

BELLEVILLE PLANNING ADVISORY COMMITTEE

A G E N D A

APRIL 1, 2019

5:30 P.M.

COUNCIL CHAMBER

Starting
Page No.

CITY COUNCIL PLANNING COMMITTEE MEETING

1. ATTENDANCE

Councillor Paul Carr
Councillor Pat Culhane
Councillor Sean Kelly

Councillor Bill Sandison
Councillor Ryan Williams

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

3. PUBLIC MEETING - THE PLANNING ACT

3.1 NOTICE OF COMPLETE APPLICATION AND INTRODUCTORY PUBLIC MEETING FOR APPLICATION FOR PROPOSED AMENDMENT TO ZONING BY-LAW NUMBER 10245, AS AMENDED, 150 ST. PAUL STREET, CITY OF BELLEVILLE, COUNTY OF HASTINGS
FILE NUMBER: B-77-1078
APPLICANT/OWNER: SCHNELL INVESTMENTS LTD.
AGENT: SIG SCHNELL

Notice of Meeting

- 3.2 NOTICE OF COMPLETE APPLICATIONS AND INTRODUCTORY PUBLIC MEETING FOR APPLICATIONS FOR PROPOSED AMENDMENT TO ZONING BY-LAW NUMBER 3014, AS AMENDED; AND PROPOSED PLAN OF SUBDIVISION AND PLAN OF COMMON ELEMENTS CONDOMINIUM - 427 FARNHAM ROAD, FORMER TOWNSHIP OF THURLOW, NOW CITY OF BELLEVILLE, COUNTY OF HASTINGS
FILE NUMBER: B-77-1079 AND 12CD-19001
OWNER: HERITAGE PARK J/V
APPLICANT/AGENT: RFA PLANNING CONSULTANT INC.

Notice of Meeting and Map

3

4. ADJOURNMENT

BELLEVILLE PLANNING ADVISORY COMMITTEE

A G E N D A

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Page No.

PLANNING ADVISORY COMMITTEE MEETING

1. ATTENDANCE

Councillor Paul Carr
Councillor Pat Culhane
Councillor Sean Kelly
Councillor Bill Sandison
Councillor Ryan Williams

John Baltutis
Kathryn Brown
Paul Jennings
David Joyce

2. DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

3. CONFIRMATION OF MINUTES

3.1

4. DEPUTATIONS**5. CORRESPONDENCE**

- 5.1 Email regarding File No. B-77-1073 was received from John Roeper, UCB Canada

5**RESOLUTION**

“THAT the email from John Roeper, UCB Canada, regarding File No. B-77-1073 be received and referred to Reports Item 7.3.”

- 5.2 Email regarding File No. B-77-1074 was received from residents of Kempton Avenue

6**RESOLUTION**

“THAT the email from “Andy” on behalf of the residents of Kempton Avenue, regarding File No. B-77-1074 be received and referred to Reports Item 7.4.”

- 5.3 Letters/emails regarding File No. B-77-1079/ 12CD-19001 were received from Jennifer Robertson, Sandra Hounslow, Tammy and Raymond Robson and Bill and Bev Spence

7**RESOLUTION**

“THAT the letters/emails from Jennifer Robertson, Sandra Hounslow, Tammy and Raymond Robson and Bill and Bev Spence regarding File No. B-77-1079/12CD-19001 be received and referred to Referrals from Public Meeting Item No. 6.2.”

6. REFERRALS FROM PUBLIC MEETING

6.1

Policy Planner's Report No. PP-2019-27

17RESOLUTION

"THAT Report No. PP-2019-27 dated April 1, 2019 regarding Notice of Complete Application and Introductory Public Meeting for Application for Proposed Amendment to Zoning By-law Number 10245, as amended – 150 St. Paul Street, City of Belleville, County of Hastings be received as information; and,

THAT Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department."

6.2 **NOTICE OF COMPLETE APPLICATIONS AND INTRODUCTORY PUBLIC MEETING FOR APPLICATIONS FOR PROPOSED AMENDMENT TO ZONING BY-LAW NUMBER 3014, AS AMENDED; AND PROPOSED PLAN OF SUBDIVISION AND PLAN OF COMMON ELEMENTS CONDOMINIUM – 427 FARNHAM ROAD, FORMER TOWNSHIP OF THURLOW, NOW CITY OF BELLEVILLE, COUNTY OF HASTINGS
FILE NUMBER: B-77-1079 AND 12CD-19001
OWNER: HERITAGE PARK J/V
APPLICANT/AGENT: RFA PLANNING CONSULTANT INC.**

Manager of Policy Planning/Manager of Approvals' Report No. PP-2019-28
Correspondence Item 5.3 refers

36

RESOLUTION

“THAT Report No. PP-2019-28 dated April 1, 2019 regarding Notice of Complete Applications and Introductory Public Meeting, Applications for Proposed Amendment to Zoning By-law Number 3014 as amended; and Proposed Plan of Subdivision and Plan of Common Elements Condominium – 427 Farnham Road, former Township of Thurlow, now City of Belleville, County of Hastings be received as information; and,

THAT Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department.”

7. REPORTS

- 7.1 RECOMMENDATION REPORT FOR PROPOSED AMENDMENT TO ZONING BY-LAWS NUMBERED 10245, 3014, AND 2076-80, AS AMENDED, REGARDING DEFINITIONS FOR CANNABIS USES, CITY OF BELLEVILLE, COUNTY OF HASTINGS
FILE NUMBER: B-77-1069
OWNER/APPLICANT: CITY OF BELLEVILLE**

Policy Planner’s Report No. PP-2019-22

114

RESOLUTION

That the Planning Advisory Committee recommends the following to City Council:

“THAT Application B-77-1069 to amend Zoning By-laws Numbered 10245, 3014 and 2076-80, as amended – update to cannabis terminology, be APPROVED as follows:

That Zoning By-laws Numbered 10245, 3014 and 2076-80, as amended, be amended to add definitions for ‘Cannabis Production Facility’, ‘Cannabis Processing Centre’, and ‘Cannabis Testing and Research Facility’ in response to the legalization of cannabis production through federal and provincial legislation.”

- 7.2 **RECOMMENDATION REPORT FOR PROPOSED AMENDMENT TO ZONING BY-LAW NUMBER 2076-80, AS AMENDED – BELL BOULEVARD, LOTS 35 & 36, CONCESSION 2, FORMER TOWNSHIP OF SIDNEY, NOW CITY OF BELLEVILLE, COUNTY OF HASTINGS**
FILE NUMBER: B-77-1072
OWNER/APPLICANT: JOHN BELANGER (JENLAND PROPERTIES LIMITED)
AGENT: FOTENN CONSULTANTS INC. & AINLEY GROUP

Manager of Policy Planning's Report No. PP-2019-26

133

RESOLUTION

That the Planning Advisory Committee recommends the following to City Council:

“THAT Application B-77-1072 to amend Zoning By-law Number 2076-80, as amended, Bell Boulevard – Lots 35 and 36, Concession 2, former Township of Sidney, now City of Belleville, County of Hastings be APPROVED as follows:

THAT Zoning By-law Number 2076-80, as amended, be amended by rezoning the subject lands from CH-28 (Commercial Highway with Special Provisions) / MS (Special Industrial) – Holding Zone to a new CH (Commercial Highway with Special Provisions) / MS (Special Industrial) Zone to allow additional commercial uses and to allow special provisions including reduced front yard setback and exterior side yard setback as well as a parking ratio of 5.5 parking spaces per 100 square metres.”

- 7.3 **RECOMMENDATION REPORT FOR PROPOSED AMENDMENT TO ZONING BY-LAW NUMBER 10245, AS AMENDED – 2 DUNDAS STREET WEST, CITY OF BELLEVILLE, COUNTY OF HASTINGS**
FILE NUMBER: B-77-1073
OWNER: MOHAMMAD SHAHID (INTEGRATED REAL ESTATE INVESTMENT PLATFORM INC.)
APPLICANT/AGENT: ALEXANDER WILSON ARCHITECT INC. (SANDY WILSON)

Manager of Policy Planning's Report No. PP-2019-29
 Correspondence Item 5.1 refers

193

RESOLUTION

That the Planning Advisory Committee recommends the following to City Council:

“THAT Application B-77-1073 to amend Zoning By-law Number 10245, as amended, for land described as 2 Dundas Street West, City of Belleville, County of Hastings be APPROVED as follows:

THAT Zoning By-law Number 10245, as amended, be amended by rezoning the subject lands from C7-2 (Motor Vehicle Commercial Zone with special provisions) to C2 (General Commercial Zone with special provisions) to permit a 6-storey mixed use building with reduced parking requirements and off-site parking on adjacent sites; and

THAT the City enter into an agreement to exempt the proposed 6-storey mixed use building at 2 Dundas Street West from providing the required parking of the C2-18 zone in exchange for the payment to the Municipality of a sum of money as identified through the City’s cash-in-lieu policy representing 8 parking spaces to be used by the Municipality to develop public parking facilities; and

That the Applicant provides a legal agreement registered on the title of both 2 Dundas Street West and 180 Coleman Street to the satisfaction of the City assigning property at 180 Coleman Street for the purpose of providing parking for 2 Dundas Street West.”

- 7.4 **RECOMMENDATION REPORT FOR PROPOSED AMENDMENT TO ZONING BY-LAW NUMBER 3014, AS AMENDED – PARTS OF LOTS 1 & 2, CONCESSION 3, SETTLERS RIDGE SUBDIVISION, PHASE 5, FORMER TOWNSHIP OF THURLOW, NOW CITY OF BELLEVILLE, COUNTY OF HASTINGS**
FILE NUMBER: B-77-1074 / 12T-12503 / ER-89
OWNER/APPLICANT: COVINGTON CRESCENT J/V
AGENT: AINLEY GROUP
-

Manager of Policy Planning/Manager of Approvals’ Report No.
 PP-2019-25
 Correspondence Item 5.2 refers

RESOLUTION

That the Planning Advisory Committee recommends the following to City Council:

1. "THAT Application B-77-1075 to amend Zoning By-law Number 3014, as amended, for land described as Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision Phase 5, former Township of Thurlow, now City of Belleville, County of Hastings be APPROVED as follows:

THAT Zoning By-law Number 3014, as amended, be amended by rezoning the subject lands described as Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision Phase 5 from Low Density Residential Type 1 (R1-17, R1-23) Zones to High Density Residential (R4-2) Zone with special provisions."

2. "THAT, pursuant to Section 51(44) of the Planning Act, the Council of The Corporation of the City of Belleville approve the request to modify the Redline Revision (dated April 11, 2017) of the draft approved Plan of Subdivision (File No.: 12T-12503) with the Plan dated March 4, 2019 submitted by Ainley Group on behalf of Covington Crescent J/V."

- 7.5 **RECOMMENDATION REPORT FOR PROPOSED AMENDMENT TO ZONING BY-LAW NUMBER 3014, AS AMENDED – 20-80 WIMS WAY, CANNIFF MILL ESTATES – NORTH (PHASES 8+), FORMER TOWNSHIP OF THURLOW, NOW CITY OF BELLEVILLE, COUNTY OF HASTINGS**
FILE NUMBER: B-77-1075
OWNER/APPLICANT: STAIKOS HOMES (2014) LTD.
AGENT: VANMEER LIMITED
-

Manager of Policy Planning's Report No. PP-2019-24

278

RESOLUTION

That the Planning Advisory Committee recommends the following to City Council:

"THAT Application B-77-1075 to amend Zoning By-law Number 3014, as amended, for land described as 20-80 Wims Way, Canniff Mill Estates – North (Phases 8+), former

Township of Thurlow, now City of Belleville, County of Hastings be APPROVED as follows:

THAT Zoning By-law Number 3014, as amended, be amended by rezoning the subject lands south of Wims Way from the current High Density Residential (R4-4) to Low Density Residential Type 1 (R1-23) Zone with special provisions and rezone the subject lands north of Wims Way from Low Density Residential Type 1 (R1-23) Zone and High Density Residential (R4-4) with special provisions to High Density Residential (R4-2) with special provisions.”

7.6 **RECOMMENDATION REPORT FOR PROPOSED AMENDMENTS TO ZONING BY-LAWS NUMBERED 10245, 3014, AND 2076-80 AS AMENDED – REGARDING PUBLIC USES, CITY OF BELLEVILLE, COUNTY OF HASTINGS
FILE NUMBER: B-77-1077
OWNER/APPLICANT: CITY OF BELLEVILLE**

Policy Planner’s Report No. PP-2019-23

310

RESOLUTION

That the Planning Advisory Committee recommends the following to City Council:

“THAT Application B-77-1077 to amend Zoning By-laws Numbered 10245, 3014 and 2076-80, as amended – regarding Public Uses, be APPROVED as follows:

That Zoning By-laws Numbered 10245, 3014 and 2076-80, as amended, be amended to add a definition for ‘public use’ to Zoning By-laws Numbered 10245, 3014 and 2076-80; add general provisions for public uses to Zoning By-laws Numbered 10245 and 3014; replace the general provisions for public use in Zoning By-law 3014; and list ‘public use’ in all zones in Zoning By-laws 10245 and 2076-89.”

8. INFORMATION MATTERS

**8.1 OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT
MONITORING REPORT**

Report to April 1, 2019

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9. GENERAL BUSINESS AND INQUIRIES

10. ADJOURNMENT



City of Belleville

Engineering & Development Services Department
Policy Planning Section
Telephone: 613-968-6481
Fax: 613-967-3262



File No.: B-77-1079

**NOTICE OF COMPLETE APPLICATION AND PUBLIC MEETING
ZONING BY-LAW AMENDMENT APPLICATION
427 FARNHAM ROAD
CITY COUNCIL PLANNING COMMITTEE
CITY HALL - COUNCIL CHAMBER
169 FRONT STREET
MONDAY, APRIL 1, 2019 AT 5:30 P.M.**

A Public Meeting, as noted above, will be held at City Hall in the Council Chambers (169 Front Street) on Monday, April 1, 2019 at 5:30 P.M. to consider an amendment to Zoning By-Law Number 3014, as amended, for a property located on the east side of Farnham Road, south of Laurel Street, and north of Maitland Drive, which is known as **427 Farnham Road**.

The subject lands have approximately 99.3 metres of frontage on Farnham Road. The Applicant requests a rezoning from Rural Residential (RR) Zone to High Density Residential (R4-2) Zone with special provisions to permit 13 townhouse units with reduced setbacks and frontage, and increased lot coverage. The specialized zoning is requested to recognize a reduction in front yard depth, interior side yard setback, and exterior side yard setback; a reduction in corner lot frontage from 10 metres to 6 metres; and an increase in lot coverage from 30% to 50%.

A Location Plan is shown on APPENDIX 1 which is attached.

In the Official Plan, the subject land is designated as "Commercial".

If you wish to be notified of the decision of the City of Belleville or Belleville Planning Advisory Committee in respect of this application, you must submit a **written** request to Matt MacDonald, Secretary, Planning Advisory Committee in person or by mail at: Belleville City Hall, 169 Front Street, Belleville, K8N 2Y8, or by email at: mtmacdonald@city.belleville.on.ca.

If a person or public body would otherwise have an ability to appeal the decision of the City of Belleville to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Belleville before the by-law is passed, the person or public body is **not** entitled to appeal the decision and that person or public body may **not** be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so. Please be further advised that written submissions received prior to the public meeting may be made available to the Applicant.

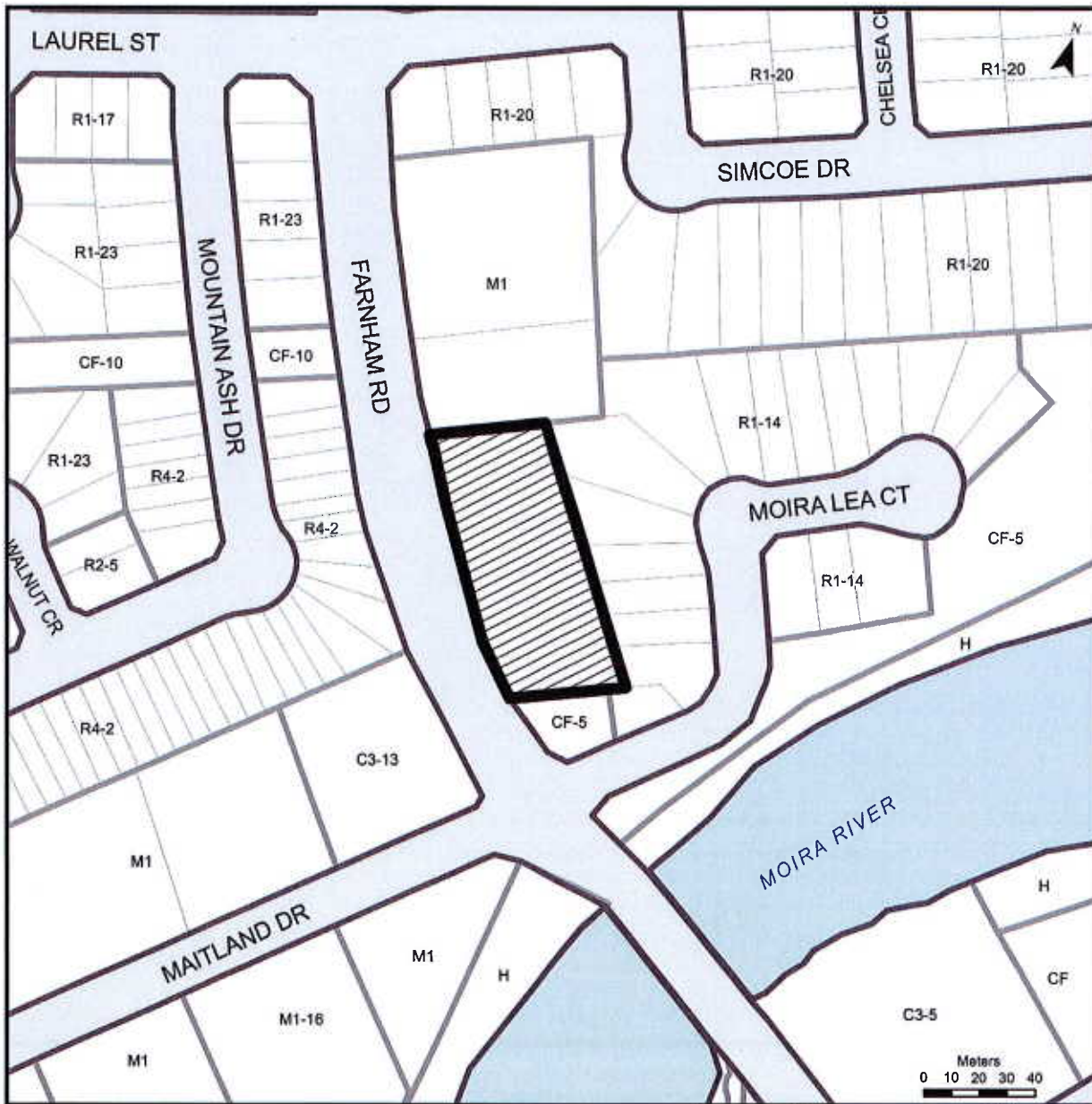
For more information contact the Planning Section, Engineering & Development Services Department, 2nd floor, Belleville City Hall, 169 Front Street, Belleville, K8N 2Y8 (Telephone: 613-967-3288).

As per the requirements of the Planning Act, this application is confirmed to be complete.

Matt MacDonald, Secretary
Planning Advisory Committee


DATED at the City of Belleville this 6th day of March, 2019.

APPENDIX 1



PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: FARNHAM RD

 PROPOSED ZONING CHANGE FROM RR (RURAL RESIDENTIAL) TO R4-2 (HIGH DENSITY RESIDENTIAL WITH SPECIAL PROVISIONS)



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT SERVICES DEPARTMENT

B-77-1079



City of Belleville

Engineering & Development Services Department
Policy Planning Section
Telephone: 613-968-6481
Fax: 613-967-3262



File No.: B-77-1078

**NOTICE OF PUBLIC MEETING
ZONING BY-LAW AMENDMENT APPLICATION
150 St. Paul Street**

**CITY COUNCIL PLANNING COMMITTEE
CITY HALL - COUNCIL CHAMBER
169 FRONT STREET
Monday, April 1, 2019 AT 5:30 P.M.**

A Public Meeting, as noted above, will be held at City Hall in the Council Chambers (169 Front Street) on Monday, April 1, 2019 at 5:30 P.M. to consider an amendment to Zoning By-Law Number 10245, as amended, for a property located north of St. Paul Street, east of Newberry Street, and west of South Foster Avenue, which is municipally known as **150 St. Paul Street**.

The property has approximately 45.48 metres of frontage on St. Paul Street. The Applicant requests a rezoning of a portion of the subject lands from General Industrial (M2) Zone to Non-Retail Commercial (C5-13) Zone with special provisions to permit both residential and commercial uses. A Location Plan is shown on APPENDIX 1 which is attached.

In the Official Plan, the subject land is designated as "Commercial".

If you wish to be notified of the decision of the City of Belleville or Belleville Planning Advisory Committee in respect of this application, you must submit a **written** request to Matt MacDonald, Secretary, Planning Advisory Committee in person or by mail at: Belleville City Hall, 169 Front Street, Belleville, K8N 2Y8, or by email at: mtmacdonald@city.belleville.on.ca.

If a person or public body would otherwise have an ability to appeal the decision of the City of Belleville to the Local Planning Appeal Tribunal but the person or public body does not make oral submissions at a public meeting or make written submissions to the City of Belleville before the by-law is passed, the person or public body is **not** entitled to appeal the decision and that person or public body may **not** be added as a party to the hearing of an appeal before the Local Planning Appeal Tribunal unless, in the opinion of the Tribunal, there are reasonable grounds to do so. Please be further advised that written submissions received prior to the public meeting may be made available to the Applicant.

For more information contact the Planning Section, Engineering & Development Services Department, 2nd floor, Belleville City Hall, 169 Front Street, Belleville, K8N 2Y8 (Telephone: 613-967-3288).

As per the requirements of the Planning Act, this application is confirmed to be complete.

Matt MacDonald, Secretary
Planning Advisory Committee

DATED at the City of Belleville this 6th day of March, 2019.

APPENDIX 1



PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: 150 ST. PAUL ST



PROPOSED ZONING CHANGE FROM M2 (GENERAL INDUSTRIAL) TO C5 (NON-RETAIL COMMERCIAL) WITH SPECIAL PROVISIONS



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT SERVICES DEPARTMENT

B-77-1078

Pallo, Cheryl

Subject: FW: Public Meeting - File # B-77-1073

From: John Roeper
Sent: Wednesday, March 06, 2019 11:16 AM
To: MacDonald, Matthew
Subject: Re: Public Meeting - File # B-77-1073

Re: File No: B-77-1073, Zoning By-Law Amendment Application – 2 Dundas Street West

Att'n: Matt McDonald, Secretary

Hello, Matt

My name is John Roeper. I am Operations Director for UCB Canada, the current owner of the property directly adjacent to the property in question, which includes 10 Dundas St West, and some parcels attached to 10 Dundas bordering on James, Colborne and King St.'s, the legal descriptions of which are a bit cumbersome, but which I can provide to you if necessary. (simply put, the 2 lots directly west, and the 2 lots directly north of the property in question)

I am emailing you to make 2 official requests concerning this application:

1. UCB would like to be notified of the decisions made concerning this property.
2. There has been some discussion with the applicant concerning requesting closure of Colborne Street for the purpose of increasing parking capacity, (which UCB has not agreed to presently), and we want to ensure that the purpose of this zoning by-law amendment application does not include any discussions on that topic without our knowledge. (of particular concern considering the request for reduced parking requirements.) The street access via Colborne is an important factor to the value and future development potential of the undeveloped lots directly north of 2 Dundas St. W.

We do want to state, for the record, that we do not have a concern with the request for rezoning, to switch from C7-2 to C2 with special provisions for residential, providing access to our lots via Colborne St is not compromised as a result of that decision. As far as the request for reduced parking, we also do not object providing the applicant has other means for addressing this besides the above mentioned closure of Colborne St.

John Roeper

UCB Canada | Director of Operations

a: 10 Dundas St West, Belleville ON, K8P 1A1



This is an email from United Christian Broadcasters (Canada). The information contained in this email is intended only for the individual to whom it is addressed. If you have received this message in error, please contact UCB at 1-866-388-4488 quoting the name of the sender and the addressee, then delete it from your computer. The views expressed in this email are the views of the sender and may not be the views of UCB. Please note that neither UCB, nor the sender, accepts any responsibility for viruses and it is your responsibility to scan any attachments.

Pallo, Cheryl

Subject: FW: Submission RE; Zoning By- Law Amendment Application File No; B-77-1074

From: Andy

Sent: Tuesday, March 19, 2019 1:39 PM

To: MacDonald, Matthew

Cc: Mayor Panciuk

Subject: Submission RE; Zoning By- Law Amendment Application File No; B-77-1074

Good Afternoon Matt. As acting person for the residents of Kempton Avenue lot 46,45 44 we wish to submit our concerns regarding further development of Settlers Ridge Subdivision

At present we are in contact with Duavance Homes trying to resolve the ongoing drainage issues. Flooding as a result of inappropriate grading and water seepage into basements is a factor which has cause considerable damages to the homes affected. We wish to notify the City of Belleville Engineering that to proceed with further development would only worsen the situation we find ourselves in at present. Therefore until our concerns are address and the issues resolved we strongly Object to passing the application File No. B-77-1074. Should you require further information Please contact me by email or cell phone XXX-XXX-XXXX. I thank you for your consideration in this matter and look forward to hearing from you.

Pallo, Cheryl

Subject: FW: 427 Farnham Road - File No: 12CD-19001 / B-77-1079

From: "Jennifer Robertson"

Date: Tue, Mar 19, 2019 at 7:31 PM -0400

Subject: 427 Farnham Road - File No: 12CD-19001

To: "MacDonald, Matthew"

City Council - Belleville

I am writing this letter with regard to the application for approval of a Draft Plan of Subdivision and a Draft Plan of a Common Elements Condominiums for lands described as 427 Farnham Road.

I live on Moira Lea Court, and as much as I look forward to the Roundabout development at our 4 corners, I have serious concerns for safety when adding 13 Condominiums to the same area.

First, with no sidewalks along Farnham Road and with the amount of people (adults, teenagers, young kids and pets) who walk, bike or jog in that area, the added traffic, 13 Condominiums are going to create, will raise the risk of injury to another level.

Second, I'm sure there are going to be students who ride the school bus in those Condo's. Have you taken into consideration, that when a school bus stops and puts on their flashing lights, drivers must stop 20 metres either in front or behind the bus. This could bring the traffic, on your Roundabout, to a dead stop! I'm certain that's not how they're suppose to work. Also, there could be up to 5 different buses, in front of these Condo's, twice a day. That seems like an "accident waiting to happen!"

Third, you cannot ask a parent, to allow their children, to walk up Farnham Road to catch their bus with all the extra traffic and no sidewalks.

Fourth, I have a concern as to where the overflow of visitors and their vehicles, will be parking. Moira Lea Court has no sidewalks, so if they park on our Court, that means we walk down the middle of the road and cars coming into our Court or leaving, drive down the centre of the road as well.

When you look at all the different concerns, put them together, it becomes a very unsafe area for traffic as well as the Human Factor.

Thank you for taking the time to hear my concerns.

Jennifer Robertson
Moira Lea Court Resident.

Matt MacDonald, Secretary
Planning Advisory Committee
City of Belleville - City Hall
169 Front Street
Belleville ON K8N 2Y8
Fax: 613-967-3206

Dear Mr. MacDonald,

My name is Sandra Hounslow and I am writing you today regarding the amendment to zoning by-law number 3014 re: Lot 9, Plan 21R-9053, City of Belleville, County of Hastings, re: the potential construction project of a new 13 townhouse on Farnham Road.

