



621 Dundas Street East, Belleville

Planning Justification Report

Zoning By-law Amendment and Draft Plan of Subdivision

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1.0 Introduction

1.1 Introduction

Fotenn Planning + Design has been retained by 2255718 Ontario Inc. to prepare this planning justification report in support of applications for Zoning By-law Amendment and Draft Plan of Subdivision for the property municipally known as 621 Dundas Street East in the City of Belleville.

The purpose of the subject applications is to permit redevelopment of the site with a residential subdivision. The proposed redevelopment will feature a mix of dwelling typologies, as well as parkland, open space areas and a waterfront trail network to meet the needs of current and future residents. In addition to a trail network, the proposed development will introduce a new public road and various private lanes to ensure efficient flow of vehicles and pedestrians throughout the neighbourhood.

A pre-application meeting was conducted with municipal staff on May 18, 2023 which identified the application requirements. Accordingly, the following are submitted in support of the application:

- / Application fee(s);
- / Completed Application forms;
- / Site Plan Drawing;
- / Plan of Survey;
- / Grading & Drainage Plan;
- / Site Servicing Plan;
- / Functional Servicing & Stormwater Management Report, including Flood Plan and Erosion Hazard Analysis;
- / Site Photos;
- / Elevation Drawings;
- / Perspective Drawings;
- / Noise & Vibration Impact Study;
- / Environmental Site Assessment;
- / Traffic Impact Study;
- / Environmental Impact Study;
- / Archaeological Assessment;
- / This Planning Justification Report, including Zoning Matrix and draft Zoning By-law Amendment.

The requirements were further refined by municipal staff by email on May 29, 2023 and in a subsequent meeting on September 28, 2023. A Heritage Impact Assessment was rescinded as a requirement for the submission. The following items were deferred from the current zoning by-law amendment and draft plan of subdivision applications to be collected at the site plan control stage:

- / Landscape Plan;
- / Landscaping/Rehabilitation Plan; and,
- / Lighting and Photometric Design Study.

The purpose of this report is to assess the appropriateness of the proposed development and the requested amendments in the context of the surrounding community and policy and regulatory framework applicable to the property.

1.2 Development Applications

The site is designated Residential Land Use and Environmental Protection on Schedule B of the Official Plan, and identified within the Bayshore Planning Area on Schedule E of the City of Belleville's Official Plan. The site is split-zoned special Open Space (O2-1) Zone, General Industrial (M2) Zone, and Environmental Control (E) in the City of Belleville Zoning By-law 10245.

1.2.1 Zoning By-law Amendment Application

A Zoning By-law Amendment is required to rezone the subject lands to a residential zone and to permit the proposed uses. The rezoning will also establish appropriate site-specific provisions to reflect the proposed built form and existing site context. A total of four new site-specific zones are proposed across the site to reflect the various building typologies and land uses within each Block of the development.

It is acknowledged that the City of Belleville is in the process of preparing an updated consolidated Zoning By-law. A draft of the new Zoning By-law was published on January 11, 2024. At the time of writing of this Report, the draft of the consolidated zoning by-law has not yet been approved by Council and is not in-force-and-effect. Nonetheless, this Report includes a review of the proposed zoning for the subject site and recommended draft zoning that will align with the draft of the consolidated Zoning By-law. As per Map 212 of the consolidated Zoning By-law, the subject site is proposed to be zoned Residential Type 2 (R2-H1) with a holding symbol, Environmental Protection (EP) Zone and a Railway Influence Overlay along the northern boundary of the site. Accordingly, the Zoning By-law Amendment proposes to zone the site as a mix of site-specific residential zones, which reflect the proposed uses and appropriate performance standards for each Block of the development.

1.2.2 Draft Plan of Subdivision

An application for Draft Plan of Subdivision (DPS) is being submitted concurrently with the application for a Zoning By-law Amendment. The purpose of the DPS application is to divide the site into multiple Blocks for future redevelopment. A total of 15 Blocks are proposed. A brief summary of each Block is outlined below and will be discussed in further detail in Section 3.0 of this Report.

Blocks

/ Block A	Residential (Apartment Dwellings)
/ Blocks B, G	Residential (Stacked Townhouse Dwellings)
/ Block C	Residential (Bungalow-Townhouse Dwellings)
/ Blocks D, H	Residential (Single-detached Dwellings)
/ Blocks E, I	Residential (Townhouse Dwellings)
/ Blocks F	Residential (Stacked Back-to-back Townhouses)
/ Block J	Road A
/ Blocks K, L	Open Space
/ Block M	Multi Use Trail
/ Block N	Parkland Dedication
/ Block O	Wetlands
/ Block P	Sewage Lift Station

The DPS identifies which Blocks are intended to be conveyed to the municipality for ownership purposes, including public parkland and public roads.

1.2.3 Future Planning Approvals

It is anticipated that future planning approvals will be required on a block-by-block basis for Site Plan Control and/or Draft Plan of Condominium.

- / A Site Plan Control application will be required for each future development Block (except Blocks J-O) and will serve to address the detailed design elements relating to building design, servicing, grading, stormwater management, noise mitigation, and more (as applicable).

- / A Draft Plan of Condominium application may also be required for each future Development Blocks A-I to establish the desired ownership tenure. In some instances, multiple nested condominiums may be required to be registered for a single Block to address both internal and external common areas. Part lot control applications may also be required to establish desired ownership tenure, as applicable.

It is anticipated that the details and specific nature of future planning approvals will be determined in consultation with City Staff pending approval of the final layout of the proposed subdivision.

2.0 Surrounding Area and Site Context

The site is located at 621 Dundas Street East (the subject site), on the south side of Dundas Street East. The site has an area of approximately 35.1 hectares with approximately 187 metres of frontage on Dundas Street East. The site is currently vacant but was formerly occupied by the former Bakelite factory. The site features a variety of open spaces and wetlands, which connect with the Bay of Quinte to the south.

The site is encumbered by an existing easement (inst. no. QR68198), identified as Parts 2, 3 and 12 as per Plan 21R-2121, which runs along the northern and western edge of the site.



Figure 1: Site Context (Source: Ontario AgMaps)

The site is bounded to the north by Dundas Street East and the Canadian Pacific Railway (CPR) corridor, and bound to the south by the Bay of Quinte. Access to the site is currently available via a driveway off Dundas Street East, south of the intersection of Haig Road. The following uses are located immediately adjacent to the subject site:

/ North	Commercial
/ East	Light Industrial (vacant) and Residential
/ South	Bay of Quinte
/ West	Commercial, Light Industrial, and Open Space

The site is located in the central downtown area, with easy access to basic needs and in proximity to various open spaces areas, including the Township Park, Bayview Heights Park, and East Bayshore Park. The broader surrounding area is characterized by mixed use residential and commercial buildings to the north of Dundas Street East, with a mix of residential uses and light industrial uses to the south of Dundas Street East.

Various light industrial and commercial uses are located to the west of the site and include a wide range of uses, such as a taxi dispatch, used car dealership, legal offices, a church, and retail, among others. Further west of the site, along the waterfront, there is a mix of residential, institutional and open space uses, including the head of the Shirley Langer Trail. The Belleville General Hospital is located 1.8 kilometres to the west of the subject site, along Dundas Street East.

To the north of the site is a commercial plaza, with an established residential neighbourhood beyond. The commercial plaza features offices, restaurants, and personal service shops. The residential neighbourhood consists of a mix of single-detached, townhouse and apartment dwellings. Dwelling heights in the neighbourhood generally range from one to four storeys.

The lands to the east feature a mix of residential, commercial and light industrial uses. The adjacent lands to the southeast are comprised of low-density waterfront residential properties that are accessed via a private lane off Dundas Street East.



Figure 2: Surrounding Area Context (Source: Ontario AgMaps)

Sidewalks are provided along most of the north side of Dundas Street East, west of Haig Road. Wide graveled shoulders provide opportunities for cyclists and pedestrians on the south side of Dundas Street East. Haig Road also features sidewalks along both sides of the street. The Shirley Langley Trail is located west of the site, connecting with the broader

active transportation network in the city. The site is serviced by Belleville Transit routes 1 and 2, with transit stops located within 800 metres of the site along both Haig Road and Dundas Street East.

2.1 Previous Approvals

An official plan amendment was previously obtained for the subject site, identified as OPA #36. This planning process resulted in extensive consultation between the property owner, the Quinte Conservation Authority (QCA) and municipal staff. Prior to submission of the proposed zoning by-law amendment and draft plan of subdivision, additional consultation was undertaken to discuss the possible conveyance of the peninsula lands for public ownership. These lands were not determined to be desirable for public ownership by the City and Conservation Authority and have therefore been incorporated into the proposed development accordingly. The limit of the wetlands was previously reviewed in extensive detail by the QCA and Ministry of Natural Resources and Forestry. Ownership of the wetland is still under review but is intended to be publicly owned. The proposed development generally reflects the vision for the lands that was reviewed in approving OP#36.

3.0 Development Proposal

The applicant intends to develop the lands in a manner which contributes positively towards the vibrancy and viability of Belleville and implements the Official Plan. The proposal seeks to redevelop and intensify an existing underutilized area within the urban boundary of Belleville. The development will increase the available housing stock with a mix of densities and housing typologies. The development seeks to incorporate sidewalks, as well as increased connections to public open space and the existing Shirley Langley Trail, and provides new dedicated park space. The proposed redevelopment seeks to strike a balance between appropriate urban residential density, sustainability, and improved quality of life for all.

3.1 Plan of Subdivision

The applicant is proposing to subdivide the 37.3-hectare site into 15 Blocks based on the developable area and setbacks established in consultation with the QCA in 2012. The subdivision will contain residential uses. The development will contain mixed residential densities with a variety of residential built forms, including single-detached, townhouses, stacked townhouses, back-to-back townhouses, and apartment buildings. The proposed development will have a variety of built-forms and densities with sufficient open space and parkland.

The following is a proposed breakdown of the proposed Lots and Blocks, as well as their proposed use, area, and net density (where applicable):

Block	Land Use	Area (ha)	Area (%)	Units	Density (u/ha)
A	Apartments	1.74	4.6	185	106.0
B	Stacked Townhouse	0.97	2.6	80	81.7
C	Townhouse	1.00	2.6	36	35.8
D	Single-Detached	0.39	1.0	7	17.6
E	Townhouses	2.34	6.2	76	32.3
F	Back-to-Back Stacked Townhouse	1.50	4.0	72	47.7
G	Stack Townhouse	1.70	4.5	96	56.2
H	Single-Detached	2.22	5.9	29	13.0
I	Townhouses	0.47	1.2	18	37.5
J	Road A to be conveyed to the City of Belleville	2.29	6.1	-	-
K	Open Space	3.75	10.0	-	-
L	Open Space	0.19	0.5	-	-
M	Multi-Use Trail	0.11	0.3	-	-
N	Parkland Dedication	0.74	2.0	-	-
O	Wetland	17.85	47.7	-	-
P	Sewage Lift Station	0.03	0.08	-	-
Gross Total		37.35	100%	599	16.03
Net Total (excluding Blocks J – P)		12.38	33.15%	599	48.38

3.2 Subdivision Design and Layout

Consideration has been given to the proposed subdivision layout and location of proposed uses internally as well as to the surrounding context. The proposed higher density stacked back-to-back townhouse dwellings and apartment buildings have been located within the northern portion of the subdivision to provide a gradual transition from Dundas Street and the rail line towards the interior of the development and adjacent open spaces to the south. This also allows the tallest buildings to cast their shadows predominantly on the train tracks to the north, rather than other future or existing

residential development. The central portion of the site features a mix of bungalow-townhouse and standard townhouse dwellings, which support the southerly transition in built-form and density, and to help establish a pedestrian-friendly streetscape with active frontages. Lower-density residential uses in the form of single-detached dwellings have been strategically located on the southern edge of the development to provide a transition from the Bay of Quinte and to maximize views of the water across the development.

Overall, the subdivision and proposed uses have been designed and located in a manner to provide appropriate massing, scale and building height transition. While building heights in the subdivision are proposed to range from one-storey to seven storeys, the proposed building types and heights have been appropriately located and considered to minimize and mitigate any potential shadow and/or overlook impacts.

3.3 Access + Active Transportation

Access to the site will continue to be provided via Dundas Street East, immediately south of the intersection of Haig Road. A new municipal road known as “Road A” (Block J) is proposed to be conveyed to the City, which will provide access to and circulation throughout the site. It is intended that Road A will be aligned with the existing intersection of Dundas Street East and Haig Road, so as to minimize traffic conflicts and allow for full movements access to the site.

Road A will feature sidewalks along both sides of the right-of-way to improve pedestrian safety. A three-metre-wide multi-use pathway is also proposed along the south side of Road A, thereby promoting active transportation modes throughout the site. The multi-use pathway is envisioned to connect to the Shirley Langer Trail to the west, providing existing and future residents with access to the shoreline area and naturalized spaces. The multi-use trail will also offer future connection opportunities for potential developments to the east.

Blocks E and H will feature private roads of at least six metres in width. These private roads will provide vehicular access to each Block, as well as residential and visitor parking spaces. All private roads are intended to be subject to future draft and final plan of condominium applications to formalize responsibilities for ownership, maintenance, accessibility, etc.

Blocks C, D and I will have direct access to Road A, with private parking provided in the front yards.

3.4 Emergency Access

An emergency access route is proposed to be provided over Block M, the public multi-use trail. The emergency access route is intended primarily to allow emergency services to access the site in the event that the primary access along Dundas Street East is temporarily obstructed.

3.5 Open Space and Natural Features

The proposed subdivision will also integrate an environmental protection buffer along the southern boundary of the site. The naturalized area will buffer the proposed subdivision from shoreline and associated wetlands of the Bay of Quinte.

Parkland dedication will be satisfied by dedication of lands to the City of Belleville for the continuation of the waterfront trail network across the site, as well as a waterfront park in the southeast corner of the site. The proposed park will be accessible from the multi-use trail, running along Road A, and will provide passive recreation opportunities along the edge of the wetlands. Although the proposed plan of subdivision will incorporate ample open space, it will be for the purpose of environmental protection.

3.6 Safety Berm

A 2.50-metre-high berm is proposed along the northern edge of Blocks A, F and G to mitigate potential impacts from the CP Rail corridor to the north of the site. The berm also serves a safety function, providing protection in the event of a train car derailment. The berm terminates in line with where the rail corridor crosses Dundas Street East, at which point the public ROW provides sufficient buffer.

An easement exists along the northern and western boundary of the site, which is in favor of the City and contains an existing trunk sanitary sewer.

4.0 Supporting Studies

4.1 Noise + Vibration Impact Study

A Noise and Vibration Impact Study was prepared by J.E. Coulter Associates Ltd., dated November 10, 2023. The purpose of this study is to establish any noise mitigation measures that may be required from an acoustical viewpoint based on the requirements of the Ministry of the Environment, Conservation and Parks (MECP) and the CP Railway. The Study found that the CP Railway is the dominant source of transportation noise for the proposed development as Dundas Street East has only a minor influence on the overall sound levels at most locations on the site. The combined road and railway sound levels were found to exceed MECP's and the Railway's noise criteria, therefore, upgraded windows and façade may be required. The Study also notes additional mitigation recommendations, such as central air conditioning, forced air heating, and warning clauses. The Study concluded that no mitigation measures are necessary for ground-borne vibration.

4.2 Environmental Impact Study

An Environmental Impact Study, including Natural Heritage Evaluation, was prepared by Michalski Nielsen Associates Ltd., dated December 2023. Michalski Nielsen Associates Ltd. Has been involved in the review and analysis of the site since 2010, in various capacities. As such, this updated EIS sought to describe new information, and to ensure that the analysis of site opportunities and constraints considers both new and earlier information. The report begins by noting that the long process of site remediation and agency consultation which has contributed to the establishment of development limits within the subject property, and to the current development plans, represents, in the specialist's opinion, a true win-win situation. In this regard, the clean-up of this site with a very long legacy of industrial uses and environmental contamination is of great value to the PSW/Great lakes coastal wetland which fronts it, to the water quality of this wetland and adjacent areas of the Bay of Quinte, and to a variety of wildlife, including Species at Risk, which can capitalize on such improved habitat. The study also reviews the natural heritage policy analysis that was conducted to provide a context for field investigations and to identify any environmental designations and policy requirements. The study concludes that the additional information verifies earlier assessment of development constraints and opportunities in association with these lands. In this regard, there are no further changes warranted to the boundaries of the PSW, and the updated SAR and SWH information does not change their earlier position regarding the feasibility of development within those lands identified as remaining suitable for that purpose (appendix A). The report also notes that there have not been any environmental policy changes between the time of earlier work and the present that change the feasibility of development within that portion of the site.

