



**City of Kingston
Report to Planning Committee
Report Number PC-24-006**

To: Chair and Members of the Planning Committee
From: Paige Agnew, Commissioner, Growth & Development
Resource Staff: Tim Park, Director, Planning Services
Date of Meeting: December 21, 2023
Subject: Recommendation Report
File Number: D35-002-2023
Address: 500 Cataraqui Woods Drive
District: Loyalist-Cataraqui
Application Type: Official Plan & Zoning By-Law Amendment
Owner: Centennial Land Development LP
Applicant: Arcadis and City Flats

Council Strategic Plan Alignment:

Theme: 1. Support Housing Affordability

Goal: 1.1 Promote increased supply and affordability of housing.

Executive Summary:

The following is a report recommending approval to the Planning Committee regarding an application for Official Plan and zoning by-law amendments submitted by Arcadis and City Flats, on behalf of Centennial Land Development LP, with respect to the subject site located at 500 Cataraqui Woods Drive.

The property is located on the northwest corner of the intersection of Centennial Drive and Cataraqui Woods Drive and is approximately 2.16 hectares in size. The property is currently undeveloped and is designated Business Commercial within the Cataraqui North Secondary Plan area set out in the City of Kingston Official Plan, and is zoned Employment Service Zone (M4)

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together with a Legacy Exception L74 in the Kingston Zoning By-Law. The property is bounded by residential and commercial development to the south and east, while immediately north is a Hydro easement measuring approximately 20 metres in width before the area transitions to light industrial uses. Two stormwater management ponds are situated directly west.

The Applicant is proposing to develop the site with two six-storey mixed-use buildings containing a combined total of 430 homes and 517 square metres of commercial space. The homes will range in size from studio apartments to three-bedroom configurations. A total of 519 parking stalls are proposed, with all 430 resident spaces located in an underground parking structure, and the remaining two commercial, 65 visitor, and 22 car-share spaces on the surface. In addition to vehicle parking, the site is also serviced by 442 bicycle parking spaces, comprised of 389 long term and 43 short term spaces for residents, along with one long-term and eight short-term spaces for the commercial units. Nearly 8,000 square metres of amenity space is proposed, spread amongst private balconies, terraces and communal indoor amenity rooms, alongside outdoor areas and courtyards.

The construction of the two buildings is proposed to be conducted in phases, and the proposed zoning by-law has been drafted to allow the option to sever the property into two lots in the future to enable each building to be located on a separate parcel. This would necessitate a consent application, but for the purposes of zoning, the proposed amendment treats the lands as one.

The proposal is consistent with the intent of both the Provincial Policy Statement and Kingston Official Plan as it benefits from the amenities of its urban area location and contemplates a mixed-use development that makes effective use of municipal infrastructure. It will contribute towards the creation of healthy, liveable communities that offer a range of housing options that are also supported by both public transit and active transportation. It therefore 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 applications for Official Plan and zoning by-law amendments (File Number D35-002-2023) submitted by Arcadis and City Flats, on behalf of Centennial Land Development LP, for the property municipally known as 500 Cataraqui Woods Drive, be approved; and

That the City of Kingston Official Plan, as amended, be further amended, amendment number 91, as per Exhibit A, (Draft By-Law and Schedule A to Amend the Official Plan) to Report Number PC-24-006; and

That Kingston Zoning By-Law Number 2022-62, as amended, be further amended, as per Exhibit B (Draft By-Law and Schedule A to Amend Zoning By-Law Number 2022-62) to Report Number PC-24-006; and

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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:

ORIGINAL SIGNED BY COMMISSIONER

**Paige Agnew, Commissioner,
Growth and 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 Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Peter Huigenbos, Commissioner, Major Projects & Strategic Initiatives	Not required
Brad Joyce, Commissioner, Infrastructure, Transportation & Emergency Services	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

Statutory Public Meeting

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

and/or

Chris Booth, Senior Planner
The Corporation of the City of Kingston
Planning Services
216 Ontario Street
Kingston, ON K7L 2Z3
613-546-4291 extension 3215
cbooth@cityofkingston.ca

Background and Decision Date

In accordance with By-Law Number 2007-43, these applications were subject to a pre-application meeting held on August 20, 2021 with Planning Services and various other departments and

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agencies. Following this, an application was submitted and deemed to be complete as of May 19, 2023.

In accordance with the *Planning Act*, this application is subject to a decision by Council on or before September 19, 2023, which is 120 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). The applicant has been working to resolve issues related to traffic as well as to provide a draft by-law for consideration which could address a potential severance to separate the two buildings.

Site Characteristics

The property is located at the northwest corner of the intersection of Centennial Drive and Cataraqui Woods Drive, in a transitional area between the Business Park uses to the north and the residential neighbourhood further south. The site measures 2.16 hectares in size and is designated Business Commercial (Cataraqui North Secondary Plan) in the Official Plan, and M4 - Employment Service Zone, Legacy Exception L74 in the Kingston Zoning By-law. The site is vegetated, contains 22 trees, and does not have heritage status.

It is bounded on the east by Centennial Drive, across from a one-storey office, and to the west lie two stormwater management ponds on land zoned OS1 – Protected Open Space. The property to the north contains a recently developed three-storey light industrial building while the property directly to the south contains a four-storey mixed-use apartment building with at-grade commercial alongside a commercial plaza. To the southeast is a four-storey retirement home, and further to the south are lands approved for residential buildings up to 18 storeys in height.

Proposed Application and Submission

The Applicant is requesting an Official Plan amendment to re-designate the property from Business Commercial to Residential to permit a high-density residential use of 280 dwelling units per net hectare. The Applicant is also proposing to re-zone the property from M4 – Employment Service Zone to URM2 – Urban Multi-Residential Zone 2 with an Exception Overlay that would contain specific development standards unique to this site.

The Applicant is proposing to redevelop these currently vacant lands with two six-storey (20.7 metre) buildings containing 430 homes and 517 square metres of commercial space. A variety of housing configurations are contemplated, including 11 studio, 66 one-bedroom, 72 one-bedroom + den, 256 two-bedroom, and 25 three-bedroom apartments. The buildings are proposed to be no closer than:

- 6.2 metres from the front property line along Centennial Drive,
- 23.1 metres from the interior side property line (which accommodates a 20 metre wide Hydro easement doubling as a buffer from the light industrial building to the north),
- 6.02 metres from the exterior side property line along Cataraqui Woods Drive; and
- 7.45 metres from the rear property line along the stormwater management ponds.

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Vehicular access to the site is afforded by way of two driveways, with one located along Cataraqui Woods Drive and the other along Centennial Drive. A total of 519 parking stalls are proposed, with all 430 resident spaces located in an underground parkade (including 11 accessible stalls and nine car-share). The remaining two commercial (slated to be accessible stalls), 65 visitor, and 22 car-share spaces will be accommodated on the surface.

A total of 442 bicycle parking spaces are proposed across both buildings, comprised of 389 long term and 43 short term spaces for residents, along with one long-term and eight short-term spaces for the commercial units. A bicycle maintenance area will also be provided in each building.

Nearly 8,000 square metres of amenity space is proposed, spread amongst private balconies, terraces and communal indoor amenity rooms, alongside outdoor areas and courtyards set within nearly 6,700 square metres of landscaped open space, which equates to 30.9% of the lot. While all trees on-site are to be removed to facilitate re-development, the planting plan for all landscaped areas will be in accordance with the City of Kingston Tree By-Law and will be reviewed in detail at the time of Site Plan Control.

Development is proposed to be phased, and the property may be severed into two lots in the future to enable each building to be located on a separate parcel. This would necessitate a Consent application, but for the purposes of zoning, the proposed Zoning By-Law Amendment treats the lands as one. Specific details concerning the site layout will be finalized through a Site Plan Control application.

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

- Conceptual Site Plan
- Floor Plans
- Architectural Elevations
- Planning Justification Report
- Servicing Report
- Stormwater Management Report
- Tree Inventory Study
- Traffic Impact Study
- Noise Study
- Phase 1 & 2 Environmental Site Assessment
- Stage 1 & 2 Archeological Assessment
- Urban Design Study and Shadow Impact Analysis

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.

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Provincial Policy Statement

The Provincial Policy Statement (2020) 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 what the PPS defines as an urban settlement area, where growth is to take the form of mixed-use development patterns that optimize municipal investments in infrastructure and facilities. This, in turn, creates healthy, liveable communities that offer a range of housing options supported by both public transit and active transportation.

The proposal would contribute making effective use of an underutilized and serviced parcel of land through the introduction of 430 new homes in a range of sizes. The addition of a moderate amount of commercial space will not only ensure a mix of uses is provided but will further complement the existing commercial plaza across the street, effectively creating a node of activity and high density at a major intersection that is well-served by public transit.

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

Official Plan Considerations

The subject property is designated Business Commercial in the Official Plan, under the Cataraqui North Secondary Plan. This designation is intended to encourage development that emphasizes a balanced mix of land uses that support public transit, and which are also oriented toward active transportation. A range of amenities are to be nearby, giving residents access to commercial services, and the area should effectively transition between the residential neighbourhood of Cataraqui North and the Cataraqui Estates Business Park.

While the proposal contemplates an Official Plan amendment to change the designation from Business Commercial to Residential and to permit increased density, it meets the Plan's overall intent. It also meets locational criteria for high density development proposals that also require a zoning by-law amendment. This policy guidance is meant to ensure that additional density occurs in areas where it can be supported by adequate infrastructure and amenities that contribute a high quality of life such as employment, parkland and shopping.

The subject site is located at the intersection of Centennial Drive and Cataraqui Woods Drive, which are major arterials that provide connections throughout the city. Not only are these roads capable of carrying traffic from the proposed development (with minimal enhancements identified in the submitted Traffic Impact Study), but they also carry Transit Route 14, which provides connections to nearby employment and commercial lands as well as the Cataraqui Centre shopping mall, where a major transfer station also exists.

A commercial plaza and residential apartment building with commercial at-grade are located across Cataraqui Woods Drive to the south, easily accessed by a signalized intersection with existing crosswalk. This makes daily services within easy reach, but the site further benefits

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from a multi-use trail along Centennial Drive, which provides fast and easy connections to Halifax Park to the south and major employment lands to the immediate north.

This mixed-use proposal complements the surrounding residential, commercial, and employment land uses, and its six-storey massing transitions effectively to the 4-storey buildings to the south and east. Despite adjoining the employment lands to the north, those lands host a light industrial building generating little to no off-site impacts, and are further buffered from the proposed residential buildings by a 20-metre-wide Hydro corridor.

Through the submission of several studies supporting development of high density residential at this location, the proposal demonstrates that it is possible to achieve rates of up to 280 units per net hectare with minimal impact on the surroundings. Key examples include the findings of a Traffic Impact Study, which identified improvements within the existing right-of-way consisting of a dedicated left-turn lane along Centennial Drive providing access to the site, along with changes to the timing of traffic signals at Centennial Drive & Cataraqui Woods Drive, and Cataraqui Woods Drive & Gardiners Road. With residential parking being provided at a rate of 1 space for every home, two spaces for the commercial units, and visitor parking being supplemented by 22 car-share spaces, the site reduces its reliance on cars and instead encourages alternative modes of travel such as bicycles, with 442 bike parking spaces being provided. A noise study found that 430 new homes could be easily accommodated in this location, requiring only modified mechanical equipment on-site (i.e. parkade exhaust fans) to ensure minimal noise impacts; surrounding uses were not deemed to be a major obstacle. City staff performed a detailed technical review of all submitted documentation and found the proposal to be supportable.

Development on this underutilized parcel would make better use of existing municipal infrastructure, public transit lines, and multi-use trails, and provide its residents with access to nearby commercial services and employment opportunities, fostering a high quality of life and healthy economy.

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

Zoning By-Law Discussion

The property is currently zoned M4 – Employment Service Zone with a Legacy Exception in the Kingston Zoning By-Law. This zone does not permit residential uses, and while it may have been zoned for employment, it is not within the Official Plan's prescribed employment area, falling instead into the Cataraqui North Secondary Plan. As described above, the plan area supports residential and mixed uses, which aligns with the purpose and intent of the proposal. The Applicant is therefore seeking to rezone the subject property to URM2 – Urban Multi-Residential Zone 2, which permits the construction of apartment buildings. However, a site-specific amendment is proposed that tailors certain provisions to achieve optimal site design, namely building height, setbacks, open space, parking, amenity space, and balcony projections.

The purpose of the Zoning By-Law is to ensure responsible and orderly development with a view to ensuring compatibility amongst uses, all while providing residents and developers with

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some certainty in what is permitted on a given parcel of land. The proposed zoning amendment provides an acceptable and desirable mix of uses for this location, and the new provisions, though refined, do not contribute to increased nuisance or impact on neighbouring properties.

A detailed summary of the proposed refinements to the zoning provisions, along with a rationale for each change, can be found in the table below. As the Applicant proposes to sever the site into two parcels in the future, the zoning provisions have been identified for each future parcel (noted as Phase 1 and Phase 2).

Table 1 – Requested relief from proposed URM2 Zone

Provision	Proposed URM2 Zone	Proposed E142 (east side) & E143 (west side)	Relief requested from the URM2 zone
Permitted uses	Apartment building, stacked townhouse, townhouse, community centre, day care centre, elementary school, library, museum, place of worship, secondary school	Also permitted: dwelling unit in a mixed-use building; uses permitted within the CN Zone: <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 	Yes
Maximum height	12.5 metres	E142 (East Lot): 20.7 metres E143 (West Lot): 20.7 metres	Yes
Minimum rear setback	The greater of: (a) 7.5 metres (b) 25% of the lot depth.	E142 (East Lot): 20.6 metres E143 (West Lot): 23.1 metres	Yes

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	East Lot depth: 25% of 108 = 27 metres West Lot depth: 25% of 121 = 31 metres		
Minimum interior setback	6 metres	E142 (East Lot): 29.5 metres E143 (West Lot): 4.28 metres	Yes - E143 only
Minimum landscaped open space	30%	E142 (East Lot): 29.4% E143 (West Lot): 32.6%	Yes - E142 only
Minimum parking requirement – car-share spaces	0.05 per dwelling unit = 22 spaces total East Lot: 11 spaces West Lot: 11 spaces	22 spaces total: E142 (East Lot): 15 spaces E143 (West Lot): 7 spaces	Yes - E143 only
Amenity area	Minimum 18.5 square metres per dwelling unit East Lot: 3922 square metres West Lot: 4033 square metres	E142 (East Lot): 4607 square metres E143 (West Lot): 3390 square metres	Yes - E143 only
Balcony projections	Maximum 30% of the horizontal length of each face of the main wall of each storey may be occupied by balconies.	40%	Yes

Permitted Uses

The proposal consists of mixed-use buildings which would provide additional commercial space to the existing node in addition to the residential uses. To allow for a greater flexibility in programming of the commercial space, the additional uses allowed in the Neighbourhood Commercial Zone (CN) are proposed. The commercial space would meet the objectives of the Catawaqui North Secondary Plan by providing additional daily shopping and service needs of neighbourhood residents and employees while also providing additional animation along the street environment helping excellence in urban.

