, the development of Corridors and more intense mixed-use Centres, and through the increase of densities within newer areas, compatible uses and infill with complementary uses, and appropriate development of underutilized and brownfield sites.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>Residential Development</p>	
<p>2.6.5. New mid-rise residential buildings should generally be located:</p> <ul style="list-style-type: none"> a. on a site that is appropriate given the context of surrounding land uses; b. adjacent to, or within walking distance of, commercial areas; c. in an area that has access to public transit; and, d. within walking distance of parkland, open space or community facilities. 	<p>The subject lands are reflective of the similar mid-rise development on the opposite side of Cataraqui Woods Drive and will reinforce the character of this evolving mixed-use neighbourhood. The site is within walking distance of commercial areas, as well as parkland and open space while having immediate access to the #14 transit route.</p>
<p>Land Use Compatibility Principles</p>	
<p>2.7.1. Development and/or land use change must demonstrate that the resultant form, function and use of land are compatible with surrounding land uses.</p>	<p>Please refer to the response for 2.6.3.</p>
<p>2.7.2. The demonstration of compatible development and land use change must consider the potential for adverse effects and</p>	<p>Please see response provided in Section 2.7.3.</p>

Policy	Conformity with the Policy
<p>matters that have the potential to negatively impact the character, planned function and/or ecological integrity of an area, and the health and safety of humans. Where there exists a potential for negative impacts, a land use compatibility study, focused specifically on the identified land use compatibility matters, will be required.</p>	
<p>2.7.3. The land use compatibility matters to be considered under Section 2.7.2 include, but are not limited to:</p> <ul style="list-style-type: none"> a. shadowing; b. loss of privacy due to intrusive overlook; c. increased levels of light pollution, noise, odour, dust or vibration; d. increased and uncomfortable wind speed; e. increased level of traffic that can disrupt the intended function or amenity of a use or area or cause a decrease in the functionality of active transportation or transit; f. environmental damage or degradation; g. diminished service levels because social or physical infrastructure necessary to support a use or area are overloaded; h. reduction in the ability to enjoy a property, or the normal amenity associated with it, including safety and access, outdoor areas, heritage or setting; 	<p>The Applicant has submitted various studies from qualified professionals, including a Noise Study, Traffic Impact Study, Phase 1 & 2 Environmental Impact Analysis to assess potential impacts and consider mitigation where warranted. These studies were reviewed and accepted by City staff, and recommendations that influence site and building characteristics will be addressed at the Site Plan Control Stage. The studies did not raise concerns that would impact the viability of a rezoning or Official Plan amendment.</p>

Policy	Conformity with the Policy
<ul style="list-style-type: none"> i. visual intrusion that disrupts the streetscape or buildings; j. degradation of cultural heritage resources; k. architectural incompatibility in terms of scale, style, massing and colour; l. the loss or impairment of significant views of cultural heritage resources and natural features and areas to residents; or, m. adverse effects on neighbouring properties related to stormwater management or drainage 	
<p>2.7.4. Mitigation measures may be used to achieve development and land use compatibility. Such measures may include one or more of the following:</p> <ul style="list-style-type: none"> a. ensuring adequate setbacks and minimum yard requirements; b. establishing appropriate transition in building heights, coverage, and massing; c. requiring fencing, walls, or berming to create a visual screen; d. designing the building in a way that minimizes adverse effects; e. maintaining mature vegetation and/or additional new landscaping requirements; f. controlling access locations, driveways, service areas and activity areas; and, g. regulating location, treatment and size of accessory uses and 	<p>Mitigation measures will be assessed and addressed in detail at the time of Site Plan Control, and any necessary development agreements will be drafted.</p> <ul style="list-style-type: none"> a) Buildings will be no closer than 6.0 metres from the front property line along Cataraqui Woods Drive. A reduced interior setback of 5 metres will provide a total distance of 10 metres between the two western buildings which will be sufficient distance to break up the visual massing of the building wall. The 20 metre setback from the rear lot line is sufficient distance to meet provincial guidelines from the Class 1 Industrial facility to the north. b) The site transitions effectively from the proposed six storey building height to four storeys on sites to the immediate south. The industrial building to the north is approximately 3 storeys in height, but is a less sensitive use, making transition less necessary. c) Buffers and screens are only necessary to the north, where a 20 metre buffer is provided between residential buildings and the light industrial buildings. On the south and east, the buildings come closer to the street and effectively frame the

Policy	Conformity with the Policy
<p>structures, lighting, parking areas, garbage storage facilities and signage.</p>	<p>intersection and contribute to a positive street character.</p> <p>d) As described in 2.7.2, a number of studies were submitted assessing impacts, including noise, traffic, environmental, etc. Where necessary, those studies make recommendations for site and building design, which will be further assessed during Site Plan Control.</p> <p>e) The overall site is proposed to provide 30 % landscaped open space.</p> <p>f) Site specific details such as access, driveways, and other site layout aspects will be assessed at the time of Site Plan Control. As described in 2.7.2, a Traffic Impact Study was submitted assessing the project impacts and necessary mitigation measures in the road right of way. The study was supported by City staff.</p> <p>g) Features such as lighting, garbage, accessory structures, parking area, and signage will be further assessed at the time of Site Plan Control.</p>
<p>2.7.5. In some cases, distance separation will likely be the recommended form of mitigation, particularly:</p> <p>a. between heavy industrial uses (Class I, Class II and Class III Industrial Facilities), sewage treatment facilities, electricity generation facilities and electricity transmission and distribution systems, transportation and infrastructure corridors, airports, rail facilities, marine facilities, mineral aggregate resources and operations, and residential or other sensitive uses;</p>	<p>The site is buffered from industrial uses to the north by a 20 metre Hydro easement, which satisfies the minimum distance separation of the Ministry of Environment Conservation and Parks D-6 Industrial Compatibility Guidelines. Furthermore, the building to the north accommodates a light industrial use, which is not anticipated to have adverse effects on the subject property.</p>
<p>2.7.6. Only development proposals that meet the long-term needs of the intended users or occupants will be supported. Proponents,</p>	<p>a) The buildings are located on the north side of the street and are appropriately scaled for the location, in light of the residential and commercial</p>

Policy	Conformity with the Policy
<p>whether developing individual buildings on a single site, or multiple buildings being built at one time or phased over time, will be required to demonstrate to the satisfaction of the City that the functional needs of the occupants or users will be met by providing:</p> <ul style="list-style-type: none"> a. suitable scale, massing and density in relation to existing built fabric; b. appropriate landscaping that meets or improves the characteristic green space amenity of the site and surroundings and enhances the City's tree planting program; c. adequate land area and appropriate site configuration or provision for land assembly, as required; d. efficient use of municipal services, including transit; e. appropriate infill of vacant or under-utilized land; and, f. clearly defined and safe: site access; pedestrian access to the building and parking spaces; amenity areas; building entry; and parking and secure and appropriate bicycle facilities. 	<p>uses to the south and east, and the industrial use to the north.</p> <ul style="list-style-type: none"> b) The site proposes 30% landscaped open space which is achieved, in part, by a large central courtyard area intended to serve as an amenity area for the residents of each of the three phases through registered easements. c) The site, being 2.16 hectares in size, can easily accommodate the proposed five six storey buildings, and the proposed consent to sever into three parcels. d) As described in 2.1.1 the site supports municipal public transit service, specifically, Route 14. e) As described in 2.1.1, the site presents a significant infill opportunity and will make better use of existing municipal infrastructure. f) Site access has been assessed through the submitted Traffic Impact Study, and enhancements to adjacent road right of ways has been identified to ensure safe and efficient movement.
<p>2.7.7. When assessing development applications or undertaking new development area studies, the City may require urban design guidelines, a heritage impact statement or an environmental impact assessment, and other studies as appropriate, to be prepared by the proponent and at the expense of the</p>	<p>All necessary supporting studies have been submitted for the proposed Official Plan and Zoning By-law amendments. Please refer to the response provided for 2.7.2.</p>

Policy	Conformity with the Policy
<p>proponent, and approved by the City. This is to assist in assessing impacts, to provide means of appropriate transition or mitigation, or to foster cohesive and improved conditions. At any stage of the application process, the City may require such studies to undergo a peer review at the proponent's expense.</p>	
<p>Protection of Resources</p>	
<p>2.8.8. Cultural heritage resources, will be conserved, managed and promoted for their contribution to the City's unique identity, history and sense of place in such a way as to balance heritage concerns with environmental and accessibility issues. Care will be taken not to put the existing UNESCO World Heritage Designation of the Rideau Canal, Fort Henry and the Kingston Fortifications at risk by working with partners to implement the Rideau Corridor Landscape Strategy.</p>	<p>An archaeological assessment was submitted and Stage 2 excavation performed on-site, no features or materials of significance were found on the subject site. No further work was deemed required.</p>
<p>Economic Development</p>	
<p>2.9.1. It is the intent of this Plan to promote economic development and competitiveness by:</p> <ul style="list-style-type: none"> a. providing an appropriate mix and range of employment (including industrial, commercial and institutional uses) to meet long-term needs; b. providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for 	<ul style="list-style-type: none"> a) The proposal includes 200 square metres of commercial space, which will further contribute to the City's economic base and meet the needs of on-site and nearby residents. b) The site is not within a designated employment area, and so will not detract from the City's inventory of employment lands. It does, however, provide a modest amount of commercial space that will complement the commercial uses to the south, thus helping to solidify the Centennial and Cataraqui Woods intersection as a small commercial node.