4.3 Traffic Impact Study

A Traffic Impact Study was prepared by GHD Limited, dated January 25, 2024. The report determined the site related traffic and subsequent traffic related impacts on the adjacent road network and site driveways as a result of the proposed development. Based on trip generation rates, the full build-out of the subject site is expected to generate 339 two-way vehicle trips during the a.m. peak hour consisting of 81 inbound and 258 outbound trips. During the p.m. peak hour, it is expected to generate 382 new two-way vehicle trips consisting of 238 inbound and 144 outbound trips. Under the future total buildout condition, with the addition of site generated traffic, the intersection of Dundas Street East and Haig Road is reported to continue to operate at mostly satisfactory levels, with the exception of the northbound and southbound left-turn movements during the p.m. peak hour. As such, the report recommends that the intersection of Dundas Street East and Haig Road be signalized to provide the required capacity for both the north and south legs exiting onto Dundas Street. The reported queuing along Dundas Street from the introduction of the traffic signal control is not expected to negatively impact the adjacent railway crossing to the west of the intersection. The report concludes that the proposed development is anticipated to have a minimal impact on the future capacity of the adjacent road network.

4.4 Phase 1 Archaeological Study

A Phase 1 Archaeological Background Study was prepared by New Era Archaeology, dated January 5, 2024. Initial analysis determined that the subject property had potential for both pre-contact and post-contact archaeological resources. The Stage 1 Archaeological Background Study field visit was conducted on October 13, 2022 consisting of visual inspection and documentation. As a result of the Stage 1 Archaeological Background Study the project area was determined to have potential for both Indigenous and Euro-Canadian resources, however, due to extensive disturbance and soil contamination archaeological potential has been removed from portions of the project area. The report finally notes that the potential for archaeological resources within the Bay of Quinte waters has not been evaluated through this land-based archaeological assessment and is not considered cleared of Marine Archaeological Potential (It should be noted that this additional evaluation was not conducted given the proposal does not propose any development within this area).

4.5 Environmental Site Assessment

A Phase One Environmental Site Assessment Update was prepared by BluMetric Environmental Inc., dated August 2, 2023. An initial Phase One ESA was prepared by BluMetric (formerly WESA) in January 2012 for the entire Bakelite property. This updated Phase One ESA provides a Conceptual site model (CSM) that is specific to the proposed development site. Remedial efforts began on the site in 2016. Soil material that contained contaminants of concern above the Site Condition Standards (Table 7 Site Condition Standards (MOE, 2011)) was excavated and removed from the Site. All other portions of the site have remained undeveloped and there have been no changes in land use of the property. Following research and consultation with ecologists and Quinte Conservation Area, the provincially significant wetland (PSW) boundary has changed since the 2012 Phase One ESA report, however the 2012 development boundary remained unchanged. The update concludes that no new potentially contaminating activities or areas of potential environmental concerns have been identified on the site since the original ESA.

A subsequent Phase Two Environmental Site Assessment was prepared by BluMetric Environmental Inc., dated August 4, 2023. The Phase Two assessment was prepared to support the filling of a Record of Site Condition. The Phase Two ESA was conducted to address concerns identified by a Phase One ESA report, which identified nine (9) on-site and eight (8) off-site potentially contaminating activities (PCAs) that may have resulted in contamination to soil and/or groundwater media beneath the site. The Phase Two ESA has determined that there are multiple contaminant impacts on the site. The findings of the report has informed the layout of the proposed development to direct development away from those lands with increased contamination.

4.6 Functional Servicing Report

A Functional Servicing Report was prepared by van MEER limited, dated January 23, 2024. This report also includes the Flood Plan and Erosion Hazard Analysis. The report notes that an existing 600mm diameter trunk sanitary sewer is presently located on the easement along the west side of the property. Accordingly, a proposed 200mm diameter PVC sanitary sewer connected into the 600mm diameter trunk sanitary sewer will be able to service all the lots/units within the proposed development. All development south of the sewer and at the east of the center driveway will be serviced with a sewage lift station.

The report also notes that there is an existing 300mm dia. watermain on Dundas Street East and Haig Road that supplies domestic water and fire flow for this area. This existing watermain on Dundas Street East will be utilized to connect the proposed development into the system. Two 250mm dia. watermains are proposed on Road "A" from Dundas Street East southerly to the first Road "A" Tee intersection. This will provide a looped water supply to the development. A 200mm dia. watermain is also included to supply municipal water to the four (4) existing dwellings along the bay shore immediately to the east of this development.

Stormwater will be directed into the storm sewer system in two manners; the streets are proposed to be constructed to allow stormwater to convey along the road to the sewer system, and grassed swales located in the rear yards will direct the surface flows into catchbasins or ditch inlets and into the storm sewer system. No quantity control measures are

required as the property is adjacent to the Bay of Quinte. Stormwater from the development will be collected and treated on site such that the final outflow will meet Ministry of Environment, Conservation Authority, Bay of Quinte Remedial Action Plan and City of Belleville approvals. Stormwater management facilities (SWM) will be constructed to provide end of pipe quality control where necessary.

5.0 Policy and Regulatory Framework

5.1 Planning Act

The *Planning Act* (the Act) is provincial legislation which establishes the framework and rules for land use planning in the province of Ontario. The Act outlines rules and requirements for a range of matters, including the roles and responsibilities of municipal governments in the planning process and the broader rules regarding land use planning in the Province, among other things. Section 2 of the Act describes matters of provincial interest, for which municipal council shall have regard in carrying out their responsibilities. Section 3 of the Act further states that decisions of municipal councils shall be consistent with the Provincial Policy Statement (PPS) and shall conform with any applicable provincial plans.

In considering an application for draft plan of subdivision, the approving body must evaluate the merits of the proposal against Section 51(24) of the Act. The criteria relating to the proposed subdivision are below in *italics*.

51 (24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality to,

a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

The proposed subdivision has regard for matters of provincial interest found in Section 2 of the Act, as the proposed development will not negatively impact natural or cultural heritage resources and represents orderly development on lands within an existing settlement area. The proposed subdivision will contribute to the overall range of housing options in the City of Belleville and provides a conceptual site layout that is well-designed and will not create challenges in terms of public health and safety. Recommendations from the supporting studies prepared to assess the proposed development and plan of subdivision will further ensure that provincial interests are satisfied.

b) whether the proposed subdivision is premature or in the public interest;

The proposed subdivision is not premature as it efficiently utilizes under-utilized land for residential uses within the settlement area boundary. This will promote the efficient use of existing municipal infrastructure, and will promote the revitalization of otherwise vacant lands. In so doing, the proposed development will support the provision of a greater quantity and diversity of housing options, improve multi-modal connections along the waterfront area, and protect the natural environment, in accordance with the public interest.

c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

The proposal conforms to the City of Belleville Official Plan. Conformity with the Official Plan is discussed below.

d) the suitability of the land for the purposes for which it is to be subdivided;

The proposed subdivision represents the rounding out of an existing settlement area through brownfield development which would see the creation of approximately 599 new residential units in an area adjacent to established residential neighbourhoods. Appropriate performance standards will be applied to the new lots and blocks through the proposed zoning by-law amendment. As per the supporting technical studies, the proposed development may be accommodated on the subject site from a servicing and transportation perspective. The supporting studies also demonstrate that the natural environment will be protected and any on-site contamination (as a result of historical use of the site for industrial purposes) can be appropriately remediated or mitigated to accommodate residential development.

e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

The subject lands have frontage on Dundas Street, an existing municipal road. The establishment of additional municipal roadways and private lanes will provide access throughout the proposed development. A Traffic Impact Study determined

that the existing road network has sufficient capacity to serve the increased traffic volume generated as a result of the proposed development.

f) *the dimensions and shapes of the proposed lots;*

The proposed lots are generally regular in shape and the proposed lot orientation forms an efficient modified grid layout. Performance standards for the proposed lots will be further described through the proposed zoning by-law amendment.

g) *the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;*

All buildings and structures on the proposed parcels will be subject to the provisions of the zoning by-law, as amended. There are no known restrictions on adjoining lands.

h) *conservation of natural resources and flood control;*

There is a provincially significant wetland located on the southern portion of the site. A natural area buffer is proposed to provide setbacks from the existing wetland. Appropriate setbacks will be implemented through the proposed zoning amendment, where needed.

i) *the adequacy of utilities and municipal services;*

Adequate municipal services are available to support the proposed subdivision. Servicing will be connected to existing infrastructure along the west and northern boundaries of the site. It is anticipated there is sufficient capacity within the existing servicing infrastructure to accommodate the proposed development.

j) *the adequacy of school sites;*

The subject lands are located in proximity to existing schools. Eastside Secondary School is located approximately 1.25 kilometers to the north of the subject site.

k) *the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*

Blocks J, M and N are proposed to be conveyed to the City of Belleville for public purposes. Block J (Road A) shall be conveyed to the City as a future public road. Block N represents a 0.75-hectare public park, to be conveyed in satisfaction of the parkland dedication requirement outlined under Section 51.1(1) of the Act. Block M will also be conveyed to the City as an extension of the Shirley Langer Trail. The proposed parkland dedication and extension of the Shirley Langer Trail will form a continuation of the existing waterfront trail network across the site, to expand active transportation resources, increase passive recreation opportunities, and offer residents access to the waterfront in a manner that protects the natural heritage feature.

l) *the extent to which the plan's design optimizes the available supply, means of supply, efficient use and conservation of energy; and,*

The subdivision will introduce 599 new residential units to a vacant and underutilized brownfield site within the settlement area. The proposed development will make efficient use of available land within the settlement area and will help to optimize the delivery of municipal infrastructure and resources.

It is our opinion that the proposed subdivision has proper regard for the criteria found in section 51(24) of the *Planning Act*.

5.2 Provincial Policy Statement, 2020

The 2020 Provincial Policy Statement (PPS), coming into effect on May 1, 2020, provides high-level land use policy direction on matters of Provincial Interest as they relate to land use planning and development in Ontario municipalities. Decisions of municipal councils must be consistent with the PPS, which provides direction for issues such as the efficient use of land and infrastructure, the protection of natural and cultural heritage resources, maintaining a housing stock that appropriately addresses the demographic and economic diversity of households, supporting long-term economic

prosperity, and preserving natural resources for future uses. PPS policies that are directly relevant to the proposed development are discussed below, with the policy cited in *italics*:

Section 1.0 – Building Strong and Healthy Communities

Section 1 of the PPS provides direction for the creation of strong and healthy communities. The efficient use of land is supported through sustainable development patterns which consider the needs of communities, the environment, public health and safety, and economic growth. This section will address those policies which are relevant to the proposed development.

1.1.1 Healthy, liveable and safe communities are sustained by:

- a) *promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

The proposed development represents an efficient land use pattern which will support the financial well-being of the Province and the City of Belleville over the long term, by introducing 599 new dwelling units to the site. The intensification of this underutilized land within the municipality's urban boundary will also assist in optimizing the efficiency of existing municipal infrastructure.

- 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;*

The proposed development contains a variety of residential unit types, including single-detached, bungalow townhouse, townhouse, stacked back-to-back townhouse and apartment dwelling units. The development will integrate a range of built forms and typologies to support a range of housing needs within the City and will contribute positively towards the long-term needs of future residents and the municipality. The proposal also includes parkland, public trail connections and naturalized open spaces, to assist in meeting the needs of existing and future residents in the surrounding area.

- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*

The Phase 1 and 2 Environmental Site Assessment determined there are no environmental, health or safety concerns associated with the proposed development, provided mitigation measures are implemented as recommended. Environmental or public health and safety concerns are not anticipated for the proposed development. Additionally, an Environmental Impact Study has been completed which has demonstrated that no negative impacts on nearby natural features are anticipated as a result of the proposed development.

- 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;*

The proposed development will not prevent the future efficient expansion of the settlement area. The development will efficiently utilize vacant lands within the established settlement area boundary, thereby making greater use of existing urban lands and mitigating the need for further expansions of the urban area in the future.

- 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;*

The proposed development represents appropriate infill of under-utilized lands within the settlement area, which will utilize existing municipal infrastructure. Infill and intensification of underutilized lands in proximity to Belleville's downtown core will support the efficient delivery of existing municipal infrastructure and services. In so doing, the proposal will assist in mitigating the demand for additional land consumption and expansion of existing servicing systems in the future. By introducing new residential development in proximity to existing transit service routes, the proposal is also transit-supportive and represents cost-effective growth within the City.

- f) *improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

The proposed development will comply with the standards of the Accessibility for Ontarians with Disabilities Act (AODA). This will help to ensure that accessibility is maintained for persons with disabilities and older persons.

- g) *ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*

As per the Functional Servicing Report, the proposed development will utilize existing municipal services and infrastructure. It is anticipated there is sufficient capacity within the existing servicing infrastructure to accommodate the proposed development.

- h) *promoting development and land use patterns that conserve biodiversity; and*

The proposed subdivision represents a compact form of development that makes efficient use of land and has been designed to promote active transportation modes. The developable area of the site has been defined based on the ability to protect adjacent natural features. Appropriate setbacks are incorporated to ensure no adverse impacts to these features. The developable portion of the site will be further enhanced with high quality landscaping and planting of native vegetation.

- i) *preparing for the regional and local impacts of a changing climate.*

The development will result in an overall net density of 41.5 dwelling units per net hectare. This represents a compact form of development that makes efficient use of land within the urban boundary, and which will promote active transportation and public transit ridership. The proposed development will also incorporate a natural buffer to protect the existing wetland along the southern limits of the site. Additional open space and parkland areas are also proposed which will increase vegetated and green areas. As a result, the proposed development will help to address the impacts of a changing climate, by protecting significant natural heritage features, incorporating green spaces and permeable surfaces, and promoting alternative transportation modes and reducing reliance on personal vehicles.

Section 1.1.3.1 of the PPS requires that Settlement Areas be the focus of growth and development. The lands are located within the Municipality's urban boundary. The proposed development will result in approximately 599 new residential units and a new multi-use pathway which will contribute to the vitality and development of the existing urban area.

Section 1.1.3.2 of the PPS requires that land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- 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*
- g) *are freight-supportive.*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

The subject site represents under-utilized land within the settlement area. Redevelopment and intensification of this site will more efficiently use available land and infrastructure within the urban boundary. The proposed development achieves an overall net density of approximately 41.5 dwelling units per hectare and contains a mix of residential built forms.

The design of the development emphasizes the promotion of environmental conservation and sustainable development practices through the retention of mature vegetation where feasible, including a portion of the lands intended as natural

area buffers. Sidewalks are proposed within the municipal rights-of-way and will connect to the existing road network and broader community. A three-metre-wide multi-use pathway is proposed to extend the Shirley Langer Trail across the site, connecting with Dundas Street East at the intersection of Haig Road. These features will promote active transportation throughout the site and surrounding area. The site is also located within 800 metres of the Bay View Shopping Mall, which offers transit connections to the City of Belleville Transit routes 1 and 2.

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.

The City of Belleville is comprised of a mix of uses, including residential, commercial, industrial, institutional, and recreational activities. The extent of the urban settlement area and associated land use designations are shown on Schedule "A". The relevant policies of the Official Plans are discussed later in this report. The proposed development will result in the creation of 599 new residential dwelling units on the subject lands. The proposed development represents a range of housing types and the intensification of vacant and under-utilized brownfield lands within the urban settlement area. As per the concurrently submitted supporting studies, the existing municipal infrastructure has sufficient capacity to accommodate the proposed development.

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.

The design of the development will allow for increased residential density in a compact form which is sensitive to nearby natural features. Through the inclusion of a multi-use pathway and sidewalks providing connection from the subdivision to the adjacent open space, the proposed development will promote active and healthy lifestyles. The Environmental Site Assessment has informed the proposed site layout to ensure development is concentrated on lands that have been sufficiently remediated to mitigate risks to public health and safety.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development consists of a mix of residential built forms in a compact design, allowing for efficient use of land and infrastructure resources within the urban area. The proposed residential uses include single-detached, bungalow townhouse, townhouse, and apartment dwellings.