I currently reside on Moira Lea Court and I am extremely concerned about these new potential buildings. For instance, once the 13 townhouses are completed, my property will be on the opposite side of them. Not only will this be a noise concern for myself and my neighbours, considering the increase in traffic due to the 13 close townhouses but also the noise coming from the units themselves. The residents of the neighbourhood and I strongly believe that the noise will cause issues for the homes and townhouses in the vicinity.

Further, the new buildings are being proposed on only approximately one acre of land. This seems way too small of a parcel of land to be building such units. They also have amended plans and now are going to have a private road leading to the units themselves but I wonder who will ultimately maintain it especially with snow removal and ongoing typical road maintenance. The best case scenario would be that these buildings would be extremely close to the existing neighbourhood – that is to say, there would not be sufficient space for privacy between these new buildings and the existing houses. The townhouses are going to be 3 storeys many of which would likely have unique vantage points into our backyards or our windows at all times of day. This could not be mitigated in a similar way to another house (for instance, a fence between yards) as some units would be elevated.

Additionally, the residents of my neighbourhood and I are unsure how the City thinks it will successfully and safely build these units without causing harm to the homes and property adjacent to these buildings. For example, we are concerned about flooding due to water run-off as we are at the bottom of a hill. Currently, the water goes past our homes or is absorbed into the earth, but with obstructions in the way such as buildings and pavement, we are worried about water pooling and subsequently causing flooding.

My neighbourhood is also extremely concerned about the following safety issue we would potentially have to deal with. The corner of Farnham Road and Maitland Drive is an extremely

busy intersection. So busy, that the city is implementing a 2-lane roundabout to help with the flow of traffic. The extra traffic both by bicycle, vehicle, and pedestrian will be, in my opinion, a safety concern with the plan as-is. Currently this intersection is the detour route when there is an accident on the 401. With the already high-level of traffic we see, and the constant issue with the existing four-way stop and lack of respect for pedestrians, we feel that adding more everyday traffic by building 13 townhouses immediately off of this new roundabout is certainly a greater risk for a neighbourhood that walks family pets and more importantly has children. Even further, as I'm sure you're aware, the City of Belleville is trying to promote the Waterfront trail that runs behind Moira Lea Court, and behind the subdivisions. This means a natural increase in people walking, biking, and otherwise enjoying the trail. The addition of 13 townhouses causes an influx not only in pedestrians, but also in daily traffic. I am also concerned that if there is an accident at the roundabout vehicles could crash out of the roundabout into the proposed townhouses as they will be so close. I am not aware of another high traffic area that could have housing so close to it and seems very unsafe for the residents and their property.

The area is already a concern for speeders. I worry that with the addition of these townhouses, this problem could become worse or potentially more dangerous for the people in our neighbourhood. We have a lot of children living in our area and the constant flow of incoming and outgoing traffic could mean someone is injured. Earlier this past week on Tuesday, March 12th a transport truck carrying wood had mechanical issues and straddled the intersection for almost an hour. A service truck came and was able to get it going and it was able to drive up the hill a bit so they could work on it, freeing up the intersection for the constant traffic that was attempting to get around it. I mention this to point out the ongoing issues we have at a very busy intersection where the plan is to add more homes to an already congested area. I am strongly pleading with you and the Committee to not proceed with this amendment and to reject the construction 13 townhouses. Due to the noise, flooding, and safety concerns, the residents of my neighbourhood and I absolutely do not want this construction project to proceed any further.

Please let me know the decision that the Committee ultimately makes.

Thank you,

Sandra Hounslow

City of Belleville
169 Front Street, Belleville, Ontario
Planning Committee Meeting, April 1, 2019
FILE NO. B-77-1079 and FILE NO. 12CD-19001

Amendment to Zoning By-Law Number 3014 as amended

Good evening to all members of the Planning Committee. Thank you for the opportunity to present our submission in regards to the above noted matter.

Since my daughter and her family are unable to be here tonight, they have asked me to present their submission on their behalf. Tammy Robson, Raymond Robson have resided at 23 Moira Lea Court in the City of Belleville since 2002.

I am here tonight as a very concerned property owner, and City of Belleville taxpayer, to speak to the matter before us tonight, Monday April 1, 2019, specifically, an application to consider the amendment to Zoning By-Law Number 3014 as amended, as set out in the City of Belleville Notice of Public Meeting. This notice was received on March 7, 2019. Also received on this date was an envelope addressed to the "Occupant" of each address. The return address area was marked with the RF Planning Consultant logo and street address. Inside, contained a notice of a public information meeting being held March 20, 2019 at the Quinte Sports and Wellness Center. Usually, notices that come addressed this way to me, do not get opened. In future, these notices should be addressed to the homeowner to ensure they are received properly, and so they are made fully aware of any upcoming public meetings.

I would like to point out that several members of this committee and other council members were present, and voted to deny the last development application in 2017.

Before I begin, I want to recognize that the proposal for development this time around, was completed more thoroughly, and was more comprehensive to take into consideration, some of the concerns raised by neighbours in December of

2017. However, it failed to address the real concern that was raised around the safety of such a development, in the near proximity of a major intersection that will soon undergo the construction of a roundabout.

As mentioned at the December 2017 PAC meeting, there has been substantial development in this area over the past 17 years. With the massive building of hundreds of homes in Canniff Mills and Heritage Park subdivisions, we have experienced firsthand, the impact that all of the development in this area has created for all families residing here – poor planning in this area has extremely large subdivisions (Canniff Mills and Heritage Park) having minimal entrances, and most traffic from these areas would exit onto Farnham Road.

The proposed development plan that was included on the back of the Notice of Application failed to show the placement and location of the pending roundabout. If this roundabout construction is slated to start construction this spring 2019, should it not have been indicated? If it had, it would clearly have shown that any traffic that would exit from this new development at the south end (across from the Consumers Carpet loading exit) would impede traffic flow from the north arm of the roundabout. The median from this arm would end a short distance from both of these drives.

Interestingly, as stated in the proposal; **“the traffic characteristics of Farnham Road are the single biggest determinant in locating the proposed townhouses on this property. This property is not suitable for single detached dwellings”**. Clearly with this statement, the developer recognizes the traffic issues as indicated above. The proposal also states as an excerpt from the City of Belleville Official Plan; **“that 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 photos included with the submission clearly show that currently without such development of townhouses or roundabout, there is already a serious concern. With the daily/weekly deliveries happening at the commercial property on the west and east side of Farnham Road, with a median in the roadway and two proposed drives from the development across the road, this is surely to be a further hazard, and cause significant and unsafe traffic delays (as I have seen

firsthand when taking the photos) and queuing of traffic, which **the Farnham Road master plan 2015 states; “the roundabout is expected to reduce”**. I attended, as did some of my neighbours, several years ago, the public information session held in regards to the roundabout project.

The proposed plan indicates a **“common element drive”**. I understand from this proposal that this is to be maintained by the condominium owner(s). My concern is, where will the snow be plowed to on this drive? If we have a winter with significant snowfall, my concern would be that the snow would be pushed to the north end of the drive, causing reduced visibility for those exiting at the north entrance and a significant safety issue.

The proposal also states the **City’s Plan also requires “a 30 metre right of way be protected northward along Farnham Road to allow for any future road widening to accommodate additional development further north”**. Consequently, this requirement forces development on the subject lands eastward to maintain opportunity of future road widening”. **What happens to the “common element drive” arrangement when the road is required to be widened sometime in the future? Should this issue not be dealt with at this time BEFORE any development on this property?**

The townhomes proposed will be similar in design to those already constructed on the west side of Farnham Road. The setback allowances there are what are being proposed in this development. The differences are: 1) those townhomes are not backing onto an established neighbourhood of single-family homes and; 2) the traffic situation is completely different.

The development proposed states **“parking for 2 cars per drive”**. Where will visitors park? This is already a concern of many of the residents of the Heritage Park town homes. There are constant issues of visitors blocking the drives of other residents. I am sure that the common element drive will not allow for extra parking, and I foresee visitors parking on Moira Lea Court.

As per the proposal, **“the rear 1/3 of the of the property will slope eastward”**. The proposal also identifies **“sheet drainage running north to south, ending up across Moira Lea Court and into the Moira River”**. Supposedly a new north/south swale will be built for storm water. I have seen the uselessness of these swales first hand. We had one in our backyard when our house was first built. Because

of grading that happened during the development of the new Canniff Mills subdivision, this swale during heavy rain, would often resemble a fast-flowing river that often overflowed onto our back lawn. The continued flow of water running like this resulted in this “swale” turning into a 2-foot-deep ditch, another very serious safety concern for current property owners. As we are all aware, water is a very difficult thing to control.

This proposal request asks for specialized zoning to recognize a reduction in front yard depth, interior side yard setback, and exterior yard setback, a reduction in corner lot frontage from 10 metres to 6 metres, and an **“increase in lot coverage from 30% to 50 %”**. **This increase in lot coverage alone will increase the surface run off.**

The developer has also stated in this proposal that he will contribute a 5% cash-in-lieu of parkland to the municipality. Clearly the developer can see that this project will eat up all remaining greenery on this property. With this development, the area will look more “institutional” than ever before.

Finally, the proposal concludes with a statement that; **“if the subject property is not to be used residentially then it would have to be rezoned to commercial use”**. I do not believe that this would be a suitable usage of the land either, as the aforementioned concerns, especially with the roundabout construction, would also apply to a commercial property as well. I firmly believe that this space should be left as undeveloped green space. Large communities like London Ontario have spaces like these in residential areas, particularly where traffic flow is a major concern.

I ask you, as a committee to consider seriously, what I and my neighbours are stating. I understand the need for housing in the city, but there are more appropriate areas for development, than this small parcel of land. The allowance of these by-law and zoning changes will have serious negative implications for years to come, and could set a dangerous precedent to be used by developers, without regard to the public/taxpayers of the City of Belleville. I believe, the city already is dealing with the repercussions of past poor planning decisions at major intersections in our city. This might be an opportunity to think about everyone in the city, not just the developers. These unsafe, major intersections, especially in a

highly populated residential area, should be of a concern to everyone who travels our roadways.

I ask that elected officials and city employees REJECT this proposal.

Respectfully submitted the 22nd day of March, 2019.

Tammy Robson
Raymond Robson
23 Moira Lea Court
Belleville, Ontario
K8N 4Z5

City of Belleville
169 Front Street, Belleville, Ontario
Planning Committee Meeting, April 1, 2019
FILE NO. B-77-1079 and FILE NO. 12CD-19001
Amendment to Zoning By-Law Number 3014 as amended and
Draft Plan of Common Elements Condominium
File No. B-77-1079

Matt MacDonald, Secretary
Planning Advisory Committee
169 Front Street, Belleville, Ontario

Dear Sir:

I would like my submission to be included for consideration at the above noted meeting and I would like to be notified concerning any decisions in regards to this matter.

I attended the Public Meeting and presentation made by Mr. Spencer Hutchison as representative for Heritage Park Joint Venture, in regards to the above noted application on March 20 2019, held at the Quinte Wellness Centre.

I concur and agree with all the information in the many submissions you have already received in regards to 427 Farnham Road Application and have the same very serious concerns about the matter.

Mr. Hutchison advised us at the Public Meeting; “because of the Housing Summit held recently in Belleville this proposal is what the City wants in order to help address the housing shortage.” That comment left all of us with the impression this proposal was a “done deal” and already had the approval of the City. Surely that would not be the case, since it had not even been presented to Planning Advisory or to Council!

Mr. Hutchison kept referring to the 30-metre road allowance and the Common Elements Condominium and because this agreement was included in the Application, there would be no problem with the proposal, because this Condo arrangement would cover the necessary property required when or if a 4-lane roundabout was required. On your own Farnham Road Master Plan, it shows **“property required”** from this particular parcel of land in order to accommodate the Roundabout right now when construction begins. What exactly does this kind of arrangement with the City mean? The proposal states “construction and on-going maintenance of this laneway and associated on site infrastructure (water and sanitary sewer) will be the sole responsibility of the new condominium and not the Municipality”. What happens to this Common Element Road in the future if this proposal is approved? If further road widening is required due to traffic concerns because of the further development being approved on Farnham Road, will this “Common Road Element have to be expropriated?

In 2017 a similar proposal was suggested and was unanimously rejected. All the same safety issues remain, and changing the City By-laws to accommodate the developer should not be acceptable.

I respectfully request this proposal be REJECTED again!

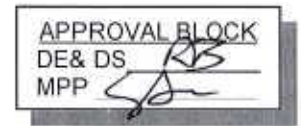
Thank you for your consideration this 26th day of March, 2019.

Bill & Bev Spence

217 Bridge Street East, Apt. 608

Belleville, Ontario

K8N 5E4



CITY OF BELLEVILLE

Thomas Deming, Policy Planner
Engineering and Development Services Department
Report No. PP-2019-27
April 1, 2019

To: Belleville Planning Advisory Committee

Subject: Notice of Complete Application and Introductory Public Meeting for Application for Proposed Amendment to Zoning By-Law Number 10245, As Amended
150 St. Paul Street
City of Belleville
APPLICANT/OWNER: Schnell Investments Ltd.
AGENT: Sig Schnell

File: B-77-1078

Recommendation:

“That Report No. PP-2019-27 dated April 1, 2019 regarding Notice of Complete Application and Introductory Public Meeting for Application for Proposed Amendment to Zoning By-Law Number 10245, As Amended – 150 St. Paul Street, City of Belleville, County of Hastings be received as information, and;

That Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department.”

Background:

The application for the proposed amendment to Zoning By-Law Number 10245 was received by the City of Belleville on February 7, 2019.

The initial public meeting is held in accordance with the requirements of the Planning Act. The purpose of this meeting is for Committee Members to formally hear and receive public comments. The intent of this statutory public planning meeting is to receive public feedback and incorporate it into a recommendation report from staff.

The subject Land is identified on the attached Location Map (Attachment #1). Site Details for the Subject Land:

Site Review	Description
Site Location	The subject lands are municipally known as 150 St. Paul Street and located on the north side of St. Paul Street, east of Newberry Street, and west of South Foster Avenue
Site Size	1938 square metres
Present Use	Business, Professional and/or Administrative Office
Proposed Use	Non-retail commercial and residential
Belleville Official Plan Designation	Commercial
Present Zone Category	General Industrial (M2) Zone
Proposed Zone Category	Non-Retail Commercial (C5-13) Zone with special provisions to permit residential use
Land uses to the north	Single family dwellings
Land uses to the east	3 unit dwelling and single family dwellings
Land uses to the south	Community Facility (South Foster Park)
Land uses to the west	Non-retail commercial (dentistry)

In support of the application, the following was submitted:

- Record of Site Condition; and
- Survey Plan.

These documents have been available for public review at the Planning Department and are included with this report as Attachment #2 and Attachment #3 respectively.

Proposal

The Applicant proposes to rezone the subject lands from General Industrial (M2) Zone to Non-Retail Commercial (C5-13) Zone with special provisions to permit a residential use accessory to a commercial use.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff will consider the following policies in the PPS:

- 1.2.6.1 Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk

to public health and safety, and to ensure the long-term viability of major facilities.

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements 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. 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:
 - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and
 - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;
 - 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;
 - 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; and
 - e) 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.

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation has occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of

the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

Planning Staff will use the policies within the Official Plan to make a recommendation. The land is designated "Commercial" in the City's Official Plan (Attachment #4 – Official Plan Designation Map).

Section 3.9 of the Official Plan contains the following general policies regarding the City Centre:

Commercial uses often are classified according to the market area to be served. Uses can also be distinguished by other characteristics – specialty commercial uses are usually geared to very specific market segments, such as tourists. Location is the critical issue for most commercial uses, as it influences function and its ability to penetrate preferred markets; location is closely aligned with ease and convenience of access.

Section 3.9.6 of the City Centre Policies identifies permitted uses in areas designated as Commercial. In general, uses to be permitted within areas designated Commercial land use would include business and professional offices, retail establishments, places of entertainment, assembly halls, restaurants, hotels and motels, personal service uses, automotive uses, community facilities and recreational uses. In some instances, particularly in the vicinity of residential areas, residential uses either as main uses or in concert with commercial development may be appropriate.

However, not every property designated Commercial land use is suitable for all forms of commercial activity; the range of uses permitted within each area designated Commercial land use should be established taking into account:

- the nature and extent of the market area that is to be served by the property and the commercial development;
- the nature of abutting land uses and the potential impact of commercial development upon such uses, and the effectiveness of mitigative measures;
- the ease of access to the lands in question from the City's road system and the impact of commercial development upon traffic circulation;
- the potential and suitability of the location to achieve the market penetration needed to enable the commercial development to be successful;
- servicing implications; and
- urban design issues.

Zoning By-law

The subject lands are currently zoned General Industrial (M2) Zone. The application proposes to amend the zoning to Non-Retail Commercial (C5-13) Zone with special provisions to allow residential use secondary to a commercial use.

Required zoning provisions of the General Industrial (M2) Zone along with requested Non-Retail Commercial (C5) Zone provisions are included in the table below:

Regulations	M2 Zone	C5 Zone
Maximum Height of Buildings	15.0 metres	10.6 metres
Front Yard Depth	15.0 metres	7.5 metres
Rear Yard Depth	7.5 metres	7.5 metres
Interior Side Yard Width	7.5 metres	4.5 metres
Lot Coverage	65%	50%

Public Comments

On March 6, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for April 1, 2019.

Similarly, a sign was placed on the subject lands notifying the general public that a public meeting was scheduled for April 1, 2019.

Both notices state that additional information is available in the City's planning files for review by any member of the public during business hours.

At the time of writing this report, no correspondence from the public has been received by the City regarding this application.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation and the Health Unit.

The Ministry of Environment has also been notified of this application.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Belleville Fire and Rescue, the Development Engineer, Parks and Open Spaces Department, and Recreation, Culture and Community Services Department have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes including Industrial and Commercial Development, and Residential Development.

Strategic objectives of the Residential Development theme include:

- Plan for residential growth to meet our needs for 20 years and

designate sufficient land in our planning documents to accommodate residential growth for 10 years; and

- Provide for a variety of housing forms to reflect our changing demographics and need for affordability.

Strategic objectives of the Industrial and Commercial Development theme include:

- Encourage remediation and redevelopment of underutilized lands

Conclusion:

Comments received at this public meeting, as well as subsequent written comments will be considered by the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-law 10245. A recommendation report will be brought forward upon receipt of all agency and public comments.

Respectfully submitted

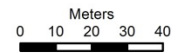


Thomas Deming, CPT
Planner, Policy Planning
Engineering and Development Services Department

Attachments

- | | |
|-----------------|---------------------------|
| Attachment #1 – | Location Map |
| Attachment #2 – | Record of Site Condition |
| Attachment #3 – | Survey Plan |
| Attachment #4 – | Official Plan Designation |

Attachment #1 – Location Map

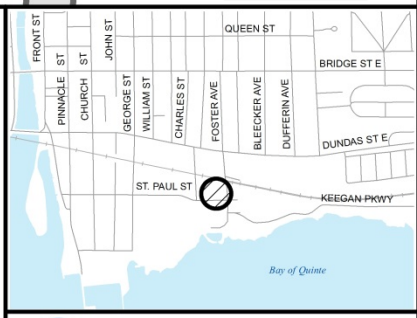


PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: 150 ST. PAUL ST



PROPOSED ZONING CHANGE FROM M2 (GENERAL INDUSTRIAL) TO C5 (NON-RETAIL COMMERCIAL) WITH SPECIAL PROVISIONS



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT SERVICES DEPARTMENT

B-77-1078

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature et
des Parcs**



Client Services and
Permissions Branch

Direction des services à la
clientèle et des permissions

135 St. Clair Avenue West
1st Floor
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax: 416 314-8452

135, avenue St. Clair Ouest
Rez-de-chaussée
Toronto ON M4V 1P5
Tél : 416 314-8001
Télééc. : 416 314-8452

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E.B.	
J.B.	

Via Email

December 17, 2018

Siegbert Schnell
Schnell Investments Limited
637 Fuller Road
Thomasburg ON K0K 3H0

Dear Siegbert Schnell:

Record of Site Condition Number 225225 Has Been Filed in the Environmental Site Registry for 150 St. Paul Street, Belleville

Pursuant to paragraph 3 of subsection 168.4(3.1) of the *Environmental Protection Act*, this is a written acknowledgment that Record of Site Condition (RSC) number 225225 has been filed in the Environmental Site Registry on December 17, 2018.

An electronic copy of this RSC can be viewed and downloaded from the Environmental Site Registry located here:

https://www.lrcsde.lrc.gov.on.ca/BFISWebPublic/pub/searchFiledRsc_search?request_locale=en

If you have any questions or require additional information, please contact Colin Lacey, Brownfields Filing and Review, at 416-326-2945.

Regards,

Colin Lacey
Director
Subsection 168.4(3), *Environmental Protection Act*

Attachment

c: David Hopper, BluMetric Environmental Ltd.
District Manager, Kingston District Office, MECP

File No.: 19-167



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Record of Site Condition
 Under Part XV.1 of the Environmental Protection Act

Summary

Record of Site Condition Number	225225
Date Filed to Environmental Site Registry	2018/12/17
Certification Date	2018/04/03
Current Property Use	Commercial
Intended Property Use	Residential
Certificate of Property Use Number	No CPU
Applicable Site Condition Standards	ESA Phase 1
Property Municipal Address	150 ST. PAUL STREET, BELLEVILLE, ON, K8N 1B3

Notice to Readers Concerning Due Diligence

This record of site condition (RSC) has been filed in the Environmental Site Registry to which the public has access and which contains a notice advising users of the Environmental Site Registry who have dealings with any property to consider conducting their own due diligence with respect to the environmental condition of the property, in addition to reviewing information in the Environmental Site Registry.

Contents of this Record of Site Condition

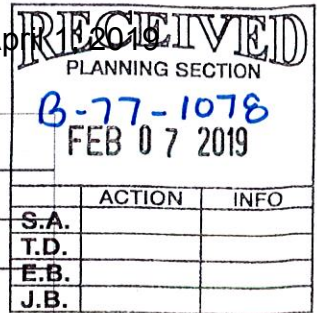
This RSC consists of this document which is available to be printed directly from the Environmental Site Registry as well as all supporting documentation indicated in this RSC to have been submitted in electronic format to the Ministry of the Environment and Climate Change.

Part 1: Property Ownership, Property Information and Owner's Certifications

Information about the owner who is submitting or authorizing the submission of the record of site condition

Owner name	SCHNELL INVESTMENTS LIMITED
Owner type	Firm, corporation or partnership
Authorized person	SIEGBERT SCHNELL
Mailing address	637 FULLER RD., THOMASBURG Ontario, Canada
Postal Code	K0K 3H0
Phone	(613) 921-1359
Fax	
Email address	simacs2010@hotmail.com

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Record of site condition property location information

Municipal address(es)	150 ST. PAUL STREET, BELLEVILLE , ON K8N 1B3
Municipality	Belleville
Legal description	See attached Lawyer's letter
Assessment roll number(s)	12-08-010-015-16400
Property identifier number(s)	40481-0032 (LT)

Record of site condition property geographical references

Coordinate system	UTM
Datum	NAD 83
Zone	18
Easting	310,463.00
Northing	4,892,432.00

Record of site condition property use information

The following types of property uses are defined by the Regulation: Agricultural or other use, Commercial use, Community use, Industrial use, Institutional use, Parkland use, and Residential use.

Current property use	Commercial
Intended property use	Residential
Certificate of property use has been issued under section 168.6 of the Environmental Protection Act	No

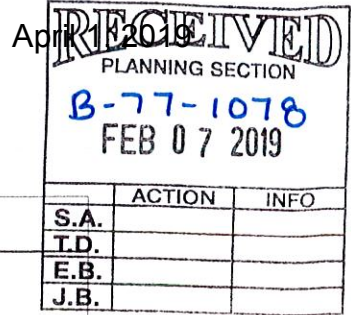
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**Please see the signed statements of property owner or agent,
or receiver at the end of this record of site condition**

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Part 2: List of reports, summary of site conditions and qualified person's statements and certifications

Qualified person's information

Name	DAVID HOPPER
Type of licence under Professional Engineers Act	Licence
Licence number	20371506
Qualified person's employer name	BLUMETRIC ENVIRONMENTAL LTD.
Mailing address	825 MILNER AVENUE , TORONTO Ontario, M1B 3C3 Canada
Phone	(416) 383-0957
Fax	(613) 531-1852
Email address	dhopper@wesa.ca

Municipal information

Local or single-tier municipality	Belleville
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Ministry of the Environment and Climate Change District Office

District office	Kingston District Office
District office address	Box 22032, 1259 Gardiners Road, Kingston ON K7M 8S5

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Phase one environmental site assessment report

Document used as the phase one environmental site assessment report and updates in submitting the record of site condition for filing

The date the last work on all of the records review, interviews and site reconnaissance components of the phase one environmental site assessment was done (refer to clause 28(1) (a) of O. Reg. 153/04)

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J.D.		

Type of report	Report title	Date of report (yyyy/mm/dd)	Author of report	Name of consulting company
Phase one environmental site assessment	Phase One Environmental Site Assessment for 150 St. Paul Street, Belleville, ON	2018-04-03	David Hopper	BLUMETRIC ENVIRONMENTAL LTD.

Reports and other documents related to the phase one environmental site assessment

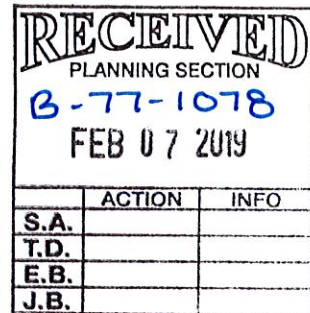
Reports and other documents relied upon in certifying the information set out in section 10 of Schedule A or otherwise used in conducting the phase one environmental site assessment

Report title	Date of report (yyyy/mm/dd)	Author of report	Name of consulting company
N/A			

Additional documentation provided by property owner or agent

The following documents have been submitted to the Ministry of the Environment and Climate Change as part of the record of site condition

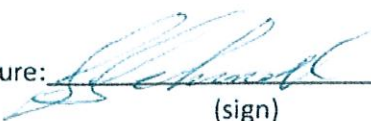
Certificate of status or equivalent for the owner
Lawyer's letter consisting of a legal description of the property
Copy of any deed(s), transfer(s) or other document(s) by which the record of site condition property was acquired
A Current plan of survey
Table of current and past uses of the phase one property
Phase 1 conceptual site model
Owner or agent certification statements



As an owner:

1. I acknowledge that the RSC will be submitted for filing in the Environmental Site Registry, that records of site condition that are filed in the Registry are available for examination by the public and that the Registry contains a notice advising users of the Registry who have dealings with any property to consider conducting their own due diligence with respect to the environmental condition of the property, in addition to reviewing information in the Registry.
2. I have conducted reasonable inquiries to obtain all information relevant to this RSC, including information from the other current owners of the RSC property named in this part of the RSC and I have obtained all information relevant to this RSC of which I am aware.
3. I have disclosed all information referred to in paragraph 2 to any qualified person named in this RSC.
4. To my knowledge, the statements made in this part of the RSC are true as of **03 October 2018**.
5. I have ensured that access to the entire property, including the phase one property, any phase two property and the RSC property, has been afforded to the qualified person and to persons supervised by the qualified person, for purposes of conducting the site reconnaissance.

