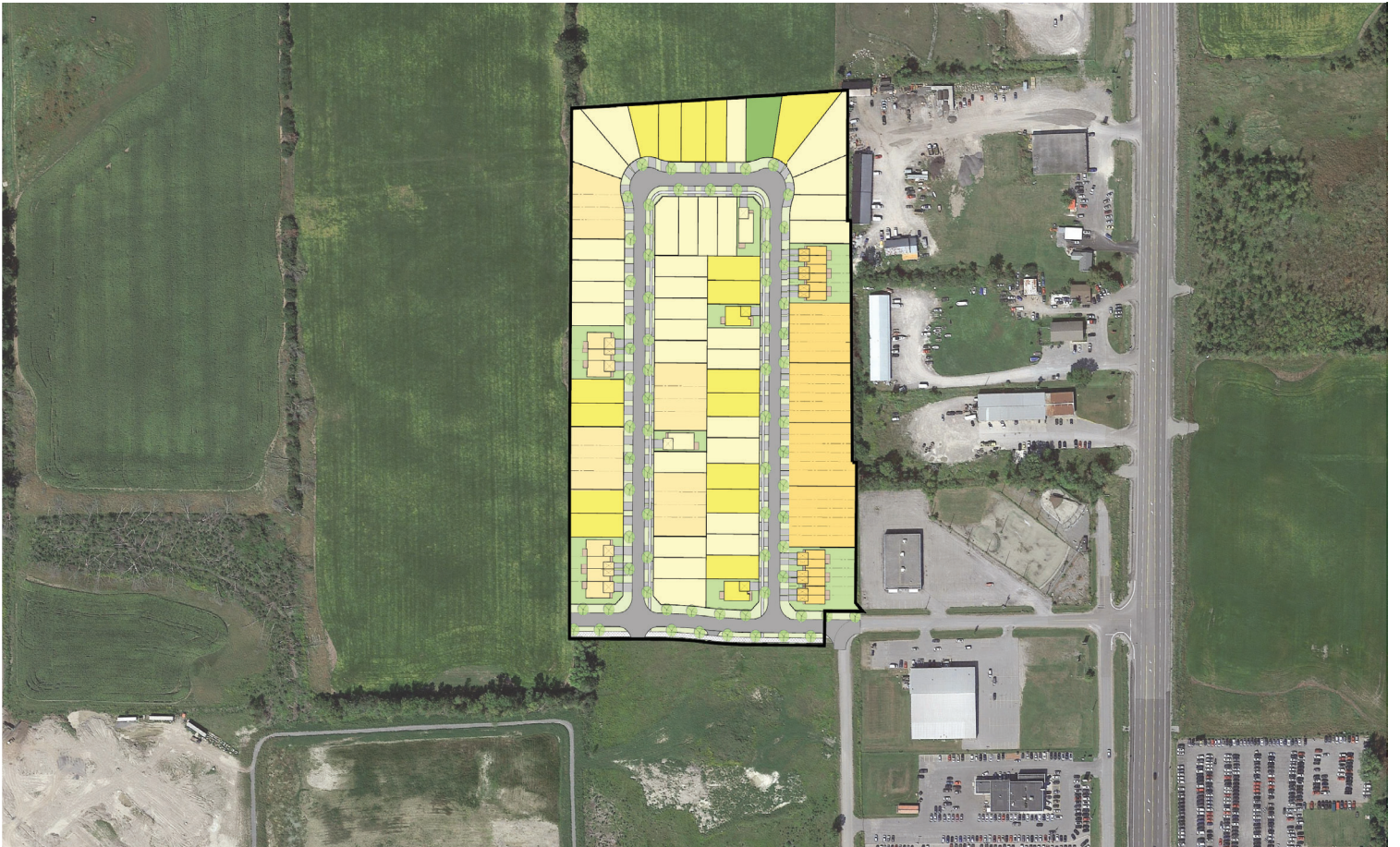


PLANNING JUSTIFICATION REPORT

SETTLERS RIDGE EAST- PHASE 3
2215100 ONTARIO INC. & 2380416 ONTARIO INC.
CITY OF BELLEVILLE



Submitted By:

RFA Planning Consultant Inc.

202-211 Dundas Street East, Belleville, Ontario, K8N 1E2

APRIL 2024



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1. INTRODUCTION

1.1 The Settlers Ridge East (Phase 3) Project

RFA Planning Consultant Inc. was retained by 2215100 Ontario Inc. and 2380416 Ontario Inc. to provide professional planning services for Draft Plan of Subdivision Approval and Zoning By-Law Amendment applications. A formal pre-consultation meeting occurred with municipal staff on September 7, 2023. This Planning Justification Report has been prepared in support of these applications.

The Draft Plan of Subdivision proposes 50 single-detached dwellings, 23 bungalow townhouses and 36 two-storey townhouses. A parkette is provided at the north end of the site and will ultimately provide a connection to a future neighbourhood park located on the lands north of the Trans Canada pipeline easement.

The subject lands are situated west of an established commercial area, east of Settlers Ridge East (Phase 2) residential subdivision, north of vacant land designated for residential development, and south of the pipeline easements. The proposed road network will connect Raycroft Drive located within the Settler's Ridge East (Phase 2) subdivision to Roy Boulevard and Towncentre Drive. A new internal road named Cousins Crescent will be looped for a continuous flow of traffic. Site services will be extended from existing municipal services located adjacent to the subject lands.

The lands are located within the City of Belleville Urban Serviced Area as identified in the City's Official Plan and are designated Residential on Schedule 'B' - Land Use Plan of the Official Plan.

The City approved Comprehensive Zoning By-law Number 2024-100 on March 11, 2024. The lands are zoned R1-5- Residential Type 1 zone with special provisions and DC-Development Control zone. It is proposed that the lands be rezoned to R2-Residential Type 2 zones to reflect the new zone provisions and parcel fabric; and OS-Open Space zone to allow the parkette.

1.2 Site Location & Context

Legal Description:

Part 5, Registered Plan 21R-25429; Part of Part 1, Registered Plan 21R-26264; Part of Part 9 Registered Plan 21R-11926; Part 1, Registered Plan 21R-20382; Part 1 & 2, Registered Plan 21R-26147; Part of Lot 3, Concession 3, formerly Township of Thurlow, now in the City of Belleville, County of Hastings.

Ownership:

The lands subject to the Draft Plan of Subdivision and Zoning By-Law Amendment applications are under separate ownership and are identified on **Table 1 – Ownership** and **Figure 1- Property Index Map** below. It is noted that the builder for subdivision is Duvanco Homes.

Table 1 - Ownership

PIN Number	Owner
40431-1357	2215100 Ontario Inc. 2380416 Ontario Inc.
40431-1497	2215100 Ontario Inc. 2380416 Ontario Inc.
40431-0841	City of Belleville
40431-1494	City of Belleville

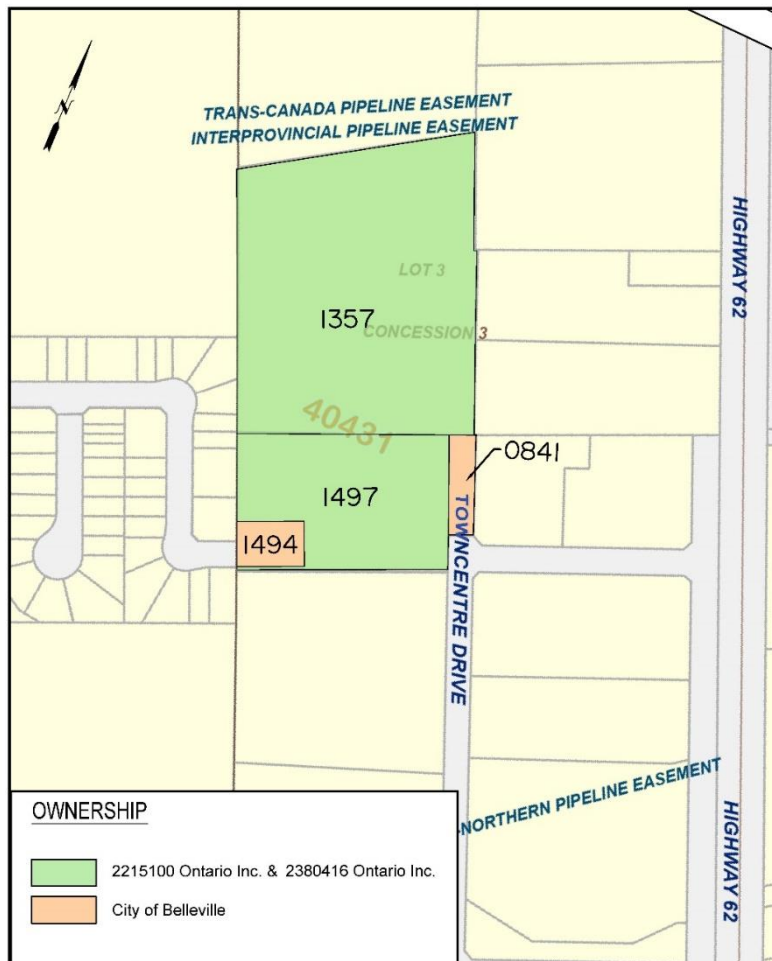


Figure 1 –Property Index Map

Settlers Ridge East (Phase 3) is owned by 2215100 Ontario Inc. and 2380416 Ontario Inc. and includes PINs 40431-1357 and 40431-1497.

The City of Belleville currently owns an unopened road allowance along the eastern limit of the property (PIN-40431-0841) which is to be purchased by the owners of Settlers Ridge East. An application to purchase the land is currently being processed by the City.

The City of Belleville also currently owns PINs 40431-1494, and 40431-1495, which is a 0.3m reserve. The lands in PIN 1494 were used to accommodate construction of Settlers Ridge East (Phase 2) and provided a temporary turning circle at the end of Raycroft Drive. These lands will be transferred back to the land owners as part of the final subdivision approvals.

Site Area and Frontage:

The total site area is 5.82 hectares, with 20m frontage at the eastern terminus of Raycroft Drive, 20m at the western terminus of Roy Boulevard and 25.2m at the northern terminus of Towncentre Drive. **Figure 2 – Location Map** shows the location of the subject property.



Figure 2: Location Map – Subject property outlined in blue.

Surrounding Land Uses:

The surrounding land uses are indicated below:

To the south: Future medium density residential subdivision

To the north: The Trans-Canada Pipeline Easement/Interprovincial Pipeline Easement.

To the west: Low-density residential units within the Settler's Ridge East (Phase 2) subdivision; vacant land located outside the urban serviced area.

To the east: Highway commercial uses located inside urban serviced area.

Site Context:

The site is located within the Belleville Urban Serviced Area boundary and is in close proximity to other residential subdivisions. The lands to the east with frontage on Highway 62 are developed for Highway Commercial uses. The subject site is currently vacant.

The property is largely cleared with bushes and shrubs near the perimeter of the site. The land is relatively flat with a gentle slope towards the south. The site and surrounding land uses are depicted in the following photos.



Photo 1 - View East on Roy Boulevard at intersection of Towncentre Drive and Roy Boulevard showing commercial buildings



Photo 2 - View South from intersection of Roy Boulevard and Towncentre Drive



Photo 3 - View of car dealership commercial business on East side of Towncentre Drive



Photo 4 – Eastern limit of trail adjacent stormwater pond



Photo 5 – Road connection (Raycroft Drive) between Settlers Ridge East (Phase 2) and subject land



Photo 6 – View west along west property line towards Settler Ridge East (Phase 2)



Photo 7 - View from West property line across subject land to East property line.