Section 1.4 of the PPS includes policies dealing with the provision and supply of housing. Section 1.4.1 and 1.4.2 provide policy direction to ensure an adequate supply and mix of housing is provided. Section 1.4.3 deals with the nature of housing to be provided, and states:

1.4.3 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:

- 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 represent the minimum target(s) for these lower-tier municipalities;*
- b) *permitting and facilitating:*
 - a. *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*
 - b. *all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

The development will feature a wide range of housing typologies, including single-detached, bungalow townhouse, townhouse, and multi-unit apartment buildings. This diverse mix of residential typologies will assist in meeting the future housing needs of a wide range of individuals and families within the City.

- 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;*

The proposed development will utilize existing municipal services and infrastructure. The Traffic Impact Study demonstrates that the existing road network and proposed accesses to the site will have sufficient capacity to accommodate the proposed development.

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and*
- 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.*

The proposed development will result in compact built form with a density of 41.5 dwelling units per net hectare and represents an efficient use of under-utilized land within the City's urban settlement boundary. Active transportation will be improved in the area through the creation of sidewalks and a multi-use pathway, which offers connections from the subdivision to the existing adjacent open spaces. New higher density residential development will support the existing public transit system and surrounding commercial uses.

Section 1.5 provides policies related to public spaces, recreation, parks, trails and open space.

1.5.1 Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

Sidewalks will be integrated in the municipal rights-of-way in the new streets. In addition, a multi-use pathway connection will be included to provide access between the subdivision and the existing adjacent open space. These features will encourage active transportation within the subdivision and to surrounding uses.

- b) *planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

A natural area will be integrated in the subdivision with connections to the existing adjacent open spaces and views of the waterfront.

- c) *providing opportunities for public access to shorelines; and*

Direct access to the shoreline on the subject site is obstructed by protected wetlands and natural areas. However, a public multi-use pathway is proposed which will provide pedestrian connections to the lands adjacent to the shoreline and provide access to these naturalized waterfront areas.

- d) *recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The proposed development will result in the enhanced protection of the on-site provincially significant wetland through incorporation of a natural buffer. No negative impacts to significant natural heritage features are anticipated as a result of the proposed development.

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within

settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The proposed development is located within the settlement area and will utilize municipal sewage and water 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.

The proposed development is located within the urban boundary and contains a mix of residential uses and densities. Public sidewalks are planned for the subdivision and will connect to the adjacent mixed-use neighbourhoods. Higher density development in this location will increase the ridership of public transit services, as well as active transportation facilities.

1.7.1 Long-term economic prosperity should be supported by:

a) promoting opportunities for economic development and community investment-readiness;

The proposed residential development will contribute 599 new dwelling units to a site which is currently vacant and under-utilized. This intensification will positively contribute to the municipality's tax base and the long-term economic vitality of Belleville by supporting nearby services and businesses, particularly within the downtown core.

b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;

The variety of housing types proposed in the development will offer greater housing choices for present and future residents.

c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;

The proposed development represents appropriate infill of under-utilized lands within the settlement area. Infill of under-utilized lands within the settlement area mitigates the need to expand the settlement boundary unnecessarily, making use of existing municipal infrastructure. Infill and intensification of residential uses in proximity to Belleville's downtown core will assist in the efficient use of existing services and infrastructure and minimize the need for uneconomical expansion of the settlement area.

d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;

The proposed development is located on Dundas Street East in the City of Belleville, approximately 3 kilometers east of the downtown core. The subdivision's proximity to the downtown core will increase the consumer base for the central business district, thereby enhancing the vitality of downtown Belleville.

e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

The proposed development represents a contemporary built form with diverse housing options that will contribute to a sense of place within the community. The new local street and sidewalk network will connect the proposed development with the adjacent community, ensuring a sense of connectivity with the surrounding area and encouraging the use of active transportation in accessing existing natural heritage resources, such as the waterfront trail network. The proximity to downtown Belleville will also foster a broader sense of community belonging for residents.

f) promoting the redevelopment of brownfield sites;

The subject site is a brownfield site that is intended for future residential development as an underutilized parcel within the urban boundary. The proposed development represents appropriate infill of under-utilized lands within the settlement area.

g) providing for an efficient, cost-effective, reliable multimodal transportation system 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;

Sidewalks are proposed within the municipal rights-of-way and will connect to the existing surrounding road network. A three-metre-wide multi-use pathway is proposed to connect the new residential neighbourhood with waterfront trail network west of the site and provide future connection opportunities for possible development to the east of the site. These features will promote active transportation throughout the site and to surrounding uses. Transit connections are available north of the site, at the Bay View Mall, serviced by Belleville Transit routes 1 and 2. Residential intensification of vacant lands will support the continued growth of transit ridership numbers in proximity to the downtown area, supporting the existing transit services offered by the City of Belleville.

h) providing opportunities for sustainable tourism development;

The subdivision will include a multi-use pathway, connecting to the existing recreational open space to the west of the site, that will enhance the natural and built heritage resources in the community and encourage active transportation use by both residents and visitors.

i) sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts, providing opportunities to support local food, and maintaining and improving the agrifood network;

The proposed development represents appropriate infill of under-utilized lands within the settlement area. The proposed development is not anticipated to impact the agrifood network.

j) promoting energy conservation and providing opportunities for increased energy supply;

The proposed development represents a contemporary built form and adheres to industry standards and sustainable development practices. There are no identified opportunities to increase energy supply on the site.

k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature; and

The proposed development represents a contemporary built form, will comply with Ontario Building Code standards, and will promote sustainable and climate resilient development practices. As per the Environmental Impact Study, a wetland setback will be maintained as existing vegetative cover and be allowed to naturally self-sustain. The adjacent 30-metre railway buffer, which contains the proposed safety berm, will be naturalized to support the natural heritage network. Additionally, the proposed stormwater management practices are designed to accommodate the rain and extreme weather impacts from climate change.

l) encouraging efficient and coordinated communications and telecommunications infrastructure.

There are no anticipated direct impacts to telecommunications infrastructure as a result of the proposed development.

1.8.1 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 development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- 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;*
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure; and*
- g) maximize vegetation within settlement areas, where feasible.*

The proposed development represents a compact built form, with a site-wide density of 41.5 dwelling units per net hectare. The site is located with frontage on Dundas Street East, one of the main east-west transportation corridors in the

City. Sidewalks and a multi-use pathway through the subdivision will improve connections between residential areas and the adjacent existing open space. Fewer and shorter vehicle trips will be required to access basic amenities due to the site's central location and proximity to commercial uses, such as the Bay View Mall. The design of the proposed development is sensitive to environmental constraints and known ecological features. Portions of the site will be maintained as green space, including the naturalized shoreline and adjacent wetlands. New landscaping and planting of native species of vegetation will be introduced across the site, greatly increasing the quantity and quality of on-site vegetation.

Section 2.0 – Wise-Use and Management of Resources

Section 2 of the PPS gives consideration to the wise use and management of resources, which provide economic, environmental, and social benefits. This is achieved through policies which provide for the conservation of biodiversity, protection of the health of the Great Lakes, and protection of natural heritage, water, agricultural, mineral, and cultural heritage and archaeological resources. A Stage 1 Archaeological Assessment was completed for the subject site, which cleared the site of archaeological potential and concluded that no further assessment was necessary.

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 – The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

2.1.8 Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions.

The site's shoreline and nearshore portions contain portions of Belleville Marsh and a Provincially Significant Wetland (PSW), which also qualifies as a Great Lakes coastal wetland. The EIS determined that the proposed development can mitigate impacts to the natural environment and existing wetland through the provision of a natural area buffer. The EIS further notes that considerable efforts to remediate areas of contamination in cooperation with the City of Belleville and Quinte Conservation have significantly improved existing conditions on the site. It is thus anticipated that the proposed development will have no negative impacts on the natural features or on their ecological functions.

Section 3.0 – Protecting Public Health and Safety

Section 3 of the PPS deals with protection of public health and safety. The policies in this section direct development away from naturally-occurring and human-made hazard lands, such as floodplains, erosion-prone areas, former mining and aggregate extraction operations, and other types of contaminated areas. The subject site formerly contained industrial uses and has undergone extensive remediation on a portion of the site, with further remediation on the balance of the site ongoing. An Environmental Site Assessment was prepared in support of the proposed development. The ESA has informed the proposed site layout to concentrate development on lands that have been or will be sufficiently remediated and to mitigate against human-made hazards on the site. Due to the extensive remediation work undergone on the site, and the recommendations of the ESA, there is no anticipated risk to public health and safety as a result of the proposed development.

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.

An Environmental Site Assessment was prepared in support of the proposed development. The ESA evaluates the extensive remediation that has been undertaken on the site to date and assesses the residual contamination on the site. The recommendations of the ESA have informed the proposed site layout to concentrate residential uses on lands that have been or will be sufficiently remediated so as to not pose any risk to public health and safety. A Record of Site Condition will be filed upon completion of ongoing remediation efforts.

It is our professional planning opinion that the proposed development is consistent with the 2020 Provincial Policy Statement.

5.3 City of Belleville Official Plan (2021)

The City of Belleville Official Plan sets out the goals and objectives for the City of Belleville as a whole. The purpose is to inform the public of the City's general land use planning goals, objectives and policies in both the short and long term. It ensures that the growth of the City meets the long term needs of the community. On April 11, 2023, Ministry of Municipal Affairs and Housing approved, with modifications, the new City of Belleville Official Plan, as adopted by City of Belleville By-law 2021-180.

The subject site is designated Environmental Protection and Residential Land Use as per Official Plan Amendment #36 (By-law 2022-66) – discussed in greater detail below.

The following sections of the Official Plan are reviewed below:

- / Section 2: A Vision for the City of Belleville;
- / Section 3: Land Use Policies;
- / Section 4: Specific Policy Areas;
- / Section 5: Servicing Policies and Utilities;
- / Section 6: Transportation Policies;
- / Section 7: General Development Policies; and,
- / Section 8: Implementation.

Official Plan policies that are directly relevant to the proposed development are discussed below, with the policies cited in *italics*:

Section 2 – A Vision for the City of Belleville

Section 2 of the Official Plan provides the vision statement of the Plan, as well as policy direction regarding the interpretation of the vision statement. Elements of the vision statement include matters pertaining to economic development, growth patterns, settlement plans, sustainability, and housing, among other things. This section of the Plan highlights that the majority of future growth, both residential and non-residential, will be focused in the urban service area. The proposed development represents residential intensification of an existing underutilized parcel within the urban boundary. The proposal will be sufficiently serviced by existing municipal infrastructure.

Section 3 – Land Use Policies

Section 3 of the OP provides policy direction for the orderly development of the City, within the framework of the Vision Statement. The policies of the Plan are intended to direct development in a manner which is complementary to adjacent land uses, and to ensure that activities which are not compatible are appropriately separated or potential impacts are mitigated. All land use designations are identified on Schedules A and B.

The subject site is designated Environmental Protection and Residential Land Use on Schedule B Land Use Plan – Urban Serviced Area of the City of Belleville Official Plan. It is noted that the publicly available consolidation of Schedule B does not reflect the council-approved land use designation for the subject site. In April 2022, Council approved Official Plan Amendment #36 (By-law 2022-66) which redesignated portions of the site from Environmental Protection to Residential Land Use. Although OPA #36 also sought to delineate the subject lands as a new “East Bayshore Planning Sub-Area”, this is not reflected in the latest version of the City of Belleville Official Plan.

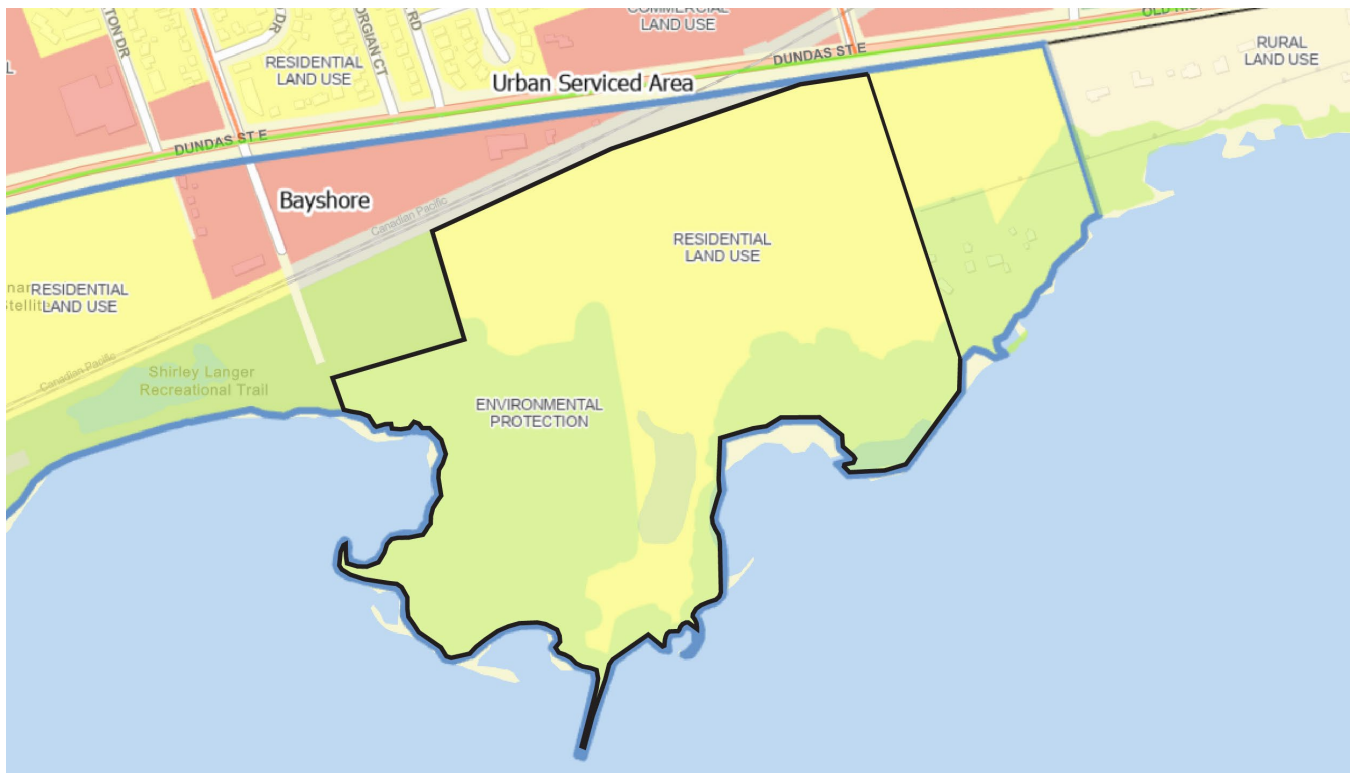


Figure 4: Land Use Designation – OPA #36 (Source: City of Belleville Official Plan)

Section 3.10 provides policy direction for the Residential Land Use designation, which is intended to define the areas where the majority of housing development should be established in the City. Section 3.10.1 outlines that a full range of residential densities, built forms, and forms of tenure are permitted within the designation. The proposed development conforms with the permitted uses in the Residential Land Use Designation.

Section 3.10.2 outlines various policies for residential development, including:

- a) *Residential development within areas designated Residential land use should be permitted to occur at various densities within the City to ensure a full range of housing forms at different sizes and styles including market-based and affordable housing that meets the needs of all citizens is provided. The densities that are supported by this Plan are as follows:*
 - i. *Low density residential uses would normally include one unit dwellings, developed up to 25 units per hectare net residential density.*
 - ii. *Medium density residential uses would normally include various types of multiple unit dwellings or townhouse dwellings, and small low-rise multi-unit complexes, developed up to 60 units per hectare net residential density.*
 - iii. *High density residential uses would normally include various types of multiple dwellings such as mid-rise and high-rise multi-unit complexes, developed up to 115 units per hectare net residential density.*

The standards set out in these definitions should not be considered firm; circumstances or conditions will exist where the number of dwelling units permitted for a given area of land should be either higher or lower than defined in order to address other policies of this Plan.

Further, it is recognized that for certain forms of specialized housing, traditional forms of dwelling units may not be established, and the issue of density for such housing should be established on the comparative basis of the numbers of persons intended to reside in the housing complex relative to the size of the land parcel upon which it is to be developed.