Height

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The maximum allowable height of 12.5 metres in the URM2 zone is generally sufficient to accommodate a four to five-storey residential building. Given that the proposal consists of a six-storey building, relief from this requirement is necessary to facilitate the additional height associated with the sixth storey and the increased ground floor height necessary to accommodate commercial uses within the mixed-use building. With the Hydro corridor located to the immediate north beyond which exists industrial type uses, the impact of any shadowing is not anticipated to have any impact. Visually, the six-storey building fits within the built environment which currently accommodates four-storey buildings.

Balcony Projections

Provisions restricting the extent of balconies projecting from a building wall are intended to help animate the building wall while also ensuring there is minimal overlook onto adjacent residences. As the site does not overlook adjacent residential properties, there are fewer privacy concerns, thus making a limitation on balcony size less necessary. Overall the increase over the permitted extent of projections is minimal and would not detract from the built form.

Rear Setback

The applicant is also seeking to allow for a reduction in the rear setback to facilitate the proposed development. With the building setback a distance of more than 20 metres each of the two buildings meet the 7.5 metre minimum distance, however; due to the relatively large lot depth the buildings do not meet the 25 percent requirement which requires approximately 30 metres. The rear setback is intended to allow outdoor amenity area and separation from abutting uses. The proposed buildings provide sufficient amenity area interior to the buildings while overall the site affords sufficient open space to ensure that the massing is appropriate for the lot.

Provisions to Allow a Severance of the Two Phases

In addition to the above, the applicant also seeks additional provisions to the zoning by-law which, although having no impact on the built form, would allow for consideration of a future severance to separate the two buildings. Specifically, while the overall amenity area of the site exceeds the required minimum set out in the Kingston Zoning By-Law, in the event of a consent separating the two buildings, the west property would be slightly deficient. Accordingly, an allowance to permit a total of 3,990 square metres of amenity area for the west lot would provide approximately 18.3 square metres of amenity space per home whereas 18.5 square metres would otherwise be required. Given the small variation and the presence of other public amenity areas within the immediate vicinity, the reduction would be appropriate.

Similarly, the resultant effect of a severance would create a deficiency in the landscape open space for the east lot while still achieving the 30 percent required overall. The zoning amendment would permit the one percent reduction in landscaped open space which would not be apparent to the casual observer ensuring that the intent of the provision to ensure that a lot is not overdeveloped would be maintained.

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Additionally, a severance of the two buildings would result in a deficient interior setback for the west lot which abuts along a City-owned property which accommodates a storm water management pond. The roughly four metre setback from this open space feature is sufficient to provide an adequate separation between the two uses, while access to the interior of the site which is typically afforded through an interior setback, remains viable through other points as well as through the reduced side yard should it become necessary. The lot boundary follows a logical course, in line with driveway curbing and the edges of amenity space.

Finally, the resultant effect of a severance would be to make the west lot deficient by four car-share parking spaces. The site continues to provide a total of seven car-share spaces in addition to the required visitor spaces while again, the east lot compensates for the deficiency by providing an oversupply. Given the relatively high walkability of the area including other residences and commercial offerings, and the presence of transit and cycling infrastructure the reduction in car-share spaces is appropriate and the site will continue to function appropriately for its intended use.

Other Applications

The subject property is not yet the subject of any other applications, but the Applicant intends to submit for Site Plan Control approval pending approval of the Official Plan and Zoning By-Law amendments, followed by an application for Consent to sever the site into two parcels and reciprocal easements for access across one another.

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

The draft by-law reflects feedback not only from City staff, but also public input receiving during the Community Meeting. Below is a comprehensive response to the topics raised:

Provision of charging stations on-site:

- While the Applicant is not proposing to install car-charging stations in parking areas at this time, the possibility of installing such stations in the future remains a possibility and will be assessed based on demand.

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Attention to stormwater management:

- The Applicant submitted two detailed stormwater management reports prepared by qualified professionals identifying how overland drainage would be effectively conveyed across what is a relatively flat site, with a change in elevation from 113.21 metres at the north end to 110.80 metres at the south end, over a distance of 105 metres. The majority of the site will convey runoff via on-site storm sewers into the existing storm sewer on Cataraqui Woods Drive. The second submission took into consideration feedback from City staff and was accepted.

Support for transit and alternative transportation:

- The site is located along Route 14, with a bus stop located on the southwest corner of the intersection of Centennial Drive and Cataraqui Woods Drive, directly across the street from the proposed development. This route provides access to nearby commercial and employment areas, and also to the Cataraqui Centre shopping mall. With parking only being provided at a rate of one stall for every home, it is expected that many residents will choose public transit as a means of travel. Additionally, the site is strongly supportive of alternative modes of transportation and takes advantage of its location along a multi-use trail by providing 442 bicycle parking spaces for residents and visitors.

Conclusion

The proposed development at 500 Cataraqui Woods Drive of two six-storey buildings containing 430 homes and a modest 517 square metres of office space makes 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 442 bike parking spaces.

The proposed Official Plan and Zoning By-Law amendments necessary to enable this development 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 a future Site Plan Control application. 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.

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:

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Provincial

Planning Act

Provincial Policy Statement, 2020

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 13 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 December 12, 2023.

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 pieces of written public correspondence have 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

Chris Booth, Senior Planner, 613-546-4291 extension 3215

Other City of Kingston Staff Consulted:

None

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Exhibits Attached:

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

By-Law Number 2024-XXX

**A By-Law To Amend The City Of Kingston Official Plan (Amendment Number 91,
500 Cataraqui Woods Drive)**

Passed: [Meeting Date]

Whereas a Public Meeting was held regarding this amendment on August 2, 2023 and December 21, 2023;

Now Therefore the Council of The Corporation of the City of Kingston, in accordance with the provisions of Section 17 of the *Planning Act*, R.S.O. 1990, c.P13, hereby enacts as follows:

1. The City of Kingston Official Plan is hereby amended by the following map change which shall constitute Amendment Number 91 to the Official Plan for the City of Kingston.
 - (a) **Amend** Schedule 'CN-1', 'Cataraqui North Neighbourhood Secondary Plan', of the City of Kingston Official Plan, so as to designate the property located at 500 Cataraqui Woods Drive, as shown on Schedule 'A' to By-law Number 2024-____, as 'Residential'
2. That the City of Kingston Official Plan, as amended, be further amended by adding the following new Policy as Section 10C.3.34.1:

"10C.3.34.1 That high density 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:

 - a. The maximum density is 280 dwelling units per net hectare of land."
3. This by-law shall come into force and take effect on the day that is the day after the last day for filing an appeal pursuant to the *Planning Act*, provided that no Notice of Appeal is filed to this by-law in accordance with the provisions of Section 17, Subsection 24 of the *Planning Act*, as amended; and where one or more appeals have been filed within the time period specified, at the conclusion of which, the By-Law shall be deemed to have come into force and take effect on the day the appeals are withdrawn or dismissed, as the case may be.

Given all Three Readings and Passed: [Meeting date]

Janet Jaynes
City Clerk

Bryan Paterson
Mayor



Planning
Services

Schedule 'A' to By-Law Number

Address: 500 Cataraqui Woods Drive
File Number: D35-002-2023

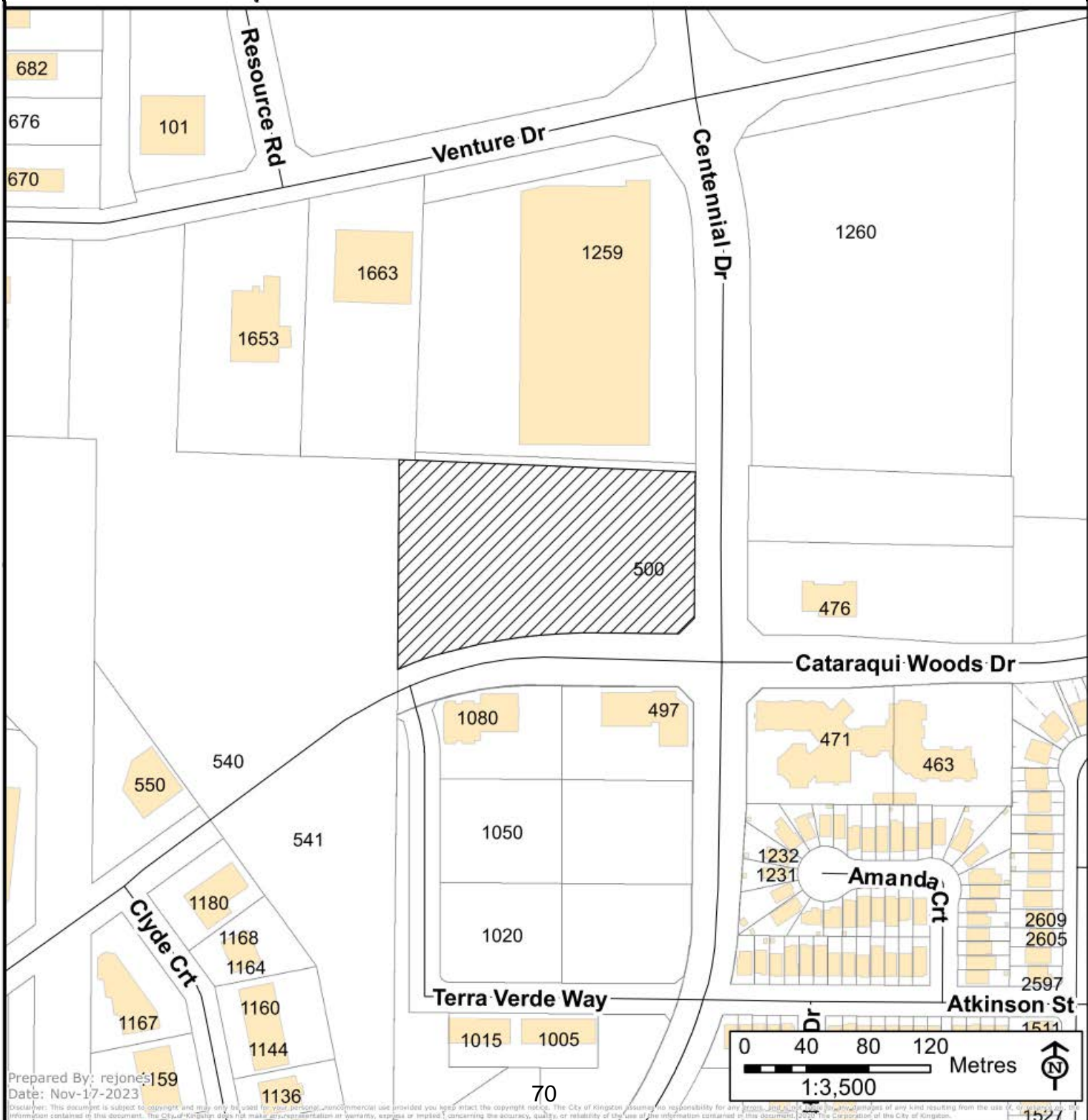
Official Plan - Schedule CN-1 Cataraqui North Land Use

 Lands to be redesignated from
'Business Commercial' to 'Residential'

Certificate of Authentication

This is Schedule 'A' to By-Law Number _____, passed this _____ day of _____ 2022.

Mayor Clerk



Prepared By: rejones
Date: Nov-17-2023

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By-Law Number 2024-XX

A By-Law to Amend By-Law Number 2022-62, “Kingston Zoning By-Law Number 2022-62” (Change to URM2, Removal of Legacy Exception ‘L74’, and Introduction of Exception Number ‘E142’ and Exception Number ‘E143’, and Removal of Holding Overlay H164 and introduction 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 1 – Zoning Map is amended by changing the zone symbol from ‘M4’ to ‘URM2’, as shown on Schedule “A” attached to and forming part of this By-Law;
 - 1.2. Schedule E – Exception Overlay is amended to remove Legacy Exception L74 and to add Exception E142 and E143, as shown on Schedule “B” attached to and forming part of this By-Law.
 - 1.3. Schedule F – Holding Overlay is amended to remove Hold Number ‘H164’, and to add Hold Number 231 as shown on Schedule “C” attached to and forming part of this By-Law;
 - 1.4. By adding the following Exception Number E142 in Section 21 – Exceptions, as follows:

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

 - (a) **Dwelling unit in a mixed-use building** is a permitted use;

- (b) The provisions for **apartment buildings** apply to **mixed use buildings**;
- (c) **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**.
- (d) The maximum **building height** is 22 metres;
- (e) The minimum **rear setback** is 19 metres;
- (f) The minimum **landscaped open space** is 29%;
- (g) A maximum of 40% of the horizontal length of each face of the main wall of each **storey** may be occupied by **balconies**.”

1.5. By adding the following Exception Number E143 in Section 21 – Exceptions, as follows:

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

- (a) **Dwelling unit** in a **mixed-use building** is a permitted use;
- (b) The provisions for **apartment buildings** apply to **mixed use buildings**;
- (c) **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**.
- (d) The maximum **building height** is 22 metres;
- (e) The minimum **rear setback** is 18 metres;
- (f) The minimum **interior setback** is 4 metres;
- (g) The minimum **amenity area** is 3,390 square metres;
- (h) A maximum of 40% of the horizontal length of each face of the main wall of each **storey** may be occupied by **balconies**;
- (i) The minimum number of **car-share spaces** is 7 spaces.”

1.6. By adding the following Holding Overlay H231 in Section 22 – Holding Conditions, as follows:

- (a) Confirmation from Utilities Kingston of adequate servicing capacity to accommodate the development by way of substantial completion of the Days Road Pumping Station upgrades or an acceptable alternative.