2. PROPOSED DRAFT PLAN

Figure 3 – Draft Plan of Subdivision – Settlers Ridge East (Phase 3) dated April 9, 2024 prepared by RFA Planning Consultant Inc., and certified by Watson Land Surveyors Ltd., O.L.S. is the subject of the applications to the City of Belleville. **Figure 4 – Development Site Plan** illustrates the proposed land use. It demonstrates the land use pattern and built form of the subdivision, including lots, roadways and parkland. The building footprints shown on the Concept Plan are intended to illustrate the typical buildings proposed for the subdivision and compliance with the proposed zone categories; the actual building plans will be subject to change.

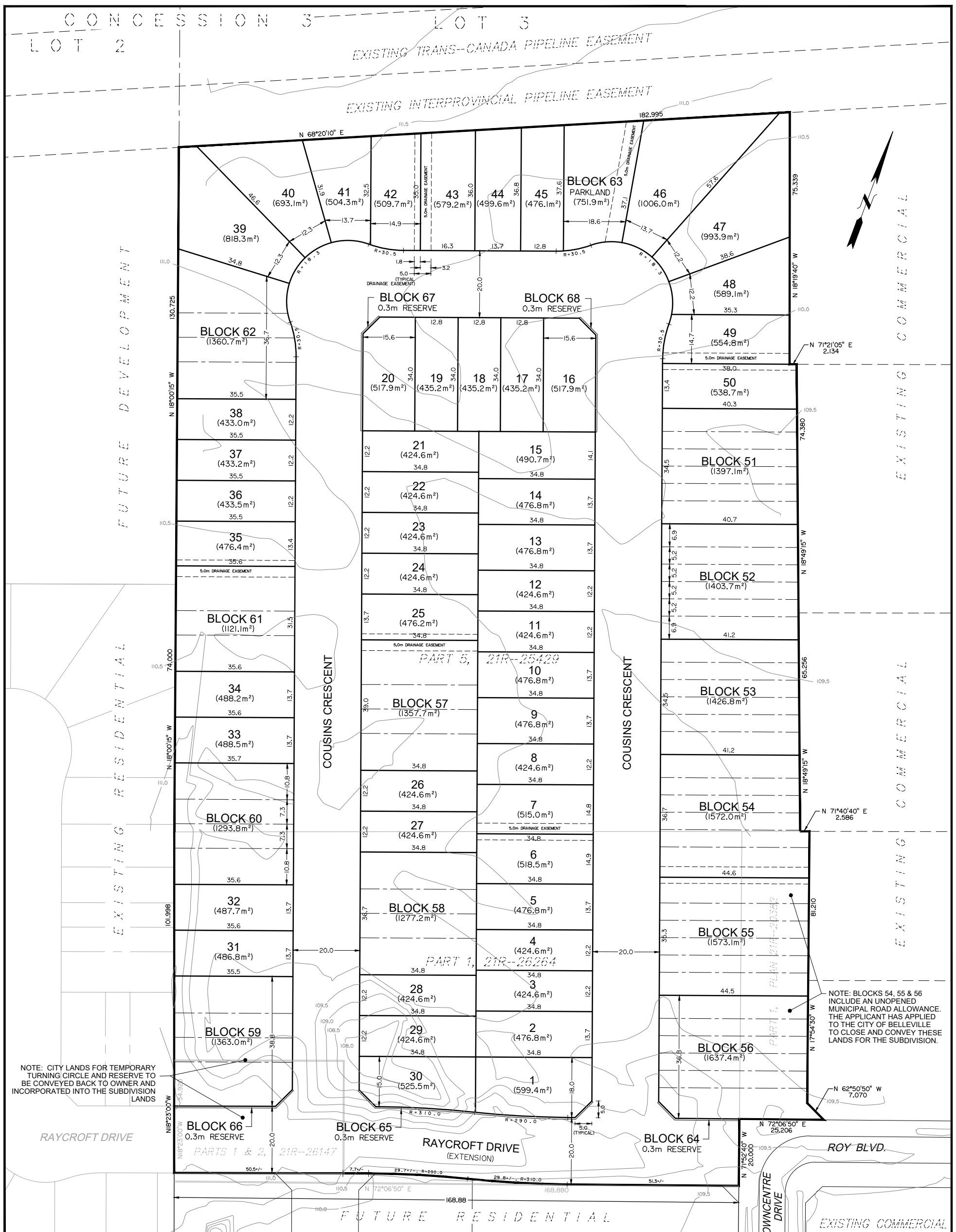
A summary of the layout of the Settlers Ridge East (Phase 3) subdivision is as follows:

Table 2: Land Use Summary

Land Use	Area (ha)	Area (%)	No. of Units
12.2 m Single Detached Lots	1.59	27.2%	32
13.7 m Single Detached Lots	0.95	16.4%	18
Freehold 2 Storey Townhomes	0.90	15.4%	36
Freehold Bungalow Townhouses	0.78	13.4%	23
Residential Subtotal	4.22	72.4%	109
Parkland	0.08	1.3%	
0.3m Reserves	0.00	0.0%	
Municipal Road Allowances	1.53	26.3%	
Site Total	5.82	100.0%	
Residential Density (net) – 26 dwelling units per net hectare			

- The built form of the subdivision includes a mix of single detached units and two-storey and bungalow townhouse units. Fifty (50) single detached lots are proposed. Thirty-six (36) 2 storey townhouse are proposed within six blocks and twenty-three (23) bungalow townhouses are proposed within six blocks.
- In reference to the Official Plan, the subdivision will be developed at an overall density of 26 units/net hectare and is at the upper limit of low density development as defined by the City’s policies.
- Two (2) storey townhouses will be located adjacent to the commercial uses to the east. Substantial rear yard depths will allow for sufficient building setbacks and landscaping to address compatibility.

- The bungalow townhouse blocks have been distributed across and beside single detached homes to disperse the mix of units in the subdivision.
- Block 63 is a proposed parkette as requested by the City's municipal staff. The block will provide access to future parkland to be located on lands currently outside the urban boundary.
- Access into the site will be from an extension of Raycroft Drive to the west and Roy Boulevard to the east. Towncentre Drive will also provide access.
- Proposed road allowances have been laid out to municipal standards at 20.0 metres width. The proposed roads will be constructed by the developer to municipal standards according to a subdivision agreement.
- The road network within the subdivision will be continuous and looped to allow for vehicular and pedestrian movement through the subdivision.
- Sidewalks/multi-purpose trail will be located on one side of all internal streets to allow for pedestrian connections. This is consistent with City of Belleville standards.
- The extension of Raycroft Drive will complete the City's northerly east-west road connection between Sidney Street and Highway 62.
- The multi-purpose trail will be extended from Raycroft Drive across the subject lands to provide the final connection of the trail from Settlers Ridge to Towncentre Drive.
- The subdivision will be serviced by the extension of municipal services located on Raycroft Drive and Roy Boulevard. A waterline already exists across the property within the future Raycroft Drive road extension



NOTE: CITY LANDS FOR TEMPORARY TURNING CIRCLE AND RESERVE TO BE CONVEYED BACK TO OWNER AND INCORPORATED INTO THE SUBDIVISION LANDS

NOTE: BLOCKS 54, 55 & 56 INCLUDE AN UNOPENED MUNICIPAL ROAD ALLOWANCE. THE APPLICANT HAS APPLIED TO THE CITY OF BELLEVILLE TO CLOSE AND CONVEY THESE LANDS FOR THE SUBDIVISION.

DRAFT PLAN OF SUBDIVISION
SETTLERS RIDGE EAST

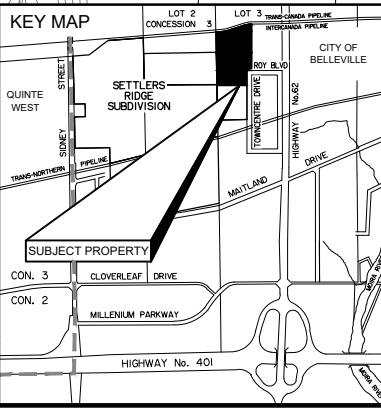
PART 5, REGISTERED PLAN 21R-25429,
 PART OF PART 1, REGISTERED PLAN 21R-26264,
 PART OF PART 9, REGISTERED PLAN 21R-11926,
 PART 1, REGISTERED PLAN 21R-20382,
 PARTS 1&2, REGISTERED PLAN 21R-26147
 PART OF LOT 3, CONCESSION 3

GEOGRAPHIC TOWNSHIP OF THURLOW,
 NOW IN THE
CITY OF BELLEVILLE,
 COUNTY OF HASTINGS

SCALE: N.T.S.

1	IN SUBMISSION TO THE CITY OF BELLEVILLE	APRIL 2024	R.F.A.
2	REVISION	DATE	APPROVED

DRAWN BY: LB CHECKED BY: R.F.A. DATE: 04/09/24



LAND USE SCHEDULE

LAND USE	AREA(m ²)	AREA%	UNITS
LOTS 1, 2, 5, 6, 9, 10, 13-15, 31-34, 41-43 & 46 - 13.7m (476.8m ²) MIN. - SINGLE-DETACHED LOTS	9519.2	16.4	18
LOTS 3, 4, 7, 8, 11, 12, 16-30, 35-40, 45 & 47-50 - 12.2m (424.6m ²) MIN. - SINGLE-DETACHED LOTS	15617.7	27.2	32
BLOCKS 51-56 - 5.2m (209.4m ²) MIN. - FRESHOLD 2 STOREY TOWNHOUSE UNITS	9010.1	15.4	36
BLOCKS 57-62 - 7.3m (254.6m ²) MIN. - FRESHOLD BUNGALOW TOWNHOUSE UNITS	7773.5	13.4	23
BLOCK 63 - PARKLAND	751.9	1.3	0
BLOCKS 64-68 - 0.3m RESERVES	0.0	0.0	0
20.0m MUNICIPAL ROAD ALLOWANCE - STREETS 'A' AND RAYCROFT DRIVE EXTENSION (LENGTH = 366.6m)	15291.2	26.3	0
SITE TOTAL	58163.6m²	100.0%	109

METRIC NOTE:
 DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

CONTOURS NOTE:
 CONTOURS PREPARED USING DATA OBTAINED BY OTHERS. CONTOURS DRAWN AT INTERVALS OF 0.5m.

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(17) OF THE PLANNING ACT.

- SEE SURVEYORS CERTIFICATE.
- AS SHOWN ON DRAFT PLAN.
- AS SHOWN ON DRAFT PLAN.
- SEE LAND USE SUMMARY
- SEE DRAFT PLAN
- AS SHOWN ON DRAFT PLAN.
- AS SHOWN ON DRAFT PLAN.
- MUNICIPAL WATER AND SANITARY SEWER SHALLOW LOAM OVER BEDROCK.
- AS SHOWN ON DRAFT PLAN.
- GARBAGE COLLECTION, FIRE PROTECTION, ROAD MAINTENANCE, SCHOOL BUSES, ETC.
- AS SHOWN ON DRAFT PLAN.

PLAN COPYRIGHT
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SURVEYOR'S CERTIFICATE

I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ARE CORRECTLY SHOWN.