As a whole, the proposed development has a net density of 41.5 units per hectare. However, on a block-by-block basis, the density of the site varies depending on dwelling typology. A summary of the net density for each Block is outlined below:

Block	Land Use	Area (ha)	Number of Units	Density (u/ha)	OP Classification
A	Apartments	1.74	185	106.0	High density
B	Stacked Townhouses	0.97	80	81.7	High density
C	Townhouses	1.00	36	35.8	Medium density
D	Single-detached	0.39	7	17.4	Low density
E	Townhouses	2.34	76	32.3	Medium density
F	Back-to-back Stacked Townhouses	1.50	72	47.7	Medium density
G	Stacked Townhouses	1.70	96	56.2	Medium density
H	Single-detached	2.22	29	13.0	Low density
I	Townhouses	0.47	18	37.5	Medium density

Overall, the proposed development introduces a mix of residential densities and built forms, including single-detached dwellings, bungalow-townhouses, townhouses, stacked townhouses, stacked back-to-back townhouses, and apartments at varying densities. As summarized in the table above, the proposed development incorporates a wide range of housing densities, including low, medium, and high-density development. Accordingly, the proposed subdivision offers a wide range of housing options to meet the needs of current and future residents of Belleville. The proposed development will increase the available housing stock in the City of Belleville at a range of affordability levels.

b) *The type and arrangement of dwellings and densities are important to the character of the City and specific residential neighbourhoods. Ideally all neighbourhoods should contain a mixture of dwelling types at different densities, but in some cases this is not possible nor is it desirable; some neighbourhoods therefore may consist predominantly of one form of housing whereas other neighbourhoods would have greater variety. Care should be exercised however to not create areas of excessively high densities without ample supply of municipal services and community facilities to meet the needs of such a neighbourhood. In establishing residential densities for neighbourhoods, Council should consider:*

- *the capacity of servicing systems to adequately handle the traffic, water and sewage flows, and other services to and from the area once fully developed;*
- *the capacity of schools, parks, and other soft services in the area to adequately service the neighbourhood; and*
- *the availability of or the ability to provide transit services.*

The proposed development has been intentionally designed to provide transition between low-, medium-, and high-density housing types, concentrating higher density built forms to the north of the site, along Dundas Street, and locating low-density uses to the south of the site adjacent to the Bay of Quinte. The proposed subdivision will optimize the efficiency of existing municipal infrastructure, such as road network, garbage collection, etc. and will be sufficiently serviced by existing municipal water and wastewater facilities. Existing community facilities, such as schools and recreational centres, are anticipated to sufficiently support the proposed development – although consultation with local school boards and stakeholders is expected through the technical review process. The development includes extensions of the existing recreational waterfront trail system and ample open space. Intensification of the site will also increase ridership numbers in proximity to the downtown area, supporting the existing transit services offered by the City of Belleville.

c) *This Plan supports the development of adequate affordable housing for persons of low and moderate incomes in all residential areas.*

Although the Official Plan does not clearly define “affordable housing”, the proposed development is generally intended to be comprised of market-based housing units. Nonetheless, the proposed development will increase the quantity and diversity of available housing stock in the City of Belleville. Multi-unit buildings with smaller dwelling units and the addition

of new residential units in the community will contribute towards greater housing attainability within the proposed subdivision and the City more broadly.

- d) *When considering proposed high density residential development outside the City Centre designation on Schedule 'B', Council should be guided by the following principles:*
- i. *The lands should have direct frontage on or immediate access to arterial or major collector roads; developments with access only to collector streets should generally be smaller scale.*
 - ii. *The main access routes to such developments should not be through areas of low density residential development.*
 - iii. *The preferred locations for large scale high density residential developments would be along major arterial roads or at major intersections where access to two or more major transportation corridors is available.*

The subject site has frontage on Dundas Street East, an arterial road and major east-west corridor through the City. Access to the proposed site is proposed to align with the intersection of Dundas Street East and Haig Road. Given the location of the site in proximity to the at-grade rail corridor crossing and intersection of Dundas Street East and Haig Road, it is not feasible for safety reasons to provide direct access to Dundas Street East for the northerly high density blocks. As per the concurrently submitted Traffic Impact Study, the proposed road network is anticipated to safely and efficiently accommodate traffic flow within the site and allow for safe ingress and egress via Dundas Street East.

- iv. *High density residential development should be directed to areas which are adequately serviced with open space and other required community facilities and services, all of which should be of sufficient size to meet the needs of the residents of the housing development.*
- v. *While not a prerequisite, a preferred location for large scale high density residential development would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, churches).*

The proposed subdivision will optimize the efficient delivery of existing municipal infrastructure and services, such as local road networks, garbage collection, and schools (among other things). Existing community facilities, such as schools and recreational centres, are anticipated to be sufficient to support the proposed development. The development includes extensions of the existing public recreational waterfront trail system and ample open space areas, for the benefit of current and future residents. As per the Functional Servicing Report, the proposed development may be accommodated by existing municipal water and wastewater facilities.

- vi. *As the potential impact of high density residential uses on adjacent or nearby residential uses can be significant, care should be exercised when determining building heights, setbacks, buffering, and building orientation (fenestrations) to ensure the impact of such development on residential areas of lower density is minimized; however, where unreasonable land use conflict between high density residential development and areas of lower density would be unavoidable, high density residential development should not be permitted. Further, Council should carefully consider the character of a neighbourhood when determining the appropriate locations for high density residential development.*

The proposed development has been intentionally designed to provide transition between low-, medium-, and high-density housing typologies, concentrating higher density and taller built forms to the north of the site, along Dundas Street East. Higher density residential uses are appropriately separated from the surrounding subdivision by the proposed Road A and open space areas. Shadows cast by the taller apartment buildings in Block A will generally fall to the north, primarily impacting the areas provided as a rail setback and the southern edges of Dundas Street East. Accordingly, the proposed high density residential uses are not anticipated to result in any compatibility concerns, such as shadowing, intrusive overlook, or loss of privacy for adjacent residential uses, thereby minimizing impacts on the surrounding neighbourhood. Lower density, ground-oriented uses are located to the southeast of the site adjacent to the Bay of Quinte.

- e) *When allocating or determining the preferred locations for medium density residential development, Council should be guided by the following principles:*
- i. *The lands should have direct frontage on or immediate access to either an arterial or collector road.*
 - ii. *The main access routes to such developments should not be through significant areas of low density residential development.*

- iii. *Where located along collector streets, the preferred locations for medium density residential developments would be at intersections or where access to two or more transportation corridors is available.*
- iv. *Medium density residential development should be directed to areas which are adequately serviced with open space and other required community facilities and services, all of which should be of sufficient size to meet the needs of the residents of the housing development.*
- v. *A preferred location for medium density residential development would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, churches).*
- vi. *Medium density residential development is a preferred housing form to be established immediately abutting a non-residential land use in another land use category, or along very high traffic corridors.*

Care should be exercised to ensure access from medium density housing onto major traffic carriers is provided in a safe manner, and should not be permitted or allowed to be developed in any form where access to the roadway from driveways would create a traffic hazard.

The proposed development includes medium density residential built forms, including townhouses and bungalow-townhouses. The site has frontage on Dundas Street East, an arterial road and major east-west corridor into the City. As discussed above, the site has been designed to transition in height and density from north to south. Accordingly, the medium density residential buildings are concentrated centrally within the proposed subdivision and will be accessed via the proposed Road A that will be a public road. Medium-density residential uses effectively transition height across the site, acting as a compatible intermediary between the low-density homes to the south, and higher-density built forms to the north of the site.

- f) *Low density residential developments should be permitted in all areas designated Residential land use except in locations where low density uses would not be appropriate. The following principles should be employed by Council to determine the preferred locations for low density residential uses:*
 - i. *Low density residential uses should not be permitted in any area where access to the roadway from individual driveways would create a traffic hazard.*
 - ii. *Low density residential uses should not be permitted in any area where the impact of adjoining non-residential uses would be excessively disruptive to the quiet enjoyment of the low density residential development.*
 - iii. *Low density residential uses are appropriate along arterial streets, but where there is concern about safe and/or efficient traffic movement along the arterial street, or where there is concern of unacceptable impacts on the low density residential development, use of reverse fronting lots should be considered, or where necessary development should be limited to medium or high density residential uses*

The proposed development includes low density residential uses in the form of single detached dwellings. Vehicular access to these lots is proposed via the proposed Road A, facilitating safe access and contributing to efficient traffic flows through the subdivision. Low density residential development has been strategically located at the south end of the subdivision to mitigate compatibility concerns from high density residential uses and adjacent non-residential uses. The low density dwellings also minimize obstruction of the surrounding wetlands and shoreline from the rest of the community.

- g) *In considering the appropriateness of residential development or redevelopment, issues of built form and density should be considered separately where necessary (i.e. a medium density form such as a townhouse dwelling complex developed at a low density, or a low density form such as one unit dwelling developed in clusters at a medium density). More specifically, if any residential development outside the City Centre designation on Schedule 'B' is proposed at a density greater than 25 units per net hectare on a site that has one or more lot lines shared with an abutting single-detached residential development, then the redevelopment will only be approved subject to a rezoning to incorporate:*
 - i. *the addition of an angular plane requirement applicable from the side lot lines shared with the single-detached residential development, with the angular plane drawn at the lot line at a minimum angle of 45 degrees from vertical; and,*
 - ii. *the addition of a minimum rear setback of 13 metres from the rear lot line shared with the single-detached residential development, if the provisions of the zoning by-law would otherwise allow a lesser setback.*

As discussed above, the proposed development has been designed to transition in density from north to south. This ensures that higher density built forms are appropriately separated from existing single-detached dwellings to the east. No medium- or high-density residential blocks are proposed adjacent to a single-detached residential development (existing or proposed).

- h) The conservation and rehabilitation of existing housing stock is encouraged by this Plan in order to maintain the supply of older housing and to preserve the character of existing neighbourhoods. New development, and expansions to existing dwellings, which are proposed within existing neighbourhoods, should not detract from neighbourhood character. Infill housing should be encouraged in existing neighbourhoods to maximize land utilization and efficiency of municipal infrastructure, provided such development does not detract from the character of the neighbourhood. In some instances, conversion of larger existing residential dwellings into multiple use is warranted provided sufficient parking can be provided and the character of the existing dwelling is not significantly altered. Where intensification is proposed adjacent to an existing neighbourhood, development must conform to the neighbourhood character of those areas and provide an appropriate transition between the mature neighbourhood and the intensification site. Intensification development proposed for mature neighbourhoods must conform to the relevant provisions of any Intensification Guidelines.*

The proposed development represents residential intensification of an underutilized parcel in the urban area that is intended for residential uses. The proposed subdivision has been intentionally designed to ensure compatibility with adjacent low density residential uses to the east of the site by creating a continuation of single-detached dwellings along the southern edge of the community, bordering the open space uses. The remainder of the proposed development has been designed to create a sense of place and establish a neighbourhood character within the proposed community. Due to the location of the site, the development serves as a gateway feature when entering the City from the east along Dundas Street East, and, therefore, attention has been given to the character and visual appeal of the new subdivision. The proposed development will not detract from the character of nearby residential areas. Rather, the proposed development represents an appropriate rounding out of an undeveloped pocket of land adjacent to established residential areas. In this manner, it will enhance and complement the residential character of the broader community.

- i) This Plan supports the development of all forms of housing in all forms of tenure, being freehold, rental, cooperative, and condominium.*

The proposed development reflects a wide range of housing forms and has the opportunity to support many forms of tenure. Future applications for plan of condominium are anticipated.

- k) Where any residential development is proposed to be established adjacent or in close proximity to uses or facilities which could have significant impact on such development (i.e. due to noise, light, or visual impact), Council should ascertain and provide for the most appropriate means of mitigating such impacts, including:*

- buffering through use of plantings, fencing, berming;*
- increased setbacks;*
- solid structural barriers;*
- and/or architectural design (orientation of building fenestrations).*

Council may require the preparation of noise and vibration attenuation studies as set out in Section 7.7 of this Plan to ascertain the extent of the potential impact and to identify the most effective mitigative measures. Reference should also be made to the Ministry of the Environment, Conservation and Parks' D-series guidelines which provides environmental considerations and requirements for employment land uses, sensitive lands, sewage and water services.

The proposed development includes a 30-metre buffer along the rail line to ensure a safe setback to proposed residential uses. A 2.5-metre high berm is also proposed along the northern boundary of the site to reduce noise, light, and visual impacts from the rail corridor. A Noise and Vibration Impact Study was prepared in support of the proposed development, which concluded that there is no anticipated negative impact to the proposed residential uses provided the development adheres to the recommended mitigation measures.

Section 4 – Special Policy Area

The subject site is identified within the Bayshore Planning Area on Schedule E Detailed Planning Areas of the City of Belleville Official Plan.

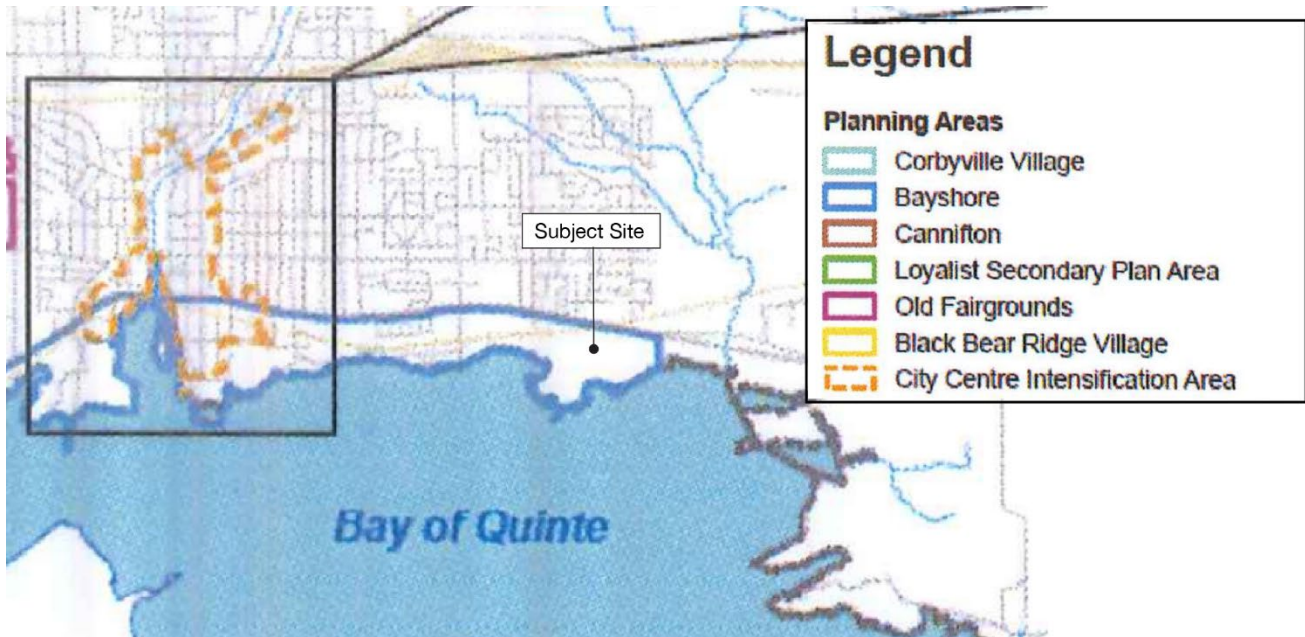


Figure 5: Detailed Planning Areas (Source: City of Belleville Official Plan)

Section 4.1 provides guidance for development in the Bayshore Planning Area. The Bayshore Area is identified as currently containing a mix of many different land uses, though the area is envisioned as a mixed-use waterfront with the potential to become a destination for residential, commercial, and recreational uses. The Bayshore trail and other park development has opened the area for public recreation and solidified the perception that the Bay of Quinte has the potential to define the character of the City and improve the quality of life for residents of the entire region. Section 4.1.1 states:

- a) *The main objective for the Bayshore Planning Area is to fully develop the mixed-use potential of the Bayshore Planning Area through the establishment of a combination of open spaces, and compatible commercial, public facility and residential land uses, employing sensitivity to issues of urban design, built form, environmental conditions and the area's setting along the shores of the Bay of Quinte, creating a destination within the City which is strongly oriented to the needs of all residents of and visitors to the community.*

The proposed development seeks to create a landmark residential neighbourhood that can foster a greater sense of community and offer housing opportunities for residents in the Bayshore Planning Area. The subdivision has been intentionally designed to integrate contemporary urban design, a mix of residential built forms, and be cognizant of the environmental conditions on the site. The proposed development features a mix of residential and open space uses to contribute new housing opportunities in the City while protecting and enhancing the Bay of Quinte shoreline.

- b) *Through the redevelopment of the Bayshore area, this Plan encourages the Municipality to identify opportunities to enhance public access to the waterfront by establishing additional open space areas within the Bayshore Planning Area. To maximize the utility of open space areas, the Municipality may acquire additional lands to:*
- *retain for park or other public recreational purposes;*
 - *connect with other lands acquired for park or other public recreational purposes;*
 - *or exchange as a means to consolidate areas of open space into larger more usable tracts.*

Acquisition of lands along the Bayshore and the Moira River for park or other public recreational purposes should be considered the highest priority.