Name of Owner: Schnell Investments Limited

Signature: 
(sign)

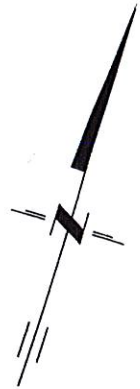
Date Signed: Oct 03/18

Name of Person Signing: Siegbert Schnell

I, Siegbert Schnell am authorized to and hereby do bind Schnell Investments Limited

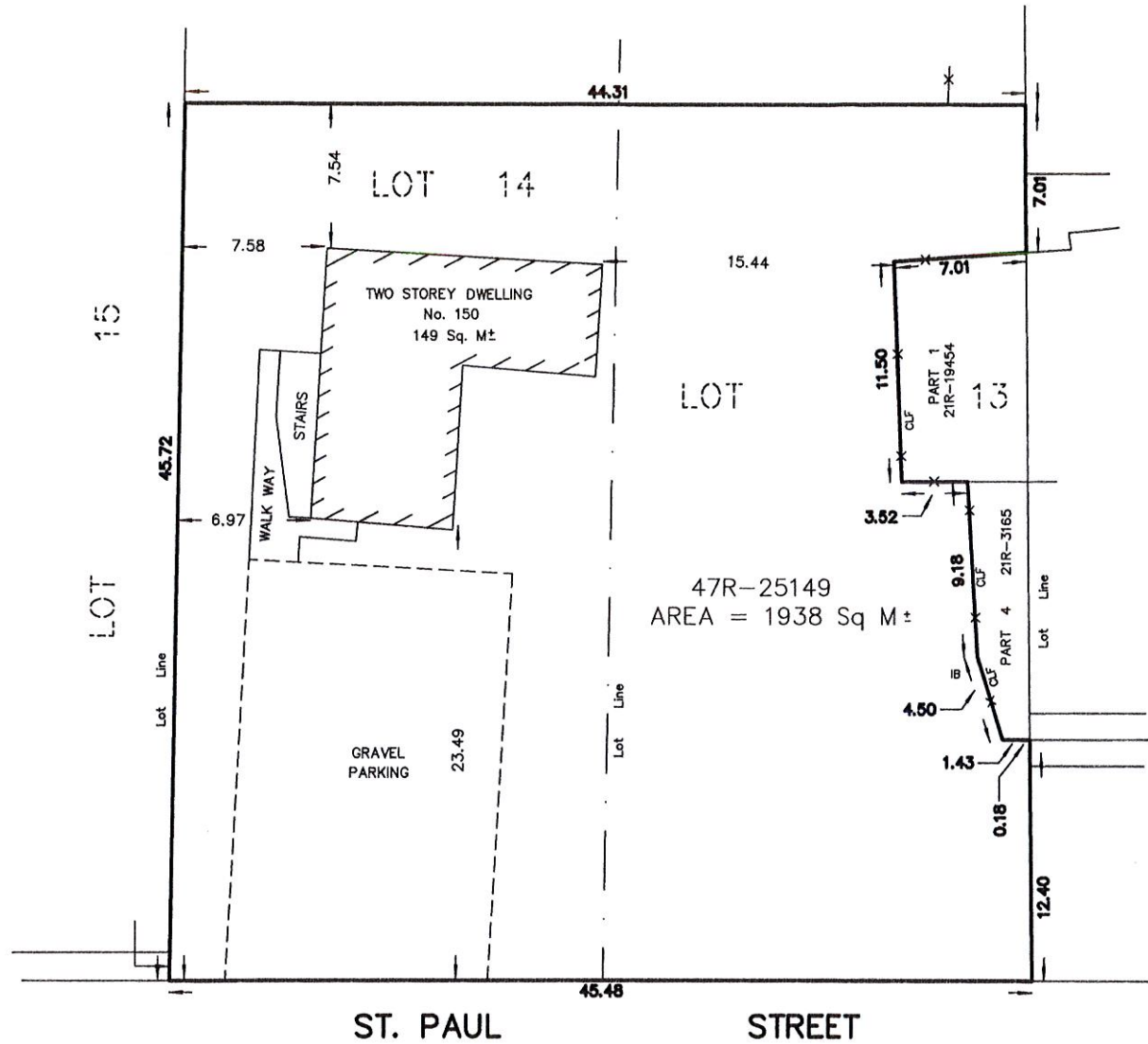
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SKETCH
 PART OF LOTS 13 AND 14
 REGISTERED PLAN 85
 CITY OF BELLEVILLE (THURLOW)
 COUNTY OF HASTINGS
 METRIC SCALE 1 : 240

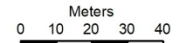
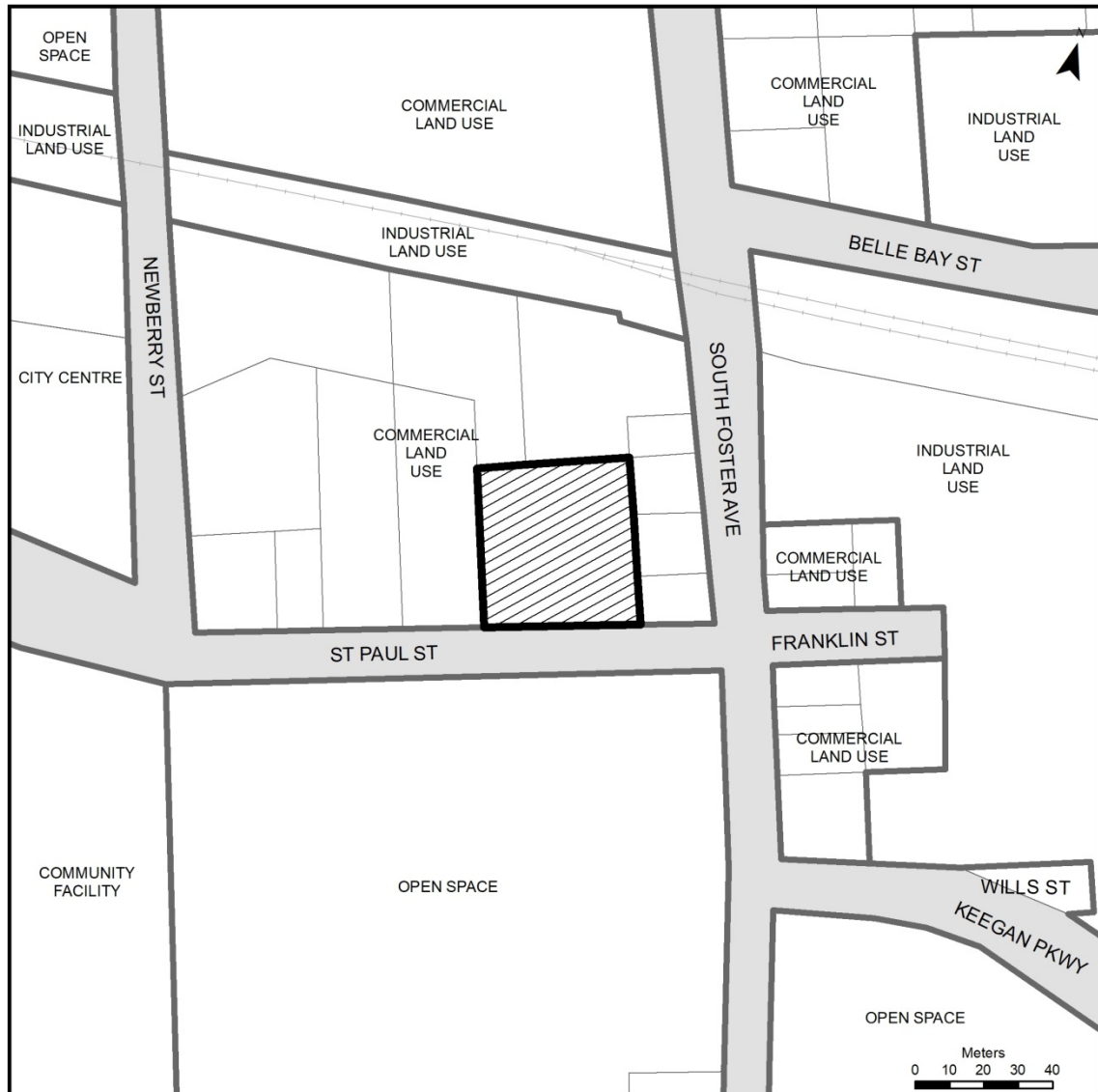


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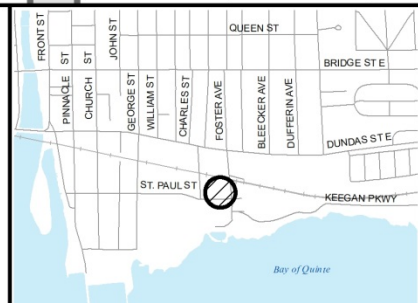
218 CHURCH STREET BELLEVILLE, ONTARIO	WATSON LAND SURVEYORS Ltd.	K&N - J.C3 (613) 962 - 9521
FEBRUARY 5, 2019	PROJECT N ^o 10538-S-1E	



LOCATION MAP

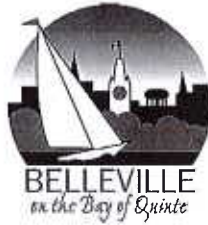
LOCATION: 150 ST. PAUL ST

 - SUBJECT LANDS



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT
SERVICES DEPARTMENT

B-77-1078



APPROVAL BLOCK
DE& DS AS

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
Greg Pinchin, Manager of Approvals
Engineering and Development Services Department
Report No. PP-2019-28
April 1, 2019

To: Belleville Planning Advisory Committee

Subject: Notice of Complete Applications and Introductory Public Meeting for Applications for Proposed Amendment to Zoning By-Law Number 3014, As Amended; and Proposed Plan of Subdivision and Plan of Common Elements Condominium – 427 Farnham Road, former Township of Thurlow, now City of Belleville, County of Hastings
OWNER: Heritage Park J/V
AGENT/APPLICANT: RFA Planning Consultant Inc.

File: B-77-1079 and 12CD-19001

Recommendation:

"That Report No. PP-2019-28 dated April 1, 2019 regarding Notice of Complete Applications and Introductory Public Meeting, Applications for Proposed Amendment to Zoning By-Law Number 3014, As Amended; and Proposed Plan of Subdivision and Plan of Common Elements Condominium – 427 Farnham Road, former Township of Thurlow, now City of Belleville, County of Hastings be received as information, and;

That Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department."

Background:

The application for the proposed amendment to Zoning By-Law Number 3014 was received by the City of Belleville on February 27, 2019.

The initial public meeting is held in accordance with the requirements of the Planning Act. The purpose of this meeting is for Committee Members to formally hear and receive public comments. The intent of this statutory

public planning meeting is to receive public feedback and incorporate it into a recommendation report from staff.

The Subject Land is identified on the attached Location Map (Attachment #1). Site Details for the Subject Land:

Site Review	Description
Site Location	427 Farnham Road; located on the northeast side of Farnham Road, north of Maitland Drive and south of Simcoe Drive
Site Size	4,226.2 metres squared
Present Use(s)	Vacant
Proposed Use	Thirteen (13) townhouse units
Belleville Official Plan Designation	Commercial
Present Zone Category	Rural Residential (RR) Zone
Proposed Zone Category	High Density Residential (R4-2) Zone with special provisions
Land uses to the north	Light industrial business
Land uses to the east	Single detached dwelling units
Land uses to the south	Commercial establishments
Land uses to the west	Townhouse dwelling units

In support of the application, the following was submitted:

- Planning Justification Report – RFA Planning Consultant Inc. (Attachment #2)
- Servicing Brief – Ainley Graham & Associates
- Excerpt from Farnham Road Master Plan
- Floor plans & elevations (Attachment #3)
- Draft Plan of Subdivision
- Preliminary Site Plan
- Draft Plan of Common Elements Condominium
- Preliminary Grading Plan
- Traffic Memo

These documents have been available for public review at the Planning Department.

In addition, a Consolidated Site Plan showing roundabout & placement of buildings was received on March 25, 2019 (Attachment #4). This consolidated drawing is also available for public review at the Planning Department.

Proposal

The Applicant proposes to rezone the subject lands from Rural Residential

(RR) Zone to High Density Residential (R4-2) Zone with special provisions to permit 13 townhouse units. At the same time, the Applicant is requesting approval of a Draft Plan of Subdivision and a Draft Plan of Common Elements Condominium that would create 3 blocks of land on which could be constructed 3 residential buildings containing a total of 13 townhouse dwelling units, and a fourth block of land that would contain a common element driveway that would be used to access the townhouses from Farnham Road.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff will consider the following policies in the PPS:

- 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;
 - b) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- 1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- 1.1.3.2 Land use patterns within settlement areas shall be based on:
 - a. densities and a mix of land uses which:
 - 1. efficiently use land and resources;
 - 2. 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;
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 - 4. support active transportation;
 - 5. transit-supportive, where transit is planned, exists or may be developed; and

6. are freight-supportive; and
 - b. 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.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for 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.

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation have occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

Planning Staff will use the policies within the Official Plan to make a recommendation. The land is designated "Residential" in the City's Official Plan (See Attachment #5 – Official Plan Designation Map).

Policies that will be considered include:

- Residential development will be permitted at low, medium and high densities with forms ranging from single family detached dwellings to various types of attached and multiple dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). (Section 3.10.1)
- 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 that meets the needs of all citizens is provided. (Section 3.10.2 a)
- This Plan supports the development of affordable housing, and ideally all residential neighbourhoods should have a variety of housing types at various levels of affordability. While it is recognized that market forces will determine affordability rates, this Plan encourages Council

to establish land use controls that do not preclude the development of a reasonable range of housing options within the community as a whole. (Section 3.10.2 c)

Zoning By-law

The Applicant proposes to rezone the subject lands from Rural Residential (RR) Zone to High Density Residential (R4-2) Zone with special provisions to permit 13 townhouse units.

Draft Plan of Subdivision and Draft Plan of Common Elements Condominium

The Applicant is requesting approval of a Draft Plan of Subdivision and a Draft Plan of Common Elements Condominium that would create 3 blocks of land on which could be constructed 3 residential buildings containing a total of 13 townhouse dwelling units.

A fourth block of land on the Plan would contain a common element driveway that would be used to access the townhouses from Farnham Road, as well as containing necessary water and sewer infrastructure to connect the proposed development.

Public Comments

On March 6, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for April 1, 2019.

Similarly, signs were placed on the subject lands notifying the general public that a public meeting was scheduled for April 1, 2019.

Both the notice and signs state that additional information is available in the City's planning files for review by any member of the public during business hours.

At the time of writing this report, correspondence from members of the public has been received by the City outlining concerns including noise, traffic, pedestrian safety, and property values. Written comments and comments received at the public meeting will be analysed by City staff and form part of the public record for the final Recommendation Report.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation and the Health Unit.

Veridian Connections and Quinte Conservation have provided correspondence and they have no concerns.

At the time of writing this report, no other comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

The Development Engineer commented that she has no objection to the proposed rezoning application. She has provided requirements which need to be addressed as part of the Development Agreement including: a Stormwater Management Report; and controls for siltation and erosion control during the development.

The Director of Recreation, Culture and Community Services Department inquired if the City will be taking cash in lieu of parkland. This will occur at the development agreement phase.

Belleville Fire and Rescue, and Parks and Open Spaces Department have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes including Residential Development.

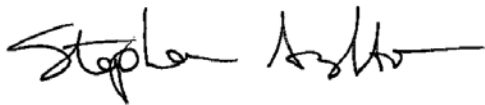
Strategic objectives of the Residential Development theme include:

- Plan for residential growth to meet our needs for 20 years and designate sufficient land in our planning documents to accommodate residential growth for 10 years; and
- Provide for a variety of housing forms to reflect our changing demographics and need for affordability.

Conclusion:

Comments received at this public meeting, as well as subsequent written comments will be considered by the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-law 3014. A recommendation report will be brought forward upon receipt of all agency and public comments.

Respectfully submitted



Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department

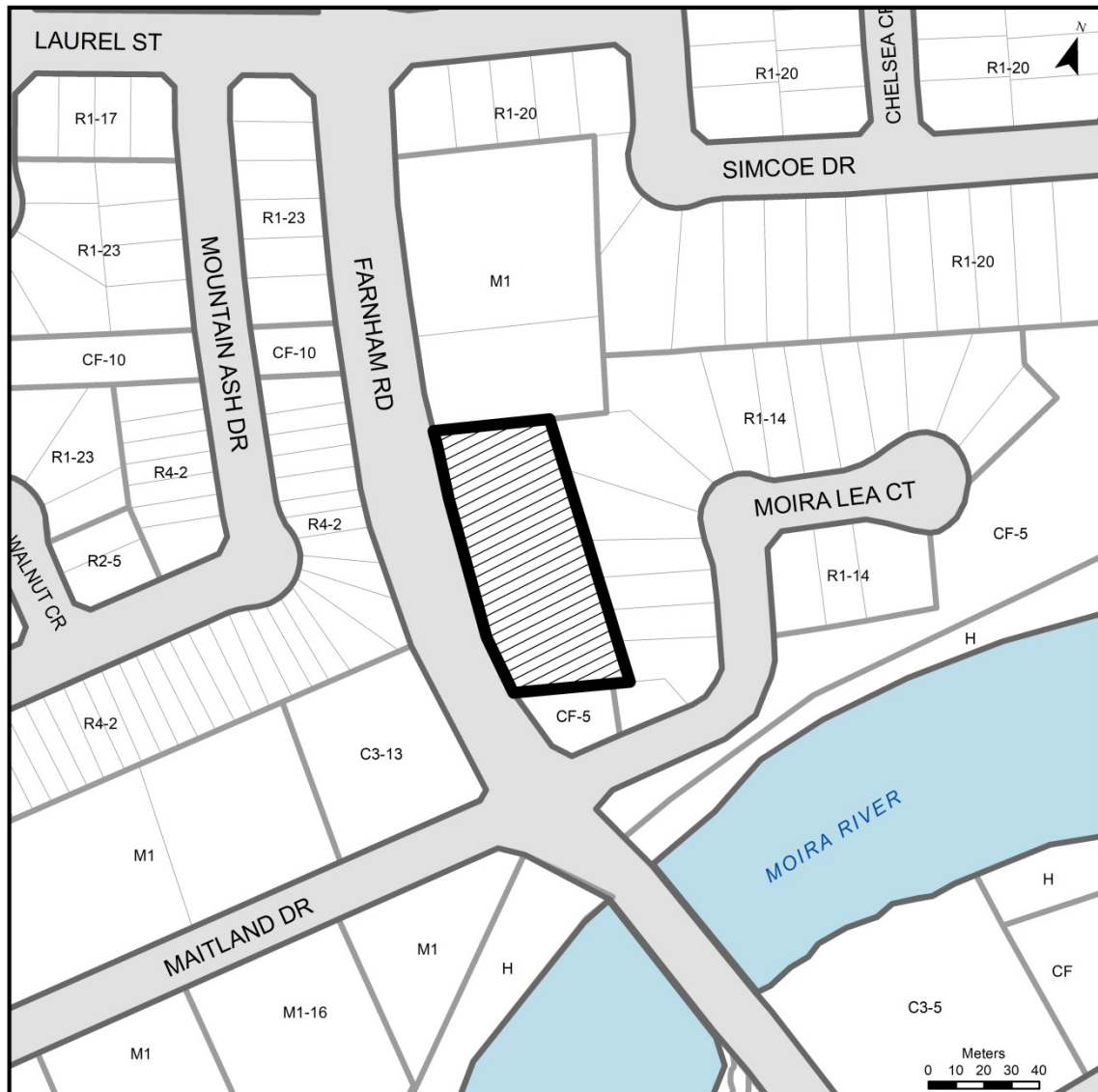
Respectfully submitted



Greg Pinchin, B.E.S., MCIP, RPP
Manager, Approvals
Engineering and Development Services Department


Attachments

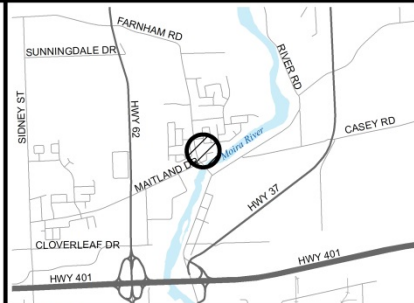
- Attachment #1 – Location Map
- Attachment #2 – Planning Justification Report – RFA Planning Consultant Inc.
- Attachment #3 - Floor Plans and Elevations
- Attachment #4 – Consolidated Site Plan Showing Roundabout & Placement of Buildings, March 25, 2019
- Attachment #5 – Official Plan Designation Map



PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: FARNHAM RD

 PROPOSED ZONING CHANGE FROM RR (RURAL RESIDENTIAL) TO R4-2 (HIGH DENSITY RESIDENTIAL WITH SPECIAL PROVISIONS)



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT SERVICES DEPARTMENT

B-77-1079

PLANNING REPORT

*HERITAGE PARK J/V
CITY OF BELLEVILLE*



Submitted By:

RFA Planning Consultant Inc.

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

FEBRUARY, 2019



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1.0 INTRODUCTION

1.1 The Heritage Park J/V Farnham Road Project

Applications for draft approval of a Plan of Subdivision, draft approval of a Common Elements Condominium and Zoning By-law Amendment for a vacant parcel of land on the east side of Farnham Road, just north of Moira Lea Court have been filed with the City of Belleville Engineering & Development Services Department. This Planning Report has been prepared in support of the municipal applications on behalf of the owner/applicant Heritage Park J/V.

It is proposed to develop the subject property with a total of thirteen (13) street townhouses on three (3) blocks of land all fronting onto a shared laneway. The plan of subdivision is the mechanism to create the three (3) residential blocks and the plan of common elements condominium will create the shared laneway/driveway. In doing so, the number of entrances onto Farnham Road will be limited to two. The Zoning By-law amendment will change the current RR – Rural Residential Zone to the R4-2 – Residential Fourth Density Exception No. Zone which permits townhouses.

2.0 BACKGROUND INFORMATION

2.1 Site Location

The subject property is located north of Highway 401 in the former Township of Thurlow and is more particularly described as Part 1 on Plan 21R-9053 except for Part 1 on Plan 21-R-24993. As shown on **Figure 1 – Site Location** below, the subject lands are located on the east side of Farnham Road just north of Moira Lea Court. The overall site area is 4,226m² with a lot frontage of 99.3 metres along Farnham Road. The property is vacant with a scattering of trees and bushes.



FIGURE 1 – SITE LOCATION

2.2 Surrounding Land Uses and Site Features

A summary of the existing site features and land uses is as follows:

- The site is located on the east side of Farnham Road which is designated as a “collector” road in the City of Belleville Official Plan;
- The Municipality is in the process of re-constructing Maitland Drive and Farnham Road and will be constructing a roundabout at the southwest corner of the subject property;
- To the south is vacant Municipal open space along with a fenced sanitary sewer pumping station;
- The land uses to east are low density residential with single and 2-storey single detached dwellings;
- Under recent revisions to the City of Belleville Zoning By-law each of these abutting residential properties could be used for two (2) dwelling units;
- To the north are lands used for warehousing, contractor’s offices and retail uses;
- To the west, across Farnham Road are several blocks of townhouse units identical to what is proposed to be constructed on the subject lands;
- South of the townhouses is a small commercial plaza containing several retail outlets and a financial services office;
- The site has a significant slope from the northwest corner to the southeast corner of approximately 5.5 metres;
- There is also a change in grade of approximately 2.25 metres from the front or west side of the property to the rear or east side of the property;
- There are no watercourses or wetlands on the property, however there is sheet drainage across the subject lands from north to south ultimately ending up across Moira Lea Court and into the Moira River;
- The site is predominantly disturbed and sparsely vegetated with scattered trees, shrubs, grasses and common plants that have been established as the result of the historical disturbance to the site.

Property to North



Townhouses across Street



Commercial Plaza across Street



Looking North across Subject Property



Houses along Moira Lea Court



Houses along Moira Lea Court



February 26, 2019



3. PROPOSED PLAN

3.1 Preliminary Site Plan

A preliminary Site Plan for the proposed development of the subject lands was prepared by RFA Planning Consultant Inc. dated February 21, 2019. This concept plan is shown on the following page as **Figure 2**.

The plan shows three (3) residential blocks containing a total of thirteen (13) townhouse units. A 6.0 metre private laneway running parallel to Farnham Road will provide shared access to Farnham Road in two locations. One entrance will line up with the entrance to the commercial plaza on the west side of Farnham Road while the second entrance will be located at the far northern end of the subject property.

The development of this project will be by means of a Common Elements Condominium whereby all on-site infrastructure and amenities such as the laneway, will be the responsibility of the condominium and not the Municipality.

Each unit will have its own garage and an extended driveway to provide tandem parking. In effect, two parking spaces if the garage is not used for parking a motor vehicle.

There will be a 1.8-metre-high privacy fence installed along the northern and eastern property lines of the subject property and a mature tree (minimum 2" calibre) will be provided at the rear of each of the 13 townhouses.

3.2 Parkland

Due to the relatively small area of the subject lands (0.42 ha) no land has been set aside for on-site parkland. However, in very close proximity to the subject lands is an extensive outdoor trail corridor with space to walk a dog, kick a ball in and run around, etc. Moreover, each of the 13 townhouse units will have their own private backyard amenity space. Lastly, the Owner will be making a 5% cash-in-lieu of parkland contribution to the Municipality.

Figure 2: Preliminary Site Plan



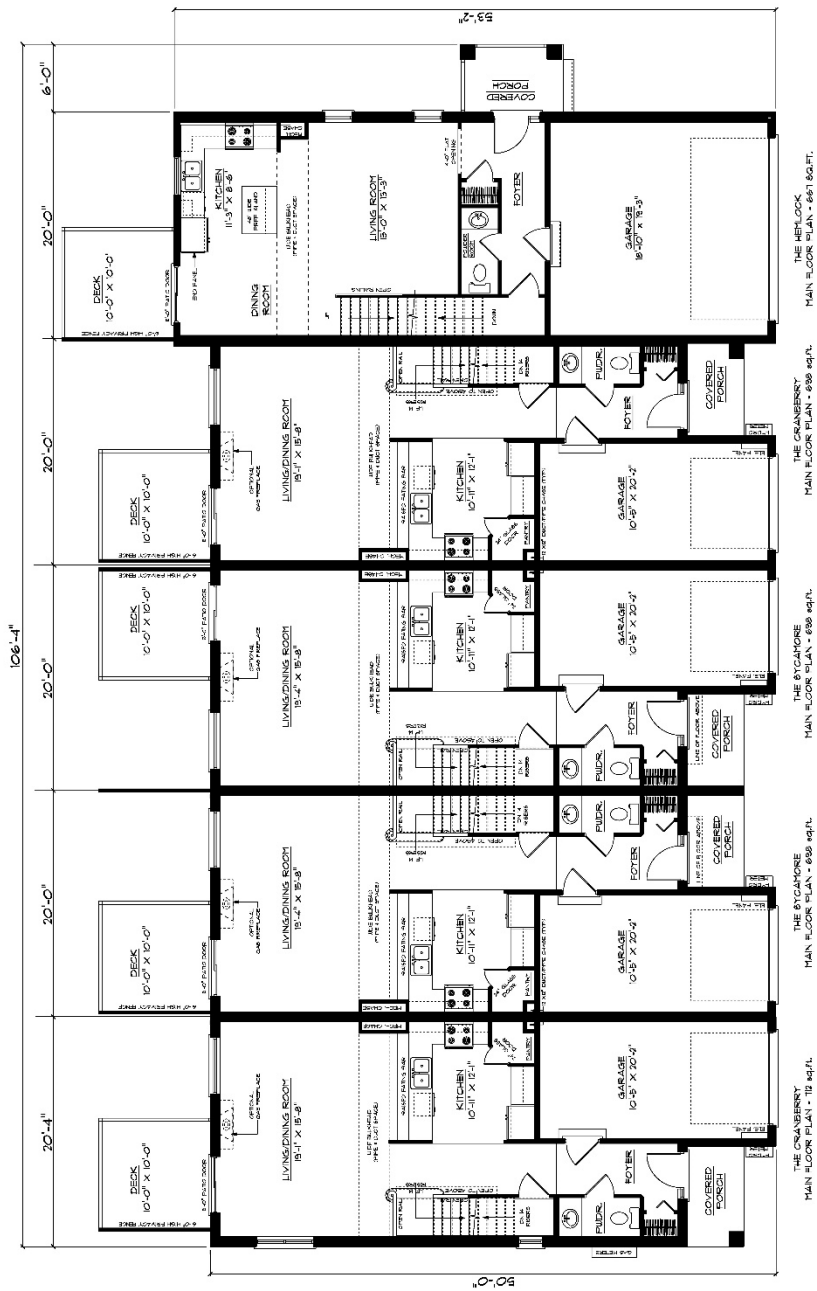
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3.3 Typical Building Floor Plan

A typical floor plan in a block of townhouses currently being constructed by Geertsma Homes in Belleville is shown below, and on the following page as **Figure 3** and **Figure 4**.