Policy	Conformity with the Policy
<p>employment uses that support a wide range of economic activities and complementary uses, and takes into account the needs of existing and future businesses;</p> <p>c. planning for, protecting and preserving employment areas for current and future uses;</p> <p>d. ensuring the necessary infrastructure is provided to support current and projected needs;</p>	<p>c) As mentioned above, the site is not within an employment area, and does not detract from the viability of the employment lands to the north. A substantial 20 metre buffer exists between the residential buildings and the light industrial building to the north, and a multi-use trail provides an easy connection for any residents who gain employment in that area; this form of integration further ensures the success of the Cataraqui Estates Business Park as a viable and major employment area.</p> <p>d) Please refer to the response provided in 2.1.1.</p>
Climate Change Resiliency	
<p>2.10.1. In order to improve the resiliency and ensure the long-term prosperity of the community the City intends to:</p> <p>a. consider the potential impacts of climate change when assessing the risks associated with natural hazards;</p> <p>b. consider the potential impacts of climate change and extreme weather events when planning for infrastructure, including green infrastructure, and assessing new development;</p> <p>c. support climate-resilient architectural design of buildings incorporating durable, reusable, sustainable materials and low-impact technology for energy and stormwater management; and,</p> <p>d. explore opportunities to achieve climate positive development.</p>	<p>Climate concerns are addressed by making better use of existing land and municipal services, and by building at higher densities with a mix of uses to make the most of available land. The project makes effective use of transit due to the presence of nearby routes, and the high densities proposed onsite. Furthermore, active transportation is supported through the provision of 410 bike parking spaces, which not only reduces reliance on automobiles, but makes more room for vegetated landscaped open space rather than parking lots. Please refer to the response provided in 2.1.1.</p>
Residential Uses	

Policy	Conformity with the Policy
<p>3.3.1. The predominant use of land in a Residential designation will be for various forms of housing contemplated by the low-rise, mid-rise and high rise residential policies in Section 2.6. Specific uses are permitted in accordance with Section 3.2.</p>	<p>The proposal is predominantly residential, with 410 homes and 200 square metres of commercial space.</p>
<p>3.3.2. Where appropriate and compatible, small-scale convenience commercial uses are allowed within apartment buildings or on a site specific basis on a low-rise or mid-rise residential site. Section 3.4.F provides detailed policies for neighbourhood commercial uses.</p>	<p>A moderate amount of commercial space (200 sq. m) is proposed on the ground floor, which will further contribute to and complement the existing commercial services in the immediate area.</p>
<p>Open Space</p>	
<p>3.8.13. In accordance with the Planning Act and the policies of this Plan, the City requires as a condition of development, a land dedication to be conveyed to the municipality for park or other public recreational purposes. This can amount to up to 2 percent of the total land area in the case of land proposed for industrial or commercial development, and an amount of up to 5 percent in the case of land proposed for residential development. These provisions apply unless an alternative cash-in-lieu contribution is approved by the City, or a higher dedication is required for more intensive residential development, as required under Section 3.8.15.</p>	<p>The parkland dedication will be further assessed and collected at the time of Site Plan Control.</p>
<p>3.8.16. The City may request cash-in-lieu for all or part of any required</p>	<p>Through technical review of this proposal, City staff identified that cash in lieu of parkland would be</p>

Policy	Conformity with the Policy
<p>land dedication under the Planning Act under the following circumstances:</p> <ul style="list-style-type: none"> a. where the parcel of land is either too small or poorly located to meet parkland needs; b. in an area that has excess parklands; c. where the condition of the land is unsuitable for park purposes; d. where no opportunity exists to enlarge existing neighbourhood parks; e. where there is no opportunity to obtain useful waterfront land; f. where a large development project is within reasonable walking distance to an existing park, provided that the trip does not involve crossing an arterial road; and, g. where the provision of cash-in-lieu from a large project would not result in an overload to the existing park(s) 	<p>required for the proposed mixed-use development. A market appraisal would be required to determine the land valuation needed for the calculation to be finalized.</p>
Infrastructure & Transportation – General Policies	
<p>4.1.1. New development will proceed only if the City is satisfied that adequate services, roads, and utilities are available, or can be made available, to serve the proposal adequately. In determining the adequacy of servicing, utility systems, or the transportation system, the City will consider not only the proposal, but also the potential for development that exists in the same service area.</p>	<p>Please refer to the response provided for 2.1.1.</p>

Policy	Conformity with the Policy
Stormwater Management	
<p>4.3.4. For urban infill development projects, the City will require the preparation of a stormwater management report to address the impacts of additional lot coverage or new uses of the site on the quality and quantity of water. Proponents must endeavour to improve the management of stormwater from the existing development areas.</p>	<p>A stormwater management plan and report was provided by the Applicant in support of the proposed development. This report was accepted by City Staff.</p>
Transportation	
<p>4.6.1. As described in Section 2.5.11 of this Plan, the City intends to foster sustainability within the community and to reduce reliance on the automobile by satisfying travel demand through the efficient use of the existing infrastructure, and by providing the facilities and services to encourage walking, cycling and transit as priority universally accessed modes of travel, before expanding the City's road infrastructure.</p>	<p>Please refer to the response provided in 2.1.1.</p>
<p>4.6.10. Improving connections between active transportation and transit will be required through such means as improved pedestrian amenities, connected on and off street cycling routes, bicycle storage, improved transit routing and amenities, and such site plan control matters as locating building entrances near sidewalks and transit stops, and providing weather protection for people using all modes of travel including transit users.</p>	<p>Please refer to the response provided in 2.1.1 and 2.3.11. The site design will be further refined through Site Plan Control to address connections to the street and specific building features.</p>

Policy	Conformity with the Policy
<p>4.6.38. Specific means of encouraging transit use include, but are not limited to: a. the careful location, design and site planning of high intensity uses;</p>	<p>Please refer to the response provided in 2.1.1.</p>
<p>4.6.47. It is the intention of this Plan to encourage a balance between providing sufficient parking to address existing or future requirements, and not oversupplying parking to the detriment of public transit usage or active transportation.</p>	<p>Vehicular parking provided at an overall rate of 0.93 stall per home including 0.84 stalls per home dedicated for residents. The surface parking on the site has been configured to be obscured from street views and the use of a greater share of small car parking spaces is intended to make the most effective use of the site as well as accommodate smaller household sizes consistent with the apartment building proposed. The reduced parking ration is appropriate given the proximity to transit as well as other amenities including commercial and recreational amenity.</p> <p>The 382 parking spaces provided across the site includes 16 accessible spaces consisting of 8 Type A and 8 Type B stalls.</p>
<p>4.6.48. Parking areas will be provided for any land use in the City as specified by the zoning by-law. Special provisions to accommodate those with disabilities will be provided in all zones.</p>	<p>Please refer to the response for 4.6.47.</p>
<p>4.6.61. The zoning by-law will be used to regulate the supply of accessible parking as required by provincial legislation. The location of accessible parking spaces shall provide enhanced accessibility through a consideration of factors including, but not limited to, the distance between parking spaces and accessible building entrances, security of the parking area, lighting of the area, protection from</p>	<p>Please refer to the response for 4.6.47 and 4.6.48.</p>

Policy	Conformity with the Policy
the weather, and ease of maintenance.	
Noise Study	
<p>5.21. The City of Kingston recognizes the importance of noise management. Any proposed development that has a sensitive use within the potential influence area as described in the Province’s D-6 Guideline or between the 25 to 30 NEF contours requires a detailed noise study to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines or any such further guidance or requirement implemented by the City, as applicable, address all sources of noise affecting the site, and include recommendations for mitigation to meet the applicable noise criteria.</p>	Please refer to the response for 2.7.2.
Noise from Stationary Sources	
<p>5.26. Any use, including industrial, commercial, institutional or high density residential, proposed to generate a stationary source of noise or vibration may be required to undertake a detailed noise and/or vibration study, to the satisfaction of the City. The study must be conducted by a qualified person in accordance with Ministry of the Environment and Climate Change guidelines, address all sources of noise and vibration, include recommendations for mitigation to meet the applicable criteria, and ensure that there is no</p>	Please refer to the response for 2.7.2.