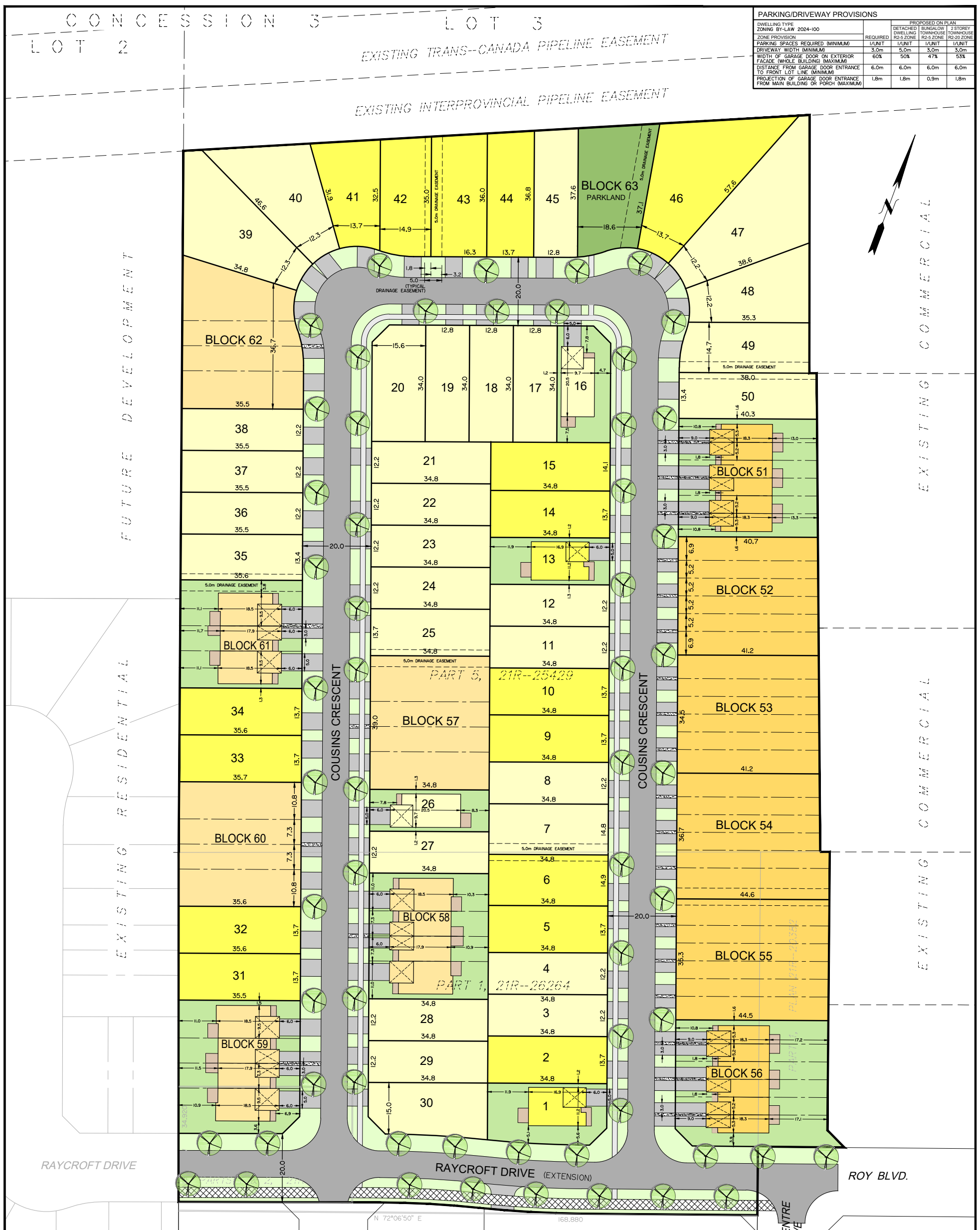
Keith Watson MARCH 8, 2024
 KEITH WATSON
 ONTARIO LAND SURVEYOR.

WATSON LAND SURVEYORS LTD.
 218 CHURCH STREET, BELLEVILLE, ONTARIO
 (613) 962-9521

RFA PLANNING CONSULTANT INC.

211 Dundas Street East, Suite 202,
 Belleville, Ontario, K8N 1E2

691-DP North



PARKING/DRIVEWAY PROVISIONS				
DWELLING TYPE	ZONING BY-LAW 2024-100	REQUIRED	PROPOSED ON PLAN	
ZONE PROVISION			DETACHED DWELLING	TOWNHOUSE DWELLING
PARKING SPACES REQUIRED (MINIMUM)	1/UNIT	1/UNIT	R2-5 ZONE	R2-20 ZONE
DRIVEWAY WIDTH (MINIMUM)	3.0m	5.0m	3.0m	3.0m
WIDTH OF GARAGE DOOR ON EXTERIOR FACADE (WHOLE BUILDING) (MAXIMUM)	6.0m	5.0m	4.7m	5.3m
DISTANCE FROM GARAGE DOOR ENTRANCE TO FRONT LOT LINE (MINIMUM)	6.0m	6.0m	6.0m	6.0m
PROJECTION OF GARAGE DOOR ENTRANCE FROM MAIN BUILDING OR PORCH (MAXIMUM)	1.8m	1.8m	0.9m	1.8m

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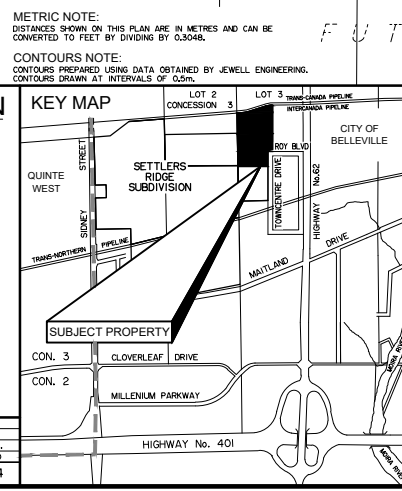
CONTOURS NOTE:
CONTOURS PREPARED USING DATA OBTAINED BY JEWELL ENGINEERING. CONTOURS DRAWN AT INTERVALS OF 0.25m.

DEVELOPMENT SITE PLAN
SETTLERS RIDGE EAST
PART 5, REGISTERED PLAN 21R-25429,
PART OF PART 1, REGISTERED PLAN 21R-26264,
PART OF PART 9, REGISTERED PLAN 21R-11926,
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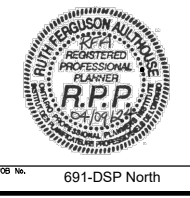
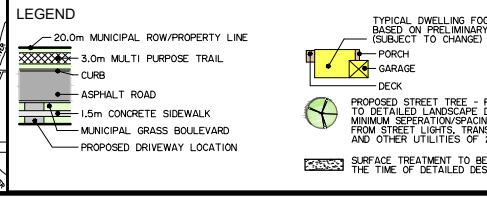
SCALE: N.T.S.

1 IN SUBMISSION TO THE CITY OF BELLEVILLE
DATE: APRIL 2024
DRAWN BY: LB
CHECKED BY: R.F.A.
DATE: 04/09/24



LAND USE SCHEDULE		
LAND USE	AREA(m ²)	UNITS
LOTS 1, 2, 5, 6, 9, 10, 13-15, 31-34, 41-43 & 46 -13.7m (476.8m ²) MIN. - SINGLE-DETACHED LOTS	9519.2	16.4
LOTS 3, 4, 7, 8, 11, 12, 16-20, 35-40, 45 & 47-50 -12.2m (424.6m ²) MIN. - SINGLE-DETACHED LOTS	15817.7	27.2
BLOCKS 51-56 - 5.2m 2 STOREY TOWNHOUSES	9010.1	15.4
BLOCKS 57-62 - 7.3m BUNGALOW TOWNHOUSES	7773.5	13.4
BLOCK 63 - PARKLAND	751.9	1.3
20.0m MUNICIPAL ROAD ALLOWANCE & RESERVES	15291.2	26.3
SITE TOTAL	58163.6m²	100.0%

ZONING SUMMARY				
DWELLING TYPE	ZONING BY-LAW 2024-100	ONE - UNIT DETACHED DWELLING	ONE - UNIT BUNGALOW TOWNHOUSE DWELLING	ONE - UNIT 2 STOREY TOWNHOUSE DWELLING
ZONE PROVISION		R2-5 ZONE	R2-5 ZONE	R2-20 ZONE
LOT AREA (MINIMUM)	390.0m ²	424.6m ²	250.0m ²	157.0m ²
LOT FRONTAGE (MINIMUM)	12.2m	12.2m	7.3m	5.2m
BUILDING HEIGHT (MAXIMUM)	11.0m	11.0m	12.0m	12.0m
LOT COVERAGE (MAXIMUM)	45.0%	45.0%	55.0%	60.0%
LANDSCAPED AREA (MINIMUM)	40.0%	47.0%	25.0%	30.0%
FRONT YARD DEPTH TO MAIN BUILDING (MIN)	6.0m	6.0m	6.0m	6.0m
INTERIOR SIDE YARD (MINIMUM)	1.2m	1.2m	1.2m	1.2m
SIDE YARD IS ADJACENT TO A COMMON WALL	N/A	0.0m	0.0m	0.0m
EXTERIOR SIDE YARD (MINIMUM)	3.6m	4.7m	3.6m	2.8m
REAR YARD (MINIMUM)	7.0m	7.5m	7.0m	13.0m



3. TECHNICAL REPORTS

Related technical support studies have been prepared to address the following components of the Settlers Ridge East (Phase 3) subdivision:

- Functional Servicing Report; prepared by Jewell Engineering; dated April 16, 2024;
- Stormwater Management Report, Barkema Lands, Norbelle Creek Watershed; prepared by Jewell Engineering; dated April 17, 2017;
- Stormwater Management Design Brief – Settlers Ridge East PH3/Towncentre Place; prepared by Jewell Engineering, dated April 10, 2024; and
- Traffic Impact Study - Proposed Residential Subdivision with Commercial; prepared by Asurza Engineers Ltd.; dated March 18, 2024.

These reports have been submitted under separate cover. The following is a synopsis of the reports and recommendations.

3.1 Functional Servicing Report

A Functional Servicing Report has been prepared to address servicing requirements for the proposed development and development to the south of the subject property. The report is summarized as it relates to Setter's Ridge East (SRE) Phase 3.

Water Services:

A 300 mm watermain along Raycroft Drive/Roy Boulevard to Highway 62 was constructed during SRE (Phase 2). It was determined that there is sufficient pressure and flow for SRE (Phase 3) with a 250 mm loop from Raycroft Drive.

Sanitary Sewer Services:

The 375 mm PVC gravity sewer in SRE (Phase 2) will be extended along Raycroft Drive. The 375 mm sewer main will extend to the east of Cousins Crescent intersection where it will decrease to a 300 mm sewer main that continues 19m to the east. All other sewer mains within the subdivision will be 200 mm. The sewer mains will be constructed within the new 20 m road allowances that will be deeded to the City.

Stormwater Quality and Quantity:

The development contributes directly to the Norbelle Creek system. An overall stormwater management concept was developed in the early 2000s and has been amended from time to time. The most current stormwater management report was

prepared for Norbelle Creek in 2017 (Jewell Engineering, April 17, 2017). This report considered the stormwater management impacts for the subject area and all quantity control treatment is in place. This report is submitted with the application.

The development for SRE (Phase 3) will have two separate storm sewer systems. The storm sewer system on the west leg of Cousins Crescent is to be connected to the existing 750 mm storm sewer on Raycroft Drive and ultimately outlet into SWM pond. The quality control for this portion of the development is provided by the existing OGS unit installed during SRE (Phase 2). The storm sewer system on the east leg of Cousins Crescent is to outlet into the existing ditch on the east side of Towncentre Drive. The quality control for this portion of the development is provided by a new OGS unit. This unit will require additional treatment to achieve the 80% TSS removal target (Enhanced) and will utilize a treatment train approach which will combine lot level conveyance, enhanced grassed swales, and end of pipe controls.