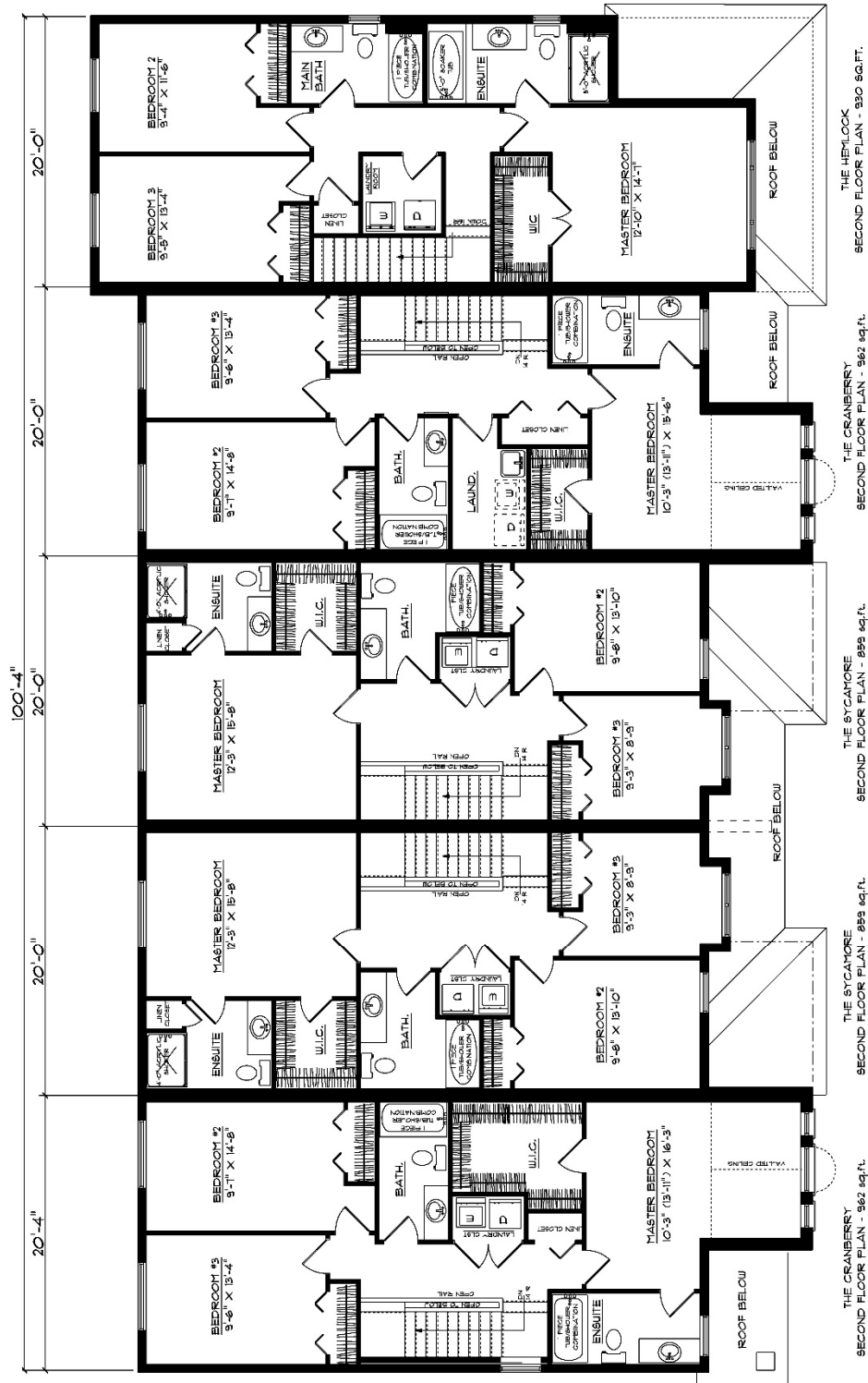
Figure 3: Typical Building Floor Plan – Main Floor



February 26, 2019



Figure 4: Typical Building Floor Plan – Upper Floor



February 26, 2019



Each unit would have its own garage as well as a covered front porch and a rear deck. This footprint provides three (3) bedrooms in each dwelling unit as well as an unfinished basement that can be used for a recreational room and/or for an additional bedroom. The equivalent usage of space to a single detached dwelling.

3.4 Typical Building Elevations

As shown on the following pages as **Figure 5**, **Figure 6** and **Figure 7** are building elevations for a typical block of townhouses units that correspond to the building footprint outlined in Section 3.3 above.

Each block would be faced in brick with vinyl siding and be 2-storeys high with a 5:12 pitched roof.

Attached as Appendix C to this Report are three (3) pictures showing actual examples of the proposed townhouses as currently constructed in Belleville.

Figure 5: Typical Building Elevation – Front



Figure 6: Typical Building Elevations - Rear



Figure 7: Typical Building Elevations - Side



3.5 Grading Plan

To support the Site Plan for the proposed development of the subject lands a preliminary grading plan was prepared by Ainley Graham & Associates. This grading plan is shown on the next page as **Figure 8**. The proposed elevation of the property is dictated by the plans for re-constructing Farnham Road that is underway by the City of Belleville. This will establish the property elevation at the two entranceways and along the private laneway. From that point there will be a positive slope up to the front door of each townhouse unit. Thus, most of the subject property will slope to the west and then south.

The rear 1/3 of the property will slope eastward to a new north/south swale which will carry stormwater to the southeast corner of the subject property.

All stormwater directed to the south end of the subject property will then be collected and piped across Moira Lea Court and into the Moira River.

Lastly, it is noted that the proposed grading plan will match the existing grades along the northern, eastern and southern property lines of the subject property and no runoff will be directed onto abutting properties to the north, east, south and west.

3.6 Site Servicing

Accompanying this Planning Report under separate cover is a Servicing Brief prepared by Ainley Graham & Associates that provides an overview of how the subject property is going to be serviced.

Individual water and sanitary sewer laterals are proposed to service each of the townhouses from the private laneway with private on-site mains running north/south in the laneway. These private mains will then connect into one service connection extended into the subject property as part of the Municipal infrastructure that will be installed as part of the Farnham Road re-construction project.

Electricity, gas and other utilities will likewise be extended into the subject lands from Farnham Road.

As noted above, stormwater will be directed southward to Moira Lea Court.

No issues are foreseen in providing services for the proposed 13-townhouse units.

Figure 8: Grading Plan



3.7 Site Access

Site access to the subject property is being regulated by work currently being undertaken by the Engineering Section of the City's Engineering and Development Services Department and site access has a significant impact on the development of the subject property.

Outlined as Appendix B to this report, is the cover page and three diagrams taken out of the City's Municipal Class Environmental Assessment for the Farnham Road Master Plan.

These diagrams outline how it is proposed Farnham Road is to be reconstructed as well as what the future cross section of Farnham Road will be like and how a new roundabout is to be constructed at Maitland Drive, Moira Lea Court and Farnham Road.

This proposed re-construction project to help to begin to implement the Master Plan got underway in 2018 and will be completed in 2019.

Thus, the new roundabout will establish how north bound traffic will enter Farnham Road and establishes a safe distance to which an entranceway can be allowed into the subject lands. Moreover, there also is a need to limit the number of access points onto Farnham Road hence the need for a shared laneway on the subject property and only two entranceways.

In addition, the City's plan requires that a 30 metre right of way be protected northward along Farnham Road to allow for any future road widening to accommodate additional development farther north. Consequently, this requirement forces development on the subject lands eastward to maintain the opportunity of future road widening.

In passing, it is noted that the Master Plan looked at and reviewed future traffic patterns along Maitland Drive and Farnham Road and with the work currently being undertaken by the Municipality there will be no traffic issues created by the proposed 13-townhouse units on the subject lands.

Lastly, it is important to note that the aforementioned Farnham Road Master Plan was a public process with extensive public consultation and input and that the final document accepted by the Municipality is the outcome of a well-documented Municipal Class Environmental Assessment.

3.7 Site Plan Design Features

Figure 2 illustrates the potential building footprints, laneway, entranceways, snow storage areas and landscaping over the full project area.

The following is a summary of the proposed site plan design features:

- Transition property along major developing roadway
- Provides buffering to residential area to east
- Property slopes north to south and west to east
- Thirteen (13) units to be provided in three separate blocks
- All 3-bedroom units to promote family ownership
- Access to all dwelling units will have a barrier-free design
- 37.6 units per net hectare is below the maximum residential density allowable in the City of Belleville Official Plan
- Increased front yard setback provided to protect future Municipal plans for Farnham Road
- Internal laneway will be provided to provide safe access to Farnham Road
- The development will be landscaped and buffered from the surrounding single-detached dwellings
- 1.8-metre-high wood privacy perimeter fencing is proposed
- Parkland dedication to be addressed through cash-in-lieu

3.10 Subdivision Plan

The Draft Plan of Subdivision drawing was prepared by RFA Planning Consultant Inc. dated February 22, 2019. The draft plan of subdivision is shown on **Figure 9**. It is proposed to register a plan of subdivision to create 3 blocks for 13 townhouse units. Block 4 will be the shared private laneway or driveway which will form the “common element”.

The land use summary of the subdivision is as follows:

Table 1: Land Use Summary

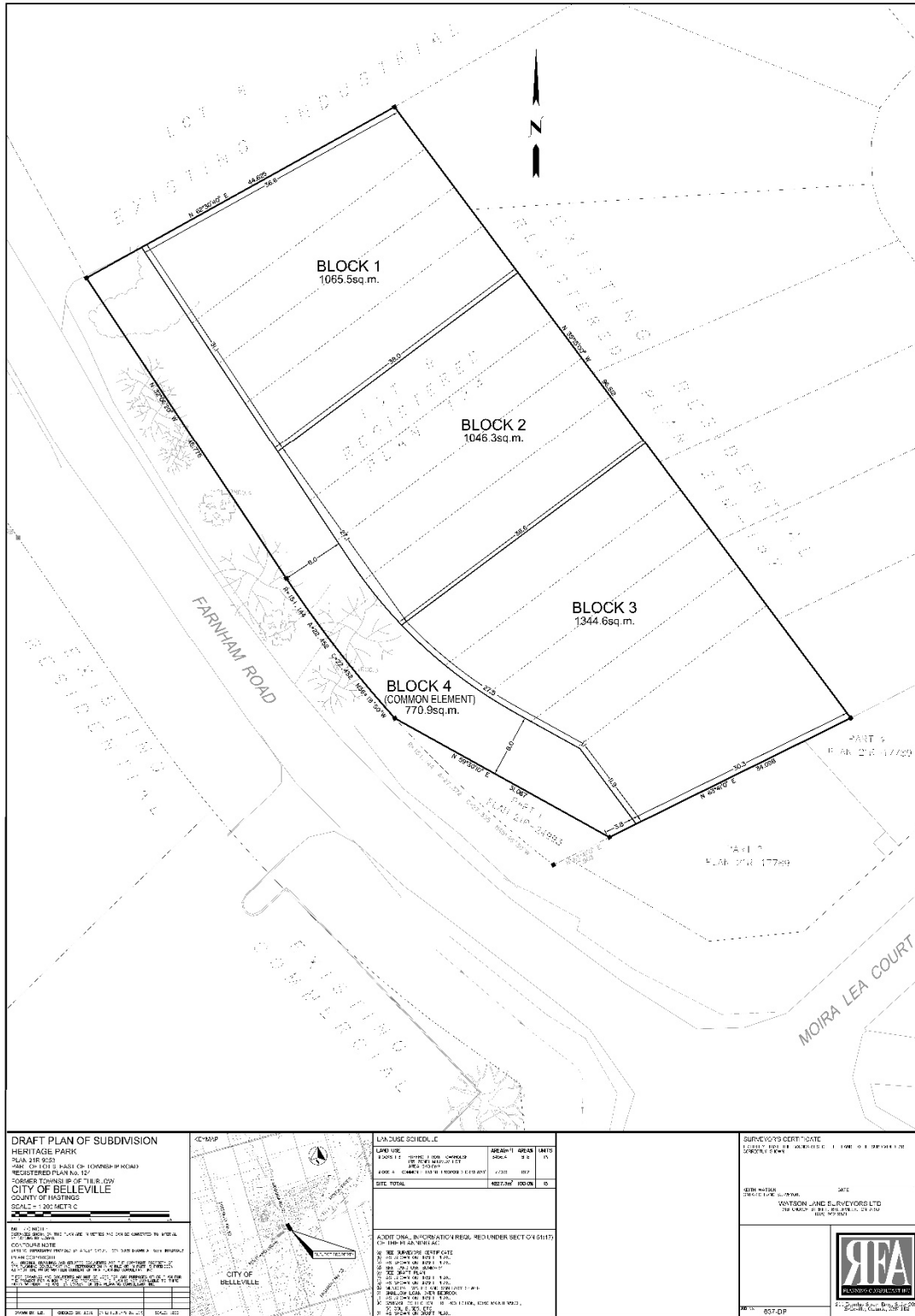
Block	Land Use	Area m ²	% Site Area	Units
1-3	Freehold Townhouses	3,456.4	81.8	13
4	Lane – common element	770.9	18.2	-
Site Total		4,227.3 m ²	100%	13

By applying for a plan of subdivision the individual townhouse units in each of the three blocks can be further subdivided by using the Part Lot control provisions of the Planning Act. Thus in effect, the subdivision plan creates the “parcels of tied land” that share the common element.

3.11 Common Elements Condominium Plan

The Draft Plan of Common Elements Condominium is the companion plan to the aforementioned plan of subdivision and was prepared by RFA Planning Consultant Inc. dated February 22, 2019. The draft plan of Common Elements Condominium subdivision is shown on **Figure 10** and creates Block 4 as the “common element”. The construction and on-going maintenance of this laneway and associated on-site infrastructure (water and sanitary sewer) will be the sole responsibility of the new condominium and not the Municipality.

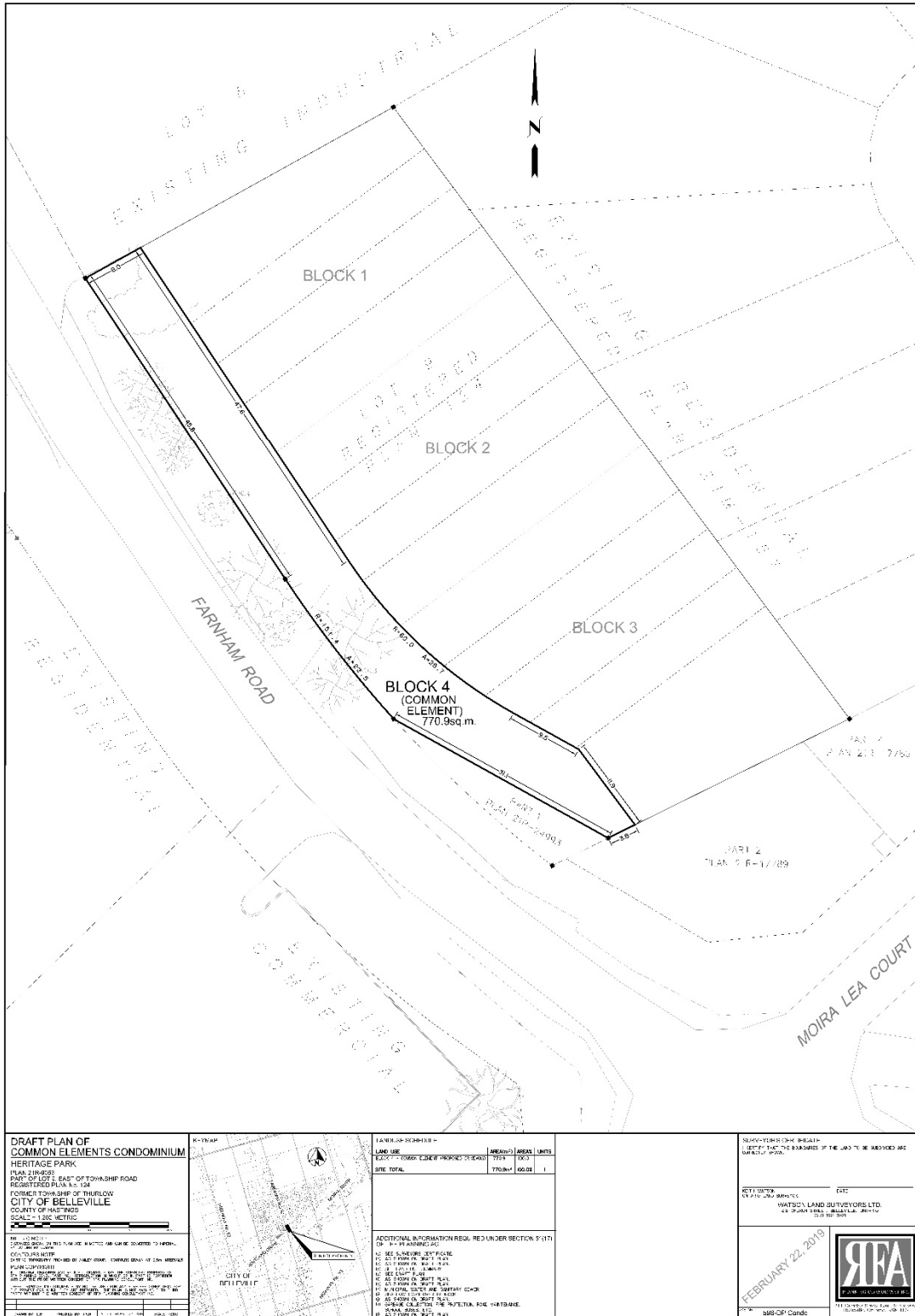
Figure 9 – Draft Plan of Subdivision



February 26, 2019



Figure 10 – Draft Plan of Common Elements Condominium



February 26, 2019



4.0 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) 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. The relevant policies from the 2014 PPS are summarized below. The applications that have been submitted for a Plan of Subdivision, Plan of Common Elements Condominium and Zoning By-law Amendment are consistent with the 2014 PPS.

PPS Policies:

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

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;

This project entails re-purposing an existing vacant property located in a rapidly developing residential area of the municipality. This project will assist the Municipality to pay for additional municipal infrastructure currently being installed through increased revenue through taxes.

- b) accommodating an appropriate range and mix of residential (including second units, 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;

This project would provide medium density residential units (street townhouses) to complement the single detached dwellings being constructed in the Farnham Road area.

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

This proposal meets this policy. The proposed residential use is compatible with adjacent uses.

- 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;

N/A.

- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;

This project would provide 13 townhouses units on a property that otherwise would only have 7 single detached dwellings.

- 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;

All 13 dwelling units have direct access from the street and internal laneway with minimal grade separation at their front door.

- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and

Development of the subject lands can occur without the need to upgrade public infrastructure beyond that which is currently planned.

- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.

N/A

1.1.3 Settlement Areas

- 1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

The subject land is within the major settlement area of the municipality and helps support the conversion of a low density rural area into a fully developed residential area to support and enhance the vitality of the settlement area.

- 1.1.3.2 Land use patterns within settlement areas shall be based on:

- a) densities and a mix of land uses which:

- 1. efficiently use land and resources;

This proposal is the re-use and intensification of an existing vacant property.

- 2. 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;

Proposed development can be completed using existing municipal infrastructure and public services.

- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;

Proposed dwellings will meet current Ontario Building Code requirements with regard to energy efficiency.

4. support active transportation;

The location of the subject lands, adjacent to two major road corridors and the road re-construction currently underway provides for enhanced active transportation and the opportunity to access a large commercial plaza and other public facilities without the need for a motor vehicle.

5. are transit-supportive, where transit is planned, exists or may be developed; and

With the planned development of this property on a significant collector road as well as the ongoing construction of surrounding subdivisions there will be the push to add public transit service to this corner of the municipality.

6. are freight-supportive; and

N/A.

- b) 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.

This proposal represents a gradual intensification in use from what was originally a single detached dwelling years ago to 13 dwelling units on the subject lands. The creation of 13 dwelling units where only 1 existed before.

- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for 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.

See 1.1.3.2. b) above.

1.4 Housing

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements 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.

N/A.

- b) permitting and facilitating:

1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and

N/A

2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;

This proposal represents a gradual intensification in use from what was originally a single detached dwelling years ago to 13 dwelling units on the subject lands. The creation of 13 dwelling units where only 1 existed before.

- 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;

This proposal meets both of these policies.

- 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; and

This proposal meets all of these policies.

5.0 PLANNING ACT, RSO 1990, SECTION 51 (24)

The Planning Act establishes criteria in Section 51(24) that the approval authority must consider in approving a draft plan of subdivision, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality, and to the following:

- (a) *The effect of the proposed subdivision on matters of provincial interest, as referred to in Section 2 of the Act;*
- The application for Approval of a Plan of Subdivision is consistent with the 2014 PPS and will address the applicable Provincial interests set out in Section 2 (a-q) of the Planning Act.
- (b) *Whether the proposed subdivision is premature or in the public interest;*
- The proposed development represents logical and compatible infill expansion in the developing Farnham road residential area. Land is developed or is being developed to the west and north of the subject property. Municipal servicing is available without the need for unjustified or uneconomical expansion.
- (c) *Whether the plan conforms to the Official Plan and adjacent plans of subdivision;*
- The draft plan of subdivision conforms to the policies of City of Belleville Official Plan.
- (d) *The suitability of the land for the purposes for which it is to be subdivided;*
- The subject property is of a size and configuration that allows a shared laneway to provide proper and safe access to the property while maintaining sufficient area for the 13 proposed townhouses. Furthermore, there are no physical or environmental constraints that would be detrimental developing this site residentially.
- (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 plan for the subject lands was predicated on providing safe access to this property. Through the Municipality's on-going re-construction project for the south end of Farnham Road the grade and elevation of Farnham Road adjacent to the subject property will be largely established.
- (f) *The dimensions and shapes of the proposed lots;*
- The dimensions of the proposed lots meet the minimum requirements of the Zoning By-Law. The lots are essentially regular in shape and appropriate.
- (g) *The restrictions or proposed restrictions on the lands to be subdivided or adjoining lands;*
- The proposed plan will be subject to comprehensive conditions of draft approval and a Condominium Agreement.
- (h) *Conservation of natural resources and flood control;*
- The subject lands have already been disturbed by earlier uses and there are no natural resources to be protected. A preliminary grading plan and servicing brief have been prepared to ensure the proposed stormwater management design will provide the required control.
- (i) *The adequacy of utilities and municipal services;*
- Utilities and municipal services are available to the site and will be adequate to service the proposed units.
- (j) *The adequacy of school sites;*
- The Hastings Prince Edward District School Board and the Algonquin & Lakeshore Catholic District School Board will need to confirm that area schools can adequately serve the proposed development. However, given current enrolment trends no problems are foreseen.
- (k) *The area of land, excluding highways, to be dedicated for public purposes;*
- Given the size of the subject lands and the nature of the subdivision and condominium proposal no land is required for public purposes.

- (l) *The extent to which the plan's design optimizes the available supply, efficient use and conservation of energy;*
- The plan envisions 13 townhouses in which the townhouse units can assist in energy conservation since there are energy savings associated with shared walls within the dwelling.
- (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 Planning Act.*
- The plan of subdivision will be controlled by conditions of draft approval and a Condominium Agreement approved by the Municipality, as well as site-specific zoning controls.

6.0 CONFORMITY TO THE POLICIES OF THE CITY OF BELLEVILLE OFFICIAL PLAN

The subject property is designated "Commercial Land Use" on Schedule 'B' Land Use Plan for the Urban Serviced Area of the City of Belleville Official Plan as shown on Appendix B attached to this report. However Policy 3.9.6 c) of the Official Plan permits residential uses in this (commercial) designation when they are in the vicinity of residential areas (see Appendix B).

As outlined below, and based on discussion with City Staff, no Official Plan Amendment is required or requested because of this proposed development.

Specifically, the residential policies of the Official Plan are as follows with comments with regards to the subject lands.

3.10 Residential Land Use

The purpose of the Residential land use designation as illustrated in the land use schedules is to define the areas of the City within which the majority of housing development should be established.

3.10.1 Permitted Uses

Residential development will be permitted at low, medium and high densities with forms ranging from single family detached dwellings to various types of attached and multiple dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). Specialized housing for groups such as the elderly and the physically and mentally challenged (i.e. lodge-care and nursing homes) would be permitted also.

Proposed townhouse development is in conformity with the permitted uses.

3.10.2 Residential Policies

- 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 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 family detached and attached two-family dwellings, developed up to 18 units per hectare gross residential density or 25 units per hectare net residential density.
- ii) Medium density residential uses would normally include various types of attached, multiple or cluster housing projects such as row dwellings and small low-profile apartment 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 apartment complexes and stacked townhouses, developed up to 115 units per hectare net residential density.

[Gross residential density means the total number of residential dwelling units per hectare of land including all roads, stormwater management facilities, utility corridors, parklands and similar which are necessary to support the residential area.

Net residential density means the total number of residential dwelling units per hectare of land excluding all roads, stormwater management facilities, utility corridors and similar which are necessary to support the residential area.]

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.

The proposal for the subject lands is for 13 dwelling units on a property with a residential area of 0.3456m². This works out to a net residential density of 37.6 units per hectare. For the whole property, the density is 30.8 units per hectare.

This density while placing this project in the medium density category is to the low end of this standard.

- 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.

Council may specify a maximum overall density for any residential neighbourhood through policies in this Plan or through a secondary plan.

It is hard to classify the subject property as a “neighbourhood”. It is a property fronting onto a relatively important collector road and is orientated to the road and not to any adjacent residential area. To the north and west are non-residential uses. The residential uses across the road are aligned and face into the Heritage Park subdivision. Similarly, the residential area abutting the subject property to the east is a self-contained inwardly orientated cul de sac.

- c) This Plan supports the development of affordable housing, and ideally all residential neighbourhoods should have a variety of housing types at various levels of affordability. While it is recognized that market forces will determine affordability rates, this Plan encourages Council to establish land use controls that do not preclude the development of a reasonable range of housing options within the community as a whole.
- 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.

The subject property is located on a collector road.

- ii) The main access routes to such developments should not be through significant areas of low density residential development.

The subject property does not pass through an area 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.

The subject property is adjacent to an intersection with access to two transportation corridors (east and west).

- 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.

The subject property is located in close proximity to open space situated along the Moira River and within walking distance is a major park area complete with playground equipment.

- 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).

With the on-going re-construction of Farnham Road, Maitland Drive and Mineral Road pedestrian access will be forthcoming to the commercial plaza at the south end of Mineral Road (Walmart, McDonalds, and Giant Tiger).

- 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.

The traffic characteristics of Farnham Road are the single biggest determinant in locating the proposed townhouses on this property. This property is not suitable for single detached dwellings.

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.

As noted above, the fundamental reason for proposing this townhouse development with a shared laneway on the subject property is to only allow two access points onto Farnham Road.

- 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.

See comments above.

- 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.

N/A

- 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.

N/A

- g) In considering the appropriateness of residential development, issues of form and density should be considered separately where necessary (i.e. a medium density form such as a row dwelling complex developed at a low density, or a low density form such as detached dwellings developed in clusters at a medium density).

N/A

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

Proposed Development will be via a common element condominium.

- j) 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.

No use in close proximity to the subject property that would have an impact.

Section 7.6 of the Official Plan contains policies with regard to urban design which are written primarily on a municipal wide basis but which can also provide guidance on a site specific basis.

7.6 Urban Design

“In order to enhance the amenity of the City for urban and rural living, it is important that this Plan encourage the application of high standards of urban design wherever possible. Urban design objectives can be achieved through:

- landscaping of new development and upgrading landscaping of existing development;
- encouragement for good architectural design of new structures and sympathetic treatment of the architecture of existing structures;
- use of design techniques that address the needs of the physically disadvantaged;
- buffering to improve compatibility of adjoining land uses;
- preservation of important streetscapes and unique neighbourhoods;
- use of public art; and
- appropriate maintenance of public and private lands.”