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: D35-002-2023

Kingston Zoning By-Law 2022-62 Schedule 1 - Zoning Map

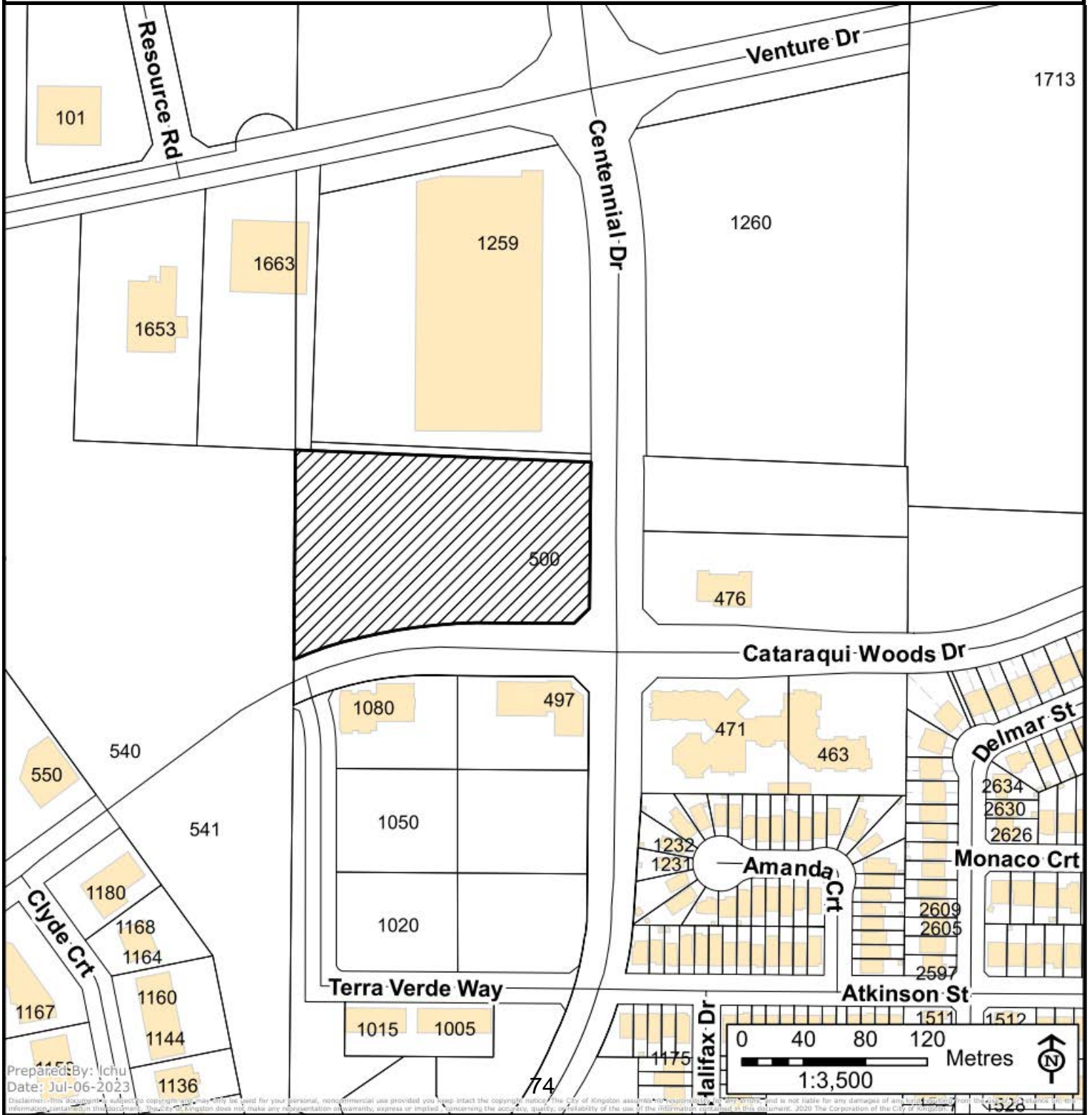
 Lands to be Rezoned to URM2

Certificate of Authentication

This is Schedule 'A' to By-Law Number _____, passed this _____ day of _____ 2023.

Mayor

Clerk



Prepared By: lchu
Date: Jul-06-2023

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Planning
Services

Schedule 'B' to By-Law Number

Address: 500 Cataraqi Woods Drive
File Number: D35-002-2023

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

- Lands to be added as E142
- Lands to be added as E143

Certificate of Authentication

This is Schedule 'B' to By-Law Number _____, passed this _____ day of _____ 2023.

Mayor Clerk



Prepared By: rejonas
Date: Nov-17-2023

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Schedule 'C' to By-Law Number

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

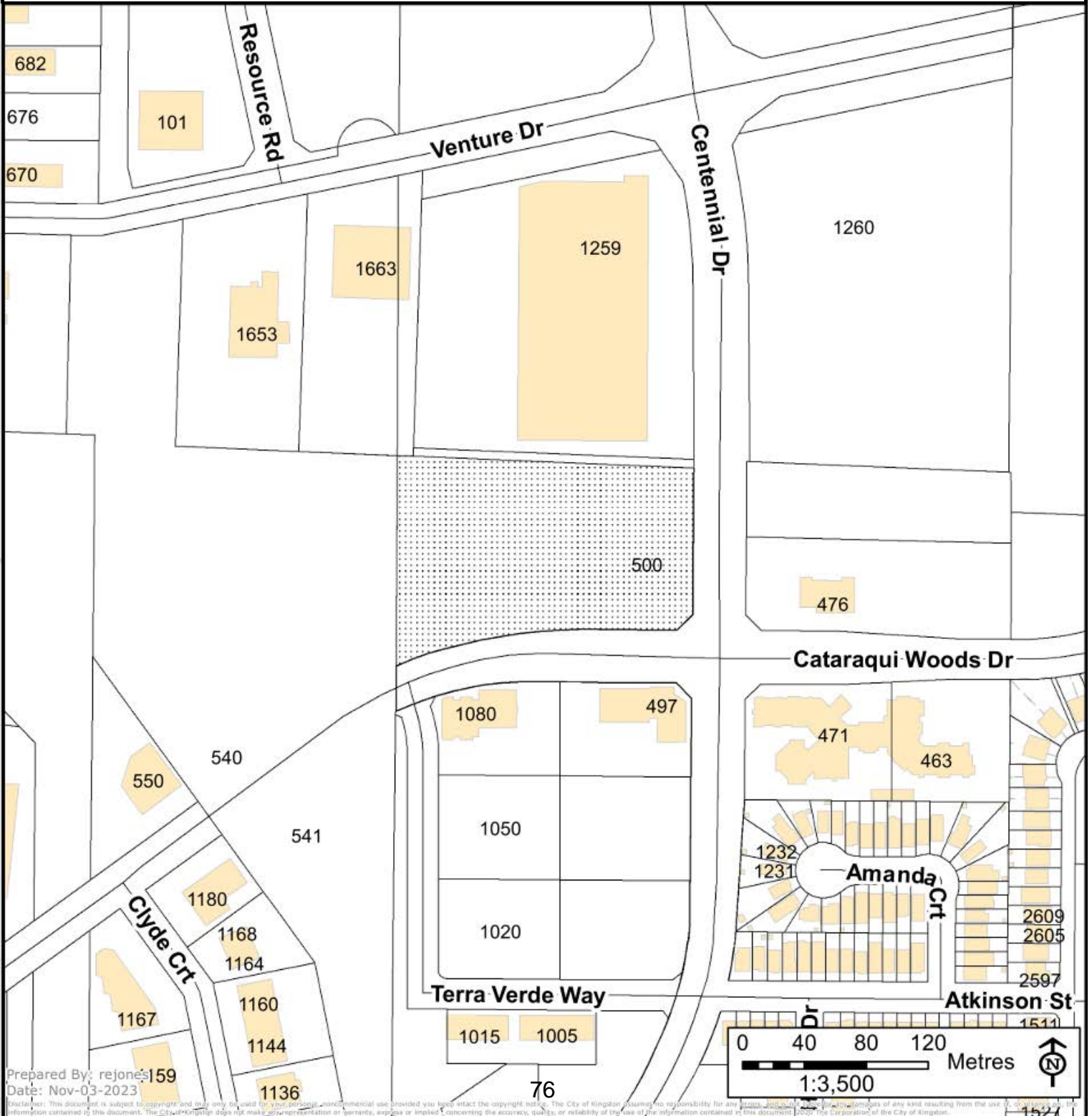
Address: 500 Cataraqui Woods Drive
File Number: D35-002-2023

Lands to be Removed from H164
and Added to H231

Certificate of Authentication

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

Mayor Clerk



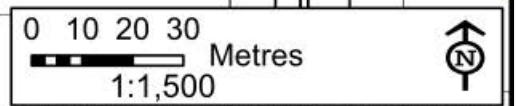
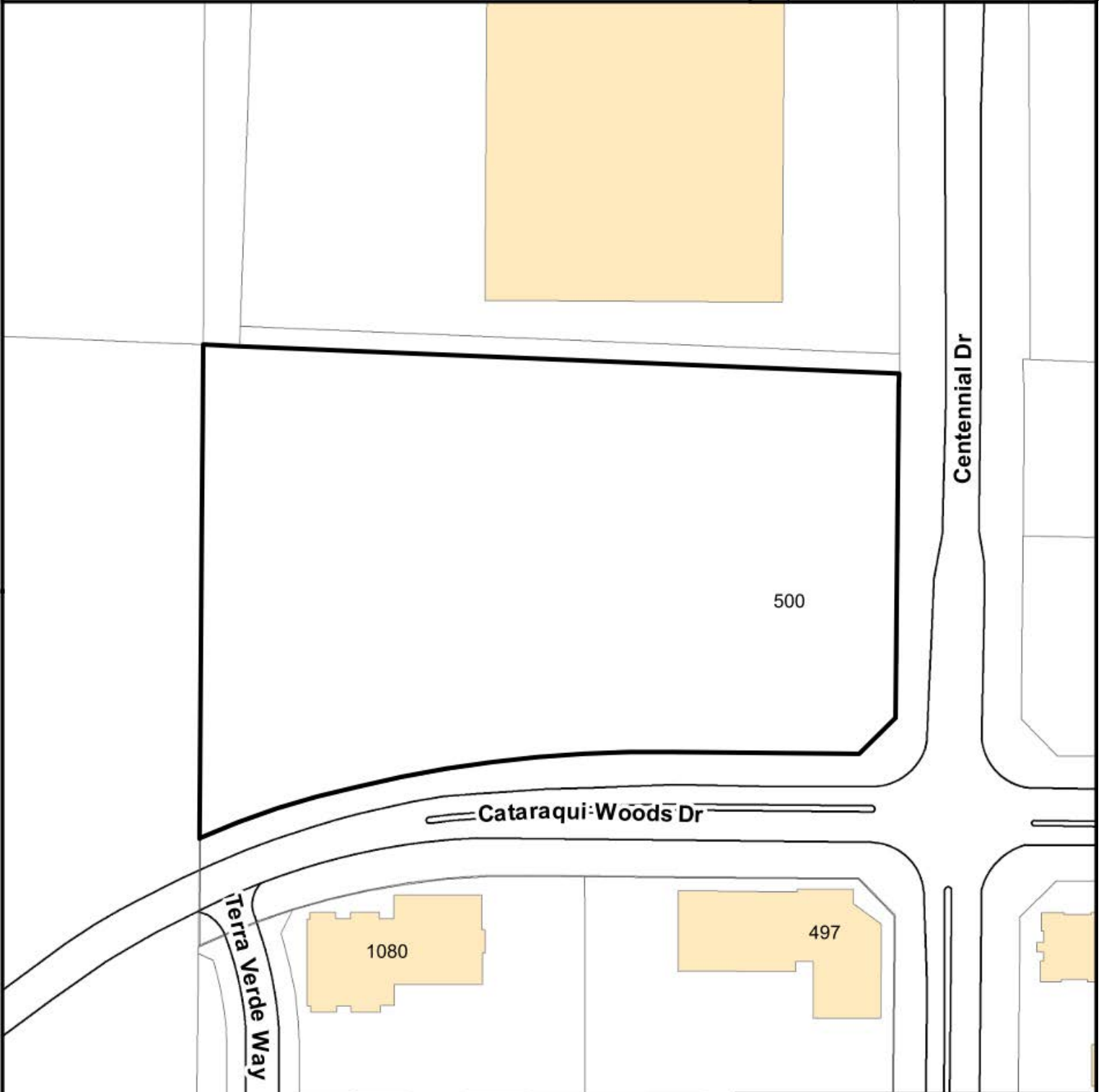
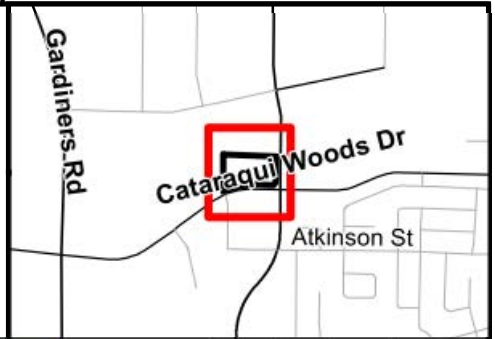
Prepared By: rejones:159
Date: Nov-03-2023

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Planning Committee
Key Map
Address: 500 Cataraqui Woods Drive
File Number: D35-002-2023

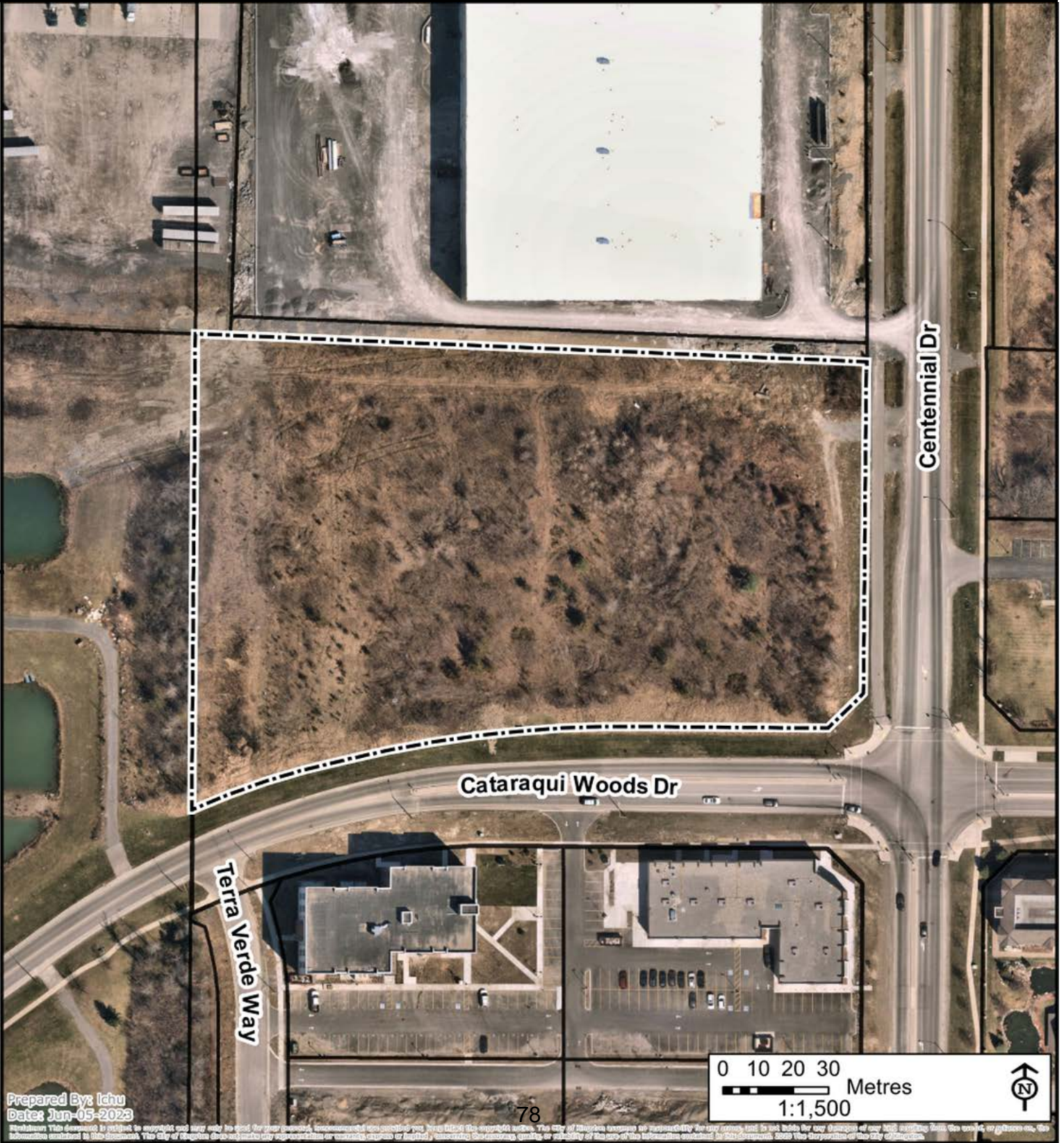
 Subject Lands





Planning Committee
Neighbourhood Context (2022)
Address: 500 Cataraqui Woods Drive
File Number: D35-002-2023

- Subject Lands
- Property Boundaries
- Proposed Parcels



2020 Provincial Policy Statement Categories Applicable to 500 Cataraqui Woods Drive (D35-002-2023):

Policies applicable to the subject application include, but are not limited to the following. The application will be evaluated against the applicable policies in a future comprehensive report.