3.2 Stormwater Management Studies

Jewell Engineering prepared the Stormwater Management Report-Barkema Lands Norbelle Creek Watershed, revised version dated April 17, 2017. The report was completed to refine the quantity storage needs for the development lands within the Norbelle Master Drainage Plan. The report has been included with this submission.

Jewell Engineering has also recently prepared a Stormwater Management Design Brief to review the performance of the Norbelle Creek stormwater management system during the interim development conditions. The Settlers Ridge East Phase 3 and Towncentre Place developments will contribute to the existing stormwater management system for Norbelle Creek. The system is in place and has been designed to receive discharge from the current development. Jewell concluded that the Norbelle Creek stormwater management will continue to function within the design targets in the interim development conditions.

The Norbelle Creek SWM facilities perform only quantity controls. Quality controls must therefore be off-line. The Norbelle Creek plan is for quality treatment to be provided through measures such as OGS units.

3.3 Traffic Impact Study

A Traffic Impact Study was undertaken to determine if the proposed development will generate any traffic impact on the adjacent roads and intersections.

For existing conditions, results show that nearby intersections are currently operating with acceptable control delays during peak hours. Without the proposed development, delay will moderately increase overtime as anticipated. All movements will continue to operate with acceptable levels of service. Including the proposed development, the delays and Level of Service for all movements remain basically the same as the background scenario. The most critical movements are expected to be with the westbound-left and southbound-thru movements at Highway 62/Mainland Drive.

The need for auxiliary lanes (right turn taper and left turn lane) on Highway 62 and Sidney Street was reviewed for the intersections with Roy Boulevard and Kempton Avenue, respectively. Assessment of the turning movement operations show that there is enough capacity to manage additional traffic volumes.

It was concluded that the proposed development can occur without any improvements to the existing geometric and traffic control conditions.

4. PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) applies to all planning applications effective May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development. All decisions related to land use planning matters “shall be consistent with” the PPS.

As shown on **Table 3** on the following pages, the applications for Plan of Subdivision and Zoning By-Law Amendment are consistent with the PPS.

Table 3: Provincial Policy Statement Analysis

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
Part 1 – Preamble	
<p><i>The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment</i></p>	<p>The subdivisions will be appropriately serviced with public water and sanitary sewer. A stormwater management report has been prepared to address stormwater quality and quantity.</p>
Part IV – Vision for Ontario’s Land Use Planning System	
<p><i>The long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy.</i></p>	<p>The subdivisions will provide additional housing and will include a variety of housing forms to help satisfy the municipality’s anticipated demand for housing. The additional tax revenue generated by the development will contribute to the long-term prosperity of the municipality. Stormwater management will address water quality and quantity thereby contributing to a healthy natural environment.</p>
<p><i>Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety.</i></p>	<p>Full municipal services will be provided to the site with minor extensions from the existing system. A variety of housing types are proposed and a compact urban form is achieved utilizing smaller lots and multiple unit dwellings. Dwellings with a range of affordability will be constructed and will assist in</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
	accommodating the housing needs of current and future residents.
<p><i>Strong, liveable and healthy communities promote and enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.</i></p>	<p>The new development is located within the urban area and will be connected to the municipal water and sanitary sewer systems. The Stormwater Management Design Brief and Functional Servicing Report indicate that stormwater quality and quantity will be provided and will assist in protecting the environment. Livability of the subdivision will be enhanced given the site’s proximity to the trail system leading to Bird Park, a community park in Settlers Ridge. In addition, a parkette will be provided at the north end of SRE (Phase 3) and will ultimately provide a linkage to a future community park located to the north.</p>
<p><i>It is equally important to protect the overall health and safety of the population, including preparing for the impacts of a changing climate. The Provincial Policy Statement directs development away from areas of natural and human-made hazards. This preventative approach supports provincial and municipal financial well-being over the long term, protects public health and safety, and minimizes cost, risk and social disruption.</i></p>	<p>Stormwater management will be implemented and will address stormwater quantity and quality.</p>
<p>Section 1.0 – Building Strong Healthy Communities</p>	
<p>1.1.1 <i>Healthy, livable and safe communities are sustained by:</i></p> <p>a) <i>promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</i></p> <p>b) <i>accommodating an appropriate affordable and market-based range and mix</i></p>	<p>The compact subdivision will efficiently utilize existing infrastructure thereby supporting the financial well-being of the municipality and Province.</p> <p>A mix of housing forms is proposed and includes single-detached and</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p><i>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;</i></p> <p><i>c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;</i></p> <p><i>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;</i></p> <p><i>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;</i></p> <p><i>f) Improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;</i></p>	<p>townhouse units. The subdivision has been designed with a compact form to address market-based range of more affordable units.</p> <p>According to a Stormwater Management Design Brief the stormwater management facilities are already in place to address stormwater quantity controls.</p> <p>A portion of the subject lands is located immediately to the east of lands outside the urban area. However, development of the site will not impact expansion of the settlement area since those lands continue to be accessible.</p> <p>The subdivision will efficiently use available infrastructure.</p> <p>The draft plan proposes numerous housing forms that are both one storey and smaller in size, suitable for older persons or persons with mobility issues.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p><i>i) Preparing for the regional and local impacts of a changing climate.</i></p>	<p>A stormwater management plan will address potential run-off and flood controls.</p>
<p>1.1.3 Settlement Areas <i>1.1.3.1 Settlement areas shall be the focus of growth and development.</i></p>	<p>The lands are located within the Urban Serviced Area of Belleville.</p>
<p>1.1.3.2 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; d) prepare for the impacts of a changing climate;</p>	<p>The development will contain a mix of housing forms that will result in a density that efficiently utilizes land and infrastructure.</p> <p>Municipal infrastructure is available in the immediate vicinity of the site. Local elementary and secondary schools, parks and community facilities are available to the subdivision. The site has good access from the existing road network including Raycroft Drive, Towncentre Drive and Roy Boulevard.</p> <p>The stormwater management plan will address stormwater runoff.</p>
<p>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.</p>	<p>The proposed density of the subdivision and the anticipated associated Zoning By-Law Amendment will promote a compact form.</p>
<p>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.</p>	<p>The proposed subdivision is located within a designated growth area and is immediately adjacent to built-up areas to the east and west. Infrastructure and services can efficiently be extended to the site.</p> <p>A variety of housing forms will be provided including single-detached dwellings and townhouse dwellings. The proposed lot areas, lot frontages</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
	<p>and building setbacks will assist in providing a compact housing form which will efficiently utilize land, services and infrastructure.</p>
<p>1.4 Housing 1.4.1 <i>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i> b) <i>maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</i></p>	<p>The proposed subdivision will contribute towards the City's three-year supply of land that is zoned, draft approved and can be readily serviced.</p>
<p>1.4.3 <i>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:</i> <i>b) permitting and facilitating:</i> <i>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities.</i> <i>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;</i></p>	<p>The Subdivision will provide for a range of lot areas, frontages and housing forms and tenure to meet the needs of the municipality's citizens.</p> <p>Appropriate municipal infrastructure including open space/parkland, schools, community facilities, roads, sewer and water services exist to support the proposed uses.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p><i>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;</i></p> <p><i>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.</i></p>	<p>The proposed density created through the compact form of the subdivision efficiently utilizes the land, infrastructure, and public service facilities. The connectivity within the subdivision, including sidewalks and the multi-purpose trail, supports active transportation.</p> <p>A variety of housing forms, utilizing full municipal services and development standards that allow for compact form will assist in providing housing choice and affordability.</p>
<p>1.5 Public Spaces, Recreation, Parks, Trails and Open Space</p> <p>1.5.1 <i>Healthy, active communities should be promoted by:</i></p> <p>a) <i>planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></p> <p>b) <i>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;</i></p>	<p>Sidewalks and a multi-purpose trail will be provided within the proposed subdivision and will connect with existing pedestrian facilities.</p> <p>Block 63, a parkette, has been provided at the request of the City. The parkette will provide a connection to a future community park to the north.</p>
<p>1.6.6 Sewage, Water and Stormwater</p> <p>1.6.6.2 <i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and</i></p>	<p>The proposed development will optimize the use of existing infrastructure, and will be serviced with municipal sewage and water service, which is the preferred form of servicing for settlement areas.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p><i>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.</i></p>	
<p>1.6.6.7 <i>Planning for Stormwater management shall:</i></p> <ul style="list-style-type: none"> a) <i>be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</i> b) <i>minimize, or, where possible, prevent increases in contaminant loads;</i> c) <i>minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of Stormwater, including the use of green infrastructure;</i> d) <i>mitigate risks to human health, safety, property and the environment;</i> e) <i>maximize the extent and function of vegetative and pervious surfaces; and</i> f) <i>promote Stormwater management best practices, including Stormwater attenuation and re-use, water conservation and efficiency, and low impact development.</i> 	<p>The subdivision will provide a stormwater management plan to provide both quantity and quality control of runoff in accordance municipal and provincial guidelines.</p>
<p>1.6.7 Transportation Systems</p> <p>1.6.7.1 <i>Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.</i></p>	<p>The proposed roadways will efficiently connect traffic to existing roads within the neighbourhood. Sidewalks/multi-purpose trail will be provided on one side of the new roads to safely move pedestrians.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p>1.7 Long-Term Economic Prosperity <i>Long-term economic prosperity should be supported by:</i></p> <p><i>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;</i></p> <p><i>c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;</i></p> <p><i>k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;</i></p>	<p>A variety of housing forms and affordability are proposed to respond to market needs.</p> <p>The anticipated increase in population as a result of the development will provide for greater utilization of infrastructure and public service facilities.</p> <p>A stormwater management plan will minimize negative impact from increases in precipitation as a result of climate change.</p>
<p>1.8 Energy Conservation, Air Quality and Climate Change</p> <p>1.8.1 <i>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:</i></p> <p><i>a) promote compact form and a structure of nodes and corridors;</i></p> <p><i>f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;</i></p>	<p>The proposed building setbacks, smaller lots and housing typology will assist in providing a compact housing form.</p> <p>Energy efficiencies will be realized by providing common walls in townhouse units and OBC requirements for new construction. Sidewalks and multi-purpose trail will promote active transportation.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
Section 2.0 – Wise Use and Management Resources	
<p>2.2 Water</p> <p><i>2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:</i></p> <p><i>i) ensuring Stormwater management practices minimize Stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.</i></p>	<p>Comprehensive management of stormwater in the subdivision drainage area will ensure that the quantity and quality of surface water is protected.</p> <p>Stormwater quantity control is in place and utilizes existing stormwater facilities. Stormwater quality control will be provided through two separate sewer systems with OGS units that will be designed to achieve Enhanced treatment.</p>

5. BELLEVILLE OFFICIAL PLAN ANALYSIS

The City of Belleville adopted the Official Plan on November 8, 2021. The Plan was approved by the Ministry of Municipal Affairs and Housing on April 11, 2023. The lands are designated Residential on Schedule 'B'- Land Use Plan - Urban Serviced Area and are within the Cannifton Planning Area on Schedule 'E'- Detailed Planning Areas of the Official Plan, as shown on **Figures 5 and 6** below. **Table 4** on the following pages is a planning analysis on how the proposed subdivision is consistent with the relevant policies of the City of Belleville Official Plan.