The proposed development incorporates open space along the shore of the Bay of Quinte, permitting both recreational uses and environmental recharge areas. It is proposed to convey lands to the City to facilitate an extension of the existing Bayshore trail network, which connects at the west of the site via the Shirley Langer Trail, to enhance recreational opportunities and public access to the site's waterfront. A public park (Block N) is also proposed to be conveyed to the

municipality, adjacent to natural wetlands and proposed open spaces, which aligns with the location for parkland identified in OPA #36. Pedestrian routes through the subdivision will encourage the use of active transportation to and through the site. Large open space areas will be retained as naturalized areas, functioning as a buffer and protecting the biodiversity of the shoreline and mitigating impacts to the ecological function of the wetlands.

- d) *Building heights within the Bayshore Planning Area should be carefully managed to ensure that the waterfront is not visually barricaded from the rest of the community. Ideally, buildings immediately adjacent to the waterfront should be low profile, with taller buildings located further away from the waterfront.*

The proposed development has been strategically designed to ensure a transition of building heights from the waterfront. Low density residential uses, such as single detached dwellings and bungalow-townhouses, are proposed on the southern edge of the community to maintain sight lines to the water. Taller residential built forms, such as stacked back-to-back townhouses and apartment buildings are concentrated at the greatest distance from the waterfront, along the northern boundary, adjacent to Dundas Street East and the rail corridor. The visual importance of the waterfront has directly informed the urban design of the proposed development.

- e) *Access to the Bay of Quinte is an important component to the success of redeveloping the City's waterfront. This Plan encourages the Municipality to develop trails and public access points to the shoreline where feasible. Should the CP Rail corridor through the Bayshore Planning Area be abandoned for railway purposes, this Plan strongly encourages the Municipality to acquire the corridor for development as a public recreation trail, and/or for reuse as a mechanism to encourage the redevelopment of adjoining lands for uses in keeping with the main objective for the Bayshore Planning Area.*

A public trail and parkland are proposed to improve visibility of the waterfront and encourage recreational opportunities along the shoreline. The subject site does not offer opportunities for direct access to the water, given the extensive wetlands adjacent to the Bay.

- i) *Development in the area described as East Bayshore in Belleville's East Bayshore Final Report (2003) should have regard for:*
- a. *the twenty-five year vision which envisions the East Bayshore area as more diverse and interesting place to live, work, visit and play, with:*
 - i. *nodes of redevelopment at the Downtown Bayshore and the former Bakelite property, which will be lively, urban places, with a rich mix of housing, recreation, tourism and commercial opportunities;*
 - ii. *protected natural heritage features;*
 - iii. *parks and stormwater management facilities which are linked to natural areas and create a greenway that provides for environmental protection and enhancement, recreation and tourism; and*
 - iv. *a continuous trail set in the greenway that links Belleville's West and East Bayshores and connects north to the Parrott Riverfront Trail, neighbourhoods and business districts, as well as to other Lake Ontario communities via the Waterfront Trail.*
 - b. *the principles, and concepts contained therein, including:*
 - i. *the area should be healthy, accessible, green, usable, attractive, affordable, connected, and diverse;*
 - ii. *and The Downtown Bayshore area should create a waterfront extension of the downtown core, with new low to medium-rise housing, small-scale retail such as shops, boutiques, cafes, a restaurant, tourist attractions and a waterfront commons to serve Belleville residents and visitors, including boaters.*

The subject site is identified as East Bayshore in Belleville's East Bayshore Final Report (2003). The site is noted as a potential redevelopment area, as the former Bakelite property. The proposed development has regard for the vision and intention of the Report. The proposed development will introduce low-, medium- and high-density residential uses, as well as recreational uses and open spaces. The mix of residential built forms will offer a variety of housing options and significantly contribute to the local housing market. The proposed development is intentionally designed to ensure protection of natural heritage features of the site, including the adjacent wetland, while integrating recreational uses by

continuing the waterfront trail network. The subdivision will serve as a gateway feature along Dundas Street East and is intended to become a destination for residents and visitors to the city alike.

Section 4.1.2 outlines specific policies relating to the East Bayshore Planning Sub-Area, as established through OPA #36:

- a) *Lands designated as Environmental Protection on Schedule 'B' within the East Bayshore Planning Sub-Area will be managed in accordance with Section 3.5 of this Plan. For the avoidance of doubt, any lands falling within the regulates 100-year floodplain as determined by the most current Quinte Conservation mapping are to remain in the Environmental Protection designation and zoned accordingly, and managed in accordance with Section 3.5.1 of this Plan.*

The proposed amendment will maintain the Environmental Protection designation and zoning on lands identified as natural heritage lands through extensive consultation with the Quinte Conservation Authority.

- b) *Lands designated as Residential on Schedule B within the East Bayshore Planning Sub-Area will be developed in accordance with Section 3.10 of this Plan, and may be rezoned for residential uses.*

Section 3.10 of the Official Plan is reviewed in detail, above.

- c) *Lands designated as Residential and denoted with a 'P1' on Schedule 'B' within the East Bayshore Planning Sub-Area are planned for a park. These lands are to be dedicated as lands and/or cash-in-lieu in accordance with the parkland dedication policies in Section 7.11 of this plan. If dedicated as land, an area of 0.75 hectares is to be provided within the extent of the Residential designation, although the ultimate location of the park is flexible. The final shape and location of the 0.75 hectare park shall be to the satisfaction of the City of Belleville, zoned accordingly in the Zoning Bylaw, and developed in accordance with Section 3.6 of this Plan.*

The proposal seeks to rezone those lands designated Residential to permit residential development. The proposed development has been thoughtfully designed to include the ±0.75 hectares of parkland dedication, to be conveyed to the City, in an area of natural beauty to increase public use and appreciation of the site.

- d) *The Municipality may enter into negotiations with the landowner to facilitate the creation of an approximate 3 hectares of park space at the location designated as Residential and denoted with a 'P2' on Schedule 'B' within the East Bayshore Planning Sub-Area. If the Municipality ultimately opts to not acquire the lands for the park, then the lands may be rezoned for appropriate uses as part of the revitalization of the area.*
- e) *The Municipality may enter into negotiations with the landowner to facilitate the extension of the waterfront trail through the East Bayshore Planning Sub-Area, which will be rezoned accordingly, and development in accordance with Section 3.6 and 6.5 of this Plan.*
- f) *Further to policies D and E above, nothing in those policies exempts the landowner from the parkland dedication policies in Section 7.11 of this Plan; however, any portion of lands acquired by the Municipality for park and/or trail purposes may count towards the required parkland dedication.*

The owner has engaged in extensive negotiations with the municipality, which have informed the development as proposed. An extension of the waterfront trail is proposed to connect along the western edge of the site.

- g) *Further to policies B to E above, no rezoning of lands in the East Bayshore Planning Sub-Area will be approved until the landowner has completed as a scoped Environmental Impact Study (EIS) to the satisfaction of the Municipality and Quinte Conservation. The scoped EIS must build upon the report "Natural Environment Work in Support of the Redevelopment of the Former Bakelite Site in Belleville" by Michalski Nielsen Associates Limited dated January 10, 2022, and must address, at minimum, the following:*
 1. *All field information and history;*
 2. *A detailed discussion on significant wildlife habitat (confirmed and potential) and their locations on the site, as well as the habitat locations for confirmed and potential species-at-risk;*
 3. *A discussion on any lands that might be transferred to the Municipality for parks and recreation, and what structures are being considered for parks and recreation;*
 4. *If applicable, a discussion on the use of waterfront (e.g., whether docks or boating activities are anticipated);*
 5. *Discussion of and mapping of the recommended buffers for all natural features; and,*
 6. *Discussion of and mapping of the setback from the 76.1 metre elevation of the 100-year floodplain.*

Any rezoning discussed in policies B and E above will zone the natural features and their buffers for environmental protection based on the mapping in the scoped EIS described in clause (5) above.

An updated Environmental Impact Statement (EIS) was prepared in support of the proposed development. The EIS determined that the proposed development can mitigate impacts to the natural environment and existing wetland through the provision of a natural area buffer. The EIS further notes that considerable efforts to remediate areas of contamination in cooperation with the City of Belleville and Quinte Conservation have significantly improved existing conditions on the site. It is thus anticipated that the proposed development will have no negative impacts on the natural features or on their ecological functions.

Section 5 – Servicing Policies and Utilities

Section 5 of the Official Plan outlines policies regarding servicing, utilities, and municipal infrastructure. This section highlights that the provision of services and utilities throughout the City is essential in achieving the objectives of the Plan. Policies governing the provision and use of services and utilities include:

5.1 General Policies

- a) *Urban development shall be provided with the necessary support services and facilities including:*
- *sanitary sewers and storm drains, piped water, gas, power, telephone utilities, and water and sewage treatment;*
 - *fire protection, garbage collection and other municipal services;*
 - *access to transportation; and*
 - *access to schools, parks and related community facilities.*
- b) *The location of infrastructure and public service facilities shall consider natural hazards policies of the Province and be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety. The co-location of linear infrastructure (water, wastewater, and stormwater infrastructure, highways, electricity transmission) is encouraged to promote cost effectiveness and coordination.*

The proposed development will have direct access to the necessary services and facilities to support future residents, including servicing, utilities, fire protection, waste collection, access to road infrastructure, and access to local parks and social services.

5.2 Access to Public Roads

- a) *All new development should have frontage on and direct access to an improved public road which is maintained on a year-round basis by the Municipality or the Ministry of Transportation, with sufficient capacity to accommodate traffic generated by new development.*

The proposed development provides direct access to Dundas Street, an improved public road in the City of Belleville. The subdivision will include an additional public road that loops through the community, providing efficient traffic flows. As per the concurrently submitted Traffic Impact Study, the proposed road network is anticipated to safely and efficiently accommodate traffic flow within the site and allow for safe ingress and egress via Dundas Street East, following signalization of the intersection.

5.3 Municipal Sanitary Sewer and Water Systems

- a) *Development within the urban serviced area identified on Schedule B of this Plan should proceed in an orderly and phased manner and only be permitted where adequate municipal services or communal facilities exist or can be provided within the financial capacity of the municipality and where orderly and compact development will result. Municipal sewage services and municipal water services are the preferred form of servicing for lands within the urban boundary.*

The proposed development is located within the urban serviced area and will be adequately serviced by municipal water and sewer services. Per the Functional Servicing Report, the proposed development will utilize existing municipal services and infrastructure. It is anticipated there is sufficient capacity within the existing servicing infrastructure to accommodate the proposed development.

5.6 Stormwater Management

a) Stormwater management is an important component of the City's broader interest in protecting water quality. Since development affects the quality and quantity of stormwater run-off, the Municipality should ensure that adequate consideration is given to stormwater management prior to permitting development to proceed. [...]

Per the Stormwater Management Report prepared in support of the proposed development, the proposed development has been designed to adequately control/mitigate the quality and quantity of stormwater run-off on the site. Stormwater will be directed into the storm sewer system in two manners; the streets are proposed to be constructed to allow stormwater to convey along the road to the sewer system, and grassed swales located in the rear yards will direct the surface flows into catchbasins or ditch inlets and into the storm sewer system.

Section 6 – Transportation Policies

Section 6 of the Official Plan outlines transportation policies addressing the road network, as well as active transportation infrastructure.

6.1.2 Municipal Roads

b) Direct access to municipal roads will only be permitted in locations that can accommodate traffic in a safe manner. Where sight deficiencies exist because of curves or grades, no new access should be permitted unless the deficiency is corrected in a manner acceptable to the Municipality. New entrances should not be established unless the Municipality issues an entrance permit.

The proposed development will utilize the existing entrance to the property from Dundas Street East, aligned with the existing intersection of Haig Road. No new entrances are proposed as part of this application. Internal traffic flows will be managed through a mix of public and private streets to efficiently regulate traffic. Sidewalks and a multi-use trail will ensure pedestrian safety and promote active transportation across the site.

6.1.3b) Arterial Roads

These roads typically carry high volumes of traffic, constituting the main transportation links between different areas or neighbourhoods of the City, or between neighbourhoods and provincial controlled access highways leading out of the City. The majority of traffic on such roads is non-local. Typically, arterial roads carry in excess of 1,200 vehicles per peak hour.

Arterial roads are usually developed with four travel lanes but may be developed with two travel lanes on a right-of-way between 23 and 30 metres. Both the number of lanes and the right-of-way widths are dependent on a variety of factors, including travel demand on the road and the need to expand the right-of-way for sidewalks and utility services. These standards are also determined by existing constraints and/or opportunities such as the location of existing uses in built-up areas. Increased width of the right-of-way may also be required to accommodate wider right lanes on multi-lane roads to enable safe and proper side-by-side sharing of the road with bicycles and noise abatement features.

When identified as feasible and appropriate, separate bicycle lanes may be constructed as part of the arterial road right-of-way.

The subject site has frontage on Dundas Street East, an arterial road representing a main east-west connection across the City. As per the concurrently submitted Traffic Impact Study, the proposed road network is anticipated to safely and efficiently accommodate traffic flow within the site and allow for safe ingress and egress via Dundas Street East. Further, increased density in this location will encourage increased use of existing and planned public transit services, as well as active transportation facilities and aims to reduce vehicle trips.

Section 7 – General Development Policies

Section 7 of the Official Plan provides general development policies and considerations. Section 7.15 specifically outlines housing policies to provide guidance on the provision of housing to meet the needs of current and future residents of the City.

Section 7.2.1 of the Official Plan outlines the policy direction for the subdivision of land within all land use designations. It is our opinion that the proposed development conforms to the policies outlined under Section 7.2.1.

Section 7.6 of the Official Plan provides urban design policies as a key planning tool to create sustainable communities. The City's general objectives for urban design are as follows:

- *To foster a high quality and distinctive community image;*
- *To establish a pattern of interconnected streets and active transportation networks in which built-form frames and activates a human-scale public realm;*
- *To create public spaces that are safe, accessible, and attractive for the use and enjoyment of all members of the community;*
- *To promote compact, mixed use development;*
- *To create healthy and diverse neighbourhoods that provide a range of housing options and support affordability;*
- *To support development and redevelopment that is a good fit, and compatible within its context;*
- *To effectively integrate built, cultural, and natural heritage resources with development; and;*
- *To promote and encourage sustainably designed development that is resilient to long term change.*

The proposed development has been thoughtfully designed to create a distinctive community feel on this unique site within the urban area. The proposed development include active transportation infrastructure that will connect with the surrounding waterfront trail network. The proposed parkland dedication along the edge of the wetland will enhance the public realm by providing safe and accessible access to an attractive portion of the site with unique waterfront views. The proposed development reflects a compact built form and integrates a range of housing options to meet the diverse needs of current and future residents. The proposed development has been strategically designed to enhance views of the waterfront and to protect natural heritage resources on the site.

Section 7.8.3 provides policy direction specifically for contaminated lands and brownfield sites.

- d) *When considering applications for development which includes sites suspected or known to be contaminated, the Municipality will:*
- i. *Require, at its discretion, a Phase I Environmental Site Assessment (ESA) be undertaken by the applicant in accordance to the Ontario Regulation 153/04 as may be amended from time to time. This requirement is in addition to Ontario Regulation 153/04, which prescribes those uses for which a Phase II ESA is required;*
 - ii. *In addition to any regulatory requirements that necessitate a Phase II ESA, the Municipality may require, at its discretion, a Phase II ESA to be conducted to further investigate the potential environmental contamination of a site where the results of a Phase I ESA recommend that a Phase II ESA be undertaken.*
 - iii. *Require, where necessary as a result of a Phase II report, a Phase III remedial action plan be undertaken and implemented by the applicant to meet, at a minimum, the regulatory requirements of the Ministry of the Environment, Conservation and Parks, and where relevant, the Federal Government. As a condition of approval, the Municipality will require that remediation, where required, is undertaken to the appropriate site condition or risk assessment standards, as specified in Ontario Regulation 153/04 Records of Site Condition, Part XV.1 of the Environmental Protection Act or, if superseded, other regulatory requirements of the Province of Ontario, as amended from time to time.*
 - iv. *Require applicants to prepare and submit a Record of Site Condition (RSC) to the Ministry of Environment, Conservation and Parks as obligated under Ontario Regulation 153/04. In such instances, final approval of the application, or waiving of conditions of approval, is contingent on Ministry of the Environment, Conservation and Parks acknowledgment of the RSC as well as any Certificate of Property Use issued by the Ministry of the Environment, Conservation and Parks in respect of the property.*
 - v. *The Municipality, at any stage of completion of an environmental site assessment, may require an independent peer review of the work being conducted, and may require the costs of such review to be assumed by the proponent.*
- e) *Where the Municipality is deeded land for public highways, road widenings, parks, stormwater management, easements, or for any other purpose, the Municipality will require that such transfers are conditional upon the verification, satisfactory to the Municipality, that the environmental condition of the property meets provincial legislation, regulations and guidelines. Where required by the Municipality or the Ministry of the Environment, Conservation and Parks, this may include the filing of a Record of Site Condition (RSC) on the Environmental Site Registry by a Qualified Person as defined by legislation and regulation, and its acknowledgement by the Ministry of the Environment, Conservation and Parks.*

Phase One and Two Environmental Site Assessments (ESA) were prepared in support of the proposed development. The ESA's evaluate the extensive remediation that has been or will be undertaken on the site and assesses the residual contamination on the site. The recommendations of the ESA have informed the proposed site layout to concentrate residential uses, and the new proposed municipal street, on lands that have been sufficiently remediated so as to not pose any risk to public health and safety. A Record of Site Condition will be filed following completion of the ongoing remediation and Risk Assessment process.