A preliminary Site Plan has been submitted as part of this application as shown on Figure 2. In preparing this site plan, consideration was given to the Municipality’s objectives and incorporated into the plan.

Furthermore, development of this property will be means of a development agreement where the requirements of Section 41 of the Planning Plan pertaining to site plan review and approval will be incorporated and registered on title of the subject lands.

Specifically, the Developer will “provide to the satisfaction of and at no expense to the municipality any or all of the following:

- 1. widenings of highways that abut on the land.**
- 2. Off-street vehicular loading and parking facilities, either covered or uncovered, access driveways, including driveways for emergency vehicles, and the surfacing of such areas and driveways.**
- 3. Walkways and walkway ramps, including the surfacing thereof, and all other means of pedestrian access.**
- 4. Facilities for the lighting, including floodlighting, of the land or of any buildings or structures thereon.**

5. **Walls, fences, hedges, trees, shrubs or other groundcover or facilities for the landscaping of the lands or the protection of adjoining lands.**
6. **Vaults, central storage and collection areas and other facilities and enclosures for the storage of garbage and other waste material.**
7. **Grading or alteration in elevation or contour of the land and provision for the disposal of storm, surface and waste water from the land and from any buildings or structures thereon;”**

7.0 ZONING BY-LAW 3014 ANALYSIS

The subject property is currently zoned “RR - Rural Residential” according to By-law 3014 for the City of Belleville, as shown on **Figure 118** below.

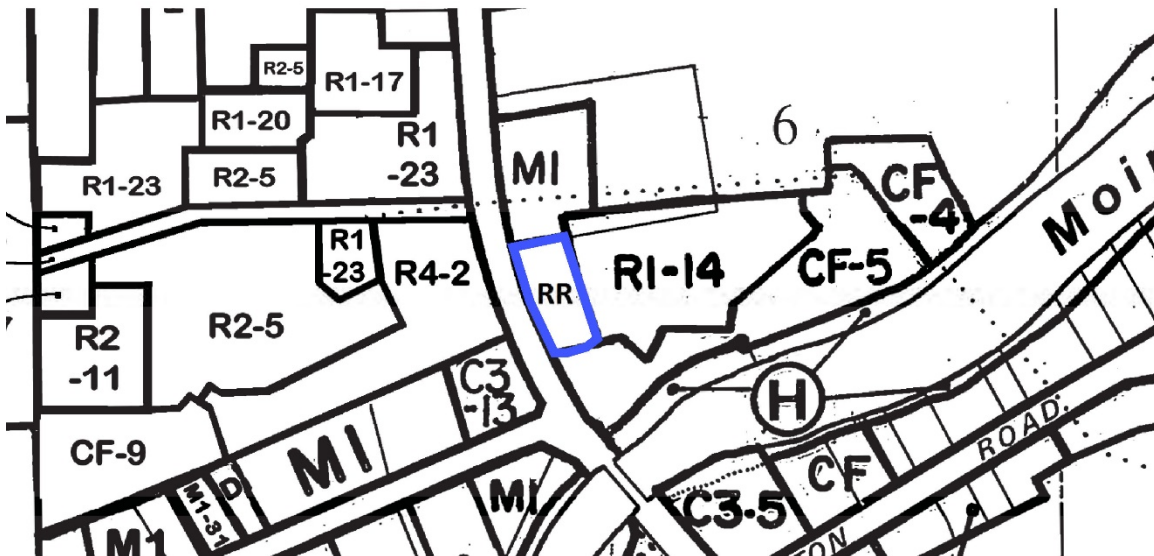


Figure 11 – Current Zoning of Subject Lands

Much like the rapidly developing urban area in the former Thurlow Township just north of Highway 401, this zoning is out of date and reflects the past history of the Township. Specifically the RR Zone requirements are as follows:

Criteria	Requirement
Permitted Use	Single Detached Dwelling
Lot frontage	45.0m
Lot Area	4,047m ²
Front Yard Depth	15.24m
Rear yard depth	15.24m
Interior side yard width	10% of lot width
Height of Building	11.0m
Maximum Lot Coverage	20%

In no way does this zoning reflect the location of the subject lands in an urban area with full municipal services.

Directly abutting the subject property to the east are lands zoned R1-14 – Residential First Density Exception No. 14, as shown on **Figure 11** above.

Specifically the R1-14 Zone requirements are as follows:

Criteria	Requirement
Permitted Use	Single Detached Dwelling
Lot frontage	12.0m
Lot Area	380m ²
Front Yard Depth	7.6m
Rear yard depth	7.6m
Interior side yard width	1.2m
Height of Building	11.0m
Maximum Lot Coverage	35%

Directly across Farnham Road from the subject property are lands zoned R4-2 – Residential Fourth Density Exception No. 2, as shown on **Figure 11** on the previous page.

Specifically the R4-2 Zone requirements are as follows:

Criteria	Requirement
Permitted Use	Row Dwelling
Lot frontage	6.0m
Lot Area	185.0m ²
Front Yard Depth	6.0m
Rear yard depth	7.5m
Interior side yard width	1.2m
Height of Building	11.0m
Maximum Lot Coverage	50%

A rezoning to the R4-2 Zone is requested to allow for the proposed thirteen (13) street townhouses on the subject lands. As shown on the preliminary Site Plan included as **Figure 2** to this Report, utilizing the shared driveway, each of the proposed townhouses would meet, or exceed, all of the requirements of the R4-2 Zone.

In essence the requested zoning matches the surrounding zoning except that it permits street townhouses instead of single detached dwellings. In today's built environment, street townhouses are equivalent to single detached dwellings but with the dwellings "pushed together" to remove the interior side yards. In cost and in design street townhouses and single detached dwellings are indistinguishable.

Moreover, because of the need to restrict the number of driveways unto Farnham Road there is a need to develop a built form that allows for a shared laneway and not a series of driveways even if they were "doubled up".

It is important to note that the zoning requirements for the R4-2 Zone as it pertains to maximum building height (11.0 metres) and rear yard setback (7.5 metres) is equivalent to that required for the lands zoned R1-4 located immediately east of the subject lands.

According to Zoning By-law 3014 “height” is measured as follows:

7.98 HEIGHT AND HEIGHT OF BUILDING

Shall mean the vertical distance, measured between the finished grade at the front of the building, and:

- 7.98.1 in the case of a flat roof, the highest point of the roof surface;
- 7.98.2 in the case of a mansard roof, the deck roof line; and
- 7.98.3 in the case of a gable, hip or gambrel roof, the average height between the eaves and ridge.
- 7.98.4 Accessory roof fixtures and facilities, such as chimney, towers, steeples or television antennas, shall be disregarded in calculating the height of a building.

As shown on **Figure 12** to this Report, as legally defined, the height of the subject property would be 7.0 metres (22'11"). Furthermore, the potential elevation at the rear corner of the southerly townhouse block, because the land slopes, is set at 9.2 metres (30'2") which is still below the maximum height set by the Zoning By-law.



Figure 12 – Proposed Building Height

Through use of the Site Plan regulations of Section 4.1 of the Planning Act, 1.8 metre high privacy fencing will be installed along the northern and eastern property line of the subject property along with a mature tree at the rear of each townhouse unit.

7.1 2017 Development Application

It is noted that in late 2017 the City of Belleville received a rezoning application for the subject lands that proposed that this property be developed with six (6) semi-detached dwellings and a 3-storey, 19-unit apartment building. Parking for the apartment building was proposed to be located adjacent to the eastern property line.

At the City's Planning Advisory Committee meeting held on December 4, 2017 the Committee voted to deny the application.

Moving forward, it is noted that the current application has:

- Reduced the number of proposed dwelling units from 25 to 13;
- Ensured a minimum rear yard setback of 7.5 metres which is equivalent to that required for the abutting dwellings to the east;
- Limited the maximum building height to 11.0 metres which matches the abutting zoning to the east;
- Removed rear yard parking and outdoor security lighting from the subject property and replaced it with a rear yard consisting of individual amenity space for each of the 13 proposed townhouses;
- Ensured that the townhouses units are owner occupied and equivalent in value to nearby existing dwellings;
- Created the need for a condominium corporation to ensure the maintenance and upkeep of the subject lands and to set rules for the operation of the subject lands.

7.2 Potential Commercial Zoning

Lastly, it has to be noted that if the subject property is not to be used residentially it would then have to be rezoned to a commercial use. Most likely the proposed zone would be the C1 – Highway Commercial Zone.

Specifically the C1 Zone requirements are as follows:

Criteria	Requirement
Permitted Use	Eating establishment, retail commercial establishment, motor vehicle sales repair and servicing, convenience store, offices, workshop
Lot frontage	none
Lot Area	none
Front Yard Depth	12.0m
Rear yard depth	10.0m
Interior side yard width	6.0m
Height of Building	11.0m
Maximum Lot Coverage	50%

Arguably the list of permitted uses, as noted, would be much less compatible than the proposed street townhouses on the existing residential properties and there would be a relatively high degree of on-site noise, lighting and activity generated. (i.e.: cars parking, delivery vehicles coming and going, snow plowing, garbage storage, etc.) From a land use perspective it is difficult to support a non-residential use on the subject lands.

8.0 PLANNING OPINION AND CONCLUSION

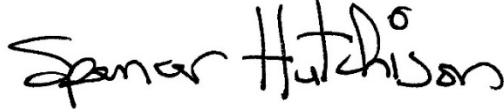
This Planning Report has been prepared in support of the municipal applications for draft approval of a Plan of Subdivision, draft approval of a Common Elements Condominium and a Zoning By-law Amendment submitted on behalf of the owner/applicant Heritage Park J/V for a vacant parcel of land on Farnham Road.

As such, and as noted throughout this Report, these applications:

- are consistent with the 2014 PPS;
- conform to the policies of the City of Belleville's Official Plan;
- have regard to the relevant criteria of The Planning Act RSO 1990, Section 51 (24) that are to be considered when granting draft plan approval;
- represent appropriate development of the subject lands; and,
- represent good planning.

9.0 REPORT SIGNATURE

RFA PLANNING CONSULTANT INC.



J. Spencer Hutchison, MCIP, RPP
Senior Associate Planner

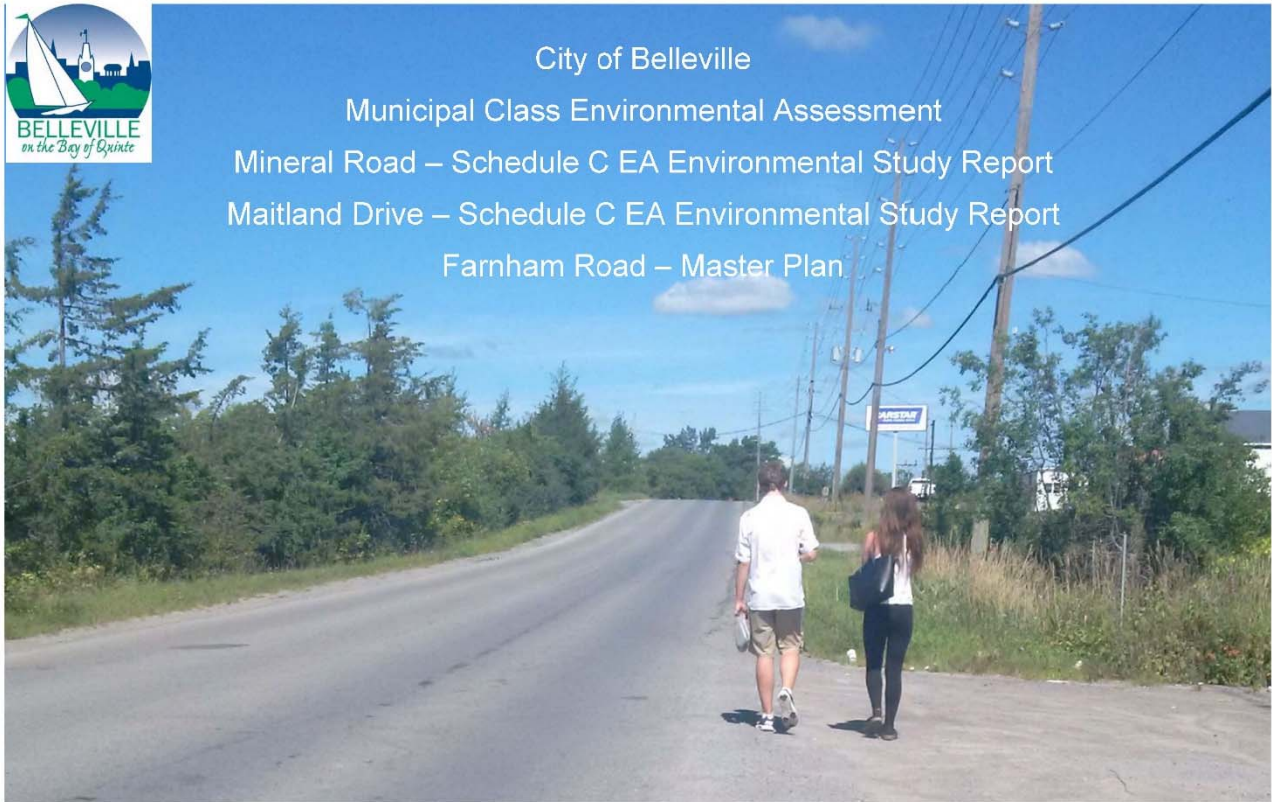


APPENDIX 'A'

FARNHAM ROAD MASTER PLAN

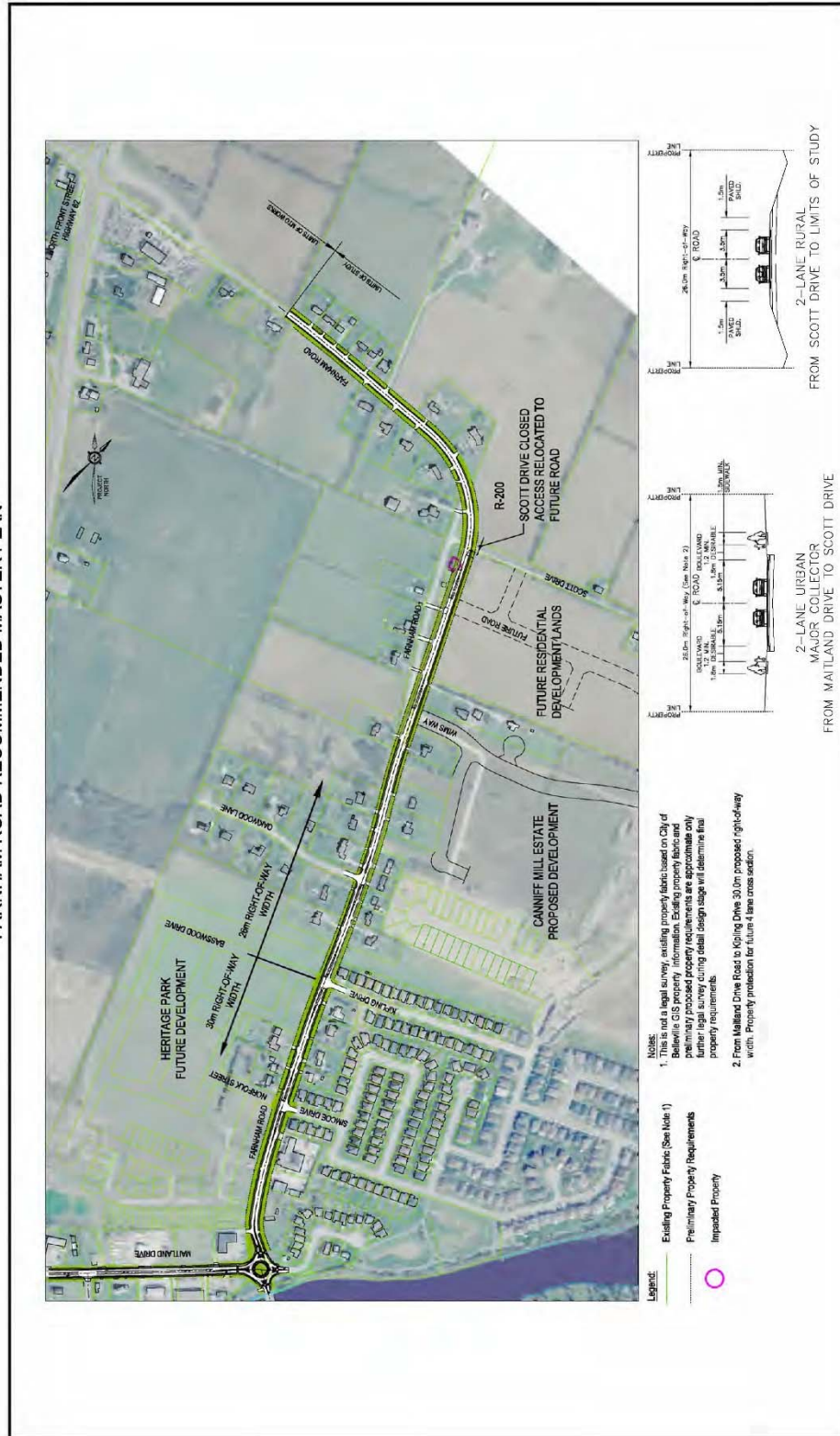


Cover Page: Farnham Road – Master Plan



Farnham Road Recommended Master Plan

FIGURE E6
FARNHAM ROAD RECOMMENDED MASTER PLAN



Farnham Road Cross Section



City of Belleville
Mineral Road Environmental Study Report
Maitland Drive Environmental Study Report
Farnham Road Master Plan
December 2015

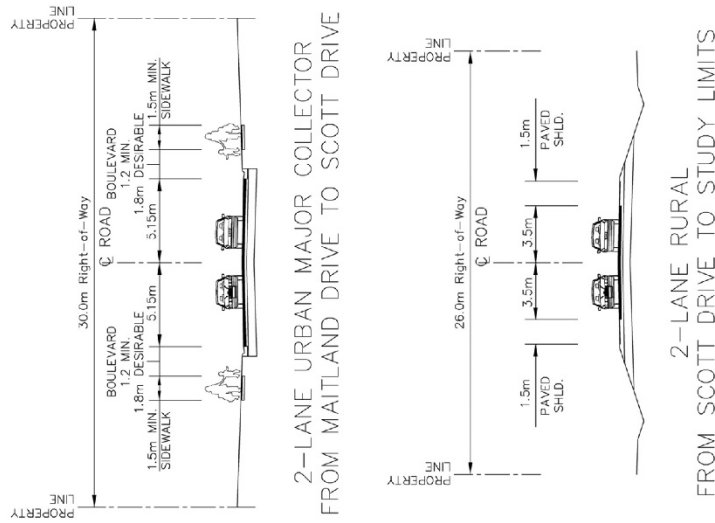


Figure 18: Technically Preferred Alternative for Farnham Road Cross Section

34



Recommended Plan - Roundabout



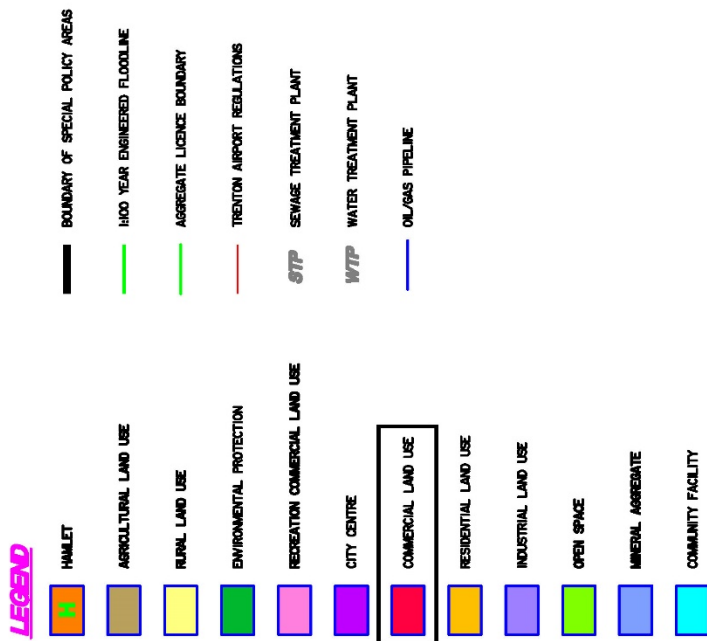
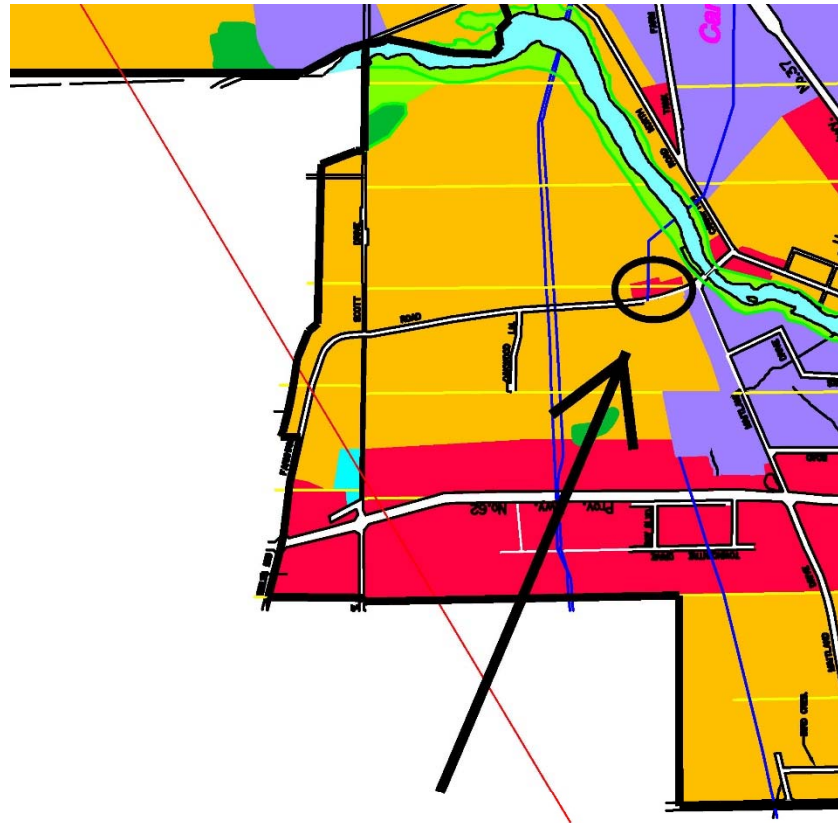
February 26, 2019



APPENDIX 'B'

CITY OF BELLEVILLE OFFICIAL PLAN EXTRACTS





February 26, 2019



3.9.6 All Other Lands Designated Commercial Land Use

- a) There are a number of areas designated Commercial land use on the land use schedules aside from those areas described in the preceding sections. These areas should be developed and used generally for commercial purposes in accordance with the following and other applicable policies of this Plan.
- b) Commercial uses permitted within areas designated Commercial land use should be appropriate for the market area the commercial area is best suited or designed to service. Commercial uses which are intended to service the community or regional markets should be directed to areas designated Commercial land use which are readily accessible from the City's arterial road network; commercially designated areas which are not along major thoroughfares should be limited to uses which cater to neighbourhood needs, or specialty markets. Further, regardless of the commercial area's function or market orientation, care should be exercised to ensure only uses which address issues of land use compatibility, access, servicing, and related matters are permitted on specific sites.
- c) In general, uses to be permitted within areas designated Commercial land use would include business and professional offices, retail establishments, places of entertainment, assembly halls, restaurants, hotels and motels, personal service uses, automotive uses, community facilities and recreational uses. **In some instances, particularly in the vicinity of residential areas, residential uses either as main uses or in concert with commercial development may be appropriate.**

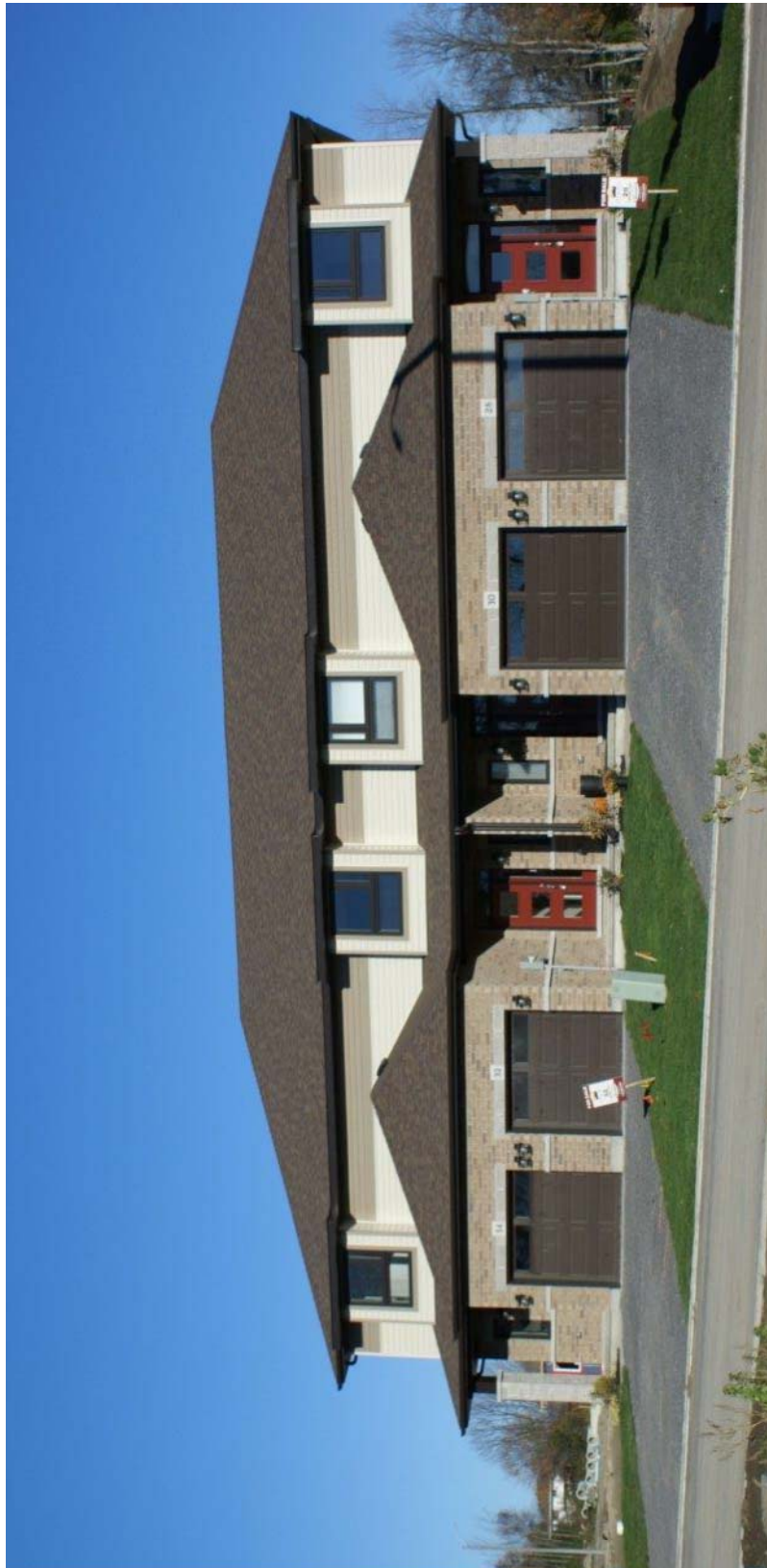
However, not every property designated Commercial land use is suitable for all forms of commercial activity; the range of uses permitted within each area designated Commercial land use should be established taking into account:

- the nature and extent of the market area that is to be served by the property and the commercial development;
- the nature of abutting land uses and the potential impact of commercial development upon such uses, and the effectiveness of mitigative measures;
- the ease of access to the lands in question from the City's road system and the impact of commercial development upon traffic circulation;
- the potential and suitability of the location to achieve the market penetration needed to enable the commercial development to be successful;
- servicing implications; and
- urban design issues.