Policy Number	Policy	Category	Conformity with the Policy
1.1.1	<p>Healthy, livable and safe communities are sustained by:</p> <p>a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</p> <p>b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p>c) avoiding development and land use patterns which may cause environmental or public</p>	<p>Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns</p>	<p>a) The proposal makes more effective use of an under-utilized parcel of land in an existing built-up area with a mix of commercial and residential uses in the immediate vicinity.</p> <p>b) A significant number (430) of new homes are proposed in a variety of configurations, including 11 studio, 66 one-bedroom, 72 one-bedroom + den, 256 two-bedroom, and 25 three-bedroom apartments. 517 square metres of commercial space is also proposed, which will not only serve on-site residents, but those nearby, thus contributing to a healthy commercial node at a major intersection.</p> <p>c) The proposed development is low-impact and in-keeping with the character of the neighbourhood. Various environmental and health impacts were assessed through the submission of a Phase 1 & 2 Environmental Site Assessment and a Noise Study. No environmental impacts were noted, and mitigation measures for controlling noise impacts were</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>health and safety concerns;</p> <p>d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;</p> <p>e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p>f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;</p> <p>g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p> <p>h) promoting development and land use patterns that</p>		<p>recommended. Both studies were reviewed and accepted by City staff.</p> <p>d) The proposal is for infill development within the urban area, and does not prevent the expansion of the urban settlement area.</p> <p>e) The proposed development is on a site well-served by transit, and within a built-up area with existing municipal infrastructure. The application has been comprehensively reviewed by the City's Engineering staff as well as Utilities Kingston, and supporting traffic impact and site servicing studies were deemed acceptable by the City.</p> <p>f) The proposal will be constructed as a universally-accessible site, complete with 13 barrier free parking spaces. Site and building design will be further assessed at the stage of Site Plan Control, and will not only be reviewed by the Municipal Accessibility Advisory Committee, but will be expected to meet applicable requirements of the Ontario Building Code.</p> <p>g) Municipal servicing is in place with sufficient capacity due to ongoing upgrades to support new development. Utilities Kingston has been involved in the review of this</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>conserve biodiversity; and</p> <p>i) preparing for the regional and local impacts of a changing climate.</p>		<p>application and has taken significant and proactive steps to ensure development on the west side of the city 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.</p> <p>h) No environmental impacts are foreseen. As noted above, both a Phase 1 & 2 Environmental Site Assessment were submitted, and there was found to be no contamination or environmental impacts present thanks to a detailed review of samples obtained from boreholes drilled on-site. These studies were reviewed and accepted by City staff.</p> <p>i) Climate concerns are best addressed through reduced reliance on private automobiles, with the proposal keeping private parking capped at only 1 stall for every home, and instead emphasizing public transit use, car-sharing, and active transportation in particular, through the provision of 442 bike parking spaces.</p>
1.1.3.1	Settlement areas shall be the focus of growth and development.	Settlement Areas	The proposal is within an urban settlement area.

Policy Number	Policy	Category	Conformity with the Policy
1.1.3.2	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <ul style="list-style-type: none"> a) efficiently use land and resources; b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; c) minimize negative impacts to air quality and climate change, and promote energy efficiency; d) prepare for the impacts of a changing climate; e) support active transportation; f) are transit-supportive, where transit is planned, exists or may be developed; and <p>Land use patterns within <i>settlement areas</i> shall also be based on a range of uses and opportunities for <i>intensification</i> and <i>redevelopment</i> in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.</p>	Settlement Areas	<ul style="list-style-type: none"> a) The proposal makes more effective use of an undeveloped parcel of land within the built-up urban area where services are already in place. b) The proposal will draw on existing municipal infrastructure, thereby ensuring even better optimization of resources. This includes not just underground water, sanitary and storm services, but also existing public transit lines (Route 14), road networks, and a multi-use trail that runs adjacent to the site. c, d, e, f) Vehicular parking is limited primarily to residential uses at a rate of 1 stall per home. Active transportation is emphasized through the provision of 442 bike parking spaces, and transit routes are nearby (Route 14 stops across the street from the site) offering excellent city-wide connections via the nearby Cataraqui Centre shopping mall transfer station. <p>Residential and commercial space is proposed in a high-density format within an urban settlement area.</p>

Policy Number	Policy	Category	Conformity with the Policy
1.1.3.3	Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.	Settlement Areas	Please refer to the response provided for 1.1.1.
1.1.3.4	Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.	Settlement Areas	Refined development standards are proposed in the Zoning By-law Amendment that would facilitate intensification at a rate of 280 units/net hectare in a compact 6-storey form. Appropriate setbacks are proposed that enable development to complement and transition to its surroundings, wherein the buildings would be no closer than 6.2 metres from the front property line along Centennial Drive, 23.1 metres from the interior side property line (which accommodates a 20 metre wide Hydro easement doubling as a buffer from the light industrial building to the north), 6.02 metres from the

Policy Number	Policy	Category	Conformity with the Policy
			<p>exterior side property line along Cataraqui Woods Drive, and 7.45 metres from the rear property line along the stormwater management ponds. Additional height is requested (up to 20.7 metres), which is well within the 8 storey limit set by the Official Plan, and some reductions to parking and minor refinements to amenity space and landscaped open space are necessary to accommodate the footprint of the buildings. Commercial uses are to be introduced in the zone, enabling a mixed-use site which is in alignment with City and Provincial policy direction.</p>
1.1.3.5	<p>Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.</p>	Settlement Areas	<p>The Official Plan's target of 125 units/net hectare for high-density residential development within the Cataraqui North Secondary Plan is proposed to be exceeded at a rate of 280 units/net hectare. The 430 homes proposed on-site will make a significant contribution toward the City's overall 8,000 home housing target.</p>
1.2.6.1	<p>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</p>	Land Use Compatibility	<p>The proposed development is compatible with the surrounding uses, as existing residential and commercial properties are located to the south and east, and industrial sites to the north are not only buffered, but are light, low-</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>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>impact uses with minimal nuisance-generating potential.</p> <p>The proposed development is located on the periphery of the Cataraqui North Secondary Plan area, and while it is consistent with the land uses of the adjacent stable housing areas, it is also buffered from low-density structures by pre-existing and modest-scaled 4-storey development. The proposed infill development complements the immediate surroundings, which are comprised of a 4-storey residential apartment with commercial at-grade and commercial plaza to the south, 4-storey retirement home to the southeast, and small office to the east. A site further to the south has been approved for high density residential with heights up to 18 storeys. The Applicant has submitted a proposal to re-zone the property with a site-specific amendment to facilitate high density residential. The proposal complements the existing medium densities and future high densities of the surrounding area, and effectively transitions to the residential, commercial and mixed-use sites to the south and east. It also effectively transitions to the employment lands to the north due to the buildings' appearance, scale, and proposed building materials, but is still effectively</p>

Policy Number	Policy	Category	Conformity with the Policy
			<p>buffered from it by a 20-metre wide Hydro corridor.</p> <p>Please refer to the response provided for 1.1.1 (c) regarding nuisances from noise and environmental contaminants.</p>
1.2.6.2	<p>Where avoidance is not possible in accordance with policy 1.2.6.1, planning authorities shall protect the long-term viability of existing or planned industrial, manufacturing or other uses that are vulnerable to encroachment by ensuring that the planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:</p> <p>a) there is an identified need for the proposed use;</p> <p>b) alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;</p> <p>c) adverse effects to the proposed sensitive land</p>	Land Use Compatibility	<p>Industrial sites to the north are pre-existing, making avoidance not possible. High density mixed-use development at this location meets the prescribed conditions as:</p> <p>a) there is a high demand and need for residential uses throughout the province and the city. Kingston is working towards providing at least 8,000 new homes by 2031 per provincial direction.</p> <p>b) infill locations of sufficient size are limited within Kingston’s urban boundary, particularly in areas well served by public transit, multi-use trails for active transportation, and nearby commercial services for residents. The subject property is well positioned to take advantage of these services.</p> <p>c) industrial sites to the north are buffered by a 20 metre Hydro easement, and noise studies have been submitted to mitigate potential impacts to homes and a Phase 1 & 2 Environmental Site</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>use are minimized and mitigated; and</p> <p>d) potential impacts to industrial, manufacturing or other uses are minimized and mitigated.</p>		<p>Assessment has been submitted demonstrating no adverse effects from contamination.</p> <p>d) The operations of industrial sites to the north are unaffected, thanks to a buffer and existing road networks that carry industrial traffic directly north without impacting residential sites to the south.</p>
1.4.3	<p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p> <p>a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall</p>	Housing	<p>a) The City's Official Plan, section 3.3.10 (a) sets a minimum target that 25% of all new housing be affordable to low and moderate income households.</p> <p>b, c, d, e) Please refer to the response for 1.1.1.</p> <p>f) Please refer to the response for 1.1.3.4.</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>represent the minimum target(s) for these lower-tier municipalities;</p> <p>b) permitting and facilitating:</p> <ol style="list-style-type: none"> 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3; <p>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p>d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active</p>		

Policy Number	Policy	Category	Conformity with the Policy
	<p>transportation and transit in areas where it exists or is to be developed;</p> <p>e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and</p> <p>f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.</p>		
1.6.6.2	<p>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. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be</p>	Sewage, Water and Stormwater	<p>The proposal is on an infill site that will make use of existing municipal water, sanitary, and storm lines. The Applicant has submitted stormwater management and servicing reports which were reviewed and accepted by Engineering and Utilities Kingston. Please refer to the response for 1.1.1 (e).</p>

Policy Number	Policy	Category	Conformity with the Policy
	promoted wherever feasible to optimize the use of the services.		
1.6.7.4	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	Transportation Systems	The proposal includes a mix of 30 new homes of varying configurations alongside 517 square metres of commercial space at grade. These uses would be located adjacent to existing commercial services to the south, and a major employment area immediately to the north. There are excellent connections via road, sidewalks and multi-use trails that facilitate movement by public transit and alternative modes such as bikes. The proposal takes advantage of these connections by limiting personal vehicles to just 1 space per home and providing 442 bike parking spaces for residents and visitors.
1.6.8.1	Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs.	Transportation and Infrastructure Corridors	All necessary services and easements have been considered by the Applicant and will be protected through subsequent planning applications, including Site Plan Control.
1.6.8.3	Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the	Transportation and Infrastructure Corridors	The proposed development does not negatively affect existing or proposed transportation and infrastructure corridors. It is compatible with, and makes better use of existing

Policy Number	Policy	Category	Conformity with the Policy
	<p>purpose(s) for which it was identified.</p> <p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.</p>		<p>roadways and sidewalks, especially the pedestrian connection along Centennial Drive that connects to the business park to the north. The proposal would locate a high density mix of uses that fulfil the intent of arterial roads as not only high-volume routes, but routes that provide a high degree of connectivity throughout the city. In particular, Catarauqui Woods drive is slated to extend further to the west, providing enhanced connectivity to Sydenham Road in the future; the proposed development does not negatively impact the ability to complete these important connections.</p>
1.7.1	<p>Long-term economic prosperity should be supported by:</p> <p>a) promoting opportunities for economic development and community investment-readiness;</p> <p>b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of <i>housing options</i> for a diverse workforce;</p> <p>c) optimizing the long-term availability and use of land, resources,</p>	Long-Term Economic Prosperity	<p>The proposal supports long-term economic prosperity by:</p> <p>a) providing short-term construction jobs and new permanent commercial space totaling 517 square metres.</p> <p>b) offering a wide range of housing configurations that cater to a variety of household sizes. Please refer to 1.1.1. (b).</p> <p>c) making use of an underutilized infill property already serviced by municipal infrastructure. Please refer to the response for 1.1.1.</p> <p>e) adopting high-quality building design features and attractive site design that will</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p><i>infrastructure and public service facilities;</i></p> <p>e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including <i>built heritage resources</i> and <i>cultural heritage landscapes;</i></p> <p>g) providing for an efficient, cost-effective, reliable <i>multimodal transportation system</i> that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;</p> <p>k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and</p>		<p>enhance and further anchor a major intersection. The application is supported by a detailed urban design study demonstrating that consideration has been given to ensuring not only a high quality design, but also one that complements and enhances its surroundings.</p> <p>g) contributing to the vitality of the public transit system by housing many potential new passengers. Please refer to the responses for 1.1.1 and 1.1.3.2.</p> <p>k) providing a significant amount of bike parking and making use of the City’s transit system are important steps towards minimizing the effects of changing climate. Please refer to 1.1.1 (i) and 1.1.3.2.</p>
1.8.1	<p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and</p>	<p>Energy Conservation, Air Quality and Climate Change</p>	<p>The proposal makes use of existing serviced land in the urban boundaries, and incorporates a mixed-use, high-density building form. 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</p>

Policy Number	Policy	Category	Conformity with the Policy
	<p>development patterns which:</p> <p>a) promote compact form and a structure of nodes and corridors;</p> <p>b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</p> <p>c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;</p> <p>e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</p> <p>f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating</p>		<p>provision of 442 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 responses to 1.1.1 and 1.1.3.2.</p>