- f) *Within the designated risk management area shown as Former Industrial Lands in Schedule G, all development requiring Planning Act approval must comply with applicable terms and conditions of the applicable Risk Management Measures (RMM) Plan under By-law 2020-21 in order to identify if there is an environmental or health and safety risk or concern associated with the proposal. If such risks are identified, measures to adequately minimize or address such risks must be implemented in compliance with the RMM Plan.*

The subject lands are not identified as Former Industrial Lands in Schedule G of the Official Plan.

7.16 Residential and Non-Residential Intensification

a) *This Plan supports compatible housing intensification and infill development, such as:*

- *accessory apartments or conversions of large residential structures to multiple use in appropriate areas;*
- *infilling on existing lots of record and maximizing use of underutilized lots;*
- *subdivision of oversized residential lots;*
- *conversion of upper floors above commercial uses in the City Centre to residential use;*
- *establishment of boarding houses in commercial areas and neighbourhoods of mixed land uses; and*
- *conversion of non-residential buildings to residential use in appropriate areas.*

The proposed development represents a supported form of housing intensification, in the form of the subdivision of an oversized lot in the urban boundary intended for residential uses. The subject site is located in the Bayshore Area, which is intended for redevelopment and intensification in a manner that will support the vitality and enhance the neighbourhood character of the area. The proposal will positively contribute to the housing stock available in the downtown.

- j) *The Municipality will consider the impact of intensification on the character of existing neighbourhoods, along with the availability and adequacy of existing municipal infrastructure to service the increased density, in accordance with Section 5.3. Intensification areas shall be subject to site plan control, in accordance with Section 8.2, to ensure that the design of new intensification sites, including building massing and design, relationship to surrounding uses, site access, landscaping and grading, servicing etc. are context appropriate.*

The proposed intensification of residential uses will positively contribute to the character of the downtown area by increasing density in the residential and commercial center of the City of Belleville. Increased residential density in this area will continue to the vitality of the City. The proposed conversion will be adequately serviced by existing municipal infrastructure.

It is our professional opinion that the proposed development conforms with the City of Belleville Official Plan.

6.0 Current and Proposed Zoning

6.1 Zoning By-law 10245 (in-force-and-effect)

The subject site is currently split-zoned General Industrial (M2) Zone, Environmental Control (E) Zone, and a special OpenSpace (O2-1) Zone in the City of Belleville Zoning By-law 10245. The lands are currently vacant, though the historically contained industrial uses and have undergone remediation and environmental evaluation. A zoning by-law amendment is required to rezone the site to permit the proposed development and establish appropriate performance standards. Four special residential zones are proposed to reflect the transitioning residential density and mixed built form across the site.



Figure 6: Belleville Zoning Map (Source: City of Belleville Zoning By-law 10245)

6.2 Draft Zoning By-law Consolidation (not yet approved)

It should be noted that the City is undergoing a process to prepare a single updated and consolidated zoning by-law. The three existing Zoning By-laws (which cover distinct areas of the City) would be largely repealed and consolidated into one overarching Zoning By-law which covers the entire City. The Zoning By-law Consolidation is currently in Phase Three of the approval process – Comprehensive Zoning By-law Document and Statutory Process. The latest iteration of the draft of the consolidated zoning by-law (dated January 11, 2024), including draft mapping, is available on the City's website.

As per the Draft Zoning By-law Consolidation, the subject site is proposed to be zoned Residential Type 2 Holding (R2-H1) Zone and Environmental Protection (EP) Zone. The Holding (H1) symbol shall be removed when it has been demonstrated to the satisfaction of the municipality that the following has been completed:

- 1) A draft plan of subdivision;
- 2) An environmental impact study;

- 3) A traffic impact study;
- 4) A functional servicing report;
- 5) A stormwater management plan; and,
- 6) A planning justification report.

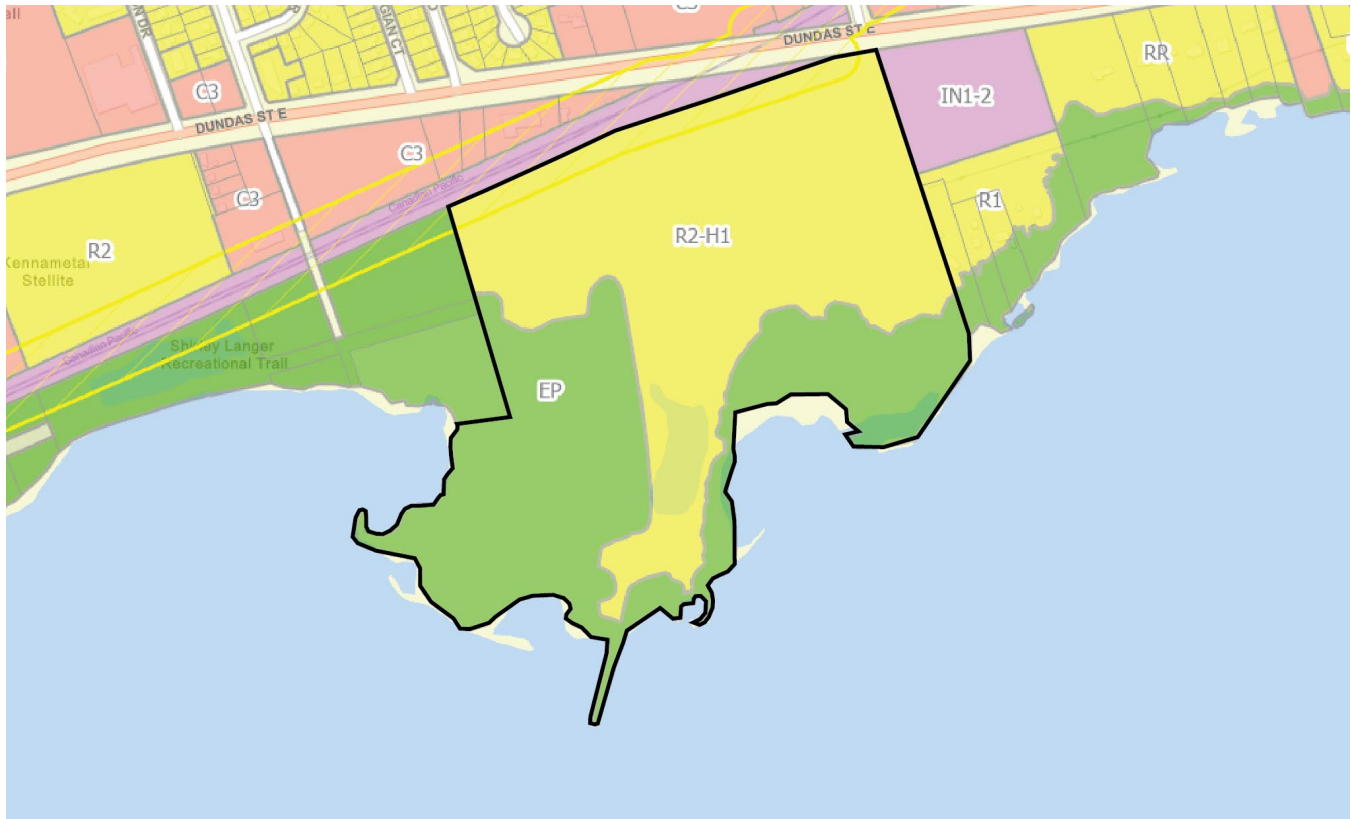


Figure 7: Belleville Consolidated Zoning Map (Source: Draft Consolidated Zoning By-law)

All required studies to lift the Holding (H1) Symbol are included with the subject application for Zoning By-law Amendment. It is therefore proposed that the Holding (H1) Symbol be removed through the Zoning By-law Amendment process.

6.3 Proposed Zoning By-law Amendment

At this time, Zoning By-law 10245 remains in-force-and-effect and is the applicable zoning for the subject site. Although the Draft Zoning By-law Consolidation is not yet approved by the City of Belleville, it does provide a general indication of the intended future zoning for the City of Belleville (subject to further revisions and public input). As such, both Zoning By-laws have been reviewed against the proposed development to ensure that the future zoning for the site generally reflects the future City-wide zoning provisions.

The proposed Zoning By-law Amendment (ZBA) will therefore establish new site-specific zoning that would permit the proposed development under the currently in-force-and-effect Zoning By-law 10245. However, the site-specific zoning is intended to be carried forward into the new consolidated City of Belleville Zoning By-law, once approved and in-force-and-effect. The details of the proposed site-specific zone are outlined in the draft amending zoning by-law, attached hereto as Appendix A.

Accordingly, the proposed development has been reviewed against the provisions of Zoning By-law 10245 and the Draft Zoning By-law Consolidation, to ensure consistency and conformity across both documents. The subject site is proposed to be rezoned into multiple site-specific zones, which reflect the proposed building typologies on a block-by-block basis.

Each of the future blocks are proposed to be rezoned under each Zoning By-law, respectively, as follows:

Block(s)	Proposed Site-Specific Zone Zoning By-law 10245	Proposed Site-Specific Zone Draft Zoning By-law Consolidation
A	R7-X1	R3-X1
B, F & G	R5-X1	R2-X1
C, E & I	R5-X2	R2-X2
D & H	R2-X1	R2-X3
K & L	E	EP
M & N	E	OS
O	E	EP

The proposed site-specific zones under each Zoning By-law are shown below:

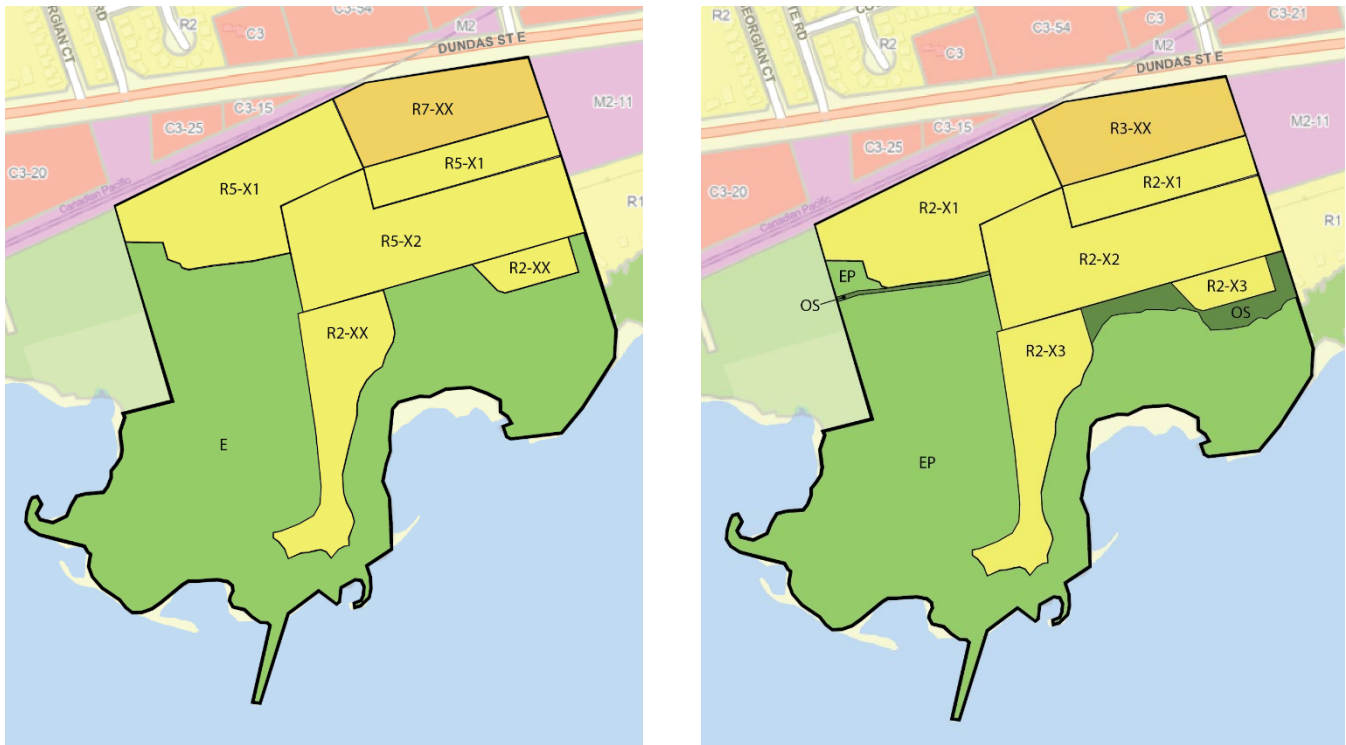


Figure 8: LEFT – Proposed Zoning Map, Zoning By-law 10245 (Source: Fotenn Planning + Design)
 RIGHT – Proposed Zoning Map, Draft Consolidated Zoning By-law (Source: Fotenn Planning + Design)

Although the proposed zones differentiate between the two Zoning By-laws, the site-specific provisions are intended to be mirrored between both By-laws. A detailed table has also been prepared (below) for each site-specific zone, detailing the applicable provisions of Zoning By-law 10245 (in-force-and-effect), the Draft Zoning By-law Consolidation (not-yet-in-force-and-effect), and the proposed site-specific provisions of the draft amending by-laws. A planning rationale for each site-specific provision is also provided within the tables for any provision deviating from the Draft Zoning By-law Consolidation.

It is anticipated that the details of the site-specific provisions will be refined with City Staff, to account for any changes to the Draft Consolidated By-law that are not yet publicly available or which are anticipated to be introduced in the future.

It is our professional opinion that the proposed development conforms with the intentions of City of Belleville Zoning By-law 10245 and reflects the intentions of the draft consolidated zoning by-law.