APPENDIX 'C'

PHOTOGRAPHS OF PROPOSED TOWNHOUSES





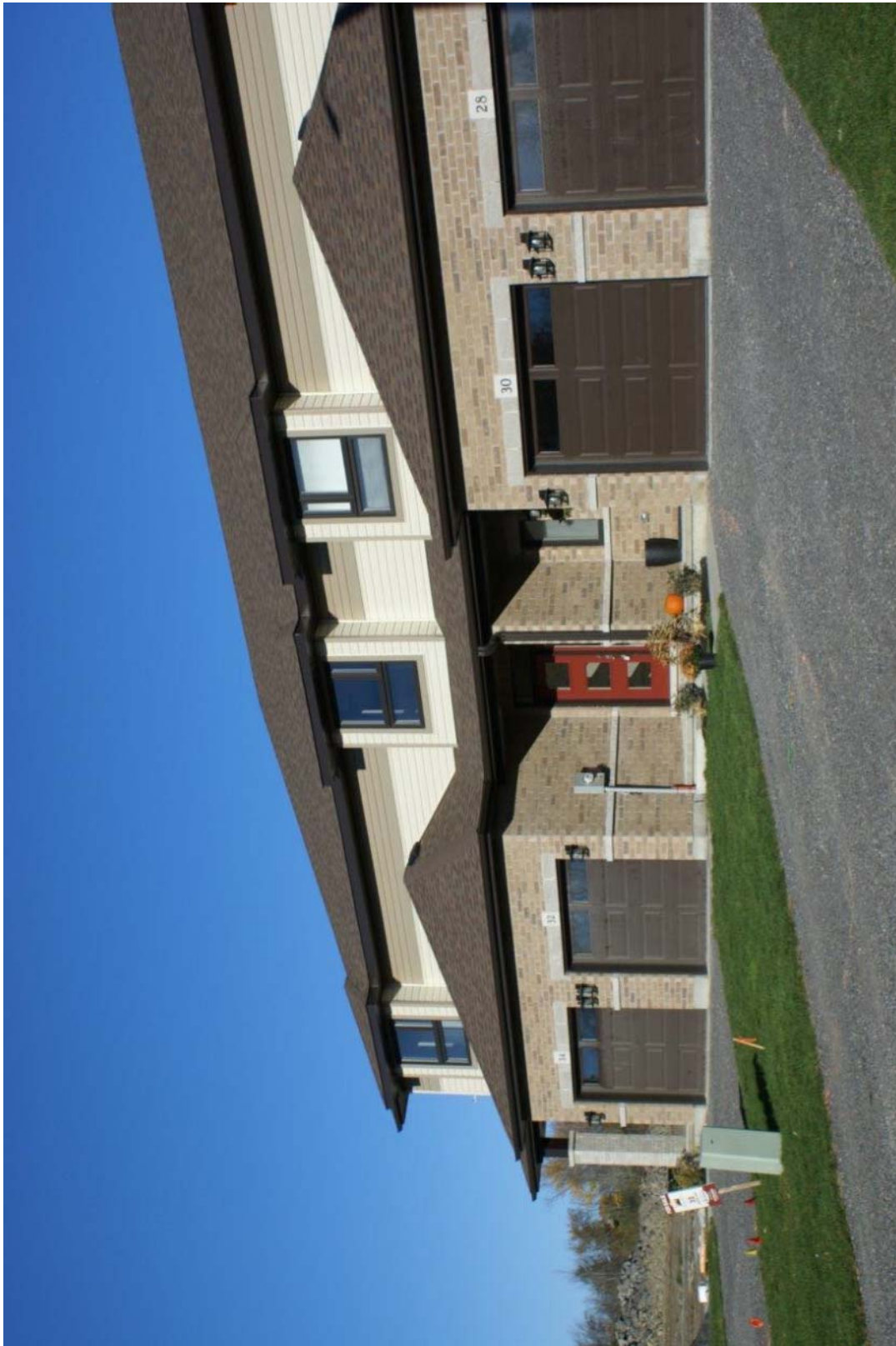
February 26, 2019





February 26, 2019



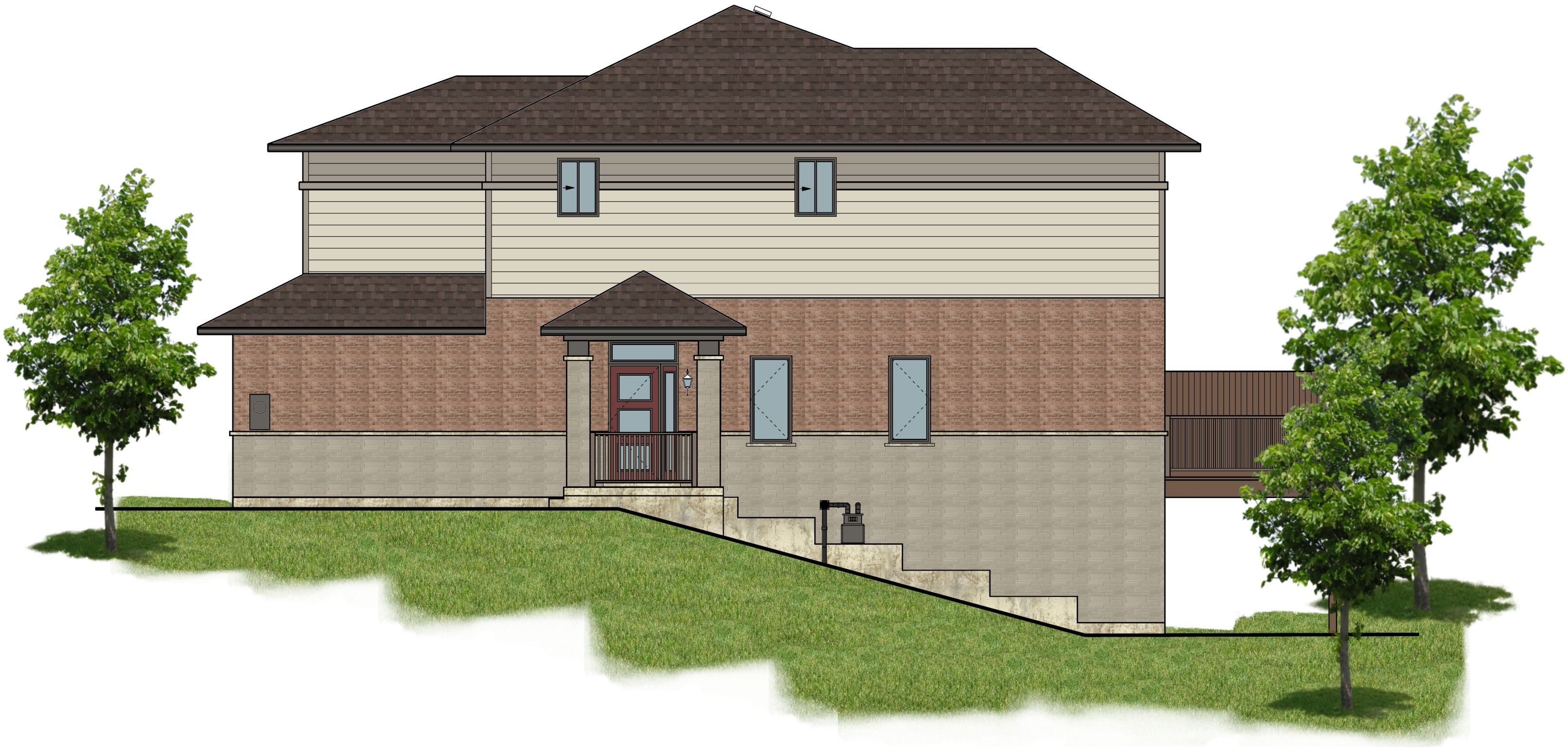


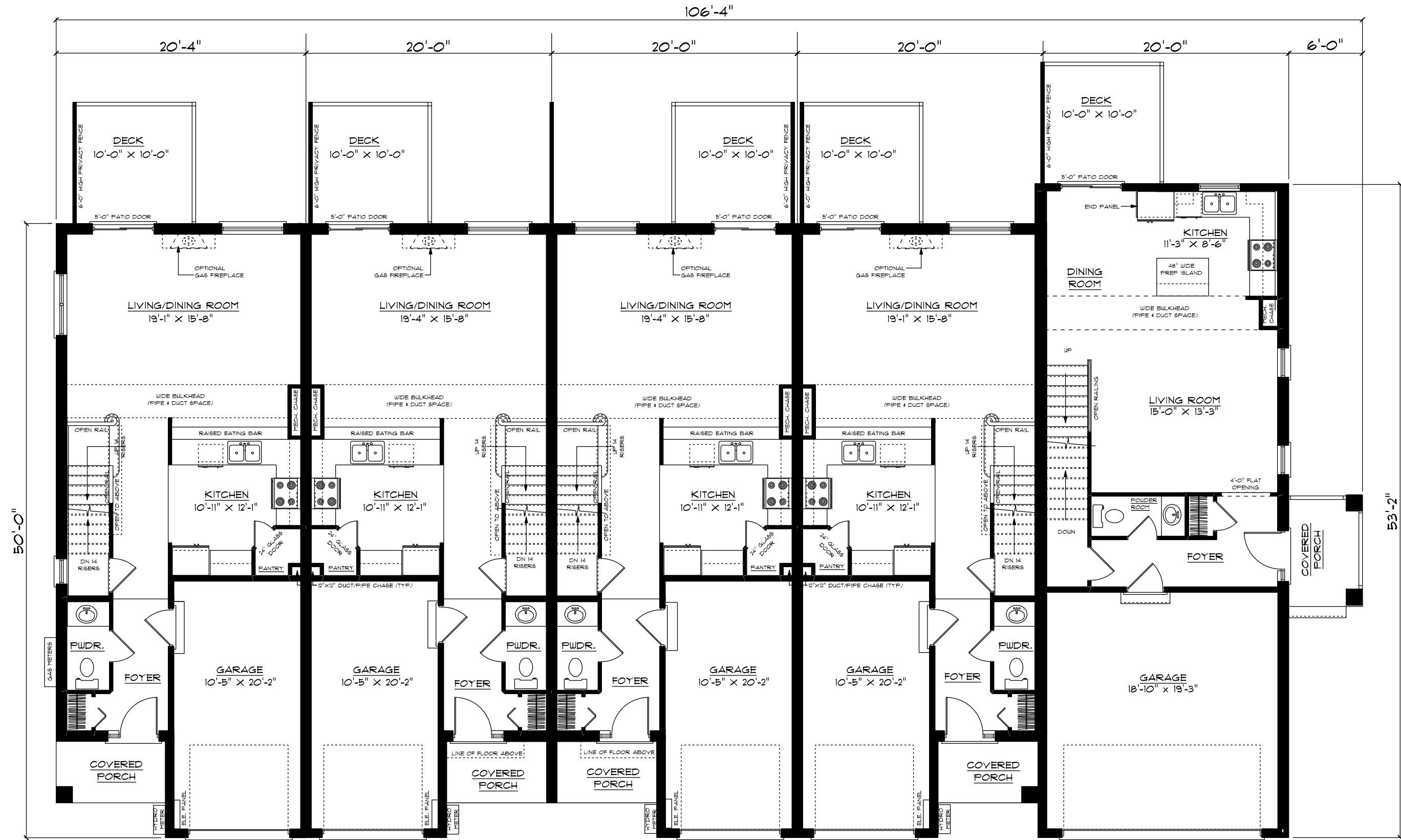
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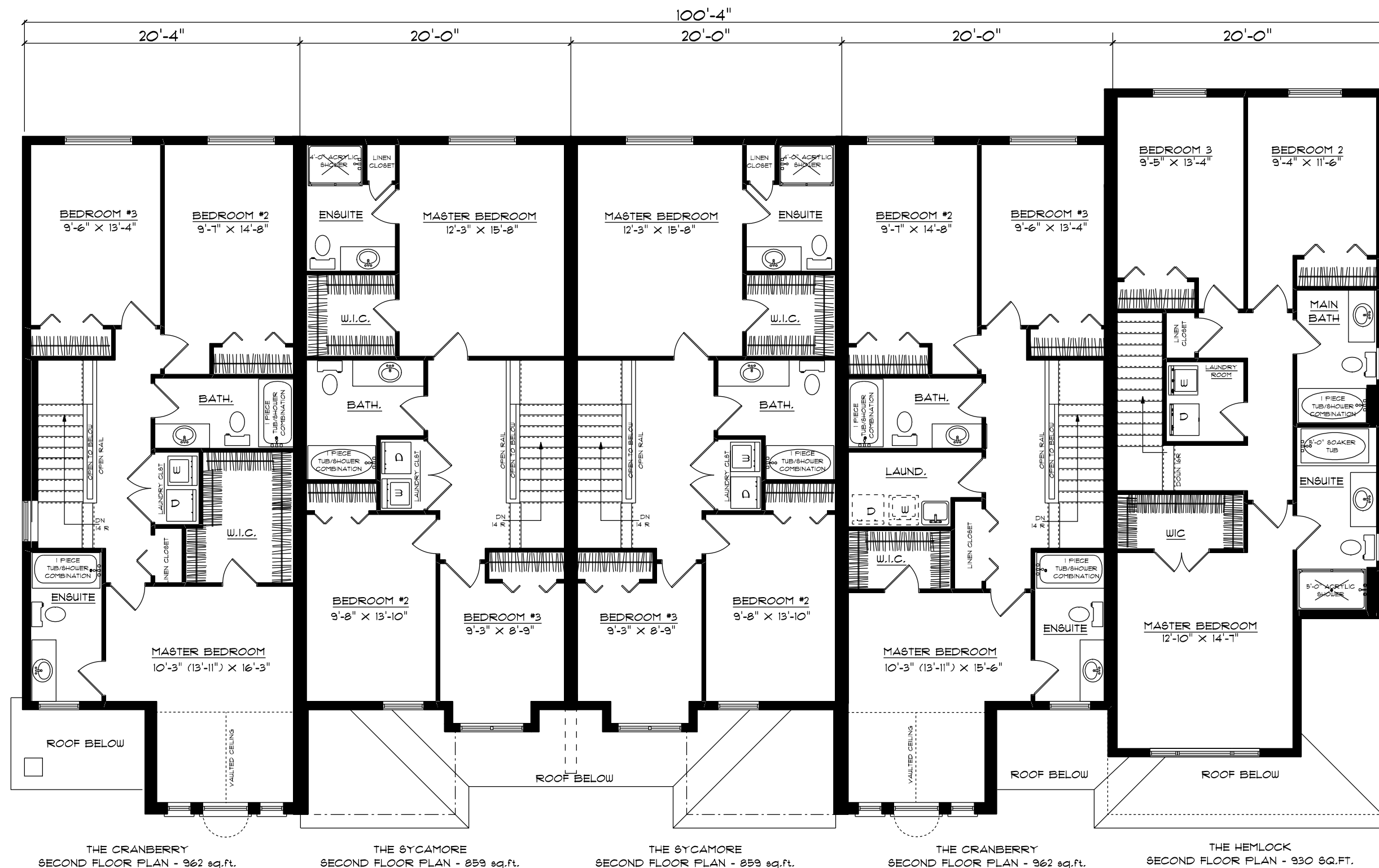
THE CRANBERRY
MAIN FLOOR PLAN - 112 sq.ft.

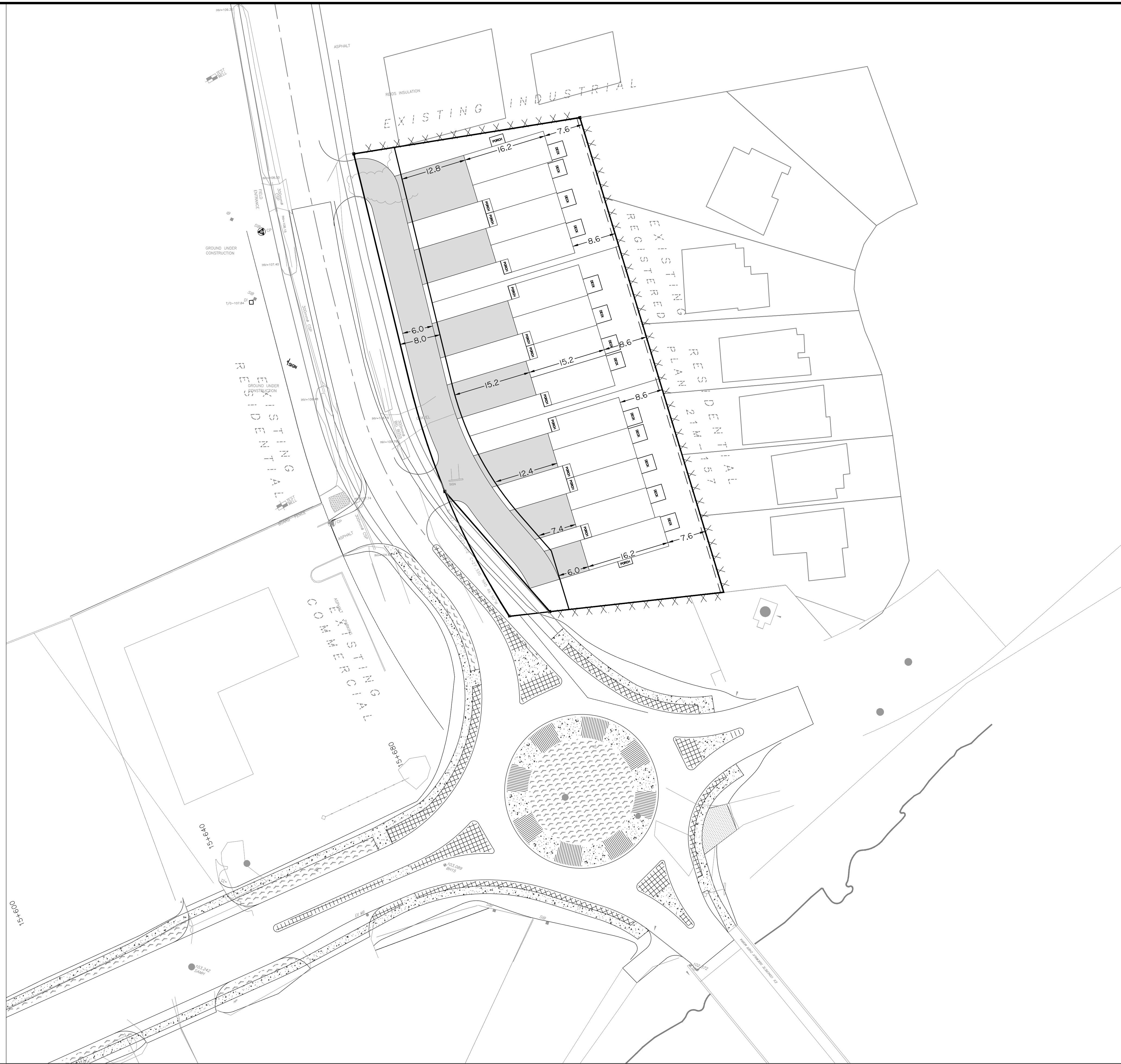
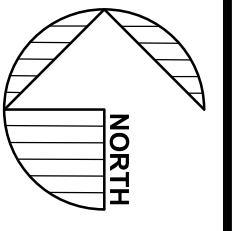
THE SYCAMORE
MAIN FLOOR PLAN - 698 sq.ft.

THE SYCAMORE
MAIN FLOOR PLAN - 698 sq.ft.

THE CRANBERRY
MAIN FLOOR PLAN - 698 sq.ft.

THE HEMLOCK
MAIN FLOOR PLAN - 661 sq.ft.





LEGEND

— SS —	EXISTING SANITARY SEWER	— 100.00 —	PROPOSED GRADE
— ST —	EXISTING STORM SEWER	— 000.00 —	PROPOSED SWALE GRADE
— WM —	EXISTING WATER MAIN	— 000.00 —	PROPOSED MIN. GROUND ELEV. AT YARD SETBACK
— FM —	EXISTING FORCE MAIN	— 000.00 —	PROPOSED WALK OUT W/O PROPOSED WALK OUT
— H —	EXISTING OVERHEAD HYDRO	— 000.00 —	WATER SERVICE
— 100 —	EXISTING HYDRO POLE	— 000.00 —	WATER SERVICE
— 100 —	EXISTING SANITARY MANHOLE	— 000.00 —	WATER SERVICE
— 100 —	EXISTING STORM MANHOLE	— 000.00 —	WATER SERVICE
— 100 —	EXISTING CATCH BASIN	— 000.00 —	WATER SERVICE
— 100 —	EXISTING ELEVATION	— 000.00 —	WATER SERVICE
— 100 —	EXISTING HYDRANT	— 000.00 —	WATER SERVICE
— 100 —	EXISTING WM VALVE	— 000.00 —	WATER SERVICE
— 100 —	EXISTING TREE	— 000.00 —	WATER SERVICE
— 100 —	SANITARY SEWER	— 000.00 —	WATER SERVICE
— 100 —	STORM SEWER	— 000.00 —	WATER SERVICE
— 100 —	WATER MAIN	— 000.00 —	WATER SERVICE
— 100 —	SANITARY MANHOLE	— 000.00 —	WATER SERVICE
— 100 —	STORM MANHOLE	— 000.00 —	WATER SERVICE
— 100 —	CATCH BASIN	— 000.00 —	WATER SERVICE
— 100 —	SWALE DRAINAGE FLOW	— 000.00 —	WATER SERVICE
— 100 —	REAR YARD DRAINAGE	— 000.00 —	WATER SERVICE

REV.#	REVISIONS	DATE	INITIAL
1	PRELIMINARY DESIGN	25/03/19	C.R.S.

Not Valid Unless Signed And Dated

PRELIMINARY

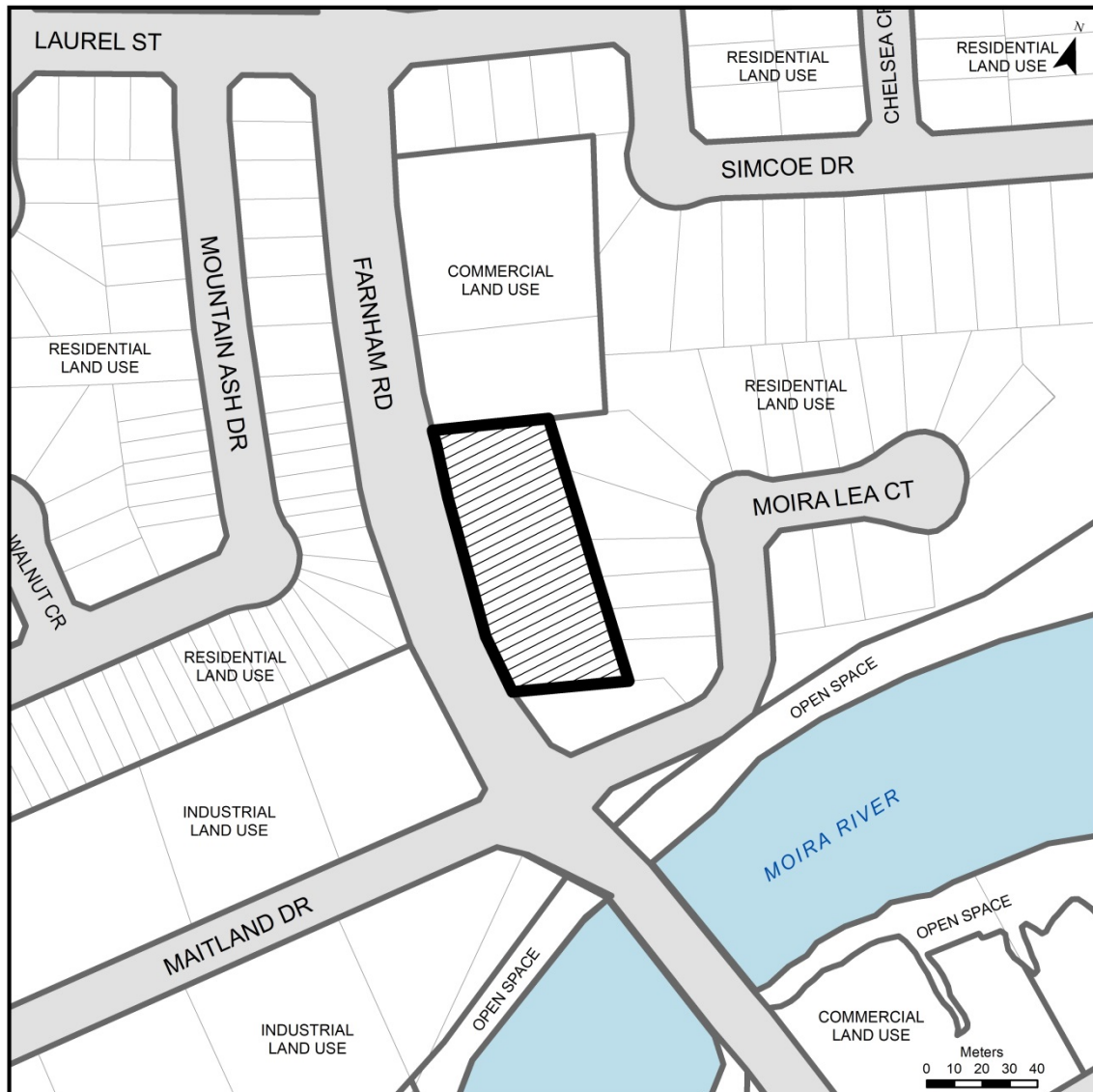
SCALE:	1:400
DESIGN:	C.R.S.
DRAWN:	C.R.S.
CHECKED:	AW
DATE:	MAR 2019

FARNHAM ROAD DEVELOPMENT
CITY OF BELLEVILLE

PRELIMINARY DEVELOPMENT
PLAN WITH ROUNDABOUT

Anley CONSULTING ENGINEERS PLANNERS

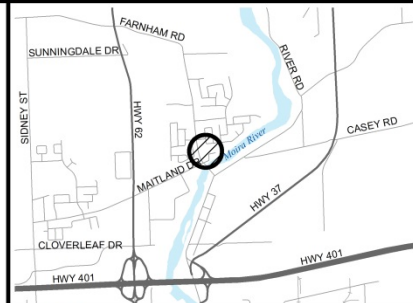
CONTRACT No. 17556-1 | DWG 17556-SP



LOCATION MAP

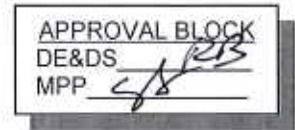
LOCATION: FARNHAM RD

 - SUBJECT LANDS



CITY OF BELLEVILLE
 ENGINEERING & DEVELOPMENT
 SERVICES DEPARTMENT

B-77-1079



CITY OF BELLEVILLE

Thomas Deming, Policy Planner
Engineering and Development Services Department
Report No. PP-2019-22
April 1, 2019

To: Belleville Planning Advisory Committee

Subject: Staff Recommendation Report
For Proposed Zoning By-law Amendments (By-laws 10245, 3014
and 2076-80) Regarding Definitions for Cannabis Uses
City of Belleville
APPLICANT: City of Belleville

File: B-77-1069

Recommendation:

That the Planning Advisory Committee recommends the following to City Council:

"THAT Application B-77-1069 to amend Zoning By-Laws Numbered 10245, 3014 and 2076-80, as amended – update to cannabis terminology, be APPROVED as follows:

That Zoning By-Laws Numbered 10245, 3014 and 2076-80, as amended, be amended to add definitions for "Cannabis Production Facility", "Cannabis Processing Centre", and "Cannabis Testing and Research Facility" in response to the legalization of cannabis production through federal and provincial legislation."

Background:

An initial public meeting was held in accordance with the requirements of the Planning Act on March 4, 2019. The purpose of this meeting was for Committee Members to formally hear and receive public comments.

The Planning Advisory Committee received Report No. PP-2019-07 (Attachment #1) as information on March 4, 2019. Now that input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department, staff has prepared a recommendation report for this application.