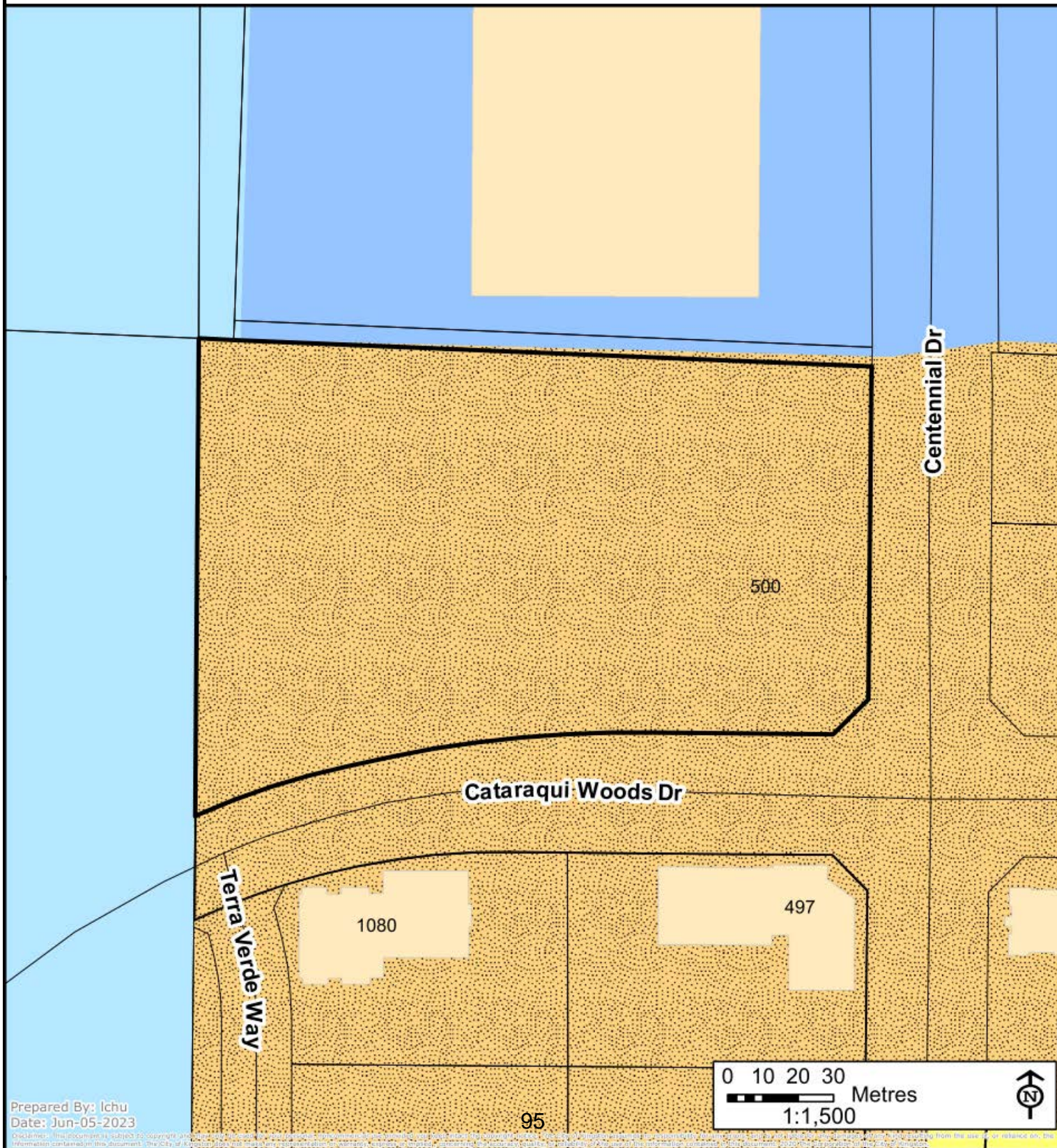
Policy Number	Policy	Category	Conformity with the Policy
	effects of vegetation and green infrastructure; and g) maximize vegetation within settlement areas, where feasible.		
2.6.2	Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.	Cultural Heritage and Archaeology	An Archaeological Site Assessment was submitted and demonstrates that there are no features of archaeological significance. This study was reviewed and accepted by City staff.
3.2.2	Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.	Human-Made Hazards	A Phase 1 & 2 Environmental Site Assessment was submitted and the site is not known to contain any hazards or contaminants. Please refer to the response for 1.1.1 (h).



Planning Committee
Official Plan, Existing Land Use

Address: 500 Cataraqui Woods Drive
File Number: D35-002-2023

-  Subject Lands
-  BUSINESS PARK INDUSTRIAL
-  GENERAL INDUSTRIAL
-  SECONDARY PLAN AREA
-  BUSINESS COMMERCIAL
-  RESIDENTIAL



**City of Kingston Official Plan Policies Applicable to 500 Cataraqui Woods Drive
(D35-002-2023):**

Policies applicable to the subject application include but are not limited to the following. The application will be evaluated against the applicable policies in a future comprehensive report.

Policy	Category	Conformity with the Policy
<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>Urban Areas – Focus of Growth</p>	<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 280 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. While this necessitates an Official Plan amendment, it is in keeping with the Plan’s intent to encourage infill development in areas where that density can be supported. b) The site is located at the intersection of two major arterial roads: Cataraqui Woods Drive and Centennial Drive. 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

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<p>matters as outlined in Section 2.7;</p>		<p>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.</p> <p>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.</p> <p>g) The proposed site is already serviced by municipal water, sanitary, and storm lines. Infill 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</p>

Policy	Category	Conformity with the Policy
		<p>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 Halifax 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 through reducing the amount of surface parking (with most stalls contained below-grade in an underground parkade), and providing more than 30% of the 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 442 bike parking spaces. Its proximity to a transit route and multi-use trail ensures that automobiles (with their associated carbon</p>

Policy	Category	Conformity with the Policy
		<p>emissions) are not the only choice for travel.</p> <p>m) The proposed development includes 430 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 11 studio, 66 one-bedroom, 72 one-bedroom + den, 256 two-bedroom, and 25 three-bedroom apartments. This level of variety ensures that the project can accommodate a diversity of households and price points, thus ensuring that it offers a level of affordability and choice. Furthermore, 517 square metres of commercial space is also proposed, making it a mixed-use development that complements the pre-existing commercial plaza across Catarraqui 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>
<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; 	<p>Development Review</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</p>

Policy	Category	Conformity with the Policy
<ul style="list-style-type: none"> • 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>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>municipal infrastructure, and provision of a significant number of new homes in a variety of configurations.</p>

Policy	Category	Conformity with the Policy
<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>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>Population</p>	<p>The proposal will result in 430 new homes and 517 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>

Policy	Category	Conformity with the Policy
<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>Urban Boundary</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 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>Housing Districts</p>	<p>The application proposed to re-designate the property to Residential in the Official Plan, from Business Commercial. As a future housing area, the property will meet the intent of the Official Plan’s policies for housing districts by infilling a 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 more than 30% of the site is proposed as landscaped open space.</p>

Policy	Category	Conformity with the Policy
<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>Growth Focus</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 Specific Policy Areas, as illustrated in Schedule 13.</p>	<p>Intensification</p>	<p>The proposal aims to increase residential density to a rate of 280 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>
<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</p>	<p>Secondary Planning Areas</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>

Policy	Category	Conformity with the Policy
sustainability of the City's cultural and natural resources.		
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.	Transportation	The proposal contains 442 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.
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 properties with public access to do the same.	Accessibility	The proposal will be constructed as a universally-accessible site, complete with 13 barrier-free parking spaces, including 11 for residents and 2 for visitors to the commercial units. 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.
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: a. reduce infrastructure and public facility costs; b. reduce energy consumption and greenhouse gas emissions; c. support active transportation and viable public transit;	Phasing of Growth – Vision	Please see the response provided for 2.1.1.

Policy	Category	Conformity with the Policy
<p>d. conserve agriculture and natural resources within the City; and</p> <p>e. reduce reliance on private vehicles.</p>		
<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>	Residential Density	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> <p>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;</p>	Minimum Residential Density	Minimum densities will be met and exceeded, as it is proposed to increase density to 280 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.
<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>	Intensification Targets	The proposed development introduces 430 new homes on an underutilized parcel within the urban boundary and therefore will contribute to the City's intensification targets.
<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</p>	Servicing Capacity	Please refer to the response provided for 2.1.1 with respect to servicing capacity and infrastructure improvements currently

Policy	Category	Conformity with the Policy
to accommodate additional development.		underway to further support additional growth.
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	Strategic Direction to Promote Active Transportation	Please refer to the response provided for 2.1.1.
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.	Transit Priority	Please refer to the response provided for 2.1.1.
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.	Compatible Development and Land Use Change	Please refer to the response for 2.6.3.
2.7.2. The demonstration of compatible development and land use change must consider the potential for adverse effects and matters that have the potential to	Compatible Development and Land Use Change	Please see response provided in Section 2.7.3.

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<p>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>Land Use Compatibility Matters</p>	<p>The Applicant has submitted various studies from qualified professionals, including a Noise Study, Traffic Impact Study, Phase 1 & 2 Environmental Impact Analysis, Urban Design Study, and Shadow 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 re-zoning or Official Plan amendment.</p> <p>The Noise Study identifies potential nuisances arising from parkade exhaust fans and typical building mechanical units; suggested mitigation involves modifications to the components (i.e. equipment silencers) and location of these units so that noise levels are reduced.</p> <p>The Traffic Impact Study noted that improvements</p>

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<p>i. visual intrusion that disrupts the streetscape or buildings;</p> <p>j. degradation of cultural heritage resources;</p> <p>k. architectural incompatibility in terms of scale, style, massing and colour; or,</p> <p>l. the loss or impairment of significant views of cultural heritage resources and natural features and areas to residents.</p>		<p>would be necessary to surrounding roads to accommodate the increase in traffic, but such improvements could be easily accommodated within the road right of way.</p> <p>The environmental site assessments (especially Phase 2), found there to be no contamination present thanks to a detailed review of samples obtained from boreholes drilled on-site.</p> <p>The urban design and shadow study demonstrated the proposed form and appearance to be in keeping with the area, and no adverse effects from shadowing were noted.</p>
<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> <p>a. ensuring adequate setbacks and minimum yard requirements;</p> <p>b. establishing appropriate transition in building heights, coverage, and massing;</p> <p>c. requiring fencing, walls, or berming to create a visual screen;</p> <p>d. designing the building in a way that minimizes adverse effects;</p> <p>e. maintaining mature vegetation and/or additional new landscaping requirements;</p>	<p>Mitigation Measures</p>	<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> <p>a) Buildings will be no closer than 6.2 metres from the front property line along Centennial Drive, 23.1 metres from the interior side property line (which accommodates a 20 metre wide Hydro easement doubling as a buffer from the light industrial building to the north), 6.02 metres from the exterior side property line along Catawaqui Woods Drive, and 7.45 metres from the rear property line along the stormwater management ponds.</p>

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<p>f. controlling access locations, driveways, service areas and activity areas; and,</p> <p>g. regulating location, treatment and size of accessory uses and structures, lighting, parking areas, garbage storage facilities and signage.</p> <p>Planning Act tools including zoning by-law standards, site plan control, development agreements and other measures will be used to implement mitigative measures that achieve compatible land use change and development.</p>		<p>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.</p> <p>c) Buffers and screens are only necessary to the north, where a 20 metre buffer is provided between the two residential buildings and the light industrial buildings. On the south and east, the buildings come closer to the street and effectively frame the 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 site is proposed to provide 30.9% 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</p>

Policy	Category	Conformity with the Policy
		<p>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>Distance Separation</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, 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> <p>a. suitable scale, massing and density in relation to existing built fabric;</p>	<p>Functional Needs</p>	<p>a) The urban design study submitted in support of the application shows the buildings to be appropriately scaled for the location, in light of the residential and commercial uses to the south and east, and the industrial use to the north.</p> <p>b) The site proposes to exceed the minimum amount of landscaped open space by providing 30.9%. This space (comprising nearly 8,000 square metres) provides not only visual interest, but also</p>

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<p>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;</p> <p>c. adequate land area and appropriate site configuration or provision for land assembly, as required;</p> <p>d. efficient use of municipal services, including transit;</p> <p>e. appropriate infill of vacant or under-utilized land; and,</p> <p>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>		<p>acts as amenity space for occupants.</p> <p>c) The site, being 2.16 hectares in size, can easily accommodate two six storey buildings, and any desired future consent to sever into two parcels.</p> <p>d) As described in 2.1.1 the site supports municipal public transit service, especially Route 14.</p> <p>e) As described in 2.1.1, the site presents a significant infill opportunity and will make better use of existing municipal infrastructure.</p> <p>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. 519 automobile and 442 bicycle parking spaces are proposed on-site; details such as stall size and enclosures will be assessed at the stage of Site Plan Control.</p>
<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 proponent, and approved by the City. This is to assist in assessing impacts, to provide means of</p>	<p>Guidelines and Studies</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	Category	Conformity with the Policy
<p>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>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>Cultural Heritage</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>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 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>Economic Development Strategy</p>	<ul style="list-style-type: none"> a) The proposal includes 517 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.

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<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>
<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>Resiliency</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 442 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>

Policy	Category	Conformity with the Policy
d. explore opportunities to achieve climate positive development.		
3.3.1. The predominant use of land in a Residential designation will be for various forms of housing. Community facilities are permitted in accordance with Section 3.2.	Permitted Uses	The proposal is predominantly residential, with 430 homes and 517 square metres of commercial space.
3.3.2. Where appropriate and compatible, small-scale convenience commercial uses are allowed by zoning within apartment buildings or on a site specific basis on a low or medium density residential site. Section 3.4.F provides detailed policies for neighbourhood commercial uses.	Neighbourhood Commercial	A moderate amount of commercial space (517 sq. m) is proposed on the ground floor, which will further contribute to and complement the existing commercial services in the immediate area.
3.3.8. Within the Urban Boundary, intensification through moderate increases in building height or density may be considered at the edge of neighbourhoods, provided that the development is adjacent to one or more of the following: transit routes, community facilities, areas of open space, or mixed use Centres or Corridors, as identified on Schedule 2.	Intensification	Please refer to the response provided for 2.1.1.
3.3.10. The City's affordable housing initiatives are designed to support development of housing that is affordable for low and moderate income households and to help households transition out of core housing need. Affordable initiatives are designed to provide a full range of housing in terms of tenure, affordability, accessibility, and locations in different urban residential neighbourhoods, to increase choice for low and moderate income households. Such initiatives include:	Affordable Housing	(j) Please to the response provided for 2.3.17.

Policy	Category	Conformity with the Policy
j. encouraging intensification and a mix of densities in new communities as a way to promote affordability;		
3.3.C.1. High density residential land uses primarily include apartments and mixed use buildings with commercial on the ground floor and a residential density of 75 units per net hectare or more, unless an approved secondary plan establishes other provisions.	High Density Residential – Density	The proposal includes 430 new homes in two six-storey buildings, with commercial at-grade. The requested net density of 280 units per net hectare is beyond what is contemplated in the Official Plan for high density, and so an Official Plan amendment is being sought. Despite the increase in density, the intent of the Official Plan is still being met.
3.3.C.2. The density of a residential use is a function of the number of units per net hectare and is not always indicative of built form. Proposals for new high density residential that are not in keeping with the established built form of adjacent development must demonstrate compatibility with regard to both land use and built form considerations in accordance with the policies of Section 2.7 and Section 8.	Built Form	Please refer to the response provided for 2.6.3, 2.7.2, 2.7.5, 2.7.6, 2.7.7, and 2.7.8.
3.3.C.3. Proposals for new high density residential use which require a zoning bylaw amendment or minor variance in support of factors that affect built form and the intensity of use shall generally satisfy the following locational criteria: a. The subject property is located: within a Centre or Corridor; within an area subject to a Secondary Plan or a Specific Policy Area Plan provided such	Location Criteria	Please refer to the response provided for 2.1.1, 2.6.3, 2.7.2, 2.7.5, 2.7.6, 2.7.7, and 2.7.8.