Policy	Conformity with the Policy
adverse effect on an existing or planned sensitive use.	
<p>5.27. Where a sensitive use is proposed within 300 metres of a stationary source of noise, the City requires that a noise study be prepared to address the Ministry of the Environment and Climate Change noise guidelines. All related means of mitigation are required to be secured prior to approval of development.</p>	Please refer to the response for 2.7.2.
<p>Energy Conservation and Production</p>	
<p>6.2.13. The City promotes intensification based on principles of minimizing energy consumption through attention to building design and the design and installation of infrastructure, and densities that support active transportation and transit.</p>	Please refer to the response for 2.1.1.
<p>Guiding Principles for Development of Residential Lots</p>	
<p>8.3. The Design Guidelines for Residential Lots establish the following guiding principles that should be used to ensure new residential development is integrated into the existing built fabric, and is conducive to active transportation:</p> <ul style="list-style-type: none"> a. protect and preserve stable residential communities (in accordance with Section 2.6 of this Plan); b. foster developments that are context appropriate; 	Please refer to the response for 2.1.1 and 2.6.3.

Policy	Conformity with the Policy
<p>c. foster attractive developments which add to the existing sense of place;</p> <p>d. provide a variety of housing types;</p>	
Accessibility and Safety	
<p>8.4. Through the review of development proposals, construction of public works, or the preparation and approval of area plans, the City will promote the provision of barrier-free access and safety by:</p> <p>c. clearly defining building entrances and avoiding designs that would create areas that are hidden from public view and thus potentially available for criminal activity;</p> <p>f. promoting safe environments by applying Crime Prevention Through Environmental Design (CPTED) concepts and principles in the design of buildings, site layout and landscaping of development sites.</p>	<p>As discussed in 2.3.18, the proposal will be constructed as a universally-accessible site, complete with 16 barrier-free parking spaces. Specific site and building design features affecting accessibility and safety will be assessed at the time of Site Plan Control.</p>
New Development	
<p>8.6. The City requires the design of new development to be visually compatible with surrounding neighbourhoods and areas of cultural heritage value or interest through its site plan control review, preparation of zoning standards, and urban design guidelines, as appropriate, that address the following:</p> <p>a. siting, scale and design of new development in relation to the</p>	<p>Please refer to the response provided for 2.6.3, and 2.7.4 regarding compatibility, scale and site & building design. The response for 2.8.8 speaks to the Archaeological assessment and regard for cultural heritage features. This proposal will be subject to Site Plan Control.</p>

Policy	Conformity with the Policy
<p>characteristics of the surrounding neighbourhood or the significant cultural heritage resources including, scale, massing, setbacks, access, landscaped treatment, building materials, exterior design elements or features;</p> <p>d. achieving compatibility in land use and with a predominant architectural style, street pattern or site arrangement where that style or arrangement forms a valuable component of the existing neighbourhood or the cultural heritage value or interest of the identified area. Section 2.7 provides additional policy in this regard;</p>	
By-Laws	
<p>9.5.9. When considering an application to amend the zoning by-law, the Planning Committee and Council will have regard to such matters as:</p> <p>a. conformity of the proposal with the intent of the Official Plan policies and schedules;</p> <p>b. compatibility of the proposal with existing uses and zones, sensitive uses, the natural heritage system, cultural heritage resources, and compatibility with future planned uses in accordance with this Plan;</p> <p>c. compatibility of proposed buildings or structures with existing buildings and structures, with zoning standards of adjacent sites, with any future planned standards as provided in this</p>	<p>As outlined throughout, the proposal conforms to the policies and intent of the Official Plan. Please refer to the responses provided for 2.1.1, 2.6.3, 2.7.4 for further discussion on compatibility and servicing. Approval of this proposal would not establish an undesirable precedent as the lands are not within an employment zone (and thus not proposing to re-designate employment lands), and are adjacent to other higher-density residential and mixed-use sites. As described in 9.3.1, the proposal is also consistent with the intent of the Provincial Policy Statement and represents good planning.</p>

Policy	Conformity with the Policy
<p>Plan, and with any urban design guidelines adopted by the City for the area;</p> <p>d. the extent to which the proposal is warranted in this location and the extent to which areas zoned for the proposed use are available for development;</p> <p>e. the suitability of the site for the proposal, including its ability to meet all required standards of loading, parking, open space or amenity areas;</p> <p>f. the suitability of the density relative to the neighbourhood and/or district, in terms of units per hectare, bedrooms per hectare, floor space index, and/or employees per hectare, as applicable;</p>	
<p>Cataraqui North Secondary Plan - Goals</p>	
<p>10C. To encourage the development of lands based on the principles of 'New Urbanism', as reflected in the Council-endorsed Cataraqui North Alternative Master Plan prepared in January 1993 and highlighted below:</p> <p>a. the safety and security of residents is paramount;</p> <p>b. a diversity of land uses is encouraged;</p> <p>c. the scale, design and pattern of development are oriented to active transportation and supportive of public transit;</p> <p>d. the natural environment and heritage features are respected,</p>	<p>Please refer to the response provided for 2.1.1, 2.6.3, 2.7.4, and 2.8.8.</p>

Policy	Conformity with the Policy
<p>preserved and enhanced wherever reasonably possible; and,</p> <p>e. public spaces are prominent, well-defined and serve to tie the neighbourhood into a cohesive unit.</p>	
Cataraqui North Secondary Plan - Objectives	
<p>10C.1.2. To provide a balanced mix of residential, commercial, institutional and open space uses, consistent with the Cataraqui North Alternative Master Plan, that meets the anticipated needs of a growing and evolving neighbourhood.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>10C.1.3. To encourage the development of a neighbourhood which is distinctive in nature and:</p> <ul style="list-style-type: none"> a. fosters a strong sense of place; b. provides for a wide range of housing opportunities for all ages and lifestyles and abilities, including affordable and barrier-free housing; c. offers a more complete range of amenities in close proximity; d. provides a road network that safely integrates the needs of all active transportation modes, public transit users and motorists; and, e. enhances opportunities for active transportation movements, as well as public transit use to reduce the reliance on the automobile. 	<p>Please refer to the response provided for 2.1.1, 2.3.17, and 2.3.18.</p>

Policy	Conformity with the Policy
<p>10C.1.4. To provide for the daily shopping and service needs of neighbourhood residents and employees of area businesses.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>10C.1.5. To serve as an area of transition between the Cataraqui North neighbourhood and existing and future business and industrial uses in Cataraqui Industrial Estates.</p>	<p>Please refer to the response provided for 2.1.1, 2.6.3, 2.7.4, and 2.7.5.</p>
<p>10C.1.6. To promote excellence and innovation in urban and environmental design that is sensitive to, and scaled to, the natural and built environments.</p>	<p>As described in 2.6.3 and 2.7.2, urban design was carefully considered in this proposal and further demonstrated and discussed through an urban design study which was submitted by the Applicant and accepted by City staff.</p>
<p>10C.1.7. To encourage the preservation of significant features of the natural environment, such as watercourses and stands of mature trees, and integrate such resources into proposed developments, wherever possible.</p>	<p>Please refer to the response provided for 2.7.2 and 6.2.2.</p>
<p>10C.1.8. To ensure that the safety and security of all neighbourhood residents is the prime consideration in all aspects of the planning and development of the neighbourhood.</p>	<p>The proposal has been designed in such a way that both the surrounding streets and sidewalks, as well as inner courtyard, have excellent visibility from the homes in the apartment buildings. Other aspects affecting safety and visibility, such as lighting and tree plantings, will be assessed at the stage of Site Plan Control.</p>
<p>10C.1.9. To integrate compatible land uses in order to achieve a more cohesive and safe neighbourhood.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>10C.1.11. To ensure that development and the provision of municipal services occurs in an efficient and economical manner,</p>	<p>Please refer to the response provided for 2.1.1.</p>

Policy	Conformity with the Policy
and provides an adequate supply of serviced land.	
10C.1.12. To ensure that proposed development complements adjoining existing land uses, including environmental and heritage resources.	Please refer to the response provided for 2.1.1, 2.6.3, 2.7.4, and 2.8.8.
10C.1.13. To implement a tree planting program that is consistent with municipal policy.	Please refer to the response provided for 6.2.2.
Cataraqui North Secondary Plan – Residential Policies	
10C.3.1. The Residential land use designation means that: a. the predominant use of land and buildings is for residential purposes; and, b. other uses which are complementary to and serve principal residential uses such as elementary schools and parkettes are also permitted.	Please refer to the response provided for 2.1.1.
10C.3.2. A variety of compatible housing types and building styles are encouraged in order to accommodate the different and changing needs of the community.	Please refer to the response provided for 2.1.1.
10C.3.3. Over-concentration of any one housing type or building design are discouraged.	The wider area contains an assortment of housing types and styles, ranging from single detached homes to townhouses to apartment buildings. Apartment housing is desirable on the subject property given its location and proximity to employment lands and commercial services. Higher-density housing is appropriate on the periphery of the neighbourhood, where it can more effectively transition to the employment lands and commercial areas beyond.