Figure 5: Schedule 'B' – Land Use Plan of the Belleville Official Plan

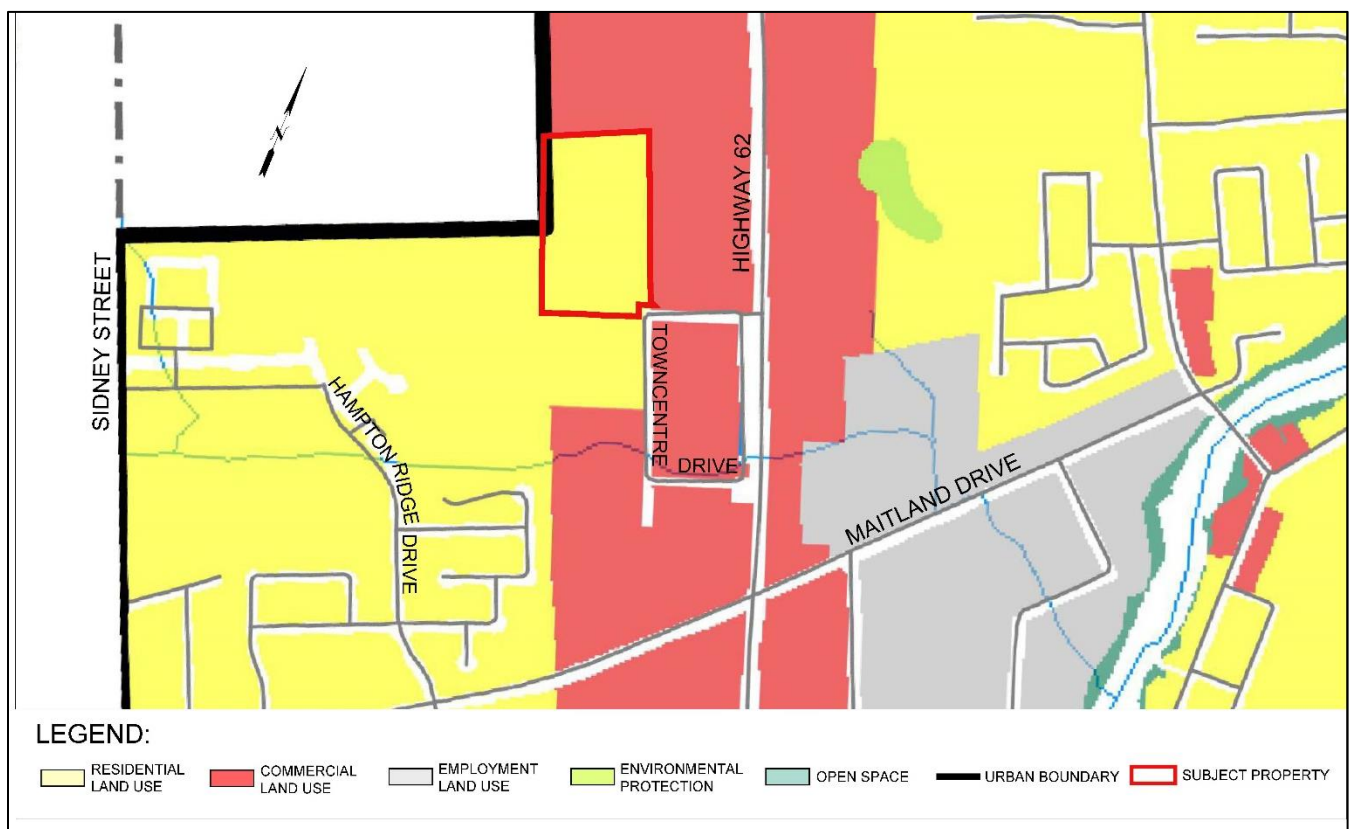


Figure 6: Schedule 'E' – Detailed Planning Areas

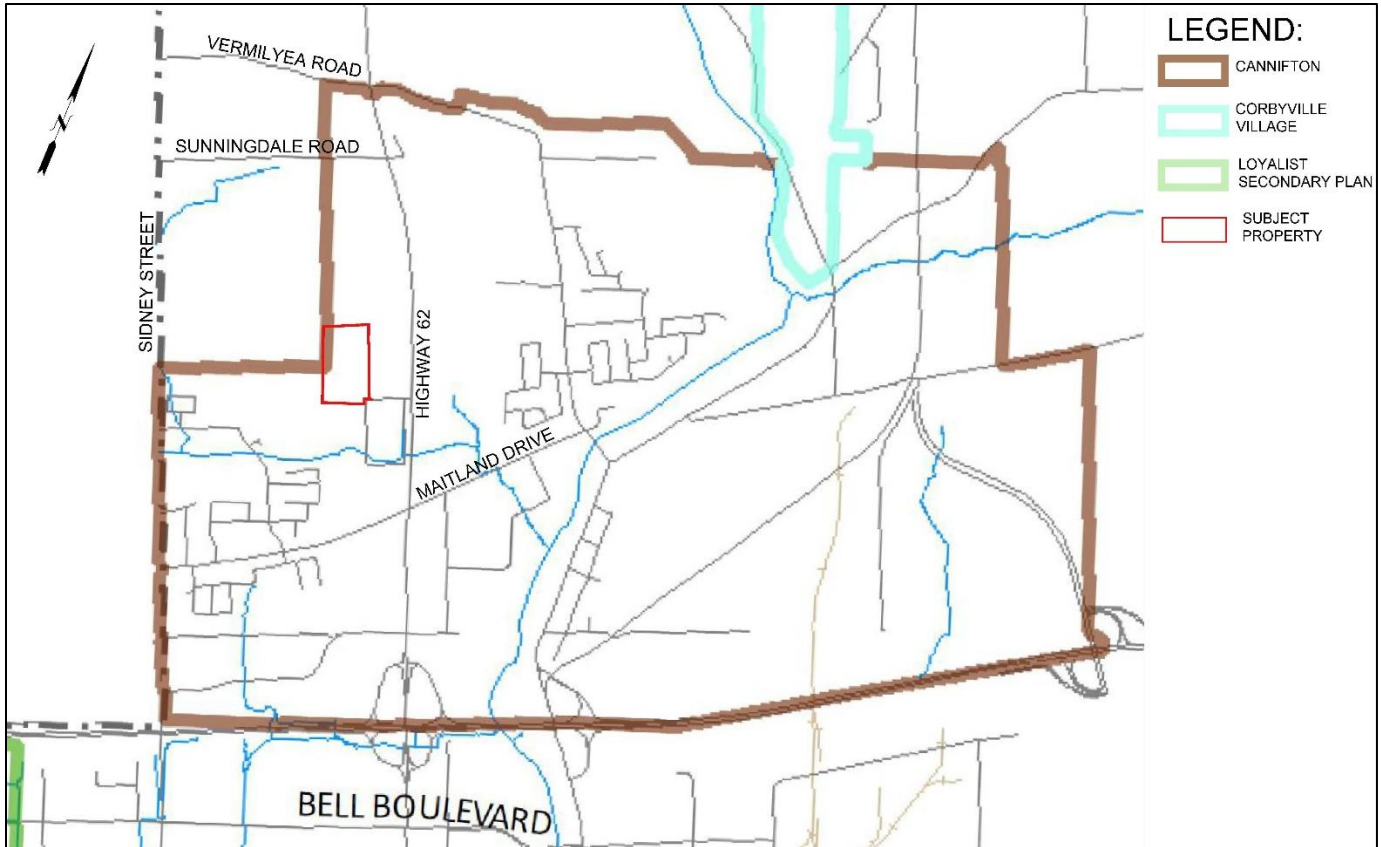


Table 4 on the following pages is a planning analysis on how the Settlers Ridge East (Phase 3) Subdivision and Zoning By-Law Amendment application is consistent with the relevant policies of the City of Belleville Official Plan.

Table 4: City of Belleville Official Plan Policy Analysis

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
Section 2 – Vision for the City of Belleville	
<p>2.2.4 Settlement Patterns <i>The urban service area will be the focus of the majority of future residential growth and non-residential development.</i></p>	<p>The lands are located within the City’s Urban Serviced Area which is to be the focus of growth.</p>
<p>2.2.12 Housing <i>The Municipality will accommodate a range of housing choices to meet the growing and changing needs of the City. This will include one unit dwellings, townhouse dwellings, multi-unit dwellings and condominiums. The provision of these housing types will be varied, with some stock being provided on greenfield lands and others in strategic infill locations.</i></p>	<p>The proposal will provide a range of housing forms to meet the needs of the City’s residents and includes one-unit dwellings and townhouse dwellings.</p>
Section 3 -Land Use Policies	
<p>Section 3.10–Residential Land Use 3.10.1 Permitted Uses <i>Residential development will be permitted at low, medium and high densities with forms ranging from one unit dwellings to various types multiple unit dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). Specialized housing such as group homes and long-term care homes will also be permitted.</i></p>	<p>The subdivision will provide a range of low density housing forms and includes single-detached and townhouse dwellings.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p>3.10.2 Residential Policies</p> <p>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:</p> <p>i. Low density residential uses would normally include one unit dwellings, developed up to 25 units per hectare net residential density.</p> <p>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.</p> <p>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.</p>	<p>SRE (Phase 3) will be developed at a density of 26 units/net hectare and will include one-unit dwellings and townhouse dwellings. The proposed density slightly exceeds the low density upper limit, however the standard should not be considered firm when addressing other policies of this Plan. The slightly higher density will assist in achieving Official Plan policies related to more affordable compact urban development.</p>
<p>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</p>	<p>Housing forms and lot sizes within SRE (Phase 3) are proposed to be similar to SRE (Phase 2) and therefore compatible.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>services and community facilities to meet the needs of such a neighbourhood.</i></p> <p><i>In establishing residential densities for neighbourhoods, Council should consider:</i></p> <ul style="list-style-type: none"> • <i>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;</i> • <i>the capacity of schools, parks, and other soft services in the area to adequately service the neighbourhood; and</i> • <i>the availability of or the ability to provide transit services.</i> 	<p>In determining the appropriate density:</p> <ul style="list-style-type: none"> • Full urban services are available to the site. The existing road network can accommodate the additional traffic generated from the subdivision. • Elementary and secondary school capacity will be confirmed by the School Boards. The site is 600m to parkland located within the Settlers Ridge subdivision and in proximity to trails leading to the park. • Transit service can be extended to the subdivision if the City deems demand in the area is sufficient.
<p><i>c) This Plan supports the development of adequate affordable housing for persons of low and moderate incomes in all residential areas.</i></p>	<p>The variety of housing forms in SRE will provide housing options for various income levels.</p>
<p><i>e) When allocating or determining the preferred locations for medium density residential development, Council should be guided by the following principles:</i></p> <ul style="list-style-type: none"> <i>i. The lands should have direct frontage on or immediate access to either an arterial or collector road.</i> <i>ii. The main access routes to such developments should not be through significant areas of low density residential development.</i> <i>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.</i> 	<p>Although the overall density of the subdivision can be considered low, Blocks 51-56 are proposed to be developed at a density of 40 units/net ha. Therefore, medium density polices apply to these blocks.</p> <p>The medium density units will have access to Highway 62 via Towncentre Drive and Roy Boulevard. Access to the highway will be through a commercially developed area and not low-density residential housing.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>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.</i></p> <p><i>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).</i></p> <p><i>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.</i></p> <p><i>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</i></p>	<p>The subject lands are located approximately 600 from Bird Park, a community park, and have immediate access to the multi-purpose trail located around the perimeter of the stormwater ponds. A parkette will be provided at the north end of the site to access a future community park to the north. The school capacity will be confirmed by the School Boards. Fire and police services are available to the site.</p> <p>The medium density housing forms will be placed adjacent to existing commercial uses and appropriate buffering will be utilized. Blocks 51-56 have lot depths which will accommodate significant rear yard building setbacks and landscaping as needed.</p> <p>The Traffic Impact Study did not identify any capacity or safety issues. Driveway access from medium density housing to roadways will be provided in accordance with municipal standards.</p>
<p><i>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></p>	