Policy	Category	Conformity with the Policy
<p>Plan permits high density residential use; or on the periphery of a low or medium density residential neighbourhood provided the proposal demonstrates conformity to the policies of Sections 2.6 and 2.7 of this Plan, where applicable;</p> <p>b. the property is within walking distance of areas designated for commercial use (i.e., any of the uses within the Commercial Hierarchy except for Neighbourhood Commercial);</p> <p>c. the property is within walking distance of parkland, open space or community facilities; and</p> <p>d. the property is located on an existing arterial or collector road.</p>		
<p>3.3.C.4. Proposals for new high density residential use must be justified by a sites specific urban design study that demonstrates compatibility in accordance with the policies of Section 2.7, and conformity to the urban design policies of Section 8. The Study must consider, amongst other matters, architectural compatibility in terms of scale, style, massing and colour.</p>	<p>Urban Design Study</p>	<p>Please refer to the response provided for 2.6.3 and 2.7.2.</p>
<p>3.3.C.6. New high density residential development must be designed to ensure a transition in density and built form, particularly along the periphery of Centres and Corridors, and areas for which a Secondary Plan or Specific Policy Area Plan has been established.</p>	<p>Transition in Density & Built Form</p>	<p>Please refer to the response provided in 2.6.3.</p>
<p>3.8.13. In accordance with the Planning Act and the policies of</p>	<p>Parkland Dedication</p>	<p>The parkland dedication will be further assessed and</p>

Policy	Category	Conformity with the Policy
<p>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>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 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, 	<p>Cash-in-lieu</p>	<p>Through technical review of this proposal, City staff identified that cash in lieu of parkland would be 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>

Policy	Category	Conformity with the Policy
g. where the provision of cash-in-lieu from a large project would not result in an overload to the existing park(s)		
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.	Infrastructure & Transportation – New Development	Please refer to the response provided for 2.1.1.
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.	Stormwater Management – Quality and Quantity of Water	A stormwater management plan and report was provided by the Applicant in support of the proposed development. This report was accepted by City Staff.
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.	Transportation – Strategic Direction	Please refer to the response provided in 2.1.1.
4.6.10. Improving connections between active transportation and	Active Transportation	Please refer to the response provided in 2.1.1 and 2.3.11.

Policy	Category	Conformity with the Policy
<p>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>and Transit – Intermodal Improvements</p>	<p>The site design will be further refined through Site Plan Control to address connections to the street and specific building features.</p>
<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>Transit Service</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>Parking</p>	<p>Vehicular parking is limited primarily to residential uses at a rate of 1 stall per home, for a total of 430 spaces (11 of which are barrier-free), with an additional 65 visitor spaces and 18 car-share spaces. Commercial parking has been limited to only 2 stalls, both of which are allocated as barrier-free. Active transportation is emphasized through the provision of 442 bike parking spaces, and transit routes are nearby offering excellent city-wide connections. This helps promote an effective balance and ensures the site does not offer an excessive amount of parking.</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</p>	<p>Parking</p>	<p>Please refer to the response for 4.6.47. The site proposes a total of 13 barrier-free parking stalls, and the Applicant is not requesting</p>

Policy	Category	Conformity with the Policy
disabilities will be provided in all zones.		zoning relief for this requirement.
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 the weather, and ease of maintenance.	Accessible Parking	Please refer to the response for 4.6.47 and 4.6.48.
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.	Noise Study	Please refer to the response for 2.7.2.
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	Noise from Stationary Sources	Please refer to the response for 2.7.2. Please refer to the response for 2.7.2.

Policy	Category	Conformity with the Policy
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 adverse effect on an existing or planned sensitive use.		
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.	Noise from Stationary Sources	Please refer to the response for 2.7.2.
6.2.2. The City promotes landscaping and tree planting programs that help to moderate summer and winter micro-climatic conditions.	Energy Conservation and Production - General	The site will be cleared of vegetation, but outdoor landscaped open space is proposed to include new trees in compliance with the City's Tree By-law.
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.	General	Please refer to the response for 2.1.1.
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:	Urban Design – Guiding Principles for Development of Residential Lots	Please refer to the response for 2.1.1 and 2.6.3.

Policy	Category	Conformity with the Policy
<p>a. protect and preserve stable residential communities (in accordance with Section 2.6 of this Plan);</p> <p>b. foster developments that are context appropriate;</p> <p>c. foster attractive developments which add to the existing sense of place;</p> <p>d. provide a variety of housing types;</p>		
<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>Accessibility and Safety</p>	<p>As discussed in 2.3.18, the proposal will be constructed as a universally-accessible site, complete with 13 barrier-free parking spaces, including 11 for residents and 2 for visitors to the commercial units. Specific site and building design features affecting accessibility and safety will be assessed at the time of Site Plan Control.</p>
<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>New Development</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	Category	Conformity with the Policy
<p>a. siting, scale and design of new development in relation to the 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>		
<p>9.3.1. As required by the Planning Act, any amendment to this Plan must be consistent with any Provincial Policy Statement in effect on the day of the decision, and should any provincial plan come into effect for this municipality, any decision must also conform with, or not conflict with provincial plans that are in effect.</p>	<p>Amendments to this Plan</p>	<p>A detailed review of the Provincial Policy Statement has been conducted for this proposal, and it has been determined to be consistent with provincial direction and vision for new growth in urban settlement areas.</p>
<p>9.3.2. Every application for amendment to this Plan will be evaluated on the basis of the following general considerations and any others that are pertinent to the particular application:</p> <p>a. the conformity of the proposed amendment to the general intent and philosophy of this Plan, particularly the vision and planning principles, including</p>	<p>Criteria</p>	<p>The proposal meets the general intent of the Official Plan, but requires an amendment to change the designation from Business Commercial to permit high density residential at a rate of 280 units per net hectare. Please refer to the responses provided for 2.1.1, 2.6.3, 2.7.4 for further discussion on compatibility and servicing.</p>

Policy	Category	Conformity with the Policy
<p>sustainability, stability and compatibility outlined in Section 2, and consistency with provincial policy;</p> <p>b. the availability and suitability of land already designated for the proposed use, and the need for (or market feasibility of) the proposed use;</p> <p>c. the compatibility of the proposal, or the adequacy of proposed mechanisms for achieving compatibility, with adjacent and planned uses, including cultural heritage resources and natural heritage features and areas;</p> <p>d. the potential of the proposal to cause instability within an area intended to remain stable;</p> <p>e. the ability of the City's infrastructure to accommodate the proposal without costly expansion, upgrading, or required deferral of other planned infrastructure improvements in other areas of the City;</p> <p>f. the financial implications (both costs and revenues) to the City;</p> <p>g. the degree to which approval of the amendment would establish an undesirable precedent; and,</p> <p>h. consistency with the Provincial Policy Statement and provincial legislation and guidelines.</p>		<p>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>
<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>Planning Committee / Council Considerations</p>	<p>Please refer to the response provided for 9.3.2.</p>

Policy	Category	Conformity with the Policy
<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 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>10C. To encourage the development of lands based on the principles of ‘New Urbanism’, as reflected in the Council-endorsed Cataraqui North</p>	<p>Goals:</p>	<p>Please refer to the response provided for 2.1.1, 2.6.3, 2.7.4, and 2.8.8.</p>

Policy	Category	Conformity with the Policy
<p>Alternative Master Plan prepared in January 1993 and highlighted below:</p> <ul style="list-style-type: none"> a. the safety and security of residents is paramount; b. a diversity of land uses is encouraged; c. the scale, design and pattern of development are oriented to active transportation and supportive of public transit; d. the natural environment and heritage features are respected, preserved and enhanced wherever reasonably possible; and, e. public spaces are prominent, well-defined and serve to tie the neighbourhood into a cohesive unit. 		
<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>	Objectives	Please refer to the response provided for 2.1.1.
<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; 	Objectives	Please refer to the response provided for 2.1.1, 2.3.17, and 2.3.18.

Policy	Category	Conformity with the Policy
<p>d. provides a road network that safely integrates the needs of all active transportation modes, public transit users and motorists; and,</p> <p>e. enhances opportunities for active transportation movements, as well as public transit use to reduce the reliance on the automobile.</p>		
<p>10C.1.4. To provide for the daily shopping and service needs of neighbourhood residents and employees of area businesses.</p>	Objectives	Please refer to the response provided for 2.1.1.
<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>	Objectives	Please refer to the response provided for 2.1.1, 2.6.3, 2.7.4, and 2.7.5.
<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>	Objectives	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>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>	Objectives	Please refer to the response provided for 2.7.2 and 6.2.2.
<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>	Objectives	The proposal has been designed in such a way that both the surrounding streets and sidewalks, as well as inner courtyards, have excellent visibility from the

Policy	Category	Conformity with the Policy
		homes within the two apartment buildings. Other aspects affecting safety and visibility, such as lighting and tree plantings, will be assessed at the stage of Site Plan Control.
10C.1.9. To integrate compatible land uses in order to achieve a more cohesive and safe neighbourhood.	Objectives	Please refer to the response provided for 2.1.1.
10C.1.11. To ensure that development and the provision of municipal services occurs in an efficient and economical manner, and provides an adequate supply of serviced land.	Objectives	Please refer to the response provided for 2.1.1.
10C.1.12. To ensure that proposed development complements adjoining existing land uses, including environmental and heritage resources.	Objectives	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.	Objectives	Please refer to the response provided for 6.2.2.
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.	General Residential Policies	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.	General Residential Policies	Please refer to the response provided for 2.1.1.

Policy	Category	Conformity with the Policy
10C.3.3. Over-concentration of any one housing type or building design are discouraged.	General Residential Policies	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.
10C.3.5. Residential areas must be designed to allow for convenient pedestrian movement incorporating universal design standards.	General Residential Policies	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.
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.	General Residential Policies	Please refer to the response provided for 2.1.1.
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.	General Residential Policies	Please refer to the response provided for 2.1.1.

Policy	Category	Conformity with the Policy
<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>General Residential Policies</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 style="padding-left: 40px;">d. noise attenuation studies may be required by the Ministry of the Environment and Climate Change, in which case appropriate mitigative measures identified therein must be undertaken by the proponent.</p>	<p>General Residential Policies</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>General Residential Policies</p>	<p>The proposal is primarily residential and contains a moderate amount of commercial space (517 square metres). This does not result in an over-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.</p>
<p>10C.3.29. The density of development for high density residential housing is intended to range from 27 to 125 dwelling units per net hectare of land.</p>	<p>High Density Residential Development</p>	<p>The applicant is seeking to amend the Official Plan to permit higher density residential on this location, at a rate of 280 units per net hectare. While in excess of the range identified in the Plan, the proposal meets the overall intent for the area, and is well within the prescribed height limits. The Applicant has demonstrated through the provision of studies (including</p>

Policy	Category	Conformity with the Policy
		urban design, shadowing, and traffic impact) that the proposed rate of density can be supported with little to no impact on the surroundings. Higher densities are appropriate on this site, given its location proximal to existing commercial services, employment lands, a public transit line, and multi-use trail system.
10C.3.30. The maximum building height in high density residential areas is eight storeys.	High Density Residential Development	The proposal entails the construction of six-storey buildings, which are well within the intent of the Official Plan.
10C.3.31. High density 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 compatible with adjacent development.	High Density Residential Development	The proposal seeks to position the buildings such that they front directly onto both Centennial and Cataragui Woods Drive, thus framing each street and creating a prominent presence and also strong anchor for this major intersection. As described in the submitted urban design study (and elaborated on 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.	High Density Residential Development	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	Non-residential Uses	Please refer to the response provided for 2.1.1 and 10C.3.11.

Policy	Category	Conformity with the Policy
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.		
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.	Servicing Policies	Please refer to the response provided for 2.1.1.
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.	Servicing Policies	Please refer to the response provided for 2.7.2.
10C.7.5. Proposed development must be assessed in relation to the City's municipal servicing capacity.	Servicing Policies	Please refer to the response provided for 2.1.1.
10C.8.13. A high standard of building and site design must be employed along those roads serving as access points to the neighbourhood in order to create a sense of neighbourhood coherence and identity.	Transportation Policies	Through the submission of an urban design study, which has been accepted by City Staff, the Applicant has demonstrated commitment to ensuring the site 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.

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<p>10C.8.17. It is the intent of this Plan that all residents will live within reasonable walking distances of public transit routes.</p>	<p>Transportation Policies</p>	<p>Please refer to the response provided for 2.1.1.</p>
<p>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.</p>	<p>Natural Environment</p>	<p>Please refer to the response provided for 2.7.2.</p>
<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 reserves is encouraged, where appropriate, through various development and construction measures, which must be specified in subdivision and site plan control agreements; and, h. lands set aside for use in connection with stormwater 	<p>Natural Environment</p>	<p>The Applicant has submitted a stormwater management report and plan in support of the proposed development, which has been accepted by City Staff.</p>

Policy	Category	Conformity with the Policy
<p>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 and enhancement of significant cultural heritage resources and natural heritage features and areas; i. transit-supportive design of subdivisions, individual sites, and buildings are encouraged; and, 	<p>Urban Design Principles</p>	<ul style="list-style-type: none"> a) The proposal aligns with the City’s growth management policies by achieving higher residential densities at a rate of up to 280 units per hectare on a site that is presently under-utilized but in a location that is fully serviced with connections to transit routes, multi-use pathways for active transportation, and nearby commercial services. b) 430 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) In the submitted urban design study, the Applicant demonstrates a commitment to exploring a number of sustainable initiatives to offset

Policy	Category	Conformity with the Policy
<p>j. all development must further comply with the urban design policies of Section 8 of this Plan.</p>		<p>the project's environmental footprint.</p> <p>d, f) Please refer to the response to 2.3.18.</p> <p>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 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: D35-002-2023

- Subject Lands
- Schedule 1 Zoning Map
- Zone

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



500 CATARAQUI WOODS DRIVE

PROPOSED 2 X 6-STOREY COMMERCIAL-RESIDENTIAL DEVELOPMENTS

CITYFLATS

Project: 21034
Date: MAY 8 2023
Issued for: ZBA/OPA



PERSPECTIVE

- ARCHITECTURAL DRAWING LIST -

A 000	SHEET LIST, PROJECT STATISTICS
A 100	SITE PLAN
A 101	P1 PARKING PLAN
A 201	GROUND FLOOR PLAN
A 202	2ND-4TH FLOOR PLAN
A 205	5TH FLOOR PLAN
A 206	6TH FLOOR PLAN
A 207	MECHANICAL PENTHOUSE PLAN
A 401	BUILDING ELEVATIONS PHASE 1
A 402	BUILDING ELEVATIONS PHASE 2

PROJECT CONSULTANTS

ARCHITECTURAL

RAW DESIGN
305 ROBEAU STREET
KINGSTON, ONTARIO
K7X 3A9
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PROJECT STATISTICS - 500 Cataraqui Woods