Federal regulations to access cannabis for medical purposes were established by Health Canada in July 2001. On January 11th, 2016, the City of Belleville passed By-Laws Numbered 2016-02, 2016-03 and 2016-04 to amend Zoning By-Laws Numbered 10245, 2076-80 and 3014 to define a "Marihuana Dispensary" and an "Medical Marihuana Production Facility", and to amend existing definitions to clarify that agriculture, farm, manufacturing, assembling, fabricating or processing plant, market garden, nursery or garden centre, or retail store shall not include uses otherwise defined in the By-Laws; specifically, medical marihuana uses.

On October 17th, 2018, the Federal Government of Canada legalized recreational cannabis including production of cannabis. Health Canada previously oversaw the licensing of all medical cannabis producers in the country and continues this responsibility for recreational cannabis production following legalization.

The Alcohol and Gaming Commission of Ontario (AGCO) has the responsibility to regulate cannabis retail use. Through provincial legislation, cannabis retail stores, or dispensaries, are no longer permitted to be regulated by municipal zoning.

As a result of both federal and provincial legislation regarding cannabis, the City's existing cannabis terminology and policies have become outdated and unnecessarily restrictive.

The proposed update was initially referenced in the January 14th, 2019, Report PP-2019-01 Cannabis Retail Stores.

Proposal

The City is proposing to add definitions for "Cannabis Production Facility", "Cannabis Processing Centre" and "Cannabis Testing and Research Facility" to Zoning By-laws Numbered 10245, 3014, and 2076-80 in response to the legalization of cannabis production through federal and provincial legislation. The proposed terms and definitions are as follows:

1. 'Cannabis Production Facility' as meaning a premise used for primarily growing and processing of cannabis authorized by a license issued by Health Canada. Testing, research, storing, and/or distribution of cannabis may be permitted as an accessory use.
2. 'Cannabis Processing Centre' as meaning a premise used for primarily processing of cannabis authorized by a license issued by Health Canada. Testing, storing, and/or distribution of cannabis may be permitted as an accessory use.

3. 'Cannabis Testing And Research Facility' shall mean a premise where any analytical testing, including any third party testing, and research and development of new products, improve existing products or to increase knowledge of cannabis authorized by a license issued by Health Canada.

The City is also proposing to remove older, outdated definitions. These definitions are as follows:

1. 'Marihuana Dispensary' shall mean a main use of land or occupancy of a building or structure for the purpose of selling or dispensing marihuana or cannabis products. (By-Law 10245)
2. 'Medical Marihuana Production Facility' shall mean premises used for growing, producing, testing, destroying, storing, or distribution of medical marihuana or cannabis authorized by a license issued by Health Canada. (By-Law 10245)
3. 'Marihuana Dispensary' shall mean the principal use of a building or structure where marihuana or cannabis products are sold or dispensed. (By-Law 3014)
4. 'Medical Marihuana Production Facility' shall mean premises used for growing, producing, testing, destroying, storing, or distribution of medical marihuana or cannabis authorized by a license issued by Health Canada. (By-Law 3014)
5. 'Marihuana Dispensary' shall mean a main use of land or occupancy of a building or structure for the purpose of selling or dispensing marihuana or cannabis products. (By-Law 2076-80)
6. 'Medical Marihuana Production Facility' shall mean premises used for growing, producing, testing, destroying, storing, or distribution of medical marihuana or cannabis authorized by a license issued by Health Canada. (By-Law 2076-80)

Previously, the City has permitted a medical marihuana production facility through rezoning of two properties to the General Industrial (M2-10) Zone with special provisions to permit a "Medical Marihuana Production Facility". Through this amendment process the City would update this term to "Cannabis Production Facility" for the General Industrial (M2-10) Zone.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Staff Report No. PP-2019-07 outlined the policies considered by staff in making this recommendation. It is staff's opinion that the proposal is consistent with the Provincial Policy Statement as it will provide opportunities for diversification of economic activities by ensuring the City is investment-ready for uses within this new industry.

Official Plan

It is staff's opinion that the proposal conforms with the Official Plan as the Plan states the City will foster a climate for innovative economic opportunities, with cooperation among members of the community and all levels of government. More non-residential taxable assessment will be promoted to lessen the dependency on existing and future residents. This proposal will be consistent with provincial legislation and allow for new uses to enter the City's local economy

Zoning By-law

This proposal shall update the general term "marihuana" with the term "cannabis" which is used by the federal and provincial governments.

Moreover, the current definition for cannabis production (Medical Marihuana Production Facility) includes all uses regarding cannabis excluding retail sales. The new definitions will better delineate the new uses that have been legalized by the federal and provincial legislation.

Lastly, the removal of the term and definition for "Marihuana Dispensary" will provide clarification to the general public that cannabis retail is not under municipal jurisdiction.

Public Meeting and Comments

On February 13th, 2019, a written notice was published in The Intelligencer. The notice provided information for the public meeting which was held on March 4, 2019.

No one from the general public appeared at the public meeting regarding this application.

At the time of writing this report, no other correspondence from the public has been received by the City regarding this application.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Ministry of Transportation, and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

The Belleville Fire Department, Recreation, Culture and Community Services, Parks & Open Spaces, and Transportation & Operations Department have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complied with the requirements of the Planning Act, R.S.O. 1990.

Financial

Not applicable.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes. This report aligns with each of the City's nine strategic themes and the City's mission statement by providing innovative and efficient services in support of our community's vision.

Planning Analysis:

This application is consistent with the Provincial Policy Statement, and the City of Belleville Official Plan.

The update is in response to the legalization of cannabis through federal and provincial legislation and will ensure the City is able to adapt to an evolving market. The existing "Medical Marijuana Production Facility" term and definition lumps all cannabis uses that are not retail into one use and limits them to medical purposes. Due to the changes in federal and provincial legislation regarding cannabis, uses have changed and expanded. New uses, such as processing facilities and research facilities, that do not include production, are now in demand. Moreover, these facilities, including production facilities, are no longer required to be used for strictly medical purposes. As such, the City's existing policy is out-of-date and this amendment will allow the City of Belleville to accommodate this developing industry.

Conclusion:

Staff has considered all relative policy and comments provided to the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-Laws Numbered 10245, 3014 and 2076-80. Staff recommends that the Planning Advisory Committee recommend to Council that the proposal be approved to add definitions for "Cannabis Production Facility", "Cannabis Processing Centre" and "Cannabis Testing and Research Facility" to all three Zoning By-laws in response to the legalization of cannabis production through federal and provincial legislation as it represents good planning.

Respectfully submitted



Thomas Deming, CPT
Planner, Policy Planning
Engineering and Development Services Department

Attachments

Attachment #1 –

Report No. PP-2019-07

Attachment #2 –

Proposed Zoning By-Law Amendments to By-Laws
Numbered 10245, 3014, and 2076-80



APPROVAL BLOCK DE&DS _____ MPP _____

CITY OF BELLEVILLE

Thomas Deming, Policy Planner
Engineering and Development Services Department
Report No. PP-2019-07
March 4, 2019

To: Belleville Planning Advisory Committee

Subject: Introductory Public Meeting
For Proposed Zoning By-law Amendments (By-laws 10245, 3014 and 2076-80) Regarding Definitions for Cannabis Uses
City of Belleville
APPLICANT: City of Belleville

File: B-77-1069

Recommendation:

"That Report No. PP-2019-07 dated March 4, 2019 regarding Introductory Public Meeting For Proposed Amendment to Zoning By-Laws Numbered 10245, 3014 and 2076-80, as Amended – update to cannabis terminology be received as information, and;

That Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department."

Background:

Federal regulations to access cannabis for medical purposes were established by Health Canada in July 2001. On January 11th, 2016, The City of Belleville passed By-Laws Numbered 2016-02, 2016-03 and 2016-04 to amend Zoning By-Laws Numbered 10245, 2076-80 and 3014 to define a "Marihuana Dispensary" and an "Medical Marihuana Production Facility", and to amend existing definitions to clarify that agriculture, farm, manufacturing, assembling, fabricating or processing plant, market garden, nursery or garden centre, or retail store shall not include uses otherwise defined in the By-Laws; specifically, medical marihuana uses.

On October 17th, 2018, the Federal Government of Canada legalized recreational cannabis including production of cannabis. Health Canada previously oversaw the licensing of all medical cannabis producers in the country and continues this responsibility for recreational cannabis production

following legalization.

The Alcohol and Gaming Commission of Ontario (AGCO) has the responsibility to regulate cannabis retail use. Through provincial legislation, cannabis retail stores, or dispensaries, are no longer permitted to be regulated by municipal zoning.

As a result of both federal and provincial legislation regarding cannabis, the City's existing cannabis terminology and policies have become outdated and unnecessarily restrictive.

The proposed update was referenced in the January 14th, 2019, Report PP-2019-01 Cannabis Retail Stores.

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. This report aligns with each of the City's nine strategic themes and the City's mission statement by providing innovative and efficient services in support of our community's vision.

Proposal:

The City is proposing to add definitions for "Cannabis Production Facility", "Cannabis Processing Centre" and "Cannabis Testing and Research Facility" to Zoning By-laws Numbered 10245, 3014, and 2076-80 in response to the legalization of cannabis production through federal and provincial legislation. The proposed terms and definitions are as follows:

1. 'Cannabis Production Facility' as meaning a premise used for primarily growing and processing of cannabis authorized by a license issued by Health Canada. Testing, research, storing, and/or distribution of cannabis may be permitted as an accessory use.
2. 'Cannabis Processing Centre' as meaning a premise used for primarily processing of cannabis authorized by a license issued by Health Canada. Testing, storing, and/or distribution of cannabis may be permitted as an accessory use.
3. 'Cannabis Testing And Research Facility' shall mean a premise where any analytical testing, including any third party testing, and research and development of new products, improve existing products or to increase knowledge of cannabis authorized by a license issued by Health Canada.

The City is also proposing to remove older, outdated definitions. These definitions are as follows:

1. 'Marihuana Dispensary' shall mean a main use of land or occupancy of a building or structure for the purpose of selling or dispensing marihuana or cannabis products. (By-Law 10245)
2. 'Medical Marihuana Production Facility' shall mean premises used for growing, producing, testing, destroying, storing, or distribution of medical marihuana or cannabis authorized by a license issued by Health Canada. (By-Law 10245)
3. 'Marihuana Dispensary' shall mean the principal use of a building or structure where marihuana or cannabis products are sold or dispensed. (By-Law 3014)
4. 'Medical Marihuana Production Facility' shall mean premises used for growing, producing, testing, destroying, storing, or distribution of medical marihuana or cannabis authorized by a license issued by Health Canada. (By-Law 3014)
5. 'Marihuana Dispensary' shall mean a main use of land or occupancy of a building or structure for the purpose of selling or dispensing marihuana or cannabis products. (By-Law 2076-80)
6. 'Medical Marihuana Production Facility' shall mean premises used for growing, producing, testing, destroying, storing, or distribution of medical marihuana or cannabis authorized by a license issued by Health Canada. (By-Law 2076-80)

Previously, the City has permitted a medical marihuana production facility through rezoning of two properties to the General Industrial (M2-10) Zone with special provisions to permit a "Medical Marihuana Production Facility". Through this amendment process the City would update this term to "Cannabis Production Facility" for the General Industrial (M2-10) Zone.

Provincial Policy Statement, 2014

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff will consider the following policies in the PPS:

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

1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

1.7.1 Long-term economic prosperity should be supported by:

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

Official Plan:

The current Official Plan was adopted by City Council on June 18, 2001. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

The Official Plan states the City will foster a climate for innovative economic opportunities, with cooperation among members of the community and all levels of government. More non-residential taxable assessment will be promoted to lessen the dependency on existing and future residents.

Zoning By-law:

In regards to zoning, the City of Belleville's zoning by-laws currently provide for medical marihuana production facilities under site specific zoning and define the use as:

'Medical Marihuana Production Facility' shall mean premises used for growing, producing, testing, destroying, storing, or distribution of medical marihuana or cannabis authorized by a license issued by Health Canada."

The zoning by-laws also contain the term and definition for marijuana dispensary which is no longer relevant as the provincial government has removed municipal jurisdiction over cannabis retail.

Public Comments:

On February 13th, 2019, a written notice was published in The Intelligencer. The notice provided information to the general public that a public meeting was scheduled for March 4, 2019.

The notice was also published on the City's website notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available at the City's Planning Department during business hours.

At the time of writing this report, no correspondence from the public has been received by the City regarding this application.

Staff and Agency Comments:

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Transportation & Operations Department have provided correspondence and they have no concerns.

At the time of writing this report, no other comments or concerns have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

Not applicable.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Conclusion:

Comments received at this public meeting, as well as subsequent written comments will be considered by the Engineering and Development Services Department in analysis of the amendment to the City of Belleville Zoning By-laws Numbered 10245, 3014, and 2076-80. A recommendation report will be brought forward upon receipt of all agency and public comments.

Respectfully submitted



Thomas Deming, CPT
Planner, Policy Planning
Engineering and Development Services Department

**THE CORPORATION OF THE CITY OF BELLEVILLE
BY-LAW NUMBER 2019-**

**A BY-LAW TO AMEND ZONING BY-LAW NUMBER 10245 A BEING BY-LAW TO
REGULATE THE USE OF LAND AND THE HEIGHT, BULK, LOCATION, SIZE,
FLOOR AREA, SPACING, CHARACTER AND USE OF BUILDINGS**

**WHEREAS the Council of the Corporation of the City of Belleville deems it
advisable to amend Zoning By-Law Number 10245 as amended;**

**NOW THEREFORE the Municipal Council of the Corporation of the City of
Belleville enacts as follows:**

1. THAT Subsection (87a) 'Marihuana Dispensary' of Part A, Section 5 be removed.
2. THAT Subsection (89a) 'Medical Marihuana Production Facility' of Part A, Section 5 be removed.
3. THAT Subsection (17a) of Part A, Section 5 be added as follows:

(17a) CANNABIS PROCESSING CENTRE as meaning a premise used for primarily processing and cannabis authorized by a license issued by Health Canada. Testing, storing, and/or distribution of cannabis may be permitted as an accessory use.
4. THAT Subsection (17b) of Part A, Section 5 be added as follows:

(17b) CANNABIS PRODUCTION FACILITY as meaning a premise used for primarily growing and processing of cannabis authorized by a license issued by Health Canada. Testing, research, storing, and/or distribution of cannabis may be permitted as an accessory use.
5. THAT Subsection (17c) of Part A, Section 5 be added as follows:

(17c) CANNABIS TESTING AND RESEARCH FACILITY shall mean a premise where any analytical testing, including any third party testing, and research and development of new products, improve existing products or to increase knowledge of cannabis authorized by a license issued by Health Canada.

6. THAT Subsection (11) of Part W, Section 7 be updated as follows:

(11) Notwithstanding the provisions of Subsection 1 (1) within the area zoned M2-10-h a 'Cannabis Production Facility' shall also be a permitted use.

Notwithstanding the provisions of Subsections 1 (1) of this Part W within the area zoned M2-10-h, no person shall erect any building or structure or use the land for any purpose other than the use existing on the day of the passing of this by-law. The "h" holding symbol shall not be removed from the M2-10-h zone until all licensing requirements of Health Canada have been satisfied and a copy of the license submitted to the City.

7. 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.

Read a first time this ___ day of _____, 2019.

Read a second time this ___ day of _____, 2019.

Read a third time and finally passed this ___ day of _____, 2019.

MITCH PANCIUK, MAYOR

MATT MACDONALD, CITY CLERK

**THE CORPORATION OF THE CITY OF BELLEVILLE
BY-LAW NUMBER 2019-**

A BY-LAW TO AMEND ZONING BY-LAW NUMBER 3014 BEING A BY-LAW TO REGULATE THE USE OF LAND AND THE HEIGHT, BULK, LOCATION, SIZE, FLOOR AREA, SPACING, CHARACTER AND USE OF BUILDINGS

WHEREAS the Council of the Corporation of the City of Belleville deems it advisable to amend Zoning By-Law Number 3014 as amended;

NOW THEREFORE the Municipal Council of the Corporation of the City of Belleville enacts as follows:

1. THAT Section 7.122.1 'Medical Marihuana Production Facility' be removed.

2. THAT Section 7.119.1 'Marihuana Dispensary' be removed.

3. THAT SECTION 7.36.1 be added as follows:

7.36.1 CANNABIS PROCESSING CENTRE as meaning a premise used for primarily processing and cannabis authorized by a license issued by Health Canada. Testing, storing, and/or distribution of cannabis may be permitted as an accessory use.

4. THAT SECTION 7.36.2 be added as follows:

7.36.2 CANNABIS PRODUCTION FACILITY as meaning a premise used for primarily growing and processing of cannabis authorized by a license issued by Health Canada. Testing, research, storing, and/or distribution of cannabis may be permitted as an accessory use.

5. THAT SECTION 7.36.3 be added as follows:

7.36.3 CANNABIS TESTING AND RESEARCH FACILITY shall mean a premise where any analytical testing, including any third party testing, and research and development of new products, improve existing products or to increase knowledge of cannabis authorized by a license issued by Health Canada.

6. 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.

Read a first time this ___ day of _____, 2019.

Read a second time this ___ day of _____, 2019.

Read a third time and finally passed this ___ day of _____, 2019.

MITCH PANCIUK, MAYOR

MATT MACDONALD, CITY CLERK

**THE CORPORATION OF THE CITY OF BELLEVILLE
BY-LAW NUMBER 2019-**

**A BY-LAW TO AMEND ZONING BY-LAW NUMBER 2076-80 BEING A BY-LAW TO
REGULATE THE USE OF LAND AND THE HEIGHT, BULK, LOCATION, SIZE,
FLOOR AREA, SPACING, CHARACTER AND USE OF BUILDINGS**

WHEREAS the Council of the Corporation of the City of Belleville deems it advisable to amend Zoning By-Law Number 2076-80 as amended;

NOW THEREFORE the Municipal Council of the Corporation of the City of Belleville enacts as follows:

1. THAT Subsection (90) 'Marihuana Dispensary' of Part A, Section 5 be removed.
2. THAT Subsection (92a) 'Medical Marihuana Production Facility' of Part A, Section 5 be removed.
3. THAT Subsection (19a) of Part A, Section 5 be added as follows:

CANNABIS PROCESSING CENTRE as meaning a premise used for primarily processing and cannabis authorized by a license issued by Health Canada. Testing, storing, and/or distribution of cannabis may be permitted as an accessory use.

4. THAT Subsection (19b) of Part A, Section 5 be added as follows:

CANNABIS PRODUCTION FACILITY as meaning a premise used for primarily growing and processing of cannabis authorized by a license issued by Health Canada. Testing, research, storing, and/or distribution of cannabis may be permitted as an accessory use.

5. THAT Subsection (19c) of Part A, Section 5 be added as follows:

CANNABIS TESTING AND RESEARCH FACILITY shall mean a premise where any analytical testing, including any third party testing, and research and development of new products, improve existing products or to increase knowledge of cannabis authorized by a license issued by Health Canada.

6. 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.

Read a first time this ____ day of _____, 2019.

Read a second time this ____ day of _____, 2019.

Read a third time and finally passed this ____ day of _____, 2019.

MITCH PANCIUK, MAYOR

MATT MACDONALD, CITY CLERK



APPROVAL BLOCK
DE& DS RS

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
Engineering and Development Services Department
Report No. PP-2019-26
April 1, 2019

To: Belleville Planning Advisory Committee

Subject: Recommendation Report

Proposed Amendment to Zoning By-law # 2076-80
Bell Boulevard - Lots 35 & 36, Concession 2, former Township of
Sidney, now City of Belleville, County of Hastings
APPLICANT: John Belanger (Jenland Properties (Ltd.))
OWNER: John Belanger (Jenland Properties (Ltd.))
AGENT: Mike Keene, Fotenn Consultants Inc. and Caitlin
Sheahan, Ainley Group

File: B-77-1072

Recommendation:

That the Planning Advisory Committee recommends the following to
City Council:

"THAT Application B-77-1072 to amend Zoning By-Law #2076-80, as
amended – Bell Boulevard - Lots 35 & 36, Concession 2, former
Township of Sidney, now City of Belleville, County of Hastings, be
APPROVED as follows:

That Zoning By-Law #2076-80, as amended, be amended by rezoning
the subject lands from CH-28 (Commercial Highway with Special
Provisions) /MS (Special Industrial)-Holding Zone to a new CH
(Commercial Highway with Special Provisions)/MS (Special Industrial)
Zone to allow additional commercial uses and to allow special
provisions including reduced front yard setback and exterior side yard
setback as well as a parking ratio of 5.5 parking spaces per 100 square
metres."

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes
including Industrial and Commercial Development.

Strategic objectives of the Industrial and Commercial Development theme include:

- Ensure suitable serviced employment lands are available to meet the needs of all potential industrial and commercial investments
- Market the City's unique strengths to attract leading-edge industries that provide high paying job opportunities
- Encourage remediation and redevelopment of underutilized lands
- Support initiatives that create an available skilled labour force, including programs to retain youth in the community

Background:

An initial public meeting was held in accordance with the requirements of the Planning Act on March 4, 2019. The purpose of this meeting was for Committee Members to formally hear and receive public comments.

The Planning Advisory Committee reviewed Report No. PP-2019-11 (Attachment #1). Now that input from the public, commenting agencies, and municipal departments had been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department, staff has prepared a recommendation report.

The subject land is identified on the attached Location Map (Attachment #2). Site details for the subject land:

Site Review	Description
Site Location	The subject lands are located north of Bell Boulevard, and west of a hotel known as TownePlace Suites by Marriott.
Site Size	14.6 hectares
Present Use	vacant
Proposed Use	A shopping centre consisting of 14 commercial buildings and a gas bar. A number of uses are proposed including large-format retail, food store, fitness centre, banks, restaurants, and personal service shops.
Belleville Official Plan Designation	Loyalist Planning Area
Loyalist Secondary Plan	Employment Area
Present Zone Category	CH-28 (Commercial Highway with Special Provisions) /MS (Special Industrial)-Holding Zone
Proposed Zone Category	CH (Commercial Highway with Special Provisions)/MS (Special Industrial Zone)
Land uses to the north	Highway 401
Land uses to the east	Hotel and Casino
Land uses to the south	vacant
Land uses to the west	vacant

In support of the application, the following was submitted:

- Planning Justification Report (Attachment # 3)
- Conceptual Site Plan (Attachment #4)
- Traffic Impact Study
- Building Elevations
- Plan of Survey
- Retail Market Impact & Fiscal Benefits Analysis
- Servicing Report
- Stormwater Management Memo
- Watermain Design Brief

Since the public meeting, refinements to the Traffic Impact Statement have been made at the request of the City's Development Engineer.

These documents have been available for public review at the Planning Department.

Details of these reports include the following:

Planning Justification Report

The submitted Planning Justification Report provides an overview of the intention to construct a commercial plaza which will include a variety of commercial uses including large-format retail, a gas bar, a fitness centre, banks, restaurants, and personal service shops, covering approximately 20% of the 15-hectare site.

The report states that the proposed development is consistent with the policies of the Provincial Policy Statement, the City of Belleville Official Plan, and the Loyalist Secondary Plan in that it proposes a commercial plaza with a full range of commercial uses that will draw on both community and regional markets.

There is an explanation that the zoning by-law amendment is proposed to expand the list of permitted uses on the site to be consistent with the policies of the City of Belleville Official Plan and the Loyalist Secondary Plan. It also describes how the reduced minimum required front yard depth and outside side yard depth will permit the construction of commercial buildings which address the streetscape and provide a visually-appealing design by locating parking centrally within the site.

The report concludes that "the proposed zoning by-law amendment conforms to the policies of the Provincial Policy Statement and the City of Belleville Official Plan. It is our professional planning opinion that this development represents good planning."

Servicing Report

The servicing Report provides the following conclusions:

- The proposed development within the subject lands includes a mixture of commercial services (e.g., restaurant, bank, fitness, fast food, etc.).
- The development will be accessed via three locations, all of which intersect Bell Boulevard.
- One of the intersections is existing, the other two connections are proposed intersections.
- Stormwater management for quantity and quality control will be provided in the Facility 6 wet pond (construction to begin in January 2019).
- The development will be serviced by the Municipal water system located within Bell Boulevard and the entrance to the Marriott Hotel.
- The development will be serviced by a gravity sanitary collection system directing effluent to the existing sanitary sewer within Bell Boulevard and ultimately the City's treatment facility.

Stormwater Management Memo

This provides a summary of the stormwater management measures in place for the proposed Rice Group development control including how this function will be provided in a centralized wet pond facility and cost sharing should be implemented to apportion cost responsibilities to the various developers and landowners of the area.

Traffic Impact Study

The study assessed traffic requirements resulting from the proposed development. Through this study, improvement needs for the site access intersections were evaluated with recommendations of required upgrades to Bell Boulevard including the requirements of turning lanes and traffic lights which will be implemented during the site plan approval process.

Retail Market Impact & Fiscal Benefits Analysis

The report states that its primary purpose has been to evaluate the subject sites relationship to surrounding land uses and to determine whether the subject proposal will adversely affect any of the existing or proposed new retail/service commercial facilities located in the vicinity of the site and throughout the City of Belleville. This study also includes an evaluation of the potential financial and employment related benefits that could be generated by the subject development upon its completion.

The proposal for the subject site will provide substantial economic benefit to the City of Belleville, including the following key impacts:

- The proposed development will accommodate up to 848 full-time jobs. This represents approximately 58 jobs per hectare.
- The proposed development concept will generate a total initial benefit of almost \$2.1 million in on-time fees (i.e., planning fees, development charges and building permits), while City-based property tax revenue will total approximately \$1.3 million on an annual basis.

The report also provides the following information in the section titled Summary and Conclusions:

“The proposed WMC and ancillary commercial units proposed on the subject site, as well as the various retail and service facilities expected to enter the local market in coming years, have been evaluated in our retail market demand and impact analysis. As summarized below, this analysis confirms that the impact of the subject proposal on existing retailers in the Trade Area will be limited:

- There will be adequate market demand and expenditure support to justify the development of a 155,000 square foot (14,400 square metre) WMC and approximately 184,000 square feet (17,100 square metres) of accompanying retail/service commercial space on the subject site, as currently proposed.
- Although some sales impacts are anticipated as a result of the new commercial space planned throughout the City of Belleville in coming years, no significant sales impacts on existing retail facilities are expected as a direct result of the proposed development on the subject site.

Based on all of the research and analyses presented in this report, it is our professional opinion that there will be sufficient population and expenditure growth in the Trade Area to support the development of the subject site as proposed without any severe impacts to the various existing and future retail facilities located near the site, as well as in other parts of Belleville.

Furthermore, the proposed development on the subject site will accommodate many high-quality jobs for residents of the City, as well as generate substantial one-time financial benefits and significant annual revenue to the City for years to come.”

Proposal

The Applicant proposes to rezone the subject lands from CH-28 (Commercial Highway with Special Provisions) /MS (Special Industrial)-Holding Zone to a new CH (Commercial Highway with Special Provisions)/MS (Special Industrial Zone). The new zone would permit additional commercial uses for the site as well as providing for special provisions. Special provisions include reduced front yard depth of 3 metres, a reduced exterior side yard depth of 3 metres, and minimum parking of 5.5 spaces per 100 square metres. Additional proposed uses include coin operated laundry, dry cleaning distribution station, dry cleaner establishment, hobby beer and wine making establishment, medical clinic, microbrewery or craft brewery, pet grooming establishment, rental outlet, drive-in restaurant, retail store, shopping centre and veterinarian clinic.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff has considered the policies of the PPS and are of the opinion that the application is consistent with this document because it:

- promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- it is located in the *settlement area of the City which "shall be the focus of growth and development"*
- is located in a *designated growth areas*

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation has occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

In addition to the Official Plan, the City adopted the Loyalist Secondary Plan

on November 8, 2010 which established detailed land use policies for the Loyalist planning Area which is the area subject to this application.

The subject land is identified as Employment Area in the Loyalist Secondary Plan. (Attachment #5 – Loyalist Secondary Plan Designation Map).