Policy	Conformity with the Policy
<p>10C.3.5. Residential areas must be designed to allow for convenient pedestrian movement incorporating universal design standards.</p>	<p>Please refer to the response provided for 2.3.18. The details of site design, including pedestrian linkages and connections through the site, will be refined at the time of Site Plan Control.</p>
<p>10C.3.6. An overall density of development, sufficient to foster a healthy and safe neighbourhood environment in which a wide range of services, amenities and employment opportunities can be provided in an efficient and financially-sustainable manner, is encouraged.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>10C.3.7. Varying densities of development, calculated on a net area basis, will be distributed throughout the neighbourhood to ensure that a high proportion of residents will live within a short walking distance of local facilities and services.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>10C.3.9. Every reasonable effort will be made to ensure that any proposed development is compatible with existing adjacent residential areas.</p>	<p>Please refer to the response provided for 2.1.1, 2.6.3, and 2.7.4.</p>
<p>10C.3.10. Residential lots abutting Centennial Drive and Cataraqui Woods Drive are subject to the following restrictions:</p> <p>d. noise attenuation studies may be required by the Province, in which case appropriate mitigative measures identified therein must be undertaken by the proponent.</p>	<p>Please refer to the response provided for 2.7.2.</p>
<p>10C.3.11. The concentration of non-residential uses will be discouraged.</p>	<p>The proposal is primarily residential and contains a moderate amount of commercial space (200 square metres). This does not result in an over-</p>

Policy	Conformity with the Policy
	concentration of non-residential uses, but rather it effectively complements the commercial uses around the Centennial Drive & Cataraqui Woods intersection, providing commercial services to residents in the vicinity.
10C.3.23. The maximum building height for mid-rise residential uses is four storeys, and variations in building height that are sensitive to existing and proposed housing forms on adjoining lands is encouraged.	While the development meets the definition of ‘mid-rise’ in the policy framework of the overall Official Plan, within the context of the Cataraqui North Secondary Plan Area, the six-storey development is contemplated as ‘high-rise’.
10C.3.30. The maximum building height in high-rise residential areas is eight storeys.	The proposal entails the construction of six-storey buildings, which are well within the height limit for high-rise development within this area.
10C.3.31. High-rise residential buildings must be oriented to the street in order to create a prominent building presence along the street and in a manner that is <i>compatible</i> with adjacent <i>development</i> .	The proposal seeks to position the buildings such that they front directly onto both Centennial and Cataraqui Woods Drive, thus framing each street and creating a prominent presence and also strong anchor for this major intersection. As described in responses to 2.1.1, 2.6.3, and 2.7.4, the proposed development is compatible with adjacent development.
10C.3.32. Integrating apartment buildings and other multiple dwelling housing forms with adjoining uses must be encouraged provided the clustering of such uses into isolated enclaves is avoided.	Please refer to the response provided for 2.1.1, 2.6.3, and 2.7.4.
10C.3.35. Non-residential uses may be permitted on the ground floor of high density residential buildings, provided such uses are compatible with on-site and adjoining residential uses and are limited to personal services, professional offices, laundromats, dry cleaners or other similar uses.	Please refer to the response provided for 2.1.1 and 10C.3.11.

Policy	Conformity with the Policy
<p>10C.3.34.1. That high-rise residential development may be located at the northwest corner of Centennial Drive and Cataraqui Woods Drive, 500 Cataraqui Woods Drive, subject to the following restrictions:</p> <p>a. The maximum density is 280 dwelling units per net hectare of land.</p>	<p>The proposed density of 189 dwelling units per net hectare is well within the limits of this site.</p>
<p>Cataraqui North Secondary Plan – Servicing Policies</p>	
<p>10C.7.1. All new development must be connected to the municipal sewage and water services system. However, a commercial or public building which does not require the construction of full municipal services may be permitted by Council.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>10C.7.4. Concept plans submitted by the proponent must be supported by a traffic analysis which is satisfactory to the City, and which demonstrates sufficient capacity within the roads system to accommodate anticipated additional traffic volumes from the proposed development.</p>	<p>Please refer to the response provided for 2.7.2.</p>
<p>10C.7.5. Proposed development must be assessed in relation to the City’s municipal servicing capacity.</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>Cataraqui North Secondary Plan – Transportation Policies</p>	
<p>10C.8.13. A high standard of building and site design must be employed along those roads serving as access points to the</p>	<p>The proposed buildings frame the street frontage and compliment the surrounding area and helping to create a neighbourhood identity. The Applicant has demonstrated commitment to ensuring the site</p>

Policy	Conformity with the Policy
neighbourhood in order to create a sense of neighbourhood coherence and identity.	and buildings are designed in a thoughtful manner. Through the use of consistent scale and massing to other nearby structures, and complementary materials, a sense of coherence is achieved.
10C.8.17. It is the intent of this Plan that all residents will live within reasonable walking distances of public transit routes.	Please refer to the response provided for 2.1.1.
Cataraqui North Secondary Plan – Development Policies	
10C.9.1. Every reasonable effort will be made to ensure that proposed development contributes to the creation of an environmentally-sensitive and healthy urban setting.	Please refer to the response provided for 2.7.2.
<p>10C.9.2. The location of roads and land uses will reflect the natural environment, specifically:</p> <ul style="list-style-type: none"> d. control of stormwater run-off will be provided by a system of stormwater management facilities designed to minimize the impact of new development on the quality and quantity of water within the watershed and to minimize any effect to on-site and downstream aquatic habitat including fish habitat; e. stormwater management considerations must be designed and implemented in accordance with the Cataraqui North Neighbourhood Master Drainage Plan, as amended; f. individual development projects must be designed to conform with the Master Drainage Plan; g. infiltration of stormwater run-off to replenish groundwater 	The Applicant has submitted a stormwater management report and plan in support of the proposed development, which has been accepted by City Staff.

Policy	Conformity with the Policy
<p>reserves is encouraged, where appropriate, through various development and construction measures, which must be specified in subdivision and site plan control agreements; and,</p> <p>h. lands set aside for use in connection with stormwater management facilities, are to be zoned in an appropriate manner to ensure protection from future development.</p>	
<p>10C.9.3. The following urban design principles must be considered by Council:</p> <ul style="list-style-type: none"> a. development must be consistent with the City’s urban growth management policies; b. a variety in building types and designs is encouraged; c. energy efficient designs in plans of subdivision, site plans, buildings and public works are recommended; d. universal design principles that maximize barrier-free accessibility, inclusivity, and personal safety are the promoted standard; e. appropriate landscaping is encouraged; f. the creation of safe, attractive, and barrier-free streetscapes are promoted through the coordinated application of such elements as: tree planting; street lighting; building location, orientation, massing and facades; signage; parking area location and entrances; landscaping; and, preservation 	<ul style="list-style-type: none"> a) The proposal aligns with the City’s growth management policies and is in a location that is fully serviced with connections to transit routes, multi-use pathways for active transportation, and nearby commercial services. b) 410 new homes are proposed in two six-storey buildings whose massing respects the form and character of the area, which is comprised of buildings up to 4 storeys in height and a variety of residential and commercial uses. While being complementary, the buildings are unique enough to tastefully stand out without appearing out of place, thanks to clean architectural lines and a thoughtful colour palette and choice of materials that integrate well. The buildings will not only anchor the intersection, but complete it. c) the buildings take advantage of the south facing frontage with the lots which accommodate two buildings being separated from one another while maintaining the southern orientation to capitalize on solar heat gain. d, f) Please refer to the response to 2.3.18. e) While Planning Services no longer has the ability to review and regulate landscaping due to recent provincial changes, staff will work with the applicant during the Site Plan Control stage to ensure a thoughtful site design that maintains an acceptable level of landscaped open space, and

Policy	Conformity with the Policy
<p>and enhancement of significant cultural heritage resources and natural heritage features and areas;</p> <p>i. transit-supportive design of subdivisions, individual sites, and buildings are encouraged; and,</p> <p>j. all development must further comply with the urban design policies of Section 8 of this Plan.</p>	<p>tree counts that are in alignment with the City's Tree By-law.</p> <p>i) Please refer to the response provided for 2.1.1.</p> <p>j) Please refer to the response provided for 8.3, 8.4, and 8.6.</p>