Client: City of Kingston
Project: 21034
Date: MAY 8 2023

RESIDENTIAL												COMMERCIAL											
APPLICABLE AREA	AREA (SQ M)	AREA (SQ FT)	APPLICABLE AREA	AREA (SQ M)	AREA (SQ FT)	APPLICABLE AREA	AREA (SQ M)	AREA (SQ FT)	APPLICABLE AREA	AREA (SQ M)	AREA (SQ FT)	APPLICABLE AREA	AREA (SQ M)	AREA (SQ FT)	APPLICABLE AREA	AREA (SQ M)	AREA (SQ FT)						
RESIDENTIAL	10487	112877	COMMERCIAL	10487	112877	RESIDENTIAL	10487	112877	COMMERCIAL	10487	112877	RESIDENTIAL	10487	112877	COMMERCIAL	10487	112877						
TOTAL	10487	112877	TOTAL	10487	112877	TOTAL	10487	112877	TOTAL	10487	112877	TOTAL	10487	112877	TOTAL	10487	112877						

1 - MARKET TO RENT (PHASE 1) - 200 UNITS
2 - MARKET TO RENT (PHASE 2) - 200 UNITS

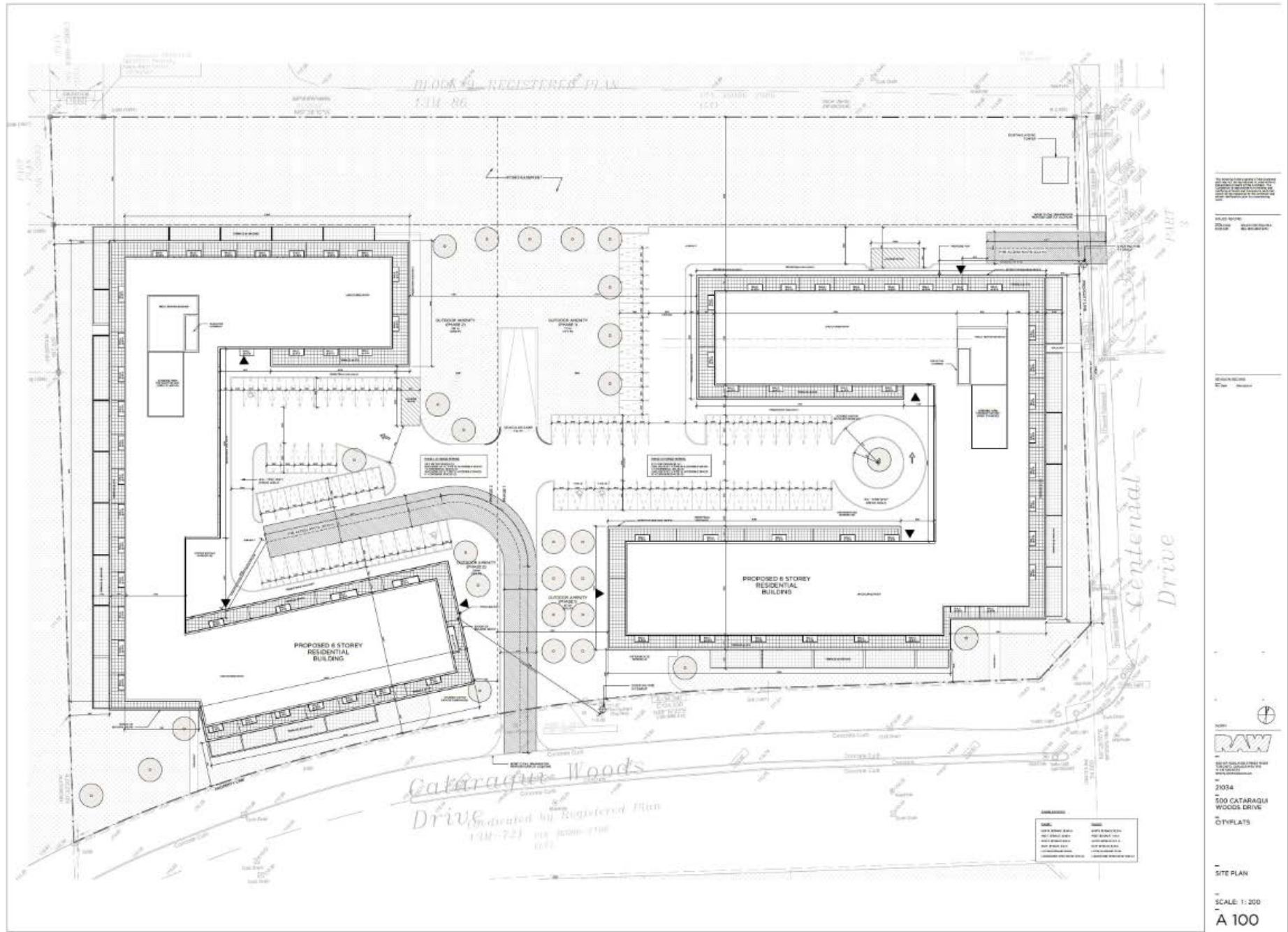
PROJECT STATISTICS

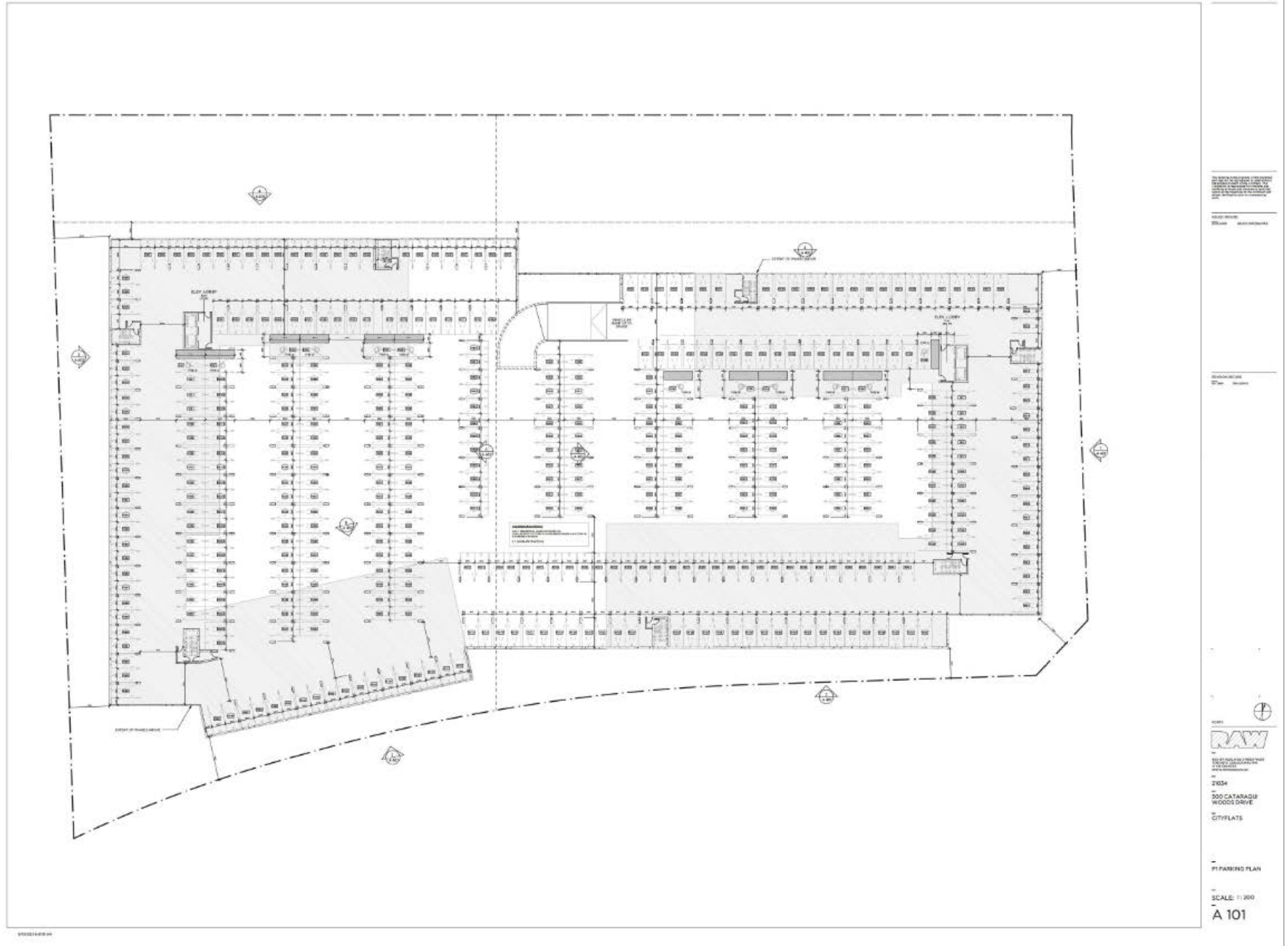
RAW DESIGN
305 ROBEAU STREET
KINGSTON, ONTARIO
K7X 3A9
T. 416-559-3729

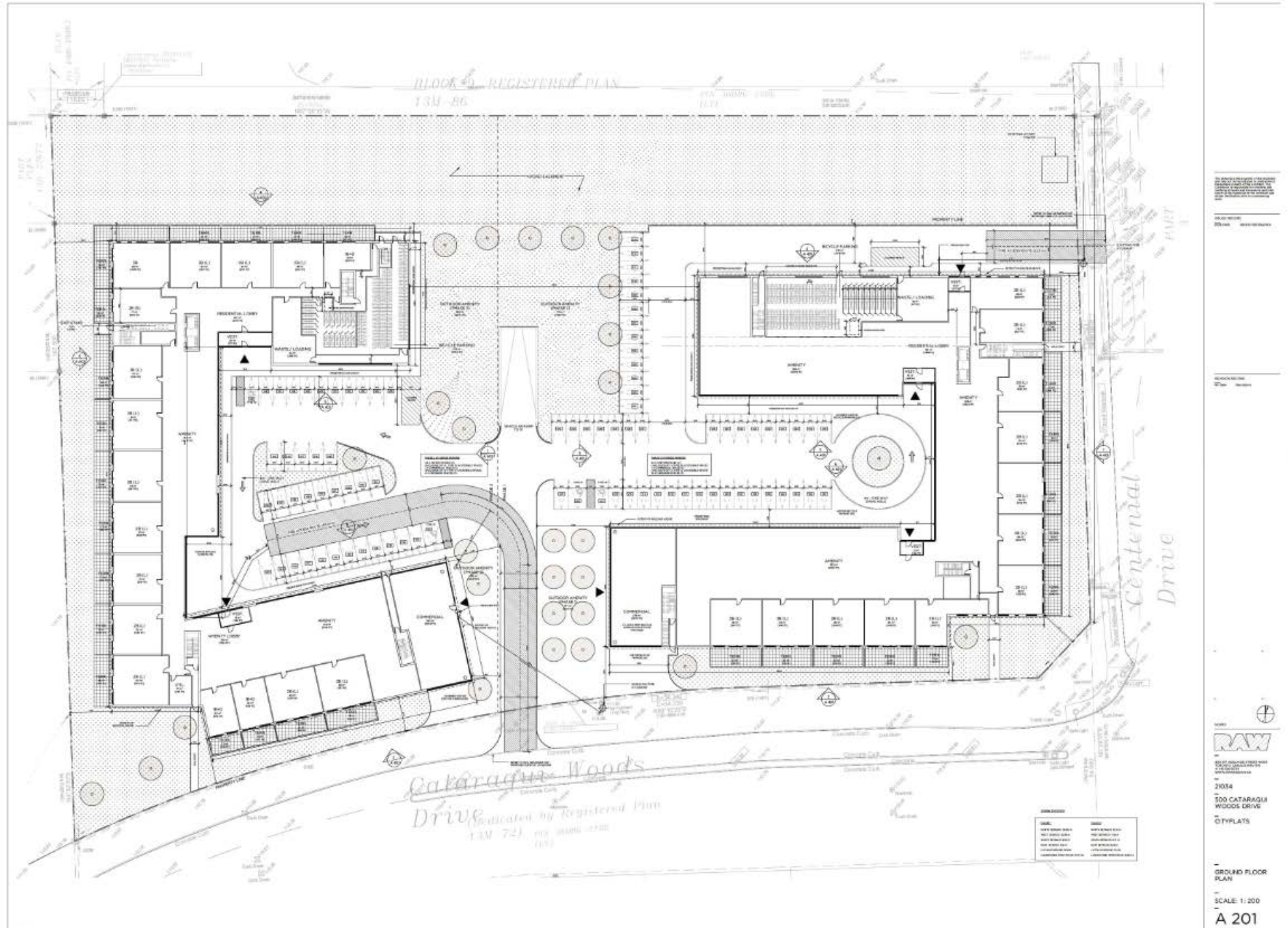
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KINGSTON, ONTARIO
K7X 3A9
T. 416-559-3729

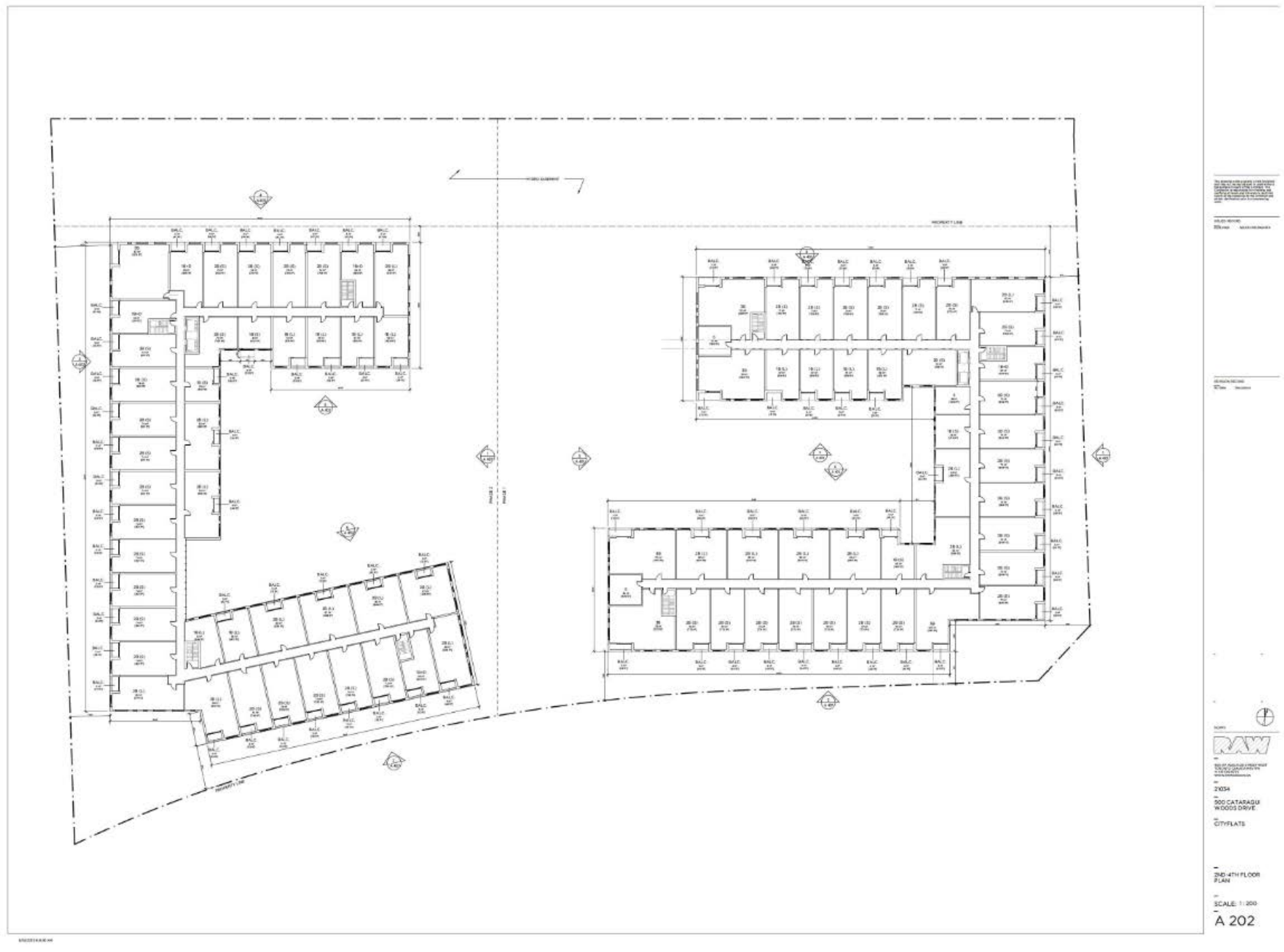
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KINGSTON, ONTARIO
K7X 3A9
T. 416-559-3729