6.4 Zoning Matrix – Block A

Block A (Apartment Dwellings)

Provisions	R7 Zone – Zoning By law 10245	R3 Zone – Draft Zoning By-law Consolidation	Proposed Site-Specific Zoning	Planning Rationale
Permitted Uses	One or more apartment dwellings	Mid-rise multi-unit dwelling (5-9 storeys)	Mid-Rise Multi-Unit Dwellings	All permitted uses within the Draft Zoning By-law are proposed to be retained in the proposed site-specific zone.
Lot Frontage (min)	45.7m	24m	24m	The minimum lot frontage is proposed to reflect the provisions required in the Draft Zoning By-law.
Lot Area (min)	72.3 sq. m. per dwelling unit	87.0 sq. m. per dwelling unit	87.0 sq. m. per dwelling unit	The minimum lot area is proposed to reflect the provisions required in the Draft Zoning By-law.
Front Yard Depth (min)	10.6m	7.5m	2m where abutting a streetline	Amendments are proposed to establish simplified lot line setbacks that require less interpretation of the lot fabric and are, therefore easier to implement in the context of the proposed development. The reduced front yard depth will ensure an animated streetscape along the new municipal street. For all other lot lines (i.e.: not abutting a streetline), a 6 metre setback is proposed which is sufficient to ensure compatibility with adjacent uses and to ensure functionality and enjoyment of the proposed development.
Rear Yard Depth (min)	Greater of 7.5m or one-half of building height	7.5m, and when abutting a one-unit dwelling then 1.5m of which shall be maintained as landscaped area.	6m for all other lot lines	
Interior Side Yard Width (min)	Greater of 7.5m or one-half of building height	One half the height of the building		
Maximum Height	-	27m	27m	The maximum building height is proposed to reflect the provisions required in the Draft Zoning By-law.
Gross Floor Area (minimum per dwelling unit)	Bachelor: 28.0 sq. m. One Bedroom: 42.0 sq. m. Two Bedrooms: 55.5 sq. m. Three Bedrooms: 69.5 sq. m. Four Bedrooms: 79.0 sq. m. For each additional bedroom: 9.3 sq. m.	-	N/A	The minimum Gross Floor Area provisions are proposed to be omitted in the site-specific zone to reflect the City's new draft zoning by-law provisions. The proposed development will accommodate a range of unit sizes with contemporary and livable floor layouts.
Lot Coverage (max)	20%	30%	30%	The maximum lot coverage is proposed to reflect the provisions required in the Draft Zoning By-law.
Landscaped Open Space (min)	40%	40%	35%	A moderate reduction to the minimum landscaped open space provision is required to reflect the proposed development. The proposed LOS is appropriate for urban settings, and will continue to provide sufficient area for quality amenity space for residents and maintaining overall permeability of the site.
Separation Distance Between Buildings (min)	Where a lot contains two or more dwellings, the distance between each such dwelling shall be the average of the combined heights of such dwellings.	-	N/A	The separation distance requirement is proposed to be removed, to reflect the provisions required in the Draft Zoning By-law.
Amenity Areas (min)	-	18.5 sq. m. per dwelling unit <ul style="list-style-type: none"> must be designed and located so that the length does not exceed four times the width if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 sq. m.	10 sq. m. per dwelling unit <ul style="list-style-type: none"> must be designed and located so that the length does not exceed four times the width if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 sq. m. 	Amenity area provisions are proposed to be introduced in the site-specific zoning to enhance livability of the proposed development. A reduction in the quantity of amenity area from the provisions of the draft zoning by-law is proposed to reflect the urban setting of the development and the diversity of land uses proposed on the site. A reduced amenity area of 10 square metres per unit is reasonable and appropriate in the context of the site, with easy access to public transit, future parks, multi-trails, and commercial amenities.
Parking Requirement (min)	1 space per dwelling unit + 1 space per 5 units	Multi-unit dwelling: 0.75 per dwelling unit, plus 1 parking space for visitors per 5.0 units	0.75 spaces per dwelling unit, plus 1 visitor parking space per 5 units	The minimum parking requirements are proposed to reflect the provisions required in the Draft Zoning By-law.
Parking Dimensions (min)	2.4m x 6.0m	2.4m x 6m	2.4m x 6m	The minimum parking dimensions are proposed to reflect the provisions required in the Draft Zoning By-law.
Car Sharing Provision (min)	-	For every car-sharing space provided, the parking requirement may be reduced by three (3) spaces, however the requirement for accessible parking spaces is not reduced.	For every car-sharing space provided, the parking requirement may be reduced by three (3) spaces, however the requirement for accessible parking spaces is not reduced.	Provisions regarding the provision of car-sharing parking are proposed to reflect the provisions required in the Draft Zoning By-law.
Drive Aisle Dimensions (min)	Min: 3.0m Max: 9.0m	7.0m	6.4m	The proposed drive aisle dimension is proposed to be moderately reduced, regardless of parking space size, as it reflects a functional contemporary parking layout that makes efficient

		Where each parking space has a minimum width of 2.7m the aisle may be reduced to a width of 6.4m for parking supplied to solely residential uses		use of space and reduces overall paved areas. The moderate width reduction will influence lower traffic speeds, thereby improving pedestrian safety in surface parking areas.
Accessible Parking	-	<p>a) Where the number of parking spaces in Table 17-1 or 17-2 is between 1 and 12 parking spaces, one parking space must be a Type A accessible space.</p> <p>b) Where the number of parking spaces in Table 17-1 or 17-2 is between 13 and 100 parking spaces, 5% of the number of parking spaces in must be accessible spaces.</p> <p>c) Where the number of parking spaces in Table 17-1 or 17-2 is between 101 and 200 parking spaces, one parking space plus 4% of the number of parking spaces must be accessible spaces.</p> <p>d) Where the number of parking spaces in Table 17-1 or 17-2 is between 201 and 1,000 parking spaces, two parking spaces plus 3% of the number of parking spaces must be accessible spaces.</p>	<p>a) Where the number of parking spaces in Table 17-1 or 17-2 is between 1 and 12 parking spaces, one parking space must be a Type A accessible space.</p> <p>b) Where the number of parking spaces in Table 17-1 or 17-2 is between 13 and 100 parking spaces, 5% of the number of parking spaces in must be accessible spaces.</p> <p>c) Where the number of parking spaces in Table 17-1 or 17-2 is between 101 and 200 parking spaces, one parking space plus 4% of the number of parking spaces must be accessible spaces.</p> <p>d) Where the number of parking spaces in Table 17-1 or 17-2 is between 201 and 1,000 parking spaces, two parking spaces plus 3% of the number of parking spaces must be accessible spaces.</p>	The minimum accessible parking requirements are proposed to reflect the provisions required in the Draft Zoning By-law.
Bicycle Parking	-	Multi-unit Dwelling: 0.5 per dwelling unit	0.5 per dwelling unit	The minimum bicycle parking requirements are proposed to reflect the provisions required in the Draft Zoning By-law.

6.5 Zoning Matrix – Blocks B, F, G

Blocks B, F, G (Stacked and Back-to-Back Townhouse Dwellings)

Provisions	R5 Zone – Zoning By law 10245	R2 Zone – Draft Zoning By-law Consolidation	Proposed Site-Specific Zoning	Planning Rationale
Permitted Uses	A horizontal multiple attached dwelling	Stacked Townhouse Back-to-Back Townhouse	Stacked Townhouse Stacked Back-to-Back Townhouse	All permitted uses within the Draft Zoning By-law are proposed to be retained in the proposed site-specific zone.
Lot Frontage (min)	30m	24m	24m	The minimum lot frontage is proposed to reflect the provisions required in the Draft Zoning By-law.
Front Lot Line (min)	27.4m	-	N/A	The front lot line provision is proposed to be removed from the site specific zone as the minimum lot frontage will be met.
Lot Area (min)	929 sq. m.	161.5 sq. m. per unit	122 sq. m. per dwelling unit	The minimum lot area is proposed to be calculated per dwelling unit to improve ease of implementation. The minimum lot area is proposed to be reduced to reflect the proposed development.
Min number of dwelling units in one main building	3	-	N/A	The minimum number of dwelling unit in one main building is proposed to be omitted in the site-specific zone as it does not reflect permitted contemporary built form and is redundant in the context of the proposed development.
Front Yard Depth (min)	7.5m	7.5m	4m where abutting a streetline	Amendments are proposed to establish simplified lot line setbacks that require less interpretation of the lot fabric and are, therefore easier to implement in the context of the proposed development. The reduced front yard depth will ensure an animated streetscape along the new municipal street. The other yard setbacks are sufficient to ensure compatibility with adjacent uses and to ensure functionality and enjoyment of the proposed development.
Rear Yard Depth (min)	7.5m	7.5m	6m for all other lot lines	
Interior Side Yard Width (min)	7.5m with windows 3.0m no windows	Greater of 3.5 m or half of the building height		
Maximum Height	Lesser of 10.6m or 2.5 storeys	13.5m	13.5m	A moderate increase in the maximum building height is proposed to reflect the proposed built form.
Gross Floor Area (minimum per dwelling unit)	74 sq. m	-	N/A	The minimum Gross Floor Area provision is proposed to be omitted in the site-specific zone to reflect the draft zoning by-law provisions. The proposed development will accommodate a range of unit sizes with contemporary and livable floor layouts.
Lot Coverage (max)	30%	30%	30%	The maximum lot coverage is proposed to reflect the provisions required in the Draft Zoning By-law.
Landscaped Open Space (min)	40%	40%	40%	The minimum landscaped open space is proposed to reflect the provisions required in the Draft Zoning By-law.
Separation Distance Between Buildings on the same Lot (min)	a) Between two exterior walls which contain no windows to habitable rooms 3.0 m. b) Between two exterior walls, one of which contains windows to habitable rooms 9.0 m. c) Between two exterior walls both of which contain windows to habitable rooms 15.0 m. Notwithstanding clauses a), b) and c) hereof, the minimum distance between two exterior walls shall be increased by the width of any driveway running between such walls.	-	The following minimum separation distances shall apply between buildings on the same lot/block: a) 15.5m between front walls b) 15m between rear walls c) 5m between side walls d) 12m between a front wall and a side wall e) 10.5m between a rear wall and a side wall Separation distances shall not be applied to individual dwelling units and/or their future property boundaries established by a condominium corporation or through an application to remove part lot control.	Separation distance provisions are proposed to be carried forward into the site specific zoning as the proposed development intends to introduce multiple apartment buildings on one lot.
Amenity Areas (min)	-	18.5 sq. m. per dwelling unit <ul style="list-style-type: none"> must be designed and located so that the length does not exceed four times the width if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 sq. m. 	10 sq. m. per dwelling unit <ul style="list-style-type: none"> must be designed and located so that the length does not exceed four times the width if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 sq. m. 	Amenity area provisions are proposed to be introduced in the site-specific zoning to enhance livability of the proposed development. A reduction in the quantity of amenity area in the draft zoning by-law is proposed to reflect the downtown location of the development and the diversity of land uses proposed on the site. A reduced amenity area of 10 square metres per unit is reasonable and appropriate in the context of the site, with easy access to public transit, future parks, multi-trails, and commercial amenities.
Parking Requirement (min)	1 per dwelling unit + 1 space per 5 units	1 space per dwelling unit, plus 1 parking space for visitors per 5.0 units	1 per dwelling unit, plus 1 visitor parking space per 5 units	The minimum parking provisions are proposed to reflect the provisions required in the Draft Zoning By-law.

Parking Dimensions (min)	2.4m x 6.0m	2.4m x 6m	2.4m x 6.0m	The minimum parking space dimensions are proposed to reflect the provisions required in the Draft Zoning By-law.
Car Sharing Provision (min)	-	For every car-sharing space provided, the parking requirement may be reduced by three (3) spaces, however the requirement for accessible parking spaces is not reduced.	For every car-sharing space provided, the parking requirement may be reduced by three (3) spaces, however the requirement for accessible parking spaces is not reduced.	Provisions regarding the provision of car sharing spaces are proposed to reflect the provisions required in the Draft Zoning By-law.
Drive Aisle Dimensions (min)	Min: 3.0m Max: 9.0m	7.0m Where each parking space has a minimum width of 2.7m the aisle may be reduced to a width of 6.4m for parking supplied to solely residential uses	6.4m	The proposed drive aisle dimension is proposed to be moderately reduced, regardless of parking space size, as it reflects a functional contemporary parking layout that makes efficient use of space and reduces overall paved areas. The moderate width reduction will influence lower traffic speeds, thereby improving pedestrian safety in surface parking areas.
Accessible Parking (min)	-	<p>a) Where the number of parking spaces in Table 17-1 or 17-2 is between 1 and 12 parking spaces, one parking space must be a Type A accessible space.</p> <p>b) Where the number of parking spaces in Table 17-1 or 17-2 is between 13 and 100 parking spaces, 5% of the number of parking spaces in must be accessible spaces.</p> <p>c) Where the number of parking spaces in Table 17-1 or 17-2 is between 101 and 200 parking spaces, one parking space plus 4% of the number of parking spaces must be accessible spaces.</p> <p>d) Where the number of parking spaces in Table 17-1 or 17-2 is between 201 and 1,000 parking spaces, two parking spaces plus 3% of the number of parking spaces must be accessible spaces</p>	<p>a) Where the number of parking spaces in Table 17-1 or 17-2 is between 1 and 12 parking spaces, one parking space must be a Type A accessible space.</p> <p>b) Where the number of parking spaces in Table 17-1 or 17-2 is between 13 and 100 parking spaces, 5% of the number of parking spaces in must be accessible spaces.</p> <p>c) Where the number of parking spaces in Table 17-1 or 17-2 is between 101 and 200 parking spaces, one parking space plus 4% of the number of parking spaces must be accessible spaces.</p> <p>d) Where the number of parking spaces in Table 17-1 or 17-2 is between 201 and 1,000 parking spaces, two parking spaces plus 3% of the number of parking spaces must be accessible spaces</p>	The minimum accessible parking requirements are proposed to reflect the provisions required in the Draft Zoning By-law.

6.6 Zoning Matrix – Blocks C, E, I

R2-X3 Zone (Townhouse Dwellings)

Provisions	R5 Zone – Zoning By law 10245	R2 Zone – Draft Zoning By-law Consolidation	Proposed Site-Specific Zoning	Planning Rationale
Permitted Uses	A horizontal multiple attached dwelling	One-unit Townhouse Dwelling	One-Unit Townhouse Dwelling	All permitted uses within the Draft Zoning By-law are proposed to be retained in the proposed site-specific zone.
Lot Frontage (min)	30m	6.0m per townhouse dwelling Within a condominium development, 24.0m is required along a municipal street but no dwellings are permitted to front directly onto the municipal street	6m per dwelling unit, whether fronting a public or private street.	Minimum lot frontage is proposed to be calculated per dwelling unit to improve implementation of the site specific zone. Dwelling units within a condominium are proposed to be permitted frontage on municipal street to ensure an active streetscape and create a sense of place within the community.
Front Lot Line (min)	27.4m	-	N/A	The front lot line provision is proposed to be removed from the site specific zone as the minimum lot frontage, as amended, will be met.
Lot Area (min)	929 sq. m.	225 sq. m. per unit	168 sq. m. per dwelling unit	The minimum lot area is proposed to be calculated per dwelling unit to improve ease of implementation. The minimum lot area is proposed to be reduced to reflect the proposed development.
Min number of dwelling units in one main building	3	-	n/a	The minimum number of dwelling unit in one main building is proposed to be omitted in the site-specific zone as it does not reflect permitted contemporary built form and is redundant in the context of the proposed development.
Front Yard Depth (min)	7.5m	3.6m	3.6m	The minimum front yard depth is proposed to reflect the provisions required in the Draft Zoning By-law.
Rear Yard Depth (min)	7.5m	7.5m	7.5m	The minimum rear yard depth is proposed to reflect the provisions required in the Draft Zoning By-law.
Interior Side Yard Width (min)	7.5m with windows 3.0m no windows	1.2m except where abutting a shared common wall	1.2m, except where abutting a shared common wall	The minimum interior side yard depth is proposed to reflect the provisions required in the Draft Zoning By-law.
Maximum Height	Lesser of 10.6m or 2.5 storeys	13.5m	13.5m	The maximum building height is proposed to reflect the provisions required in the Draft Zoning By-law.
Gross Floor Area (minimum per dwelling unit)	74 sq. m	-	N/A	The minimum Gross Floor Area provision is proposed to be omitted in the site-specific zone to reflect the draft zoning by-law provisions. The proposed development will accommodate a range of unit sizes with contemporary and livable floor layouts.
Lot Coverage (max)	30%	60%	60%	The maximum lot coverage is proposed to reflect the provisions required in the Draft Zoning By-law.
Landscaped Open Space (min)	40%	25%	25%	The minimum landscaped open space is proposed to reflect the provisions required in the Draft Zoning By-law.
Separation Distance	d) Between two exterior walls which contain no windows to habitable rooms 3.0 m. e) Between two exterior walls, one of which contains windows to habitable rooms 9.0 m. f) Between two exterior walls both of which contain windows to habitable rooms 15.0 m. Notwithstanding clauses a), b) and c) hereof, the minimum distance between two exterior walls shall be increased by the width of any driveway running between such walls.	-	N/A	Separation distance provisions are proposed to be omitted from the site specific zone as yard depth provisions will regulate building separation.
Courts	1. The width of any court upon which windows from a living room, a dining room, or a bedroom open shall not be less than the height of any opposing wall forming said	-	N/A	Provisions regulating courts are proposed to be omitted from the site specific zone to reflect the proposed built form.