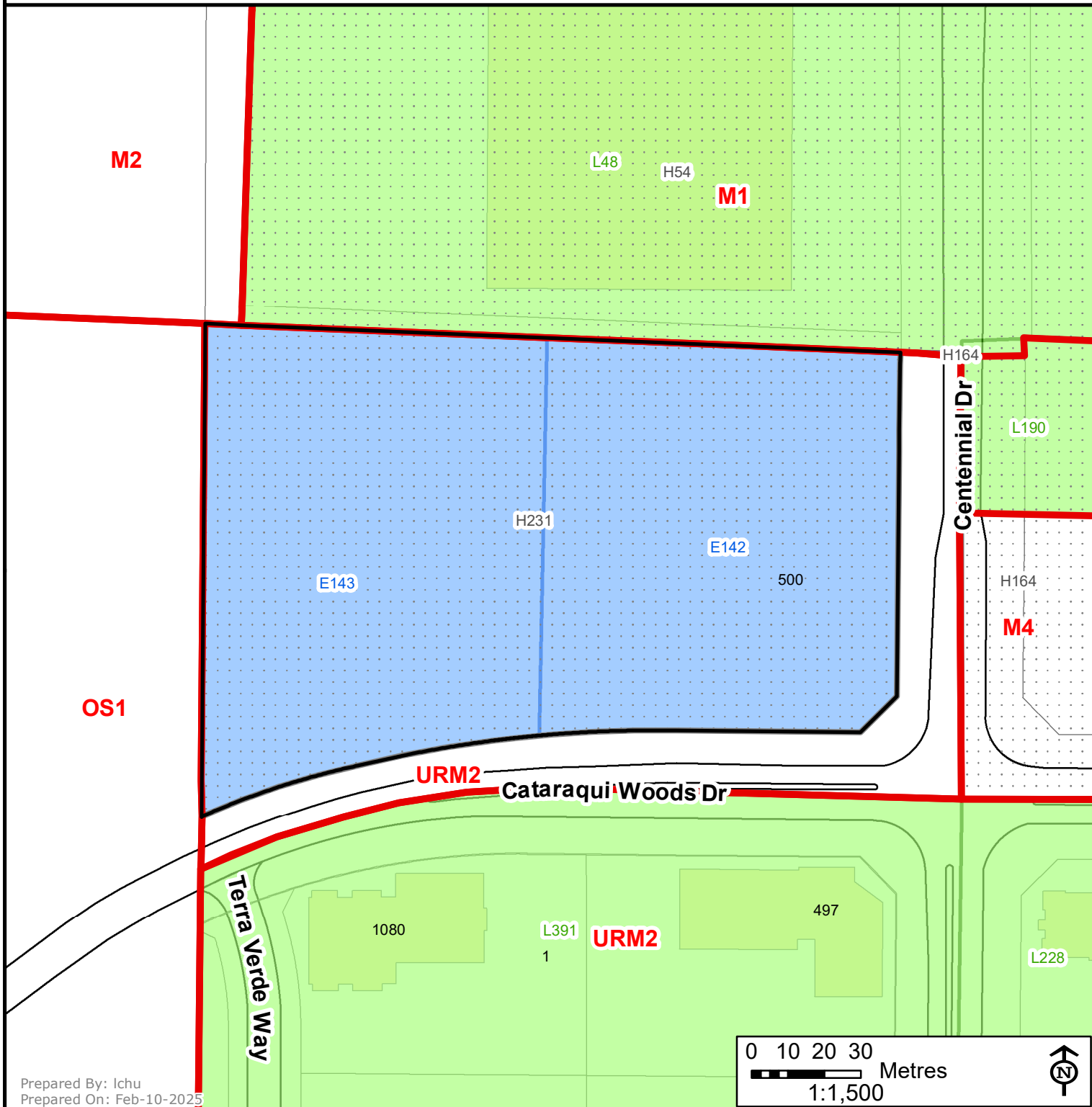
Planning Committee
Existing Zoning
Kingston Zoning By-Law 2022-62

Planning Services

Address: 500 Cataraqui Woods Drive
File Number: D14-017-2024
Prepared On: Feb-10-2025

Subject Lands
Schedule 1 Zoning Map
Zone

Schedule E - Exception Overlay
Legacy Exceptions (LXXX)
Exceptions (EXXX)
Schedule F - Holding Overlay
Holding Overlay (HXXX)



Prepared By: Ichu
Prepared On: Feb-10-2025



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 CHRONOLOGY
 ISSUED FOR SPA

DATE
 2024.12.18

NO.	REVISION DESCRIPTION	DATE

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210, 137 Glasgow St. Office 169
 Kitchener, ON N2G 4X8
www.mccallumsather.com

ARCHITECT'S SEAL



2024.12.09

PROJECT NAME

CATARAQUI WOODS DRIVE
 500 CATARAQUI WOODS DR, KINGSTON, ON, K7P 0E9

CLIENT

CITY FLATS

DRAWING TITLE

OVERALL SITE PLAN

PROJECT NUMBER

24046

DRAWING NUMBER

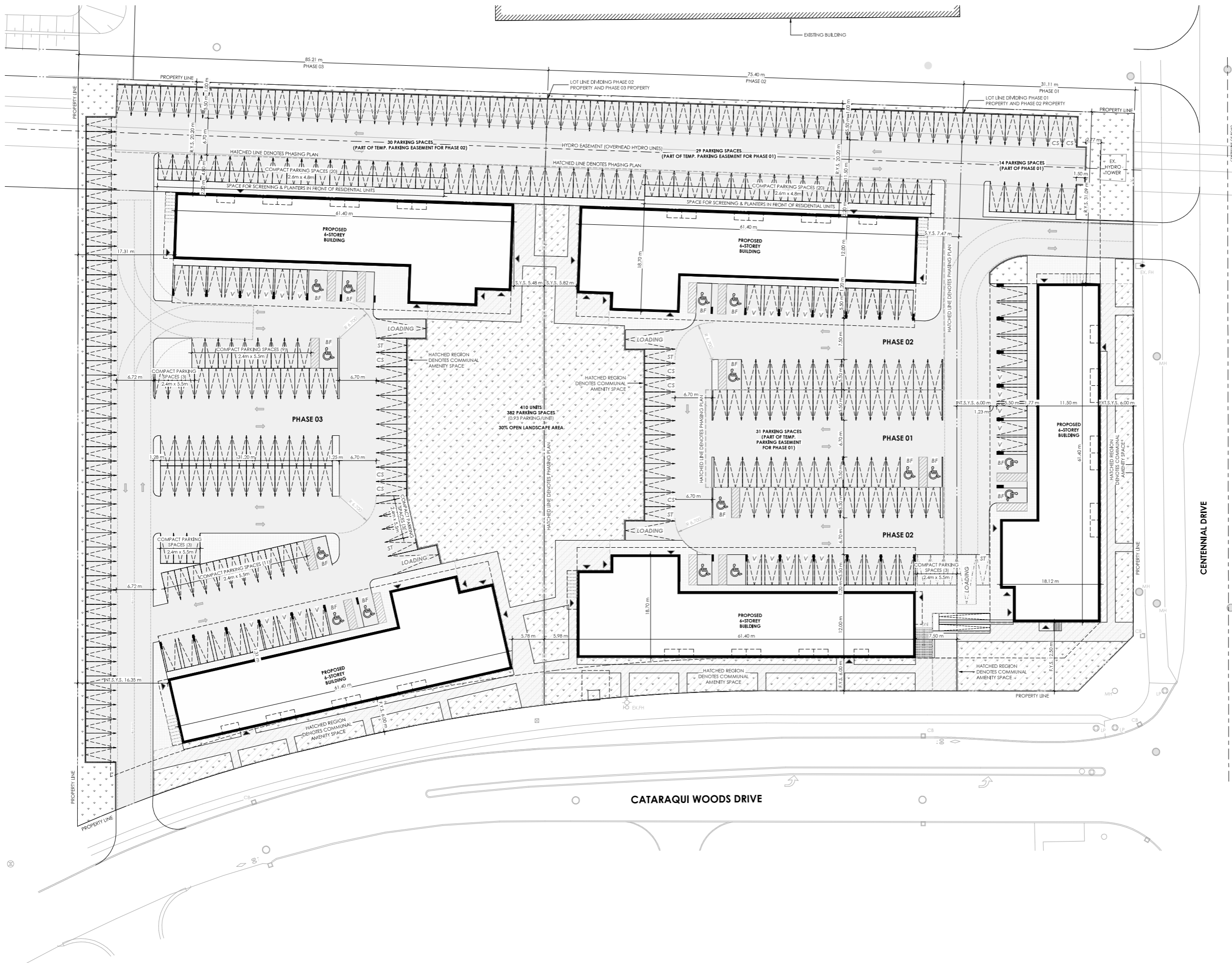
SP1.1

SCALE

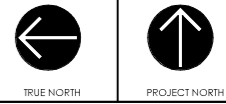
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SHEET SIZE