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>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.</i></p> <p><i>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.</i></p>	<p>Driveway access from low density housing to roadways will be provided in accordance with municipal standards.</p> <p>The City did not require a Noise Impact Study.</p>
<p><i>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></p> <p><i>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,</i></p> <p><i>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.</i></p>	<p>Municipal staff have advised that the City has requested the Ministry revise this section since it may result in unintended application of the policy. It is understood that this policy is not relevant to the subject development proposal.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>i) This Plan supports the development of all forms of housing in all forms of tenure, being freehold, rental, cooperative, and condominium.</i></p>	<p>Although the lots in the subdivision will be freehold, it is anticipated that some of the townhouses will be available for rent.</p>
<p><i>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:</i></p> <ul style="list-style-type: none"> • <i>buffering through use of plantings, fencing, berming;</i> • <i>increased setbacks;</i> • <i>solid structural barriers; and/or</i> • <i>architectural design (orientation of building fenestrations).</i> <p><i>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.</i></p>	<p>Blocks 51-56 will accommodate 2-storey townhouse units located immediately to the west of existing commercial uses. Landscaping, fencing and increased building setbacks can be utilized to mitigate land use compatibility issues.</p> <p>A Noise Impact Study was not required.</p>
<p>3.10.3 Non-Residential Policies</p> <p><i>b) Institutional and open space uses within areas designated Residential land use should be restricted generally to residential-type institutional uses which cater primarily to the needs of the immediate residential neighbourhood within which they are located; examples would include churches, day care centres, and neighbourhood parks.</i></p>	<p>The proposed parkette will serve the needs of the subdivision and provide a connection to a future neighbourhood park.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
Section 4 – Specific Policy Areas Specific Policy Area #5 – Cannifton Planning Area	
<p>4.5.2 Residential Land Polices <i>a) Residential development in the Cannifton Planning Area would occur at all densities provided for in this Plan as set out in Section 3.10 of this Plan, but would consist primarily of low density residential uses.</i></p>	<p>The lands are located within the Cannifton Planning Area as indicated on Schedule ‘E’ – Detailed Planning Areas. The site will be developed at a density of 26 units/ net which slightly exceeds the low density range.</p>
<p>4.5.4 Community Facility and Open Space Policies <i>b) Recreational land uses within the Cannifton Planning Area would consist mainly of a network of active and passive parks and trail systems that complement the Municipality’s efforts to provide a variety of recreational opportunities to area residents. The Parkland and Recreation Master Plan referred to in Section 7.11.1 a) of this Plan should identify major open space requirements and new trail locations. Development of parks within areas designated Residential land use should be undertaken in accordance with Section 3.10.3 b) of this Plan.</i></p>	<p>The Parkland and Recreation Master Plan has guided parkland dedication and the multi-purpose trail location. At the request of the City, Block 63 provides a parkette which will provide a link to future parkland.</p>
<p>4.5.6 Municipal Servicing Policies <i>a) It is the intent of this Plan that the Cannifton Planning Area be fully serviced by municipal sanitary sewage and water supply, and by other utility systems.</i> <i>The location, sizing and design of sewer and water systems should be in accordance with the requirements of the City in accordance with specifications designated by the Municipality.</i></p>	<p>Full municipal services and utilities are available to the site. The FSR has indicated how services will be provided to and within the site. Services will be provided in accordance with municipal standards.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p>d) <i>To ensure that development proceeds in an orderly and economical manner, lands to be developed and/or which require development approval should be:</i></p> <ul style="list-style-type: none"> • <i>evaluated with respect to sewer and water capacity;</i> • <i>allocated sewer and water capacity at approval; and</i> • <i>required to execute separate development agreements containing provisions outlining the number of lots to be developed or the extent of development to be undertaken, and an estimate of the sewer and water usage.</i> 	<p>The FRS has determined that adequate capacity exists in the water and sewer system to accommodate the subdivisions. The subdivision will be subject to a Subdivision Agreement with the municipality.</p>
<p>f) <i>Stormwater management within the Cannifton Planning Area should be implemented as follows:</i></p> <p>iv) <i>Prior to any significant development being approved or proceeding, a stormwater management report should be prepared setting out the means by which stormwater management objectives for the site would be achieved.</i></p>	<p>Two stormwater management reports are submitted with the applications: Stormwater Management Report, Barkema Lands and Norbelle Creek Watershed; prepared by Jewell Engineering; dated April 17, 2017; and Stormwater Management Design Brief – Settlers Ridge East PH3/Towncentre Place; prepared by Jewell Engineering, dated April 10, 2024.</p>
Section 5 – Servicing Policies and Utilities	
<p>5.2 Access to Public Roads</p> <p>a) <i>All new development must 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.</i></p>	<p>New local roads will be constructed by the developer and will provide access to driveway entrances. These roads will be maintained year-round by the Municipality once they are assumed. A Traffic Impact Study has been prepared and found that no traffic capacity issues will be generated by the development.</p>
<p>5.3 Municipal Sanitary Sewer and Water Systems</p>	<p>Services will be provided to the site in an orderly manner. As indicated in the FSR, capacity exists within the</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>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.</i></p> <p><i>c) Municipal services should only be extended when existing built-up areas are substantially developed or where new development can be coordinated with the extension of existing services.</i></p> <p><i>d) The extension of municipal services for new development should occur adjacent to existing built-up areas, and new development shall have a compact form, mix of uses and densities to allow for the efficient use of land, infrastructure, and municipal services.</i></p>	<p>sewage and water system to accommodate the proposed development.</p> <p>SRE (Phase 2) is approaching completion therefore it is appropriate to extend services to adjacent residential lands.</p> <p>The proposed development has a compact form and consists of a mix of housing forms and densities which will efficiently utilize land and infrastructure.</p>
<p>5.6 Stormwater Management</p> <p><i>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.</i></p> <p><i>c) Prior to approval of any development, the Municipality may require that stormwater management plans be prepared for review by the Municipality, and other agencies that may be affected. Such plans should include a description of the stormwater management practices to be applied, and be in keeping with all relevant policies and guidelines</i></p>	<p>The stormwater management system is in place for quantity controls required by Norbelle Creek and has been designed to receive discharge from the proposed development.</p> <p>The development for SRE (Phase 3) will have two separate storm sewer systems. The storm sewer system on the west leg of Cousins Crescent is to be connected to the existing storm sewer on Raycroft Drive and ultimately will outlet into the SWM pond. The quality control for this portion of the development is provided by the existing OGS unit installed during SRE (Phase 2).</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>of the Municipality, the Conservation Authority, as appropriate, and the Province. The Municipality may approve development conditional upon the recommendations of such studies being instituted.</i></p>	<p>The storm sewer system on the east leg of Cousins Crescent is to outlet into the existing ditch on the east side of Towncentre Drive. The quality control for this portion of the development is provided by a new OGS unit. This unit will achieve the 80% TSS removal target (Enhanced) and will utilize a treatment train approach which will combine lot level, conveyance, enhanced grassed swales, and end of pipe controls.</p>
<p>5.11 Development to Have Servicing Feasibility</p> <p>a) <i>Development should be encouraged in areas where other municipal services (public roads, garbage collection, fire and police protection services, transit services, and parks) are already available or can be readily provided.</i></p> <p>b) <i>In general, new development should not be approved which would create an undue financial burden for the Municipality unless Council is satisfied that the long term benefits of providing for such development would outweigh the short term costs.</i></p>	<p>The site is located in the Urban Serviced Area and therefore has access to a full range of existing services including: public roads, garbage collection, fire and police protection, parks and community facilities, academic institutions, and full water and sewer services. Transit can be extended to this part of the municipality if the City determines it is appropriate.</p> <p>The development will not create a financial burden to the municipality given that full municipal services already exist and/or require minor extensions to accommodate development. The development will increase the tax revenues for the City and will provide additional needed housing.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
Section 6 – Transportation Policies	
<p>6.1 Roads 6.1.4 Design Criteria a) The Municipality should have regard for the following matters when reviewing new development proposals:</p> <p>i. Where new roads are required to serve a developing area, a logical hierarchy of roads should be identified and designed with the capacity to accommodate anticipated traffic generated by the development.</p> <p>ii. Development approvals will encourage a complete streets approach, in which the design of the road should provide for the safe movement of all users, including vehicles, pedestrians, cyclists, and transit, and ensures accessibility for people of all ages and abilities.</p> <p>iii. Development approvals will encourage good principles of active transportation in the project design, including the provision of convenient, high-quality connections to the City’s pedestrian and cycling network.</p> <p>iv. The carrying capacity of the adjacent roads should be sufficient to accommodate the anticipated traffic generated by the proposed development, as well as anticipated growth in levels of background traffic.</p>	<p>All new roads will be local roads and designed with a 20m right of way.</p> <p>Pedestrian facilities will be provided on one side of all new roads. The multi-purpose trail within SRE (Phase 2) will be extended into the new subdivision and will provide safe facilities for active transportation.</p> <p>New sidewalks and the multipurpose trail on Raycroft Drive will connect into the existing transportation network and will provide the final connection of the trail from Settlers Ridge to Towncentre Drive.</p> <p>The TIS found that the existing road network can adequately accommodate traffic generated from the proposed subdivisions.</p>
<p>Section 6.5 Trails and Pedestrian/Cycling Systems</p>	<p>A multi-purpose trail along the extension of Raycroft Drive will be developed to complete the east-west connection within the overall planning area.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>a) It is the intent of this Plan that the concept of recreational trails connecting various parts of the City be considered as an integral part of the City’s active transportation system. Recreation trail systems are a unique community resource providing opportunities for public waterfront access, outdoor leisure and recreational activities, interpretation of the natural environment and historic context of the community, and diversity of tourism activities, but also provide an important transportation resource to residents of the community.</i></p> <p><i>e) This Plan encourages the development of sidewalks along all new and reconstructed roads as follows:</i></p> <ul style="list-style-type: none"> <i>i. sidewalks on both sides of an arterial road;</i> <i>ii. sidewalks on both sides of a collector road; and,</i> <i>iii. sidewalks on at least one side of a local road.</i> 	<p>Pedestrian facilities will be provided along one side of each new local road within the subdivision.</p>
Section 7 – General Development Policies	
<p>7.2.1 <i>Policies Respecting Subdivision of Land Applicable to All Land Use Designations</i></p> <p><i>a) When any application to subdivide land is considered, the approval authority should employ the following policies and principles:</i></p> <ul style="list-style-type: none"> <i>i. No subdivision of land should be approved which would contravene the policies of this Plan.</i> <i>ii. The approval authority should be satisfied all development parcels would be appropriate (i.e. sufficient frontage and area, configuration, alignment) for their intended uses.</i> 	<p>The subdivision is in conformity with this Official Plan.</p> <p>Proposed lot areas and frontages have been designed with regard for Zoning By-Law Number 2024-100.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>iii. No subdivision of land should be granted which would result in any landlocked parcel being created.</i></p> <p><i>iv. New development parcels should not be created where an entrance permit cannot be issued due to site deficiencies or traffic safety concerns.</i></p> <p><i>vi. Development parcels should have direct access to an open municipal road (excluding individual units within condominium developments).</i></p> <p><i>vii. New development parcels should not be created without access to services adequate to meet the needs of the use anticipated for the lot, including access to fire and police services, hydro, telephone and other utilities.</i></p> <p><i>viii. New development parcels should not be created in residential neighbourhoods where the proposed lot size and/or configuration is not similar in scale to its surroundings and the proposed architectural design is not in keeping with the character of the area.</i></p> <p><i>ix. There should be no significant negative impact upon the environment, either directly or through the cumulative impact of development in the area; where private services are proposed (i.e. septic system and well), the adequacy of natural systems to provide required services should be confirmed. The means by which cumulative impacts are to be assessed should be addressed.</i></p> <p><i>xi. Development parcels for residential uses should be located an appropriate distance from designated aggregate resource areas.</i></p> <p><i>xii. No development parcel should be created which would create a hazard to any person using the lot, adjoining lands, or an abutting road.</i></p>	<p>The subdivisions will not result in any landlocked parcels.</p> <p>Entrances will be created in compliance with municipal standards.</p> <p>All development parcels will have direct access to proposed municipal roads.</p> <p>Full urban services and utilities will be available to all development parcels.</p> <p>The subdivision will be have similar zone provisions and contemporary design as the adjacent Settlers Ridge subdivisions.</p> <p>A comprehensive stormwater management plan has been prepared to address stormwater quality and quantity within the drainage area.</p> <p>No aggregate resources are in the area.</p> <p>No hazards lands are located within the site. Driveways can safely be provided to development parcels.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>xiii. Where approvals or certificates are required from other agencies or government departments (i.e. access permit from the Ministry of Transportation), no subdivision of land should be granted unless such approvals or certificates are first obtained or otherwise assured.</i></p> <p><i>xv. The approval authority may impose any conditions to the subdivision of land that it believes are necessary and prudent to ensure the policies of this Plan are addressed adequately.</i></p> <p><i>xvi. Conditions of the approval authority to the granting of any subdivision of land may be secured through execution of agreements and posting of securities.</i></p> <p><i>xvii. Lands proposed to be dedicated to the Municipality for park or other public recreational purposes must be acceptable for use as open space; Council retains the option to require cash-in-lieu of the provision of land for open space.</i></p> <p><i>xx. The creation of new lots shall only be permitted if there is confirmation of sufficient reserve servicing capacity in the municipal sewage system and water system or private communal sewage system and water system. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.</i></p>	<p>Acknowledged.</p> <p>The subdivision will be subject to Draft Plan Approval and will require execution of a Subdivision Agreement.</p> <p>Acknowledged.</p> <p>In consultation with municipal staff, Block 63, will be deeded to the City for park purposes. A parkette will be provided to serve the subdivision and will ultimately provide a linkage to a future neighbourhood park located on land north of the pipeline easements. Block 63 is 751.9m², and represents 1.3% of the area of SRE (Phase 3). The remainder of parkland dedication will be provided as cash-in-lieu of parkland.</p> <p>The FSR has determined that sufficient servicing capacity exists within the municipal sewage system and water system to accommodate development of the subdivisions.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p>7.6 Urban Design</p> <p><i>Good urban design is a key planning tool to create sustainable communities. Safe and attractive neighbourhoods contribute to the overall community health of the City. Therefore, it is important that this Plan ensure the application of high standards of urban design wherever possible. The City’s general objectives for urban design are:</i></p> <ul style="list-style-type: none"> • <i>To foster a high quality and distinctive community image;</i> • <i>To establish a pattern of interconnected streets and active transportation networks in which built-form frames and activates a human-scale public realm;</i> • <i>To create public spaces that are safe, accessible, and attractive for the use and enjoyment of all members of the community;</i> • <i>To promote compact, mixed use development;</i> • <i>To create healthy and diverse neighbourhoods that provide a range of housing options and support affordability;</i> • <i>To support development and redevelopment that is a good fit, and compatible within its context;</i> • <i>To effectively integrate built, cultural, and natural heritage resources with development; and</i> • <i>To promote and encourage sustainably designed development that is resilient to long term change.</i> 	<p>The Official Plan Urban Design policies have guided the design of the SRE (Phase 3) subdivision. Design polices as they relate to the street system, streetscapes, open space, built form, compact development, housing options and land use compatibility have been considered and have been implemented in the Draft Plan and will be addressed within the Subdivision Agreements.</p>
<p>7.15 Housing Policies</p> <p>7.15.1 Supply of Residential Lands</p> <p>a) It is the policy of this Plan that at minimum:</p> <ul style="list-style-type: none"> • <i>a 15 year supply of lands designated for residential growth be maintained through residential intensification and redevelopment and,</i> 	<p>The subject lands contribute towards the City’s 15 year supply of land designated and available for residential development.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>if necessary, lands which are designated and available for residential development; and</i></p> <ul style="list-style-type: none"> <i>land with servicing capacity sufficient to provide a 3 year supply of lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans be available at all times.</i> 	<p>The proposed subdivisions will contribute to the City's three year supply of serviceable lands within draft approved subdivisions.</p>
<p>7.15.3 Affordable and Special Needs Housing</p> <p>a) <i>This Plan encourages the creation of sufficient affordable and special needs housing to meet the current and future needs of the community. The majority of such housing would be created through new residential construction.</i></p>	<p>The smaller lots and the blocks for townhouses create a contemporary compact form thereby providing more affordable housing options.</p>
<p>Section 8 – Implementation</p>	
<p>8.12.3 Applications</p> <p>b) <i>Mapping, drawings, reports and technical studies shall be required to support any application requiring a Planning Act approval. The supporting information and materials required shall be determined by the Municipality in consultation with other appropriate agencies, and the applicant prior to the submission of the application as part of the pre-consultation process.</i></p>	<p>Following the September 7, 2023 pre-consultation meeting with City staff, it was determined that a Planning Justification Report, Traffic Study, Functional Servicing Study and Stormwater Management Report are required to be submitted with Plan of Subdivision and Zoning By-law Amendment applications.</p>