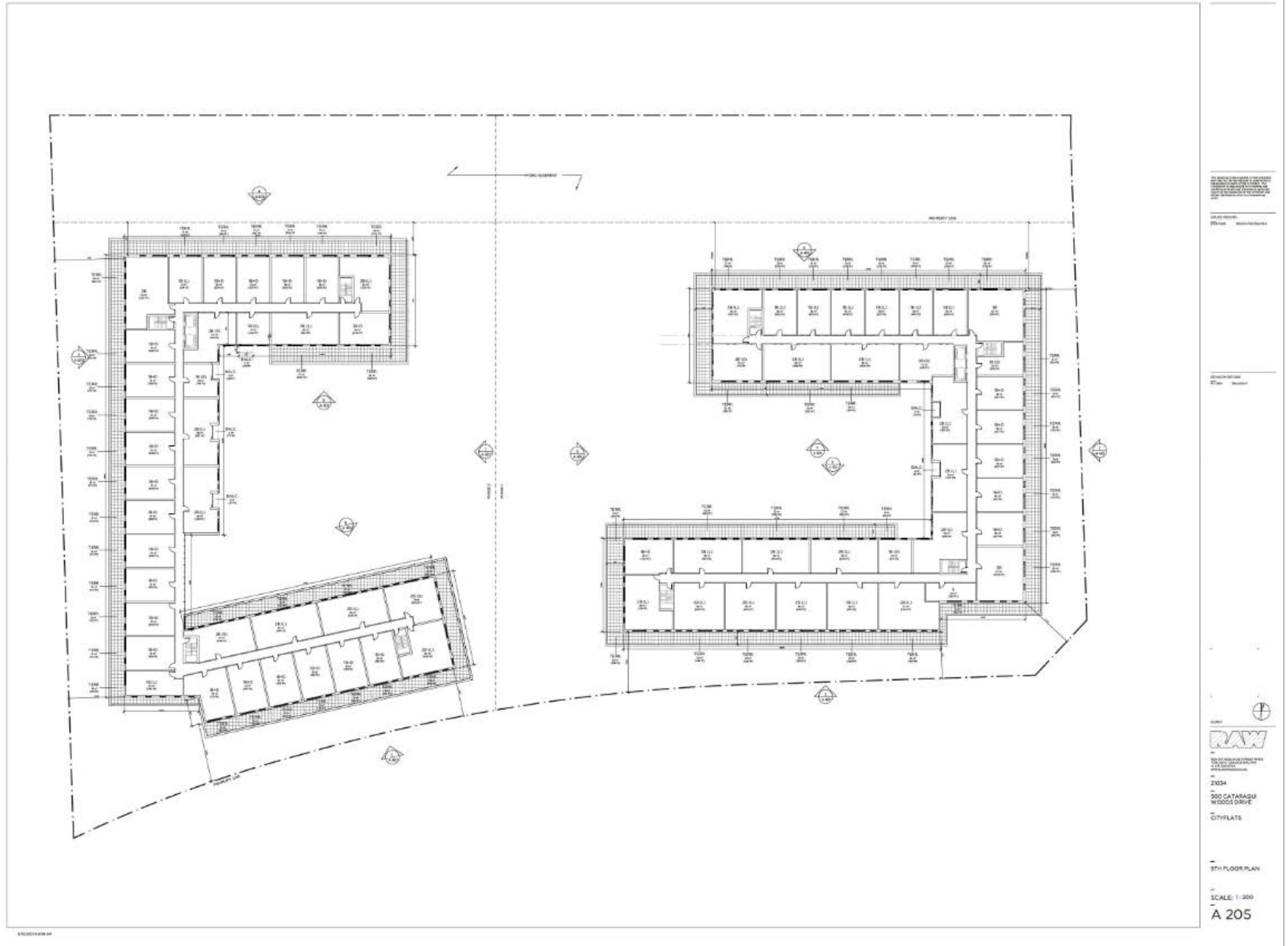
SHEET LIST, PROJECT STATISTICS - SCALE: NTS
A 000

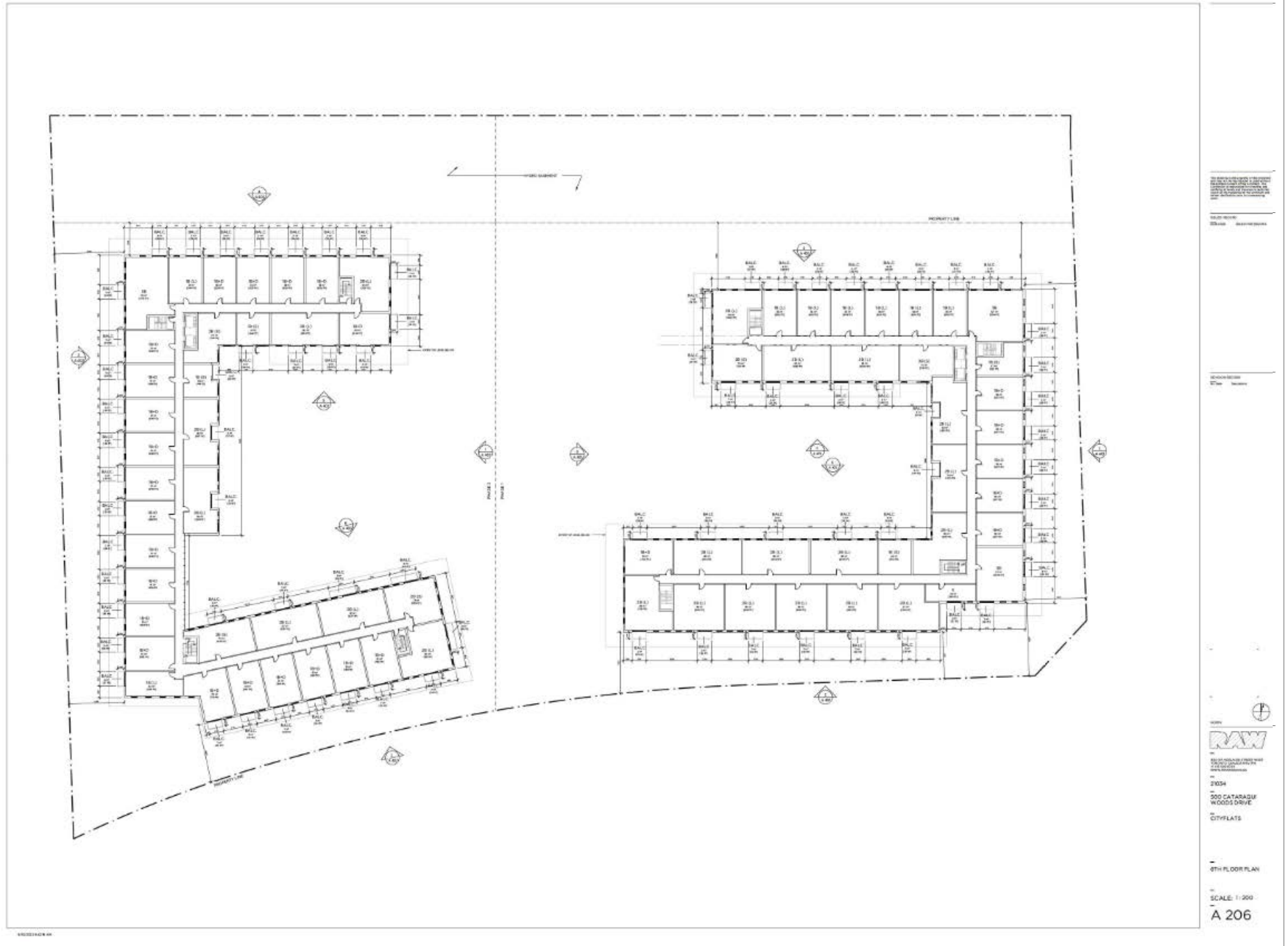


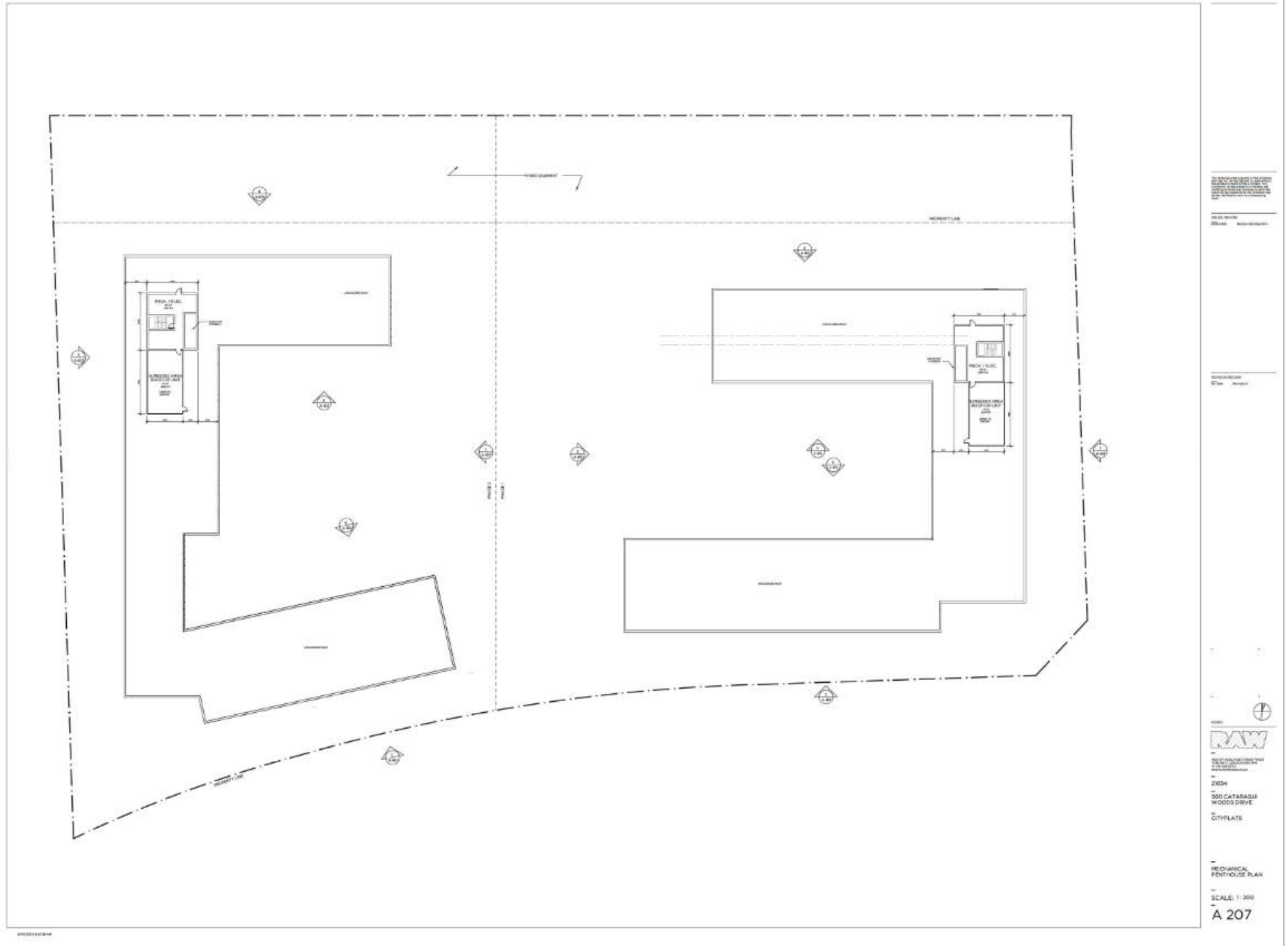














1 SOUTH COURTYARD ELEVATION - PHASE 1



2 NORTH COURTYARD ELEVATION - PHASE 1



3 NORTH ELEVATION - PHASE 1



4 WEST ELEVATION - PHASE 1



5 SOUTH ELEVATION - PHASE 1



6 EAST ELEVATION - PHASE 1

DATE: 08/14/2024
TIME: 10:00 AM
PROJECT: 23054 - WOODS DRIVE

DATE: 08/14/2024
TIME: 10:00 AM
PROJECT: 23054 - WOODS DRIVE

DATE: 08/14/2024
TIME: 10:00 AM
PROJECT: 23054 - WOODS DRIVE

RAW

23054
WOODS DRIVE

CITYPLATS

BUILDING ELEVATIONS PHASE 1

SCALE: 1/320

A 401



ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.
 DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.
 DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED.

DATE: 05/20/2024
 DRAWN BY: [Name]

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

RAW
 CIVIL ENGINEERING
 2004
 200 CATARAUGUS
 WOODS DRIVE
 CITY: LATE

BUILDING
 ELEVATIONS
 PHASE 2
 SCALE: 1/8" = 1'-0"
 A 402



SE STREET PERSPECTIVE

RAW MASSING PERSPECTIVES
500 CATARAQUI WOODS DR
MAY 11 2023



SW STREET PERSPECTIVE

RAW MASSING PERSPECTIVES
500 CATARAQUI WOODS DR
MAY 11 2023



NW PERSPECTIVE

RAW MASSING PERSPECTIVES
500 CATARAQUI WOODS DR
MAY 11 2023



COURTYARD PERSPECTIVE

RAW MASSING PERSPECTIVES
500 CATARAQUI WOODS DR
MAY 11 2023



ALTERNATIVE MATERIAL SCHEME 1

RAW MASSING PERSPECTIVES
500 CATARAQUI WOODS DR
MAY 11 2023



ALTERNATIVE MATERIAL SCHEME 2

RAW MASSING PERSPECTIVES
500 CATARAQUI WOODS DR
MAY 11 2023

Image 1 - View looking northwest towards the Subject lands



Image 2 - View looking west towards Subject lands along Cataraqui 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





CITY OF KINGSTON Public Notice Notification Map

Address: 500 Cataraqui Woods Dr
File Number: D35-002-2023

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