24x36



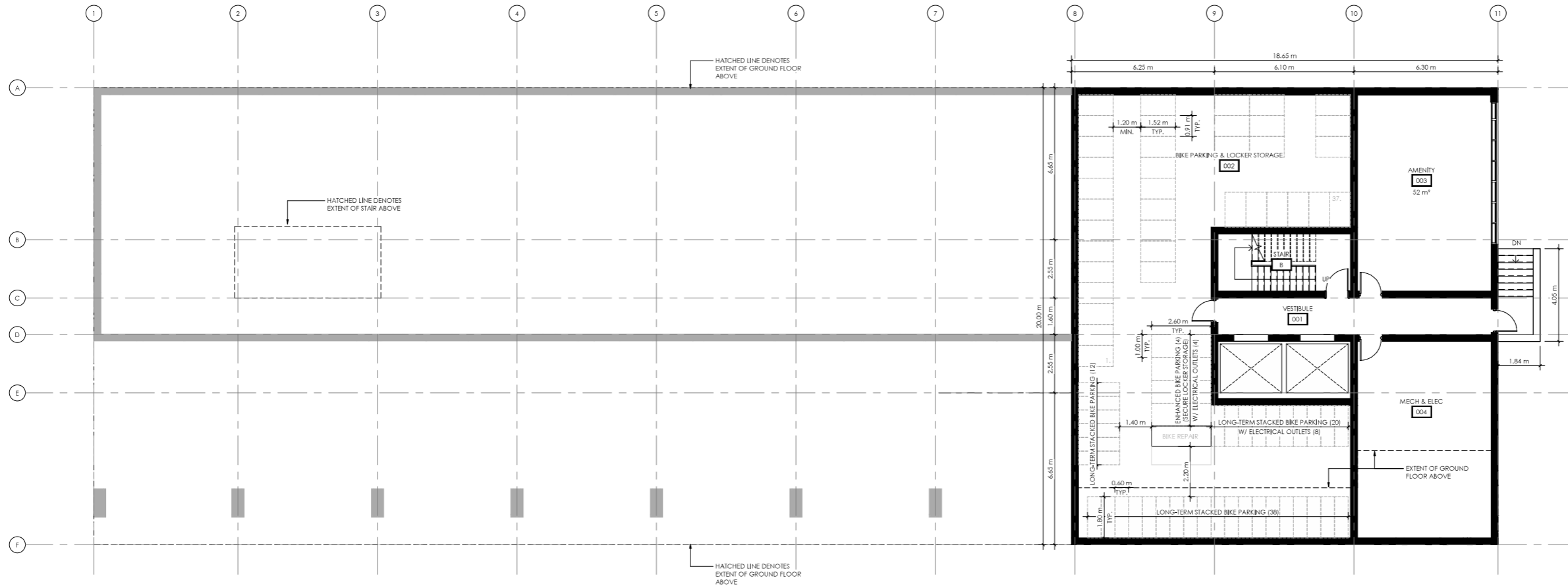
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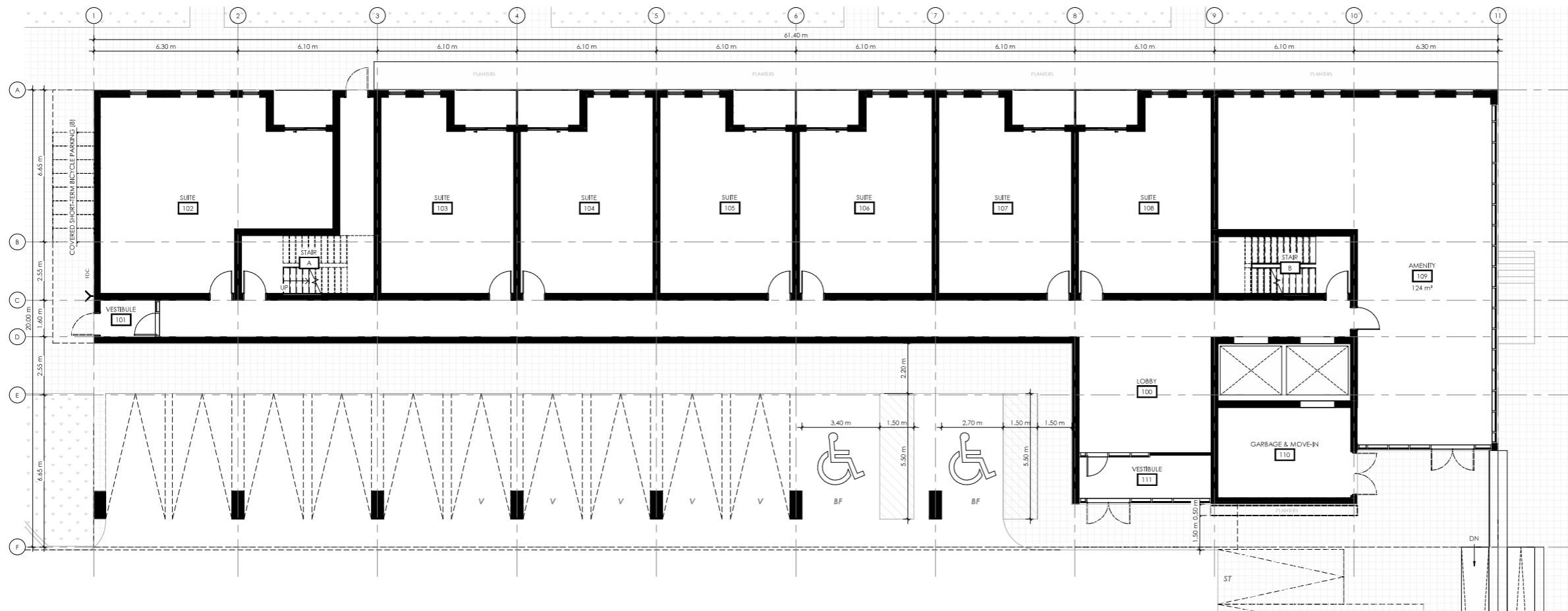
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DATE: 2024.12.18

NO.	REVISION DESCRIPTION	DATE



1 BASEMENT FLOOR PLAN (SPA)
 SP2.1 1:100



2 GROUND FLOOR PLAN (SPA)
 SP2.1 1:100

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ARCHITECT'S SEAL



2024.12.09

PROJECT NAME
CATARAQUI WOODS DRIVE
 500 CATARAQUI WOODS DR. KINGSTON, ON, K7P 0E9

CLIENT
CITY FLATS

DRAWING TITLE
FLOOR PLANS

PROJECT NUMBER 24046	DRAWING NUMBER SP2.1
SCALE 1:100	
SHEET SIZE 24x36	

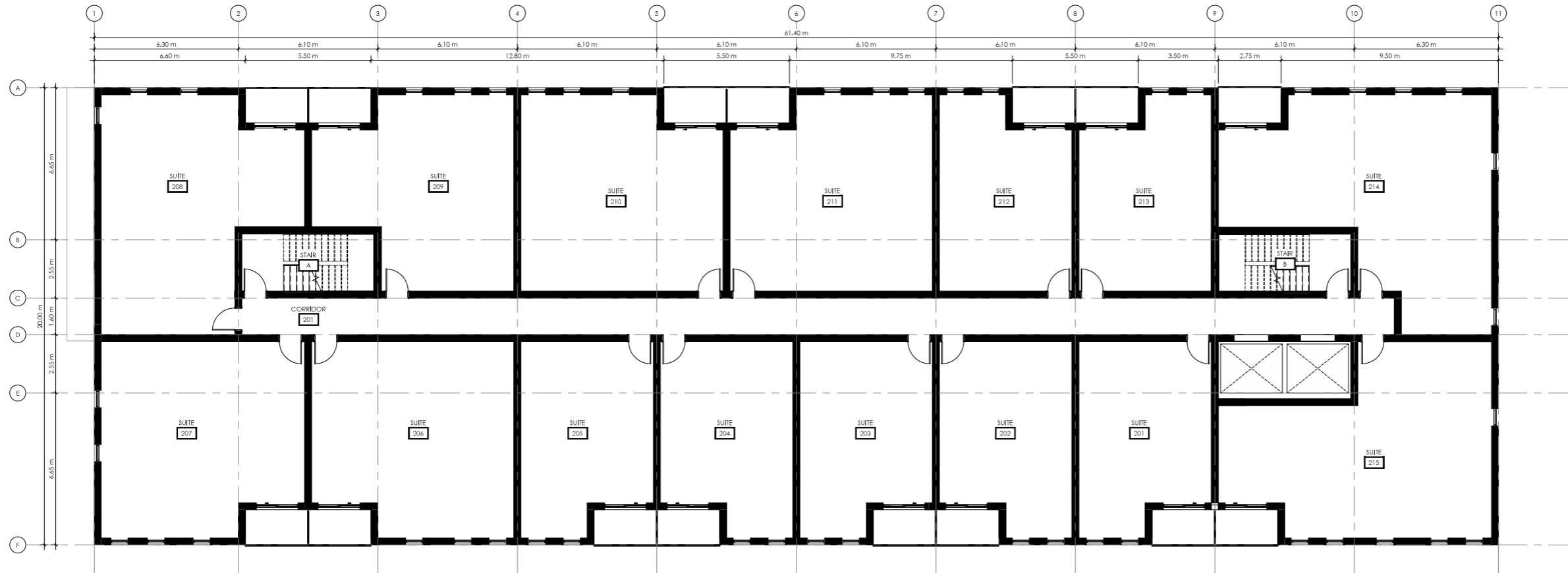
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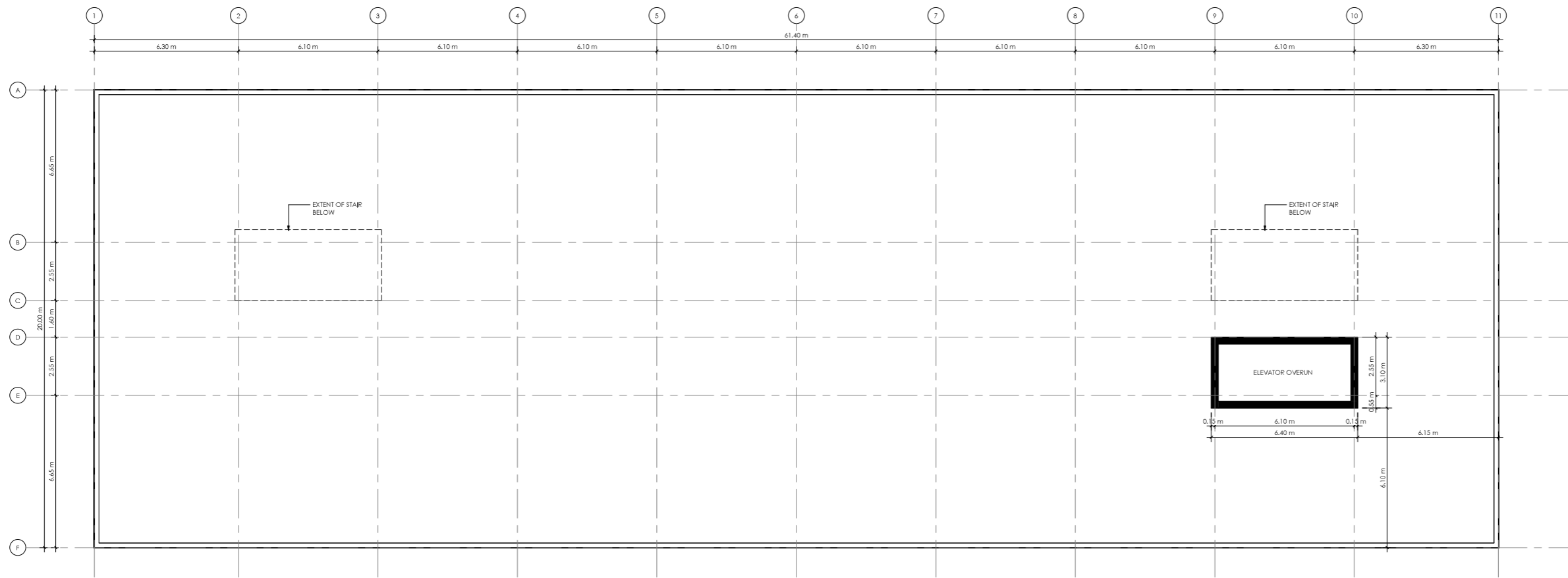
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 ISSUED FOR SPA