6. PLANNING ACT, RSO 1990, SECTION 51 (24)

The Planning Act establishes criteria in Section 51 (24) that the approval authority must have regard for when approving a draft plan of subdivision. Regard must be given, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants.

The following chart, **Table 5**, demonstrates how the subdivision application addresses Section 51(24) of the Planning Act.

Table 5: The Planning Act Analysis

SECTION 51 (24)	PLANNING ANALYSIS
<p>a) <i>The effect of the proposed subdivision on matters of provincial interest, as referred to in Section 2 of the Act;</i></p>	<p>The application for Approval of a Plan of Subdivision is consistent with the 2020 PPS and will address the applicable Provincial interests set out in Section 2 (a-q) of the <u>Planning Act</u>.</p>
<p>b) <i>Whether the proposed subdivision is premature or in the public interest;</i></p>	<p>The proposed development represents the logical and compatible expansion of the existing built-up area. Municipal servicing is available without the need for unjustified or uneconomical expansion.</p>
<p>c) <i>Whether the plan conforms to the Official Plan and adjacent plans of subdivision;</i></p>	<p>The subdivision conforms to the City of Belleville Official Plan as indicated in Table 4 - City of Belleville Official Plan Policy Analysis. The subdivision will integrate into the established urban fabric while providing for a more contemporary compact urban form.</p>
<p>d) <i>The suitability of the land for the purposes for which it is to be subdivided;</i></p>	<p>There are no physical hazards within the parcel fabric of the subdivision that would be detrimental to residential development.</p>
<p>e) <i>The number, width, location and proposed grades and elevations of highways and the adequacy of them, and the highways linking</i></p>	<p>Access into the subdivision will be from Raycroft Drive, Roy Boulevard and Towncentre Drive. New roads within the subdivision will be continuous and</p>

SECTION 51 (24)	PLANNING ANALYSIS
<i>the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</i>	will provide connectivity to existing roadways. A Traffic Impact Study was completed and it was determined that the subdivision can be accommodated given the capacity of the existing road system.
<i>f) The dimensions and shapes of the proposed lots;</i>	The dimensions and shapes of the proposed lots are regular and appropriate for the area. The requested Zoning By-Law Amendment will allow for intensification opportunities within the subdivision.
<i>g) The restrictions or proposed restrictions on the lands to be subdivided or adjoining lands;</i>	The lands are subject to the policies of the City of Belleville Official Plan and Zoning By-law Number 2024-100. The proposed draft plan will be subject to comprehensive conditions of draft approval and a Subdivision Agreement; and a Zoning By-Law Amendment.
<i>h) Conservation of natural resources and flood control;</i>	The stormwater management report addresses stormwater quality and quantity.
<i>i) The adequacy of utilities and municipal services;</i>	Utilities and municipal services are available to the site and will be adequate to service the proposed density.
<i>j) The adequacy of school sites;</i>	The school boards will confirm that local schools can adequately serve the proposed development.
<i>k) The area of land, excluding highways, to be dedicated for public purposes;</i>	The Draft Plan of Subdivision includes Block 63 (751.9m ²) for parkland which represents approximately 1.3% of the site area.

SECTION 51 (24)	PLANNING ANALYSIS
<p><i>l) The extent to which the plan’s design optimizes the available supply, efficient use and conservation of energy;</i></p>	<p>The compact form of the subdivision allows for the efficient use of land and services. Shared walls within the townhouse units will assist in energy conservation. Sidewalk connectivity will provide active transportation benefits.</p>
<p><i>m) The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to development on the lands, if the lands are located within a site plan control area designated under Section 41 of the <u>Planning Act</u>.</i></p>	<p>The plan of subdivision will be subject to draft conditions of approval and a Subdivision Agreement approved by the Municipality, as well as Zoning By-Law criteria.</p>

7. ZONING BY-LAW # 2024-100

The subject property is currently within the R1-5 – Residential Type One Zone with special provisions and DC-Development Control Zone on Maps 78 and 98 of Zoning By-Law Number 2024-100. A Zoning By-Law Amendment is requested to rezone the lands to R2-5 - Residential Type Two zone to permit the proposed one-unit detached dwellings and bungalow townhouse dwellings; R2-20 – Residential Type Two zone to permit the proposed two-storey townhouse dwellings and OS-Open Space zone to permit the parkette. The proposed amendments to Map 78 and 98 are shown on **Figure 7**.

The Zoning Matrix for the applicable residential zones is shown on **Table 6, Table 7 and Table 8**. Applicable parking and driveway provisions are shown on **Table 9**.

The R2-5 and R2-20 zones are existing zone categories in Zoning By-law Number 2024-100. The zoning request is consistent and compatible with what has already been approved in newer subdivisions located in the urban serviced area. Further, the rezoning will allow the lands to be developed with a more compact built form which will allow the subdivision to provide a range of housing.