	<p>court. The width of any other court shall not be less than two-thirds the height of any opposing wall forming said court.</p> <p>The depth of any court shall not be greater than one and one-half times the width.</p>			
Parking Requirement	1 per dwelling unit + 1 space per 5 units	Townhouse dwelling: 1 space per dwelling unit, plus 1 parking space for visitors per 5.0 units	1 per dwelling unit + 1 visitor parking space per 5 units	The minimum parking requirements are proposed to reflect the provisions required in the Draft Zoning By-law.
Parking Dimensions	2.4m x 6.0m	2.4m x 6m	2.4m x 6.0m	The minimum parking space dimensions are proposed to reflect the provisions required in the Draft Zoning By-law.
Garage Provisions	-	<p>All one-unit or two-unit dwellings with an attached garage or carport facing the front lot line or exterior side lot line are subject to the following:</p> <p>a) The entrance to any garage doors and carports shall be set back a minimum of 6.0m from a front lot line or exterior side lot line.</p> <p>b) The entrance to any garage doors and carports shall not project more than 1.8m from either:</p> <p>i) the principal entrance; or</p> <p>ii) the front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within a required yard.</p> <p>c) A maximum of 60 percent of the width of an exterior façade may contain one or more garage doors. This calculation shall be based on the entire building in the case of semi-detached or townhouse dwellings</p>	<p>All one-unit or two-unit dwellings with an attached garage or carport facing the front lot line or exterior side lot line are subject to the following:</p> <p>a) The entrance to any garage doors and carports shall be set back a minimum of 6.0m from a front lot line or exterior side lot line.</p> <p>b) The entrance to any garage doors and carports shall not project more than 1.8m from either:</p> <p>i. the principal entrance; or</p> <p>ii. the front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within a required yard.</p> <p>c) A maximum of 60 percent of the width of an exterior façade may contain one or more garage doors. This calculation shall be based on the entire building in the case of semi-detached or townhouse dwellings</p>	Provisions regarding private garages are proposed to reflect the provisions required in the Draft Zoning By-law.

6.7 Zoning Matrix – Blocks D, H

Blocks D, H (Single-Detached Dwellings)

Provisions	R2 Zone – Zoning By law 10245	R2 Zone – Draft Zoning By-law Consolidation	Proposed Site-Specific Zoning	Planning Rationale
Permitted Uses	A detached one family dwelling	One-unit Detached Dwelling	Single-detached dwelling	All permitted uses within the Draft Zoning By-law are proposed to be retained in the proposed site-specific zone.
Lot Frontage (min)	15m	12m	12m	The minimum lot frontage is proposed to reflect the provisions required in the Draft Zoning By-law.
Front Lot Line (min)	13.7m	-	N/A	The front lot line provision is proposed to be removed from the site specific zone as the minimum lot frontage will be met.
Lot Area (min)	464.5 sq. m.	371.5 sq. m.	371.5 sq. m.	The minimum lot area is proposed to reflect the provisions required in the Draft Zoning By-law.
Front Yard Depth	7.5m	3.6m	3m	The front yard depth is proposed to be reduced to reflect the constrained nature of lots, particularly those in Block H. Sufficient private amenity space and landscaped open space will be accommodated.
Rear Yard Depth	7.5m	7.5m	6m, except that only 3m shall be required where abutting an Open Space (OS) Zone	The front yard depth is proposed to be reduced to reflect the constrained nature of lots, particularly those in Block H. Sufficient private amenity space and landscaped open space will be accommodated. Those lots adjacent to open space zones will not experience compatibility concerns from adjacent uses.
Interior Side Yard Width	With garage: 1m With accommodation above garage: 1m + 0.6m for each storey above one Other side: 1.2m + 0.6m for each storey above one	1.2m	1.2m	The minimum interior side yard is proposed to reflect the provisions required in the Draft Zoning By-law.
Max Height	10.6m	11m	11m	The maximum building height is proposed to reflect the provisions required in the Draft Zoning By-law.
Max Lot Coverage	35%	40%	35%	The maximum lot coverage is proposed to reflect the provisions required in Zoning By-law 10245 as it reflects a more contemporary built form. Sufficient landscaped open space and private amenity area will be ensured through minimum yard depths, as amended.
Min Parking Requirement	1 space per dwelling unit	1 space per dwelling unit	1 space per dwelling unit	The minimum parking provisions are proposed to reflect the provisions required in the Draft Zoning By-law.
Garage Provisions	-	All one-unit or two-unit dwellings with an attached garage or carport facing the front lot line or exterior side lot line are subject to the following: a) The entrance to any garage doors and carports shall be set back a minimum of 6.0m from a front lot line or exterior side lot line. b) The entrance to any garage doors and carports shall not project more than 1.8m from either: i) the principal entrance; or ii) the front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within a required yard. c) A maximum of 60 percent of the width of an exterior façade may contain one or more garage doors. This calculation shall be based on the entire building in the case of semi-detached or townhouse dwellings	All one-unit or two-unit dwellings with an attached garage or carport facing the front lot line or exterior side lot line are subject to the following: a) The entrance to any garage doors and carports shall be set back a minimum of 6.0m from a front lot line or exterior side lot line. b) The entrance to any garage doors and carports shall not project more than 1.8m from either: i) the principal entrance; or ii) the front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within a required yard. c) A maximum of 60 percent of the width of an exterior façade may contain one or more garage doors. This calculation shall be based on the entire building in the case of semi-detached or townhouse dwellings	Provisions regarding private garages are proposed to reflect the provisions required in the Draft Zoning By-law.
Accessible Parking	-	Despite the above provisions, accessible parking spaces are not required for one-unit, two-unit, three-unit, or four-unit dwellings, except within condominium developments.	N/A	Accessible parking is proposed to not be required for all dwelling units, regardless of tenure. No visitor parking is proposed to be required. As such, there is no opportunity to provide accessible parking spaces. Each dwelling will be provided with a minimum of one standard parking space.

Residential Driveways	-	Min width: 3.0m	3.0m	The minimum residential driveway width is proposed to reflect the provisions required in the Draft Zoning By-law.
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7.0 Conclusion

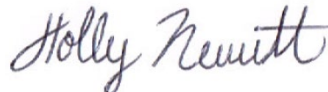
The applicant is proposing a zoning by-law amendment to permit a mixed-density residential development on a vacant former brownfield site within the urban boundary. The zoning by-law amendment seeks to establish four site-specific residential zones in the City of Belleville Zoning By-law 10245 to allow the proposed residential built form and to establish appropriate performance standards. The Provincial Policy Statement and City of Belleville Official Plan are supportive of intensification within a municipally serviced area when it occurs in a manner which is compatible with the surrounding neighbourhood. The subject site represents a unique opportunity in close proximity to the downtown core and frontage on the Bay of Quinte.

The proposed development is consistent with the Provincial Policy Statement and conforms to the City of Belleville Official Plan. The proposed site-specific zones are anticipated to comply with the intent of the draft comprehensive zoning by-law. The proposal represents residential intensification within the urban settlement boundary, emphasizes sustainable and pedestrian-oriented design, and protects natural heritage features on the site. It is our professional opinion that the proposed zoning by-law amendment represents good land use planning. Should you require any additional information, please do not hesitate to contact the undersigned at 613.542.5454 x 221 or at weekes@fotenn.com.

Respectfully,



Miles Weekes, MCIP RPP
Senior Planner
Fotenn Planning + Design



Holly Newitt, MPI
Planner
Fotenn Planning + Design

Appendix A

Zoning By-law Amendment

By-Law Number 2022-___

A By-Law to Amend By-Law Number 10245 (Zone Change from General Industrial (M2) Zone to four (4) Site-Specific Residential Zones, 621 Dundas Street East)

Passed: [Date]

THE COUNCIL OF THE CORPORATION OF THE CITY OF BELLEVILLE ENACTS AS FOLLOWS:

1. THAT Schedule "A", Map No. 4 of By-law Number 10245, as amended, shall be and the same is hereby amended by rezoning lands municipally known as 621 Dundas Street East from General Industrial (M2) to Residential Seventh Density Zone with special provisions (R7-XX), Residential Fifth Density with special provisions (R5-X1 and R5-X2), and Residential Second Density (R2-XX), as shown on the zoning map attached hereto as Schedule A.

2. THAT Parts J, H, and E, Section 6 Special Provisions, of By-law Number 10245, as amended, shall be and the same is hereby amended by adding the following subsection respectively:

3. Notwithstanding any provisions of Part J to the contrary, within the area zoned R7-XX the following provisions shall apply:

a) One or more apartment buildings shall be permitted, subject to the following provisions:

i.	Lot Frontage (minimum)	24 metres
ii.	Lot Area (minimum)	87.0 square metres per dwelling unit
iii.	Yard Depths (minimum)	2 metres where abutting a street line 6 metres for all other lot lines
iv.	Maximum Height	27 metres
v.	Gross Floor Area (minimum)	Shall not apply
vi.	Lot Coverage (maximum)	30%
vii.	Landscaped Open Space (minimum)	35%
viii.	Separation Distance Between Buildings (minimum)	Shall not apply
ix.	Amenity Areas (minimum)	10 square metres per dwelling unit <ul style="list-style-type: none"> • must be designed and located so that the length does not exceed four times the width • if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 square metres
x.	Parking Requirement (minimum)	0.75 spaces per dwelling unit, plus 1 visitor parking space per 5 units
xi.	Parking Space Dimensions (minimum)	2.4 metres x 6.0 metres
xii.	Car Sharing Provisions	For every car-sharing space provided, the parking requirement may be reduced by three (3) spaces, however the requirement for accessible parking spaces is not reduced.
xiii.	Drive Aisle Width (minimum)	6.4 metres
xiv.	Accessible Parking (minimum)	Accessible parking spaces shall be provided in accordance with the following rates:

- Where the total number of parking spaces is between 1 and 12 parking spaces, one parking space must be a Type A accessible space.
 - Where the total number of parking spaces is between 13 and 100 parking spaces, 5% of the number of parking spaces must be accessible spaces.
 - Where the total number of parking spaces is between 101 and 200 parking spaces, one parking space plus 4% of the number of parking spaces must be accessible spaces.
 - Where the total number of parking spaces is between 201 and 1,000 parking spaces, two parking spaces plus 3% of the number of parking spaces must be accessible spaces.
- xv. Bicycle Parking (minimum) 0.5 spaces per dwelling unit

4. Notwithstanding any provisions of Part H to the contrary, within the area zoned R5-X1 the following provisions shall apply:

- a) Permitted uses shall include Stacked Townhouse Dwellings and Stacked Back-to-Back Townhouse Dwellings;
- b) Horizontal Multiple Attached Dwellings, Stacked Townhouse Dwellings, and Stacked Back-to-Back Townhouse Dwellings shall be subject to the following provisions:

- | | | |
|-------|---|--|
| i. | Lot Frontage (minimum) | 24 metres |
| ii. | Front Lot Line (minimum) | Shall not apply |
| iii. | Lot Area (minimum) | 122 square metres per dwelling unit |
| iv. | Number of dwelling units in one main building (minimum) | Shall not apply |
| v. | Yard Depths (minimum) | 4 metres where abutting a street line
6 metres for all other lot lines |
| vi. | Maximum Height | 13.5 metres |
| vii. | Gross Floor Area (minimum) | Shall no apply |
| viii. | Lot Coverage (maximum) | 30% |
| ix. | Landscaped Open Space (minimum) | 40% |
| x. | Separation Distance Between Buildings (minimum) | The following minimum separation distances shall apply between buildings on the same lot/block: <ul style="list-style-type: none"> a) 15.5m between front walls b) 15m between rear walls c) 5m between side walls d) 12m between a front wall and a side wall e) 10.5m between a rear wall and a side wall |

Separation distances shall not be applied to individual dwelling units and/or their future property boundaries established by a condominium corporation or through an application to remove part lot control.

- xi. Amenity Areas (minimum) 10 square metres per dwelling unit

		<ul style="list-style-type: none"> • must be designed and located so that the length does not exceed four times the width • if provided as communal space, must be aggregated into one area or grouped into areas of not less than 54.0 square metres
xii.	Parking Requirement (minimum)	1 per dwelling unit, plus 1 visitor parking space per 5 units
xiii.	Parking Space Dimensions (minimum)	2.4 metres x 6.0 metres
xiv.	Car Sharing Provisions	For every car-sharing space provided, the parking requirement may be reduced by three (3) spaces, however the requirement for accessible parking spaces is not reduced.
xv.	Drive Aisle Width (minimum)	6.4 metres
xvi.	Accessible Parking	Accessible parking spaces shall be provided in accordance with the following rates: <ul style="list-style-type: none"> • Where the total number of parking spaces is between 1 and 12 parking spaces, one parking space must be a Type A accessible space. • Where the total number of parking spaces is between 13 and 100 parking spaces, 5% of the number of parking spaces must be accessible spaces. • Where the total number of parking spaces is between 101 and 200 parking spaces, one parking space plus 4% of the number of parking spaces must be accessible spaces. • Where the total number of parking spaces is between 201 and 1,000 parking spaces, two parking spaces plus 3% of the number of parking spaces must be accessible spaces.

5. Notwithstanding any provisions of Part H to the contrary, within the area zoned R5-X2 the following provisions shall apply:

a) Townhouse dwellings (horizontal multiple attached dwellings) shall comply with the following provisions. All zone provisions are to be applied on a per unit basis.

i.	Lot Frontage (minimum)	6 metres per dwelling unit, whether fronting a public or private street
ii.	Front Lot Line (minimum)	Shall not apply
iii.	Lot Area (minimum)	168 square metres per dwelling unit
iv.	Number of dwelling units in one main building (minimum)	Shall not apply
v.	Front Yard Depth (minimum)	3.6 metres
vi.	Rear Yard Depth (minimum)	7.5 metres
vii.	Interior Side Yard Depth (minimum)	1.2 metres, except where abutting a shared common wall
viii.	Maximum Height	13.5 metres
ix.	Gross Floor Area (minimum)	Shall not apply
x.	Lot Coverage (maximum)	60%
xi.	Landscaped Open Space (minimum)	25%

xii.	Separation Distance	Shall not apply
xiii.	Courts	Shall not apply
xiv.	Parking Requirement (minimum)	1 per dwelling unit, plus 1 visitor parking space per 5 units
xv.	Parking Space Dimensions (minimum)	2.4 metres x 6.0 metres
xvi.	Garage Provisions	All one-unit or two-unit dwellings with an attached garage or carport facing the front lot line or exterior side lot line are subject to the following: <ul style="list-style-type: none"> a) The entrance to any garage doors and carports shall be set back a minimum of 6.0m from a front lot line or exterior side lot line. b) The entrance to any garage doors and carports shall not project more than 1.8m from either: <ul style="list-style-type: none"> i. the principal entrance; or ii. the front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within a required yard. <p>A maximum of 60 percent of the width of an exterior façade may contain one or more garage doors. This calculation shall be based on the entire building in the case of semi-detached or townhouse dwellings</p>

5. Notwithstanding any provisions of Part E to the contrary, within the area zoned R2-XX the following provisions shall apply:

a) Single-detached dwellings shall comply with the following provisions. All zone provisions are to be applied on a per unit basis.

i.	Lot Frontage (minimum)	12 metres
ii.	Front Lot Line (minimum)	N/A
iii.	Lot Area (minimum)	371.5 square metres
iv.	Front Yard Depth (minimum)	3 metres
v.	Rear Yard Depth (minimum)	6 metres, except that 3 metres shall be required where abutting an Open Space (OS) Zone
vi.	Interior Side Yard Depth (minimum)	1.2 metres
vii.	Maximum Height	11 metres
viii.	Lot Coverage (maximum)	35%
ix.	Parking Requirement (minimum)	1 per dwelling unit
x.	Accessible Parking (minimum)	Shall not apply
xi.	Garage Provisions	All one-unit or two-unit dwellings with an attached garage or carport facing the front lot line or exterior side lot line are subject to the following: <ul style="list-style-type: none"> a) The entrance to any garage doors and carports shall be set back a minimum of 6.0m from a front lot line or exterior side lot line. b) The entrance to any garage doors and carports shall not project more than 1.8m from either:

- i. the principal entrance; or
- ii. the front edge of a landing or porch, giving access to the principal entrance, or the portion of a projecting landing or porch that does not fall within a required yard.

A maximum of 60 percent of the width of an exterior façade may contain one or more garage doors. This calculation shall be based on the entire building in the case of semi-detached or townhouse dwellings

- xii. Residential Driveway Width (minimum) 3.0 metres

4. THIS By-Law shall come into force and take effect on the day of passing thereof provided no notice of appeal is filed pursuant to the provisions of the Planning Act, R.S.O. 1990, as amended. In the event that an appeal is filed, this By-Law shall come into force and take effect in accordance with the provisions of the Planning Act, R.S.O. 1990.

Given all Three Readings and Passed: _____

Matt MacDonald
City Clerk

Neil Ellis
Mayor

Schedule A