DATE
 2024.12.18

NO.	REVISION DESCRIPTION	DATE



1 TYPICAL FLOOR PLAN 2-6 (SPA)
 SP2.2 1:100



2 ROOF
 SP2.2 1:100

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2024.12.09
 PROJECT NAME
CATARAQUI WOODS DRIVE
 500 CATARAQUI WOODS DR. KINGSTON, ON, K7P 0E9

CLIENT
CITY FLATS

DRAWING TITLE
FLOOR PLANS

PROJECT NUMBER 24046	DRAWING NUMBER SP2.2
SCALE 1:100	
SHEET SIZE 24x36	

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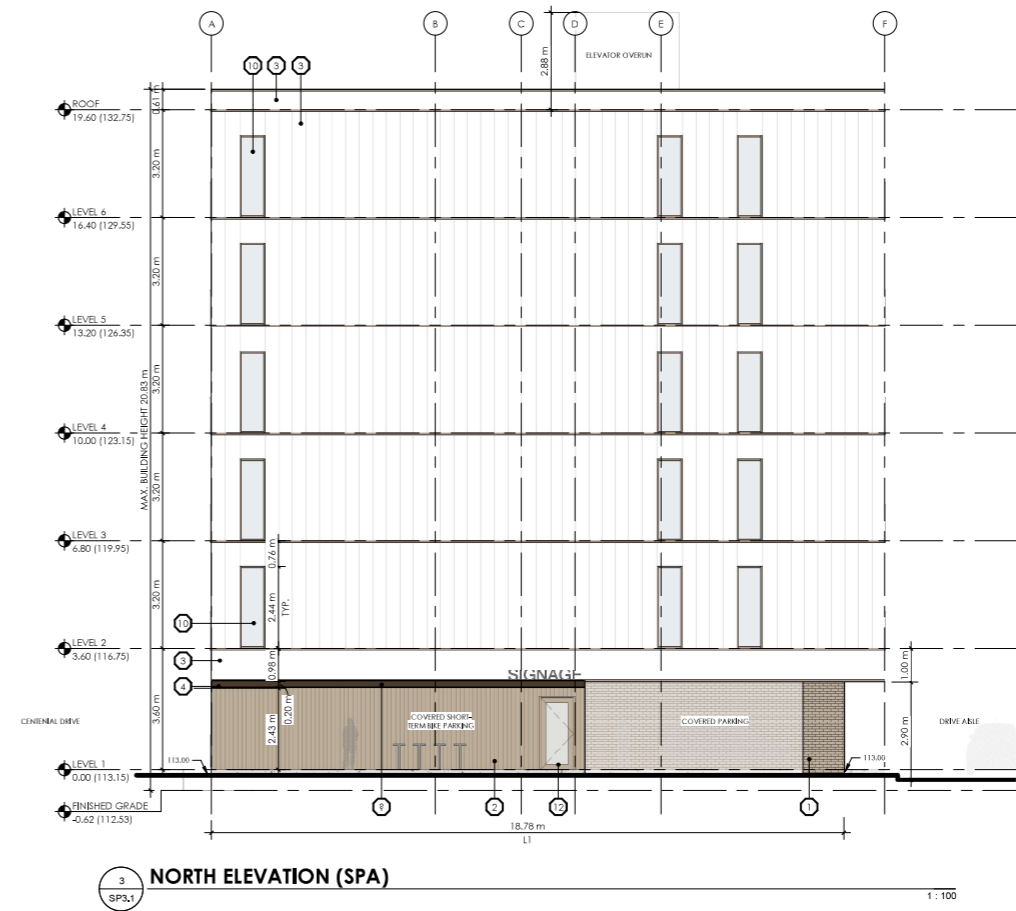
DRAWING SUBMISSION:
CHRONOLOGY DATE
ISSUED FOR SPA 2024.12.18

NO. REVISION DESCRIPTION DATE

MATERIAL LEGEND

- 1 BRICK VENEER
COLOUR: BEIGE
- 2 VERTICAL WOOD SIDING
COLOUR: TBD
- 3 METAL CLADDING SYSTEM
COLOUR: GREY
TEXTURE: SMOOTH
- 4 METAL ENTRANCE CANOPY
COLOUR: DARK BRONZE
TEXTURE: SMOOTH
- 5 PREFINISHED METAL TRIM
COLOUR: LIGHT BRONZE
- 6 ALUMINUM RAILING SYSTEM
COLOUR: DARK BRONZE
- 7 ARCHITECTURALLY EXPOSED
CAST-IN-PLACE CONCRETE
- 8 METAL RAISED PLANTER
COLOUR: DARK BRONZE
- 9 ALUMINUM CURTAINWALL
FRAMING SYSTEM
FINISH: LIGHT BRONZE
- 10 VINYL WINDOW UNIT
c/w OPERABLE WINDOW
FINISH: LIGHT BRONZE
- 11 SLIDING DOOR
FINISH: LIGHT BRONZE
- 12 HOLLOW METAL ENTRY DOOR
COLOUR: LIGHT BRONZE
- 13 METAL PRIVACY SCREEN
COLOUR: TBD

FINISHED GRADE CALC					
ELEVATION	LENGTH NUMBER	START ELEVATION (RL)	END ELEVATION (RL)	LENGTH (M)	EL * RL / 2 * X M
NORTH	11	113.00	113.00	18.78	2,122.14
EAST	12	113.00	111.52	41.40	4,892.76
SOUTH	13	111.52	111.52	20.00	2,200.00
WEST	14	113.00	113.00	41.40	4,920.20
			TOTAL:	141.58	16,135.10
			AVERAGE GRADE:	16,163.5/141.58	112.82



3 NORTH ELEVATION (SPA)



1 EAST ELEVATION (SPA)

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2024.12.09
PROJECT NAME
CATARAQUI WOODS DRIVE
500 CATARAQUI WOODS DR, KINGSTON, ON, K7P 0E9