Table 6: Zone Provisions for One-unit Detached Dwellings

Zone Provision	R2-5 Zone Requirements	On Plan
Minimum Lot Area	390.0m ²	424.6m ²
Minimum Lot Frontage	12.2m	12.2m
Maximum Height of Buildings	11.0m	11.0m
Minimum Front Yard Depth to Main Building	6.0m	6.0m
Minimum Exterior Side Yard	3.6m	4.7m
Minimum Interior Side Yard	1.2m	1.2m
Minimum Rear Yard	7.0m	7.5m
Maximum Lot Coverage	45.0%	45%
Minimum Landscaped Area	40.0%	47%

- **All Zone requirements are met.**

Table 7: Zone Provisions for One-unit Bungalow Townhouse Dwellings

Zone Provision	R2-5 Zone Requirements	On Plan
Minimum Lot Area	250.0m ²	254.6m ²
Minimum Lot Frontage	7.3m	7.3m
Maximum Height of Buildings	12.0m	12.0m
Minimum Front Yard Depth to Main Building	6.0m	6.0m
Minimum Exterior Side Yard	3.6m	3.6m
Minimum Interior Side Yard	1.2m	1.2m
Minimum Side Yard Adjacent Common Wall	0.0m	0.0m
Minimum Rear Yard	7.0m	10.3m
Maximum Lot Coverage	55.0%	47%
Minimum Landscaped Area	25.0%	44%

- All Zone requirements are met.

Table 8: Zone Provisions for One-unit 2 Storey Townhouse Dwellings

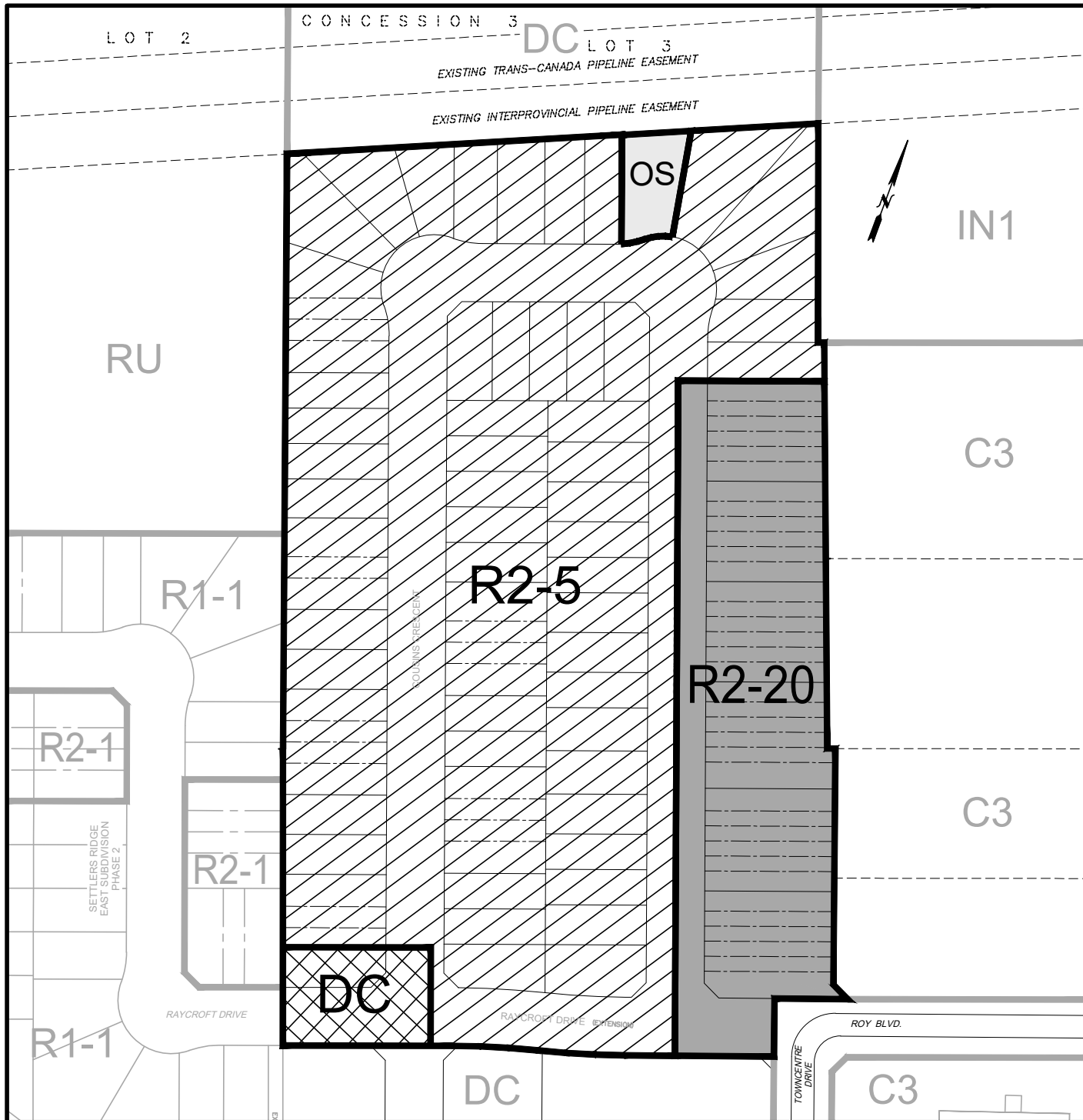
Zone Provision	R2-20 Zone Requirements	On Plan
Minimum Lot Area	157.0m ²	209.4m ²
Minimum Lot Frontage	5.2m	5.2m
Maximum Height of Buildings	12.0m	12.0m
Minimum Front Yard Depth to Main Building	6.0m	9.0m
Minimum Exterior Side Yard	2.8m	3.9m
Minimum Interior Side Yard	1.2m	1.6m
Minimum Side Yard Adjacent Common Wall	0.0m	0.0m
Minimum Rear Yard	7.5m	13.0m
Maximum Lot Coverage	60.0%	44%
Minimum Landscaped Area	30.0%	43%

- All Zone requirements are met.

Table 9: Zone Provisions for Parking Area and Driveway

ZBL # 2024-200 Zone Provision	Required	Proposed On Plan		
		Detached Dwelling R2-5 Zone	Bungalow Townhouse R2-5 Zone	2 Storey Townhouse R2-20 Zone
Dwelling Type				
Parking Spaces Required (Minimum)	1/unit	1/unit	1/unit	1/unit
Driveway Width (Minimum)	3m	5m	3m	3m
Width of garage door on exterior façade (Maximum)	60%	50%	47%	53%
Distance from garage door entrance to front lot line (Minimum)	6m	6m	6m	6m
Projection of garage door entrance from main building or porch (Maximum)	1.8m	1.8m	0.9m	1.8m

- All Zone requirements are met.



ZONING PLAN

PROPOSED ZONING BY-LAW AMENDMENTS

- FROM R1-5 to R2-5
- FROM DC to R2-5

- FROM R1-5 to R2-20
- FROM R1-5 to OS

LOCATION

PART 5, REGISTERED PLAN 21R-25429,
 PART OF PART 1, REGISTERED PLAN 21R-26264,
 PART OF PART 9, REGISTERED PLAN 21R-11926,
 PART 1, REGISTERED PLAN 21R-20382
 PARTS 1&2, REGISTERED PLAN 21R-26147
 PART OF LOT 3, CONCESSION 3

GEOGRAPHIC TOWNSHIP OF THURLOW,
 NOW IN THE
CITY OF BELLEVILLE,
 COUNTY OF HASTINGS

SCALE: 1:2000 DATE: APRIL 9, 2024



SCHEDULES 78 AND 98
 BY-LAW 2024-100 AS AMENDED



8. PLANNING OPINION AND CONCLUSION

This Planning Report was prepared in support of the application by 2215100 Ontario Inc. and 2380416 Ontario Inc. for Draft Plan of Subdivision Approval and Zoning By-Law Amendment filed with the City of Belleville.

The subject vacant 5.82 hectare site is located within the City's Urban Serviced Area boundary. The subject lands are situated west of an established commercial area, east of a Settler Ridge East (Phase 2) residential subdivision, north of vacant land designated for residential development, and south of the pipeline easements.

The Draft Plan of subdivision proposes 50 single-detached units and 59 townhouse units resulting in a total of 109 units. Together, the planned units will provide a range of housing typologies and market needs. The proposed road network will connect Raycroft Drive located within the Settler's Ridge East (Phase 2) subdivision to Roy Boulevard and Towncentre Drive. Cousins Crescent will be looped for a continuous flow of traffic. Site services will be extended from existing municipal services located adjacent to the subject lands. At the request of municipal staff, a small parkette is provided at the north end of the subdivision and will ultimately provide a connection to a future neighbourhood park.

The Zoning By-law Amendment application will amend the City's new Comprehensive Zoning By-Law Number 2024-100. The lands are currently zoned R1-5-Residential Type 1 zone with special provisions and DC-Development Control zone. It is proposed that the lands be rezoned to R2-5 - Residential Type Two zone to permit the proposed one-unit detached dwellings and bungalow townhouse dwellings; R2-20 – Residential Type Two zone to permit the proposed two-storey townhouse dwellings and OS-Open Space zone to permit the parkette. The R2-5 and R2-20 zones are existing zone categories in Zoning By-law Number 2024-100.

The subdivision has been designed to conform to the policies of the Residential land use designation in the City's Official Plan. The subdivision will be developed at a density of 26 units/net hectare. The Settlers Ridge East (Phase 3) subdivision is located immediately adjacent built-up areas to the east and west. To ensure compatibility, the design and layout of the subdivision has considered the adjacent land uses. The subdivision application has addressed the Official Plan objectives related to housing, servicing, stormwater management, transportation, parkland and the division of land.

There has been careful consideration of land use planning criteria, land use compatibility, housing market, density analysis, building setbacks, and servicing in

preparing the draft plan of subdivision for Settlers Ridge East (Phase 3). The policies of the City of Belleville Official Plan that establish criteria to be considered when creating new subdivisions have guided the design process for the project.

The applications for Draft Plan approval of a Plan of Subdivision and Zoning By-Law Amendment are consistent with the 2020 Provincial Policy Statement, conform to the policies of the City of Belleville Official Plan, and represent good planning.

9. REPORT SIGNATURE

Yours truly,



Ruth Ferguson Aulhouse, MCIP, RPP
President
RFA Planning Consultant Inc.



B.Sc., Senior Planner
RFA Planning Consultant Inc.

FIGURE 1: PROPERTY INDEX MAP

FIGURE 2: LOCATION MAP

**FIGURE 3: SRE (PHASE 3) DRAFT PLAN OF
SUBDIVISION**

**FIGURE 4: SRE (PHASE 3) DEVELOPMENT SITE
PLAN**

**FIGURE 5: SCHEDULE “B” LAND USE PLAN-URBAN
SERVICED AREA BELLEVILLE OP**

**FIGURE 6: SCHEDULE “D” DETAILED PLANNING
AREA BELLEVILLE OP**

FIGURE 7: PROPOSED ZBA

TABLE 1: OWNERSHIP

TABLE 2: LAND USE SUMMARY

**TABLE 3: PROVINCIAL POLICY STATEMENT
POLICY ANALYSIS**

**TABLE 4: CITY OF BELLEVILLE OFFICIAL PLAN
POLICY ANALYSIS**

**TABLE 5: PLANNING ACT, RSO 1990, SECTION
51(40) POLICY ANALYSIS**

**TABLE 6: ZONE PROVISIONS FOR ONE-UNIT
DETACHED DWELLINGS**

**TABLE 7: ZONE PROVISIONS FOR BUNGALOW
TOWNHOUSE DWELLINGS**

**TABLE 8: ZONE PROVISIONS FOR TWO STOREY
TOWNHOUSE DWELLINGS**

**TABLE 9: ZONE PROVISIONS FOR PARKING
AREAS AND DRIVEWAYS**