CLIENT
CITY FLATS

DRAWING TITLE
ELEVATIONS

PROJECT NUMBER 24046	DRAWING NUMBER SP3.1
SCALE	
SHEET SIZE 24x36	

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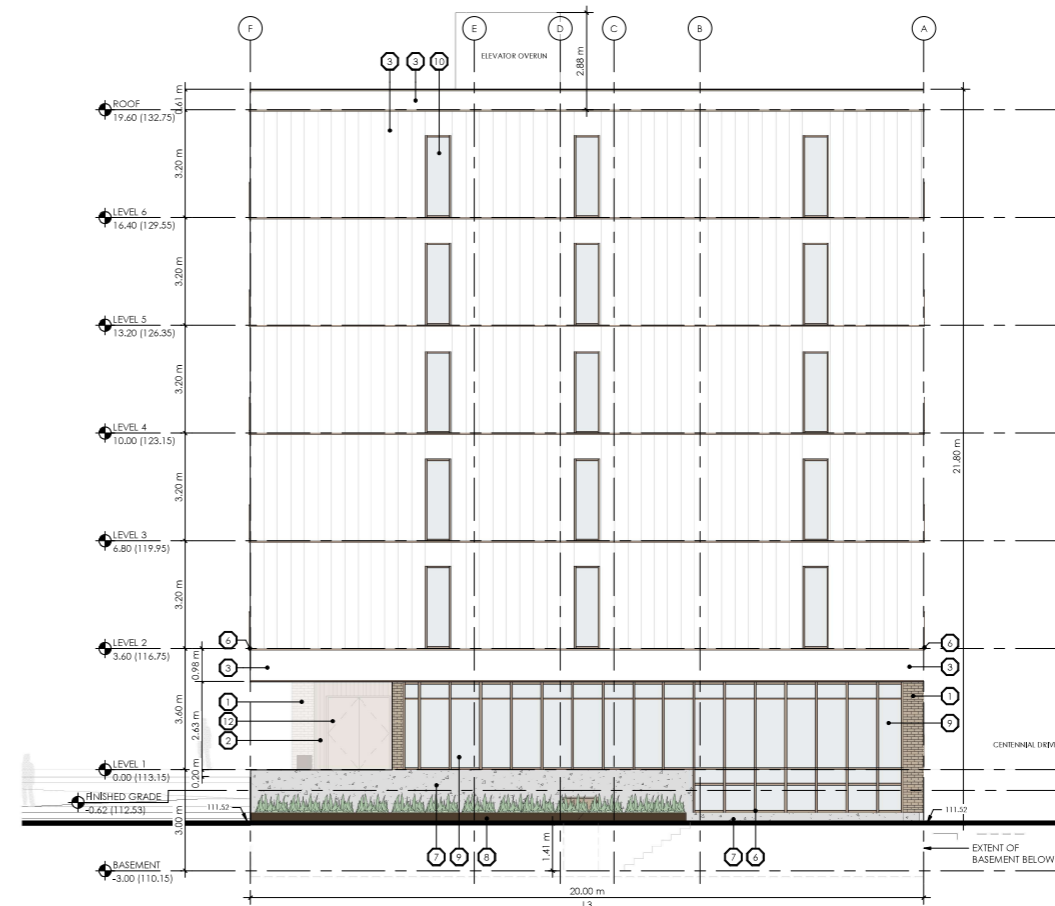
DATE
2024.12.18

NO.	REVISION DESCRIPTION	DATE

MATERIAL LEGEND

- 1 BRICK VENEER
COLOUR: BEIGE
- 2 VERTICAL WOOD SIDING
COLOUR: TBD
- 3 METAL CLADDING SYSTEM
COLOUR: GREY
TEXTURE: SMOOTH
- 4 METAL ENTRANCE CANOPY
COLOUR: DARK BRONZE
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FINISH: LIGHT BRONZE
- 11 SLIDING DOOR
FINISH: LIGHT BRONZE
- 12 HOLLOW METAL ENTRY DOOR
COLOUR: LIGHT BRONZE
- 13 METAL PRIVACY SCREEN
COLOUR: TBD

FINISHED GRADE CALC					
DIRECTION	LENGTH NUMBER	START ELEVATION (EL1)	END ELEVATION (EL2)	LENGTH (M)	EL1 + EL2 / 2 X M
NORTH	11	113.00	113.00	18.76	2,122.14
EAST	12	113.00	111.52	41.40	6,922.24
SOUTH	13	111.52	113.00	20.00	2,200.00
WEST	14	113.00	113.00	41.40	4,706.20
TOTAL				141.56	16,168.5
AVERAGE GRADE				16,163.5/141.56	112.82



1 SOUTH ELEVATION (SPA)

1 : 100



2 WEST ELEVATION (SPA)

1 : 100

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ARCHITECT'S SEAL



2024.12.09

PROJECT NAME

CATARAQUI WOODS DRIVE
500 CATARAQUI WOODS DR, KINGSTON, ON, K7P 0E9

CLIENT

CITY FLATS

DRAWING TITLE

ELEVATIONS

PROJECT NUMBER

24046

DRAWING NUMBER

SP3.2

SCALE

SHEET SIZE

24x36

Image 1 - View looking Northwest towards the Subject lands



Image 2 - View looking west towards Subject lands along Cataraqi Woods Drive



Image 3 - View along Centennial Drive towards Intersection of Cataraqui Woods Drive & Centennial Drive



Image 4 - View of Existing Mixed Use Building Adjacent to Subject lands



Image 5 - View Towards East End of Subject lands



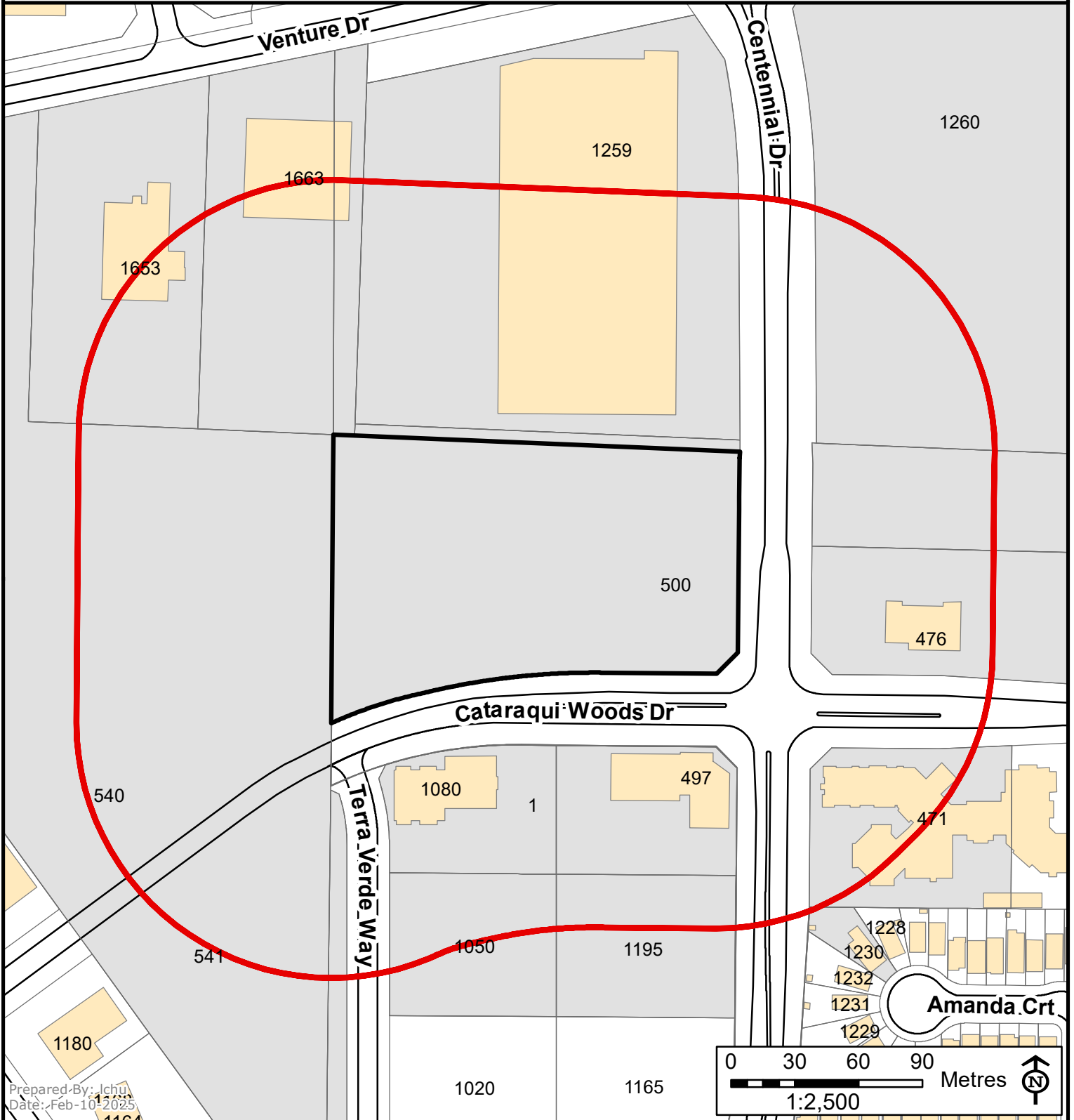
Image 6 - View of Subject Lands from Abutting Storm Water Facility



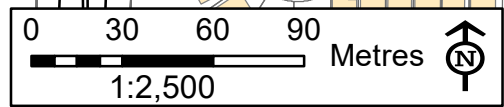


Planning Committee
Public Notice Notification Map
Address: 500 Cataraqui Woods Drive
File Number: D14-017-2024
Prepared On: Feb-10-2025

- 120m Public Notification Boundary
- Subject Lands
- Property Boundaries
- 20 Properties in Receipt of Notice (MPAC)



Prepared By: jchu
Date: Feb-10-2025



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