The application is consistent with the Employment Area policies of the Loyalist Secondary Plan because it:

- Meets the intention of Section 3.2 which states that the employment lands are for a full range of commercial and industrial land uses while providing employment opportunities to the residents of the region and are located primarily on major transportation routes to ensure maximum exposure to the traveling public and to facilitate ease of access.
- Services the community and regional markets and is located in an area readily accessible from the arterial road network.
- It is providing uses that are consistent with Section 3.2.1 b) which includes business and professional offices, retail establishments, places of entertainment, assembly halls, restaurants, hotels and motels, personal service uses, automotive uses, community facilities and recreational uses.
- It has undergone initial traffic studies to ensure safe movement of vehicular traffic on the public street and vehicular traffic on the subject and adjoining lands. These final details will be refined and implemented through site plan approval.
- The applicants will also provide a circulation plan for the site to ensure safe movement of pedestrians and other forms of active transportation on the site and the linkages to the street. This will be prepared and implemented through the site plan approval stage. This circulation plan also addresses Section 3.2.1 e) iv) which states “further details that facilities for safe pedestrian access and circulation on-site should be provided.”
- The development has sufficient parking on-site to meet the needs of customers and staff.
- Section 3.2.1 e) ii) states “The following design policies should be applied to all commercial employment development:
- The site will have a strong street presence with reduced building setbacks so that parking can be hidden from the municipal right of

way. Further, there will be a landscaping plan by qualified person. In addition, a lighting plan will be submitted as part of the site plan approval. This overall design and landscaping is consistent with Section 3.2.1e) ii) which states that “the appearance of parking lots, loading facilities and service areas should be enhanced through appropriate landscaping, with appropriate lighting of such areas to ensure public safety, which should be oriented away from nearby residential properties and not interfere with visibility on public streets.”

- There has been consideration to the enhancement of the property adjacent to the 401 which will address Section 3.2.1 f) which states “Developments adjacent to Highway 401 should ensure that the portion of the property facing the Highway is developed with a high standard of urban design.”

Zoning By-law

The subject lands are currently zoned CH-28 (Commercial Highway with Special Provisions) /MS (Special Industrial)-Holding Zone. The application proposes to amend the zoning to a new CH (Commercial Highway with Special Provisions)/MS (Special Industrial) Zone to allow additional commercial uses and to allow special provisions including reduced front yard setback and exterior side yard setback as well as a parking ratio of 5.5 parking spaces per 100 square metres.

Additional commercial uses requested include: coin operated laundry, dry cleaning distribution station, dry cleaner establishment, hobby beer and wine making establishment, medical clinic, microbrewery or craft brewery, pet grooming establishment, rental outlet, drive-in restaurant, retail store, shopping centre and veterinarian clinic.

Required zoning provisions of the CH - Commercial Highway Zone along with requested special provisions are included in the table below:

Current Regulations	Required	Special Provisions Requested
Front Yard Depth	12 m	3 m
Exterior Side Yard Width	12 m	3 m
Commercial Parking Requirements	1 space per 18.5 sq. m. (retail/service) 1 space per 4 persons accommodated (restaurant) 1 space per 4.5 sq. m. (drive-in restaurant)	An overall parking requirement of 5.5 spaces per 100 sq. m. for the site

Public Meeting and Comments

On February 13, 2019 a written notice and location map was mailed by first

class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for March 4, 2019.

Similarly, a sign was placed on the subject lands notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available in the City's Planning Files for review by any member of the public during business hours.

At the time of writing this report, the City has received one email requesting notification of Council's decision.

Public Meeting

The public meeting was held on March 4, 2019. At the meeting, Mike Keene of Fotenn provided a brief overview of the application.

No member of the public spoke for or against the application.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation and the Health Unit.

At the time of writing this report, Veridian Connections provided general comments for the applicant but did not have concerns.

MTO provided general comments to be provided to the applicant for implementation during site plan approval stage.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Transportation & Operations Department, Recreation, Culture & Community Services Department, Parks & Open Space, and Belleville Fire and Rescue have provided correspondence and they have no concerns.

The City's Development Engineer has also provided comments on her review of the application's supporting documentation. She has confirmed the submitted information demonstrates that the proposed land use can be supported. She has also indicated that the Applicant should be advised that the property will need to be developed in accordance with the Site Plan Process. She has also identified additional information that will need to be submitted as part of the site plan process that will assist the applicant in gaining quicker approvals.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Analysis and Conclusion:

This application is consistent with both the Provincial Policy Statement and City's Official Plan.

Information including the Retail Market Impact & Fiscal Benefits Analysis represents a submission which exceeds the minimum requirements of a complete application.

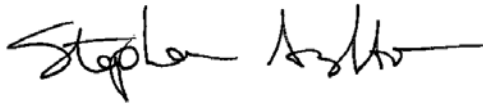
The next stage for the applicant to receive approval to develop this site through the City's Site Plan Process.

In addition to the requirements of the City's Site Plan Process, the applicant has agreed to provide supplemental planning information for further enhancement of the site including:

- Circulation Plan for the Site for vehicular, pedestrian and other modes of transportation
- Landscaping Plan
- Lighting Plan

As this application is consistent with both the Provincial Policy Statement and City's Official Plan and also represents a development with enhanced streetscape design, active transportation (including walking) linkages and landscaping, Staff recommends the application to amend By-law # 2076-80 be approved.

Respectfully submitted



Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department

Attachments

- | | |
|-----------------|---|
| Attachment #1 - | Report No. PP-2019-11 |
| Attachment #2 - | Location Map |
| Attachment #3 - | Planning Justification Report, Fotenn Planning and Design, January 17, 2019 |
| Attachment #4 - | Conceptual Site Plan, Rice Group, Drawing #A1-4, December 18, 2018 |
| Attachment #5 - | Loyalist Secondary Plan Designation Map |



APPROVAL BLOCK
DE& DS _____

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
Engineering and Development Services Department
Report No. PP-2019-11
March 4, 2019

To: Belleville Planning Advisory Committee

Subject: Proposed Amendment to Zoning By-law # 2076-80
Bell Boulevard - Lots 35 & 36, Concession 2, former Township of Sidney, now City of Belleville, County of Hastings

APPLICANT: John Belanger (Jenland Properties (Ltd.)
OWNER: John Belanger (Jenland Properties (Ltd.)
AGENT: Mike Keene, Fotenn Consultants Inc. and Caitlin Sheahan, Ainley Group

File: B-77-1072

Recommendation:

That Report No. PP-2019-11 dated March 4, 2019 regarding Proposed Amendment to Zoning By-Law Number #2076-80, as amended – Bell Boulevard - Lots 35 & 36, Concession 2, former Township of Sidney, now City of Belleville, County of Hastings be received as information, and;

That Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department.

Background:

The initial public meeting is held in accordance with the requirements of the Planning Act. The purpose of this meeting is for Committee Members to formally hear and receive public comments. The intent of this statutory public planning meeting is to receive public feedback and incorporate it into a recommendation report from staff.

The subject land is identified on the attached Location Map (Attachment #1).
Site details for the subject land:

Site Review	Description
Site Location	The subject lands are located north of Bell Boulevard, and west of a hotel known as TownePlace Suites by Marriott.
Site Size	14.6 hectares
Present Use	vacant
Proposed Use	A shopping centre consisting of 14 commercial buildings and a gas bar. A number of uses are proposed including large-format retail, food store, fitness centre, banks, restaurants, and personal service shops.
Belleville Official Plan Designation	Loyalist Planning Area
Loyalist Secondary Plan	Employment Area
Present Zone Category	CH-28 (Commercial Highway with Special Provisions) /MS (Special Industrial)-Holding Zone
Proposed Zone Category	CH (Commercial Highway with Special Provisions)/MS (Special Industrial Zone)
Land uses to the north	Highway 401
Land uses to the east	Hotel and Casino
Land uses to the south	vacant
Land uses to the west	vacant

In support of the application, the following was submitted:

- Planning Justification Report (Attachment # 2)
- Conceptual Site Plan (Attachment #3)
- Traffic Impact Study
- Building Elevations
- Plan of Survey
- Retail Market Impact & Fiscal Benefits Analysis
- Servicing Report
- Stormwater Management Memo
- Watermain Design Brief

These documents have been available for public review at the Planning Department.

Proposal

The Applicant proposes to rezone the subject lands from CH-28 (Commercial Highway with Special Provisions) /MS (Special Industrial)-Holding Zone to CH (Commercial Highway with Special Provisions)/MS (Special Industrial

Zone). The new zone would permit additional commercial uses for the site as well as providing for special provisions. Special provisions include reduced front yard depth of 3 metres, a reduced exterior side yard depth of 3 metres, and minimum parking of 5.5 spaces per 100 square metres. Additional proposed uses include coin operated laundry, dry cleaning distribution station, dry cleaner establishment, hobby beer and wine making establishment, medical clinic, microbrewery or craft brewery, pet grooming establishment, rental outlet, drive-in restaurant, retail store, shopping centre and veterinarian clinic.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff will consider the following policies in the PPS:

- 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;
 - e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- 1.1.3.1 *Settlement areas* shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- 1.1.3.6 New development taking place in *designated growth areas* should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, *infrastructure* and *public service facilities*.

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation has occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

In addition to the Official Plan, the City adopted the Loyalist Secondary Plan

on November 8, 2010 which established detailed land use policies for the Loyalist planning Area which is the area subject to this application.

Planning Staff will use the policies within the Official Plan and Loyalist Secondary Plan to make a recommendation on the application. The subject land is part of the Loyalist Planning Area within the City's Official Plan. The subject land is identified as Employment Area in the Loyalist Secondary Plan. (Attachment #4 – Loyalist Secondary Plan Designation Map).

Section 2.2 of the Loyalist Secondary Plan states that the purpose of the plan is to guide a wide range of development opportunities in the area to the year 2030 and provide a wide range of residential, employment, institutional and recreational land uses.

Specific to the Employment Area policies of Section 3.2, state that the intention of these lands are for a full range of commercial and industrial land uses while providing employment opportunities to the residents of the region and are located primarily on major transportation routes to ensure maximum exposure to the traveling public and to facilitate ease of access.

Specific commercial policies are provided for through section 3.2.1 which states that uses "that are intended to service the community or regional markets should be directed to areas that are readily accessible from the arterial road network." Section 3.2.1 b) further states "In general, commercial employment uses to be permitted within areas designated Employment Area would include business and professional offices, retail establishments, places of entertainment, assembly halls, restaurants, hotels and motels, personal service uses, automotive uses, community facilities and recreational uses."

Section 3.2.1 d) states "Commercial development is dependent upon vehicular access. Points of ingress and egress should be established to ensure safe movement of:

- vehicular traffic on the public street;
- vehicular traffic on the subject and adjoining lands; and
- pedestrian and cyclist traffic along the street.

Further, commercial development should have sufficient parking on-site to meet the needs of customers and staff.

Section 3.2.1 e) ii) states "The following design policies should be applied to all commercial employment development:

ii) The appearance of parking lots, loading facilities and service areas should be enhanced through appropriate landscaping, with appropriate

lighting of such areas to ensure public safety, which should be oriented away from nearby residential properties and not interfere with visibility on public streets.

Section 3.2.1 e) iv) further details that facilities for safe pedestrian access and circulation on-site should be provided.

Section 3.2.1 f) states "Developments adjacent to Highway 401 should ensure that the portion of the property facing the Highway is developed with a high standard of urban design."

Zoning By-law

The subject lands are currently zoned CH-28 (Commercial Highway with Special Provisions) /MS (Special Industrial)-Holding Zone. The application proposes to amend the zoning to a CH (Commercial Highway with Special Provisions)/MS (Special Industrial Zone) to allow additional commercial uses and to allow special provisions including reduced front yard setback and exterior side yard setback as well as a parking ratio of 5.5 parking spaces per 100 square metres.

Additional commercial uses requested include: coin operated laundry, dry cleaning distribution station, dry cleaner establishment, hobby beer and wine making establishment, medical clinic, microbrewery or craft brewery, pet grooming establishment, rental outlet, drive-in restaurant, retail store, shopping centre and veterinarian clinic.

Required zoning provisions of the CH - Commercial Highway Zone along with requested special provisions are included in the table below:

Current Regulations	Required	Special Provisions Requested
Front Yard Depth	12 m	3 m
Exterior Side Yard Width	12 m	3 m
Commercial Parking Requirements	1 space per 18.5 sq.m. (retail/service) 1 space per 4 persons accommodated (restaurant) 1 space per 4.5 sq m. (drive-in restaurant)	An overall parking requirement of 5.5 spaces per 100 sq.m. for the site

Public Comments

On February 13, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was

scheduled for March 4, 2019.

Similarly, a sign was placed on the subject lands notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available in the City's Planning Files for review by any member of the public during business hours.

At the time of writing this report, the City has received one email requesting notification of Council's decision.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Transportation & Operations Department and Belleville Fire and Rescue have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act,

R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes including Industrial and Commercial Development,

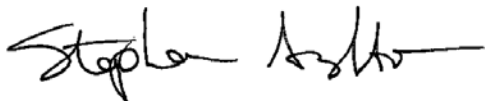
Strategic objectives of the Industrial and Commercial Development theme include:

- Ensure suitable serviced employment lands are available to meet the needs of all potential industrial and commercial investments
- Market the City's unique strengths to attract leading-edge industries that provide high paying job opportunities
- Encourage remediation and redevelopment of underutilized lands
- Support initiatives that create an available skilled labour force, including programs to retain youth in the community

Conclusion:

Comments received at this public meeting, as well as subsequent written comments will be considered by the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-law 2076-80. A recommendation report will be brought forward upon receipt of all agency and public comments.

Respectfully submitted

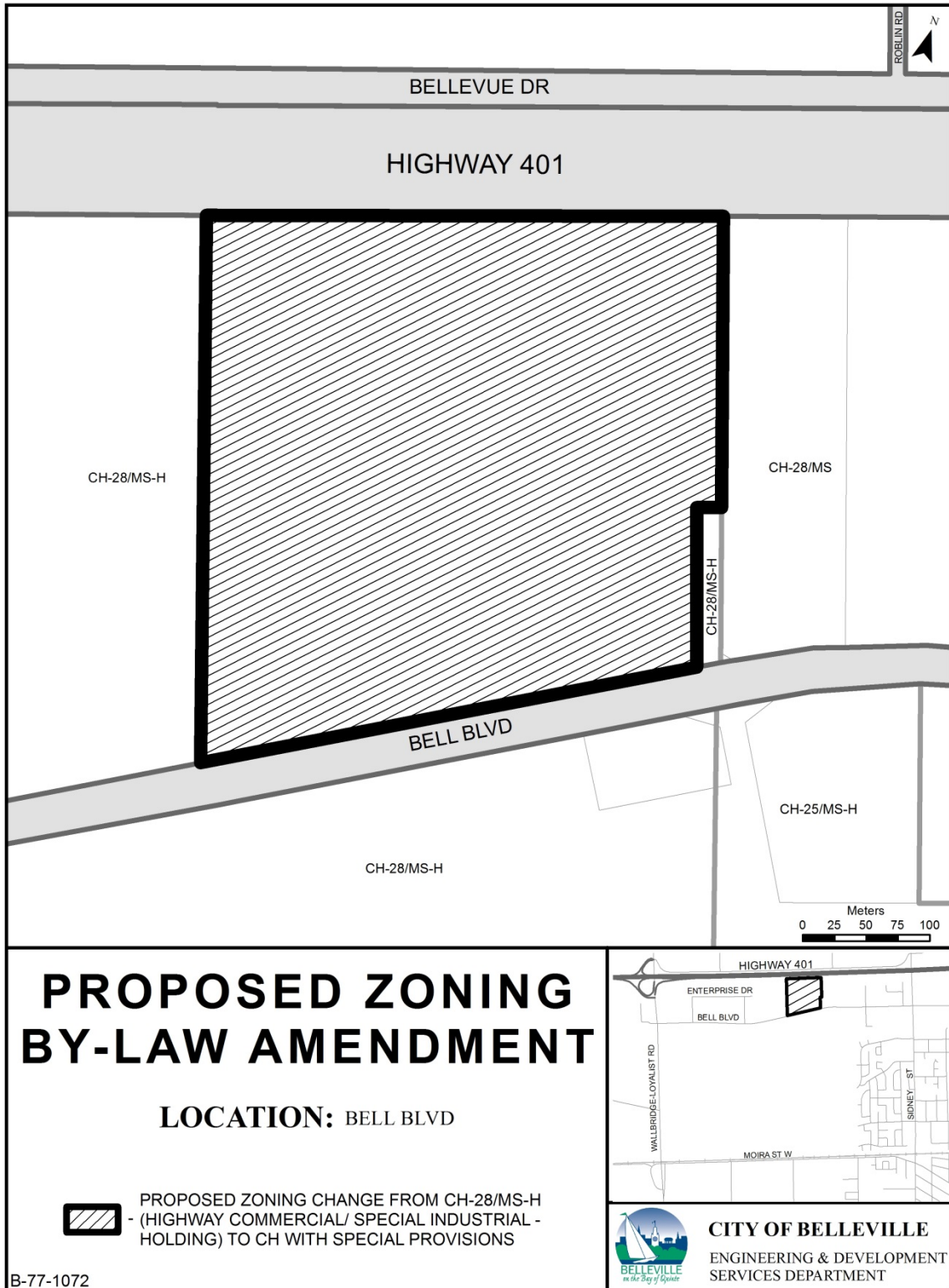


Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department

Attachments

- Attachment #1 – Location Map
- Attachment #2 – Planning Justification Report, Fotenn Planning and Design, January 17, 2019
- Attachment #3 - Conceptual Site Plan, Rice Group, Drawing #A1-4, December 18, 2018
- Attachment #4 – Loyalist Secondary Plan Designation Map

Attachment #1 – Location Map





BELLEVUE DR

HIGHWAY 401

CH-28/MS-H

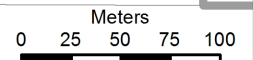
CH-28/MS

CH-28/MS-H

BELL BLVD

CH-25/MS-H

CH-28/MS-H

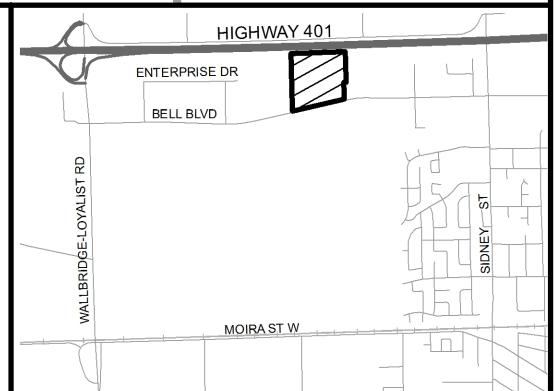


PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: BELL BLVD



PROPOSED ZONING CHANGE FROM CH-28/MS-H (HIGHWAY COMMERCIAL/ SPECIAL INDUSTRIAL - HOLDING) TO CH WITH SPECIAL PROVISIONS



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT SERVICES DEPARTMENT
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FOTENN

Bell Boulevard

Planning Justification Report





Prepared for:

Jenland Properties Limited

Prepared by:

FOTENN Planning + Design

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January 17, 2019

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1.0**2****INTRODUCTION**

This planning justification report has been prepared by Fotenn Consultants Inc. on behalf of Jenland Properties Limited, in support of an application for zoning by-law amendment at the property legally described as part of Lots 35 and 36, Concession 2, former Township of Sidney, now City of Belleville, Hastings County. The purpose of the proposed zoning by-law amendment is to bring the current zoning of the subject lands into conformity with the policies of the Official Plan and the Loyalist Secondary Plan. The rezoning application will permit the construction of a shopping centre. The conceptual site plan contains fourteen (14) commercial buildings and a gas bar by expanding the list of permitted commercial uses on the subject lands, as well as by describing appropriate performance standards for the subject site.

The purpose of this planning justification report is to assess the appropriateness of the proposed development in the context of the surrounding community as well as the relevant policy and regulatory framework applicable to the subject site. The proposed development consists of an amendment to establish a new site-specific zone to expand the list of permitted uses for the site and describe appropriate performance standards.

Supporting technical studies, including a stormwater management memo, a servicing brief, a traffic impact study, and a retail market impact and fiscal benefits analysis, have evaluated the technical aspects of the proposed development. These studies support the proposal and describe the technical needs and requirements of the proposed development.

The proposal is consistent with the Provincial Policy Statement, the City of Belleville Official Plan, and the Loyalist Secondary Plan, in that it represents an appropriate commercial use of the site which services both community and regional markets. The zoning by-law amendment will establish a new site-specific zone which reflects the intended range of permitted uses for the lands, as per the policies of the Official Plan and the Secondary Plan.

A formal pre-application meeting was held on October 5, 2018, with Township staff which identified the application requirements. Accordingly, the following are submitted in support of the application:

- / Application fees;
- / Application forms;
- / Conceptual Site Plan;
- / Elevation and Floor Plans;
- / Stormwater Management Memo;
- / Servicing Brief;
- / Watermain Design Brief;
- / Traffic Impact Study;
- / Retail Market Impact & Fiscal Benefits Analysis;
- / Survey;
- / This Planning Justification Report.

1.1 Development Applications

The subject property is located within the Loyalist Secondary Plan area, as shown on Schedule B – Land Use Plan: Urban Serviced Area, in the City of Belleville Official Plan. The site is designated Employment Area on Schedule A – Land Use, in the Loyalist Secondary Plan and zoned Special Highway Commercial/Special Industrial (CH-28/MS-H) on Map 1 (Sidney) in the former Township of Sidney Zoning By-law 2076-80.

The City of Belleville Official Plan and the Loyalist Secondary Plan permit a full range of commercial and industrial land uses on the subject lands. While the CH-28/MS-H zone permits a variety of uses, it does not reflect the full breadth of commercial uses which are proposed. As such, a zoning by-law amendment is required to expand the list of permitted uses on the subject lands, in conformity with the policies of the Loyalist Secondary Plan. It is proposed to establish a new site-specific Special Highway Commercial (CH-X) Zone to permit the proposed uses.

A subsequent application for Site Plan Control will be submitted in the future.

2.0**3****SURROUNDING AREA + CONTEXT**

The subject lands are vacant, located in the western portion of the urban area of the City of Belleville within the urban boundary. The site is located on the north side of Bell Boulevard, between Wallbridge Loyalist Road and Sidney Street. The subject site has an area of approximately 12 hectares (29.5 acres) and approximately 365 metres of frontage along Bell Boulevard. The rear of the site abuts Highway 401 to the north, which runs east-west.

The adjacent lands to the south and west of the subject site are predominantly undeveloped at the time of writing this report, however the lands to the east contain multiple developments, most notably the Towne Place Suites by Marriott Hotel and the Shorelines Casino. An existing full-movement intersection is located at the southeastern corner of the subject site. The intersection connects to a short right-of-way which provides access to the adjacent Townplace Suites by Marriot Hotel. At the time of writing this report, available aerial imagery does not show the full extent of existing development in the area, including the casino and hotel.



Figure 1: Looking North-West along Bell Blvd. – southeastern frontage of site (source: Fotenn).



Figure 2: Looking North – intersection located at southeastern corner of site (source: Fotenn).



Figure 3: Looking North-East along Bell Blvd. – Marriot Hotel (left) & Shorelines Casino (right) (source: Fotenn).

The surrounding area contains a variety of uses, including residential, agricultural, commercial, open and recreational space, and some industrial uses. Much of the adjacent lands to the west and south of the site are currently vacant. The rear of the site abuts Highway 401 to the north, with the nearest access ramp to the highway being located approximately 1 kilometre west of the subject lands, along Wallbridge Loyalist Road. Quinte Mall is located approximately 1 kilometre east of the subject lands along Bell Boulevard. To the southeast of the subject lands is the West Park Village neighbourhood, a residential area. The Loyalist College campus is located approximately 2.8 kilometres south of the subject lands along Wallbridge Loyalist Road.

The following uses are located in the immediate vicinity of the subject lands:

North: Highway 401

East: Commercial

South: Vacant

West: Vacant



Figure 4: Aerial image – surrounding area (source: Ontario AgMaps).



Figure 5: Site Context (source: Ontario AgMaps).

2.1 Development Proposal

The proposed development consists of a shopping centre. The conceptual plan includes 14 commercial buildings and a gas bar. The shopping centre will include a variety of commercial uses, including large-format retail, a gas bar, a fitness centre, banks, restaurants, and personal service shops, covering approximately 3.14 hectares (21.5%) of the 14.6-hectare site.

The site has been designed so as to orient Retail Buildings B – H and K – M along Bell Boulevard and the future road allowance on the west side of the site. By locating the majority of retail buildings around the peripheries of the site, a street wall will be formed along existing and future road allowances. The street wall will allow for enhanced landscaping and visual appeal of the site from Bell Boulevard, as well as make the site more accessible by way of active transportation.

Parking will be located internally within the site, rather than in the front yard of the proposed development, providing a more visually appealing site design. The conceptual plan shows 1,919 parking spaces, providing a parking ratio of 6.1 spaces per 100 square metres of gross floor area across the entire site. Of the 1,919 spaces, 42 spaces will be barrier-free. Barrier-free parking spaces are designed and provided at a rate which is compliant with the requirements of the AODA. A total of 16 loading spaces are provided across the site to service the various commercial buildings.

Access to the site will be available via two-full movement intersections at the south-eastern and south-western corners of the site, as well as via a right-in and right-out driveway located roughly midway along the site's Bell Boulevard frontage. The western-most full movement intersection will extend from Bell Boulevard towards the rear of the site, providing access to the internal parking areas and gas bar at the rear of the site. This right-of-way will be conveyed to the municipality upon full build-out of the project. The right-in and right-out driveway will provide two-way vehicular movement to the site, however, will only be accessible by west-bound traffic along Bell Boulevard.

The eastern-most full movement intersection is existing and will provide vehicular access to the subject site, as well as the adjacent Townplace Suites by Marriot Hotel. The existing right-of-way will be extended northwards towards the rear of the site, providing access to the internal parking areas and various commercial businesses within the site. The length of the right-of-way extensions will be determined through site plan control in consultation with municipal staff. An easement will be placed over this right-of-way to maintain access to the Marriott site, with the intention of conveying the right-of-way to the municipality in the future.



Figure 6: Typical Retail Design (source: Turner Fleischer).

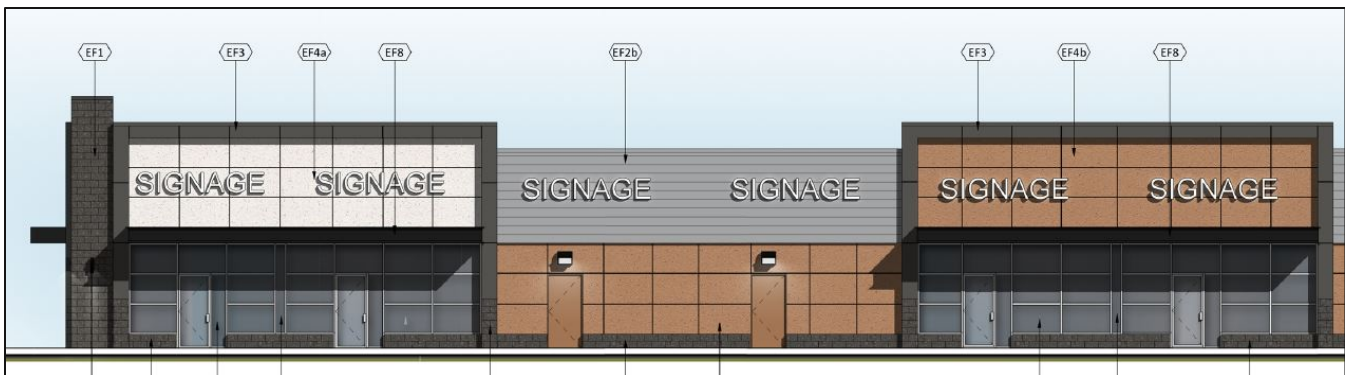


Figure 7: Typical Retail Elevations (source: Turner Fleischer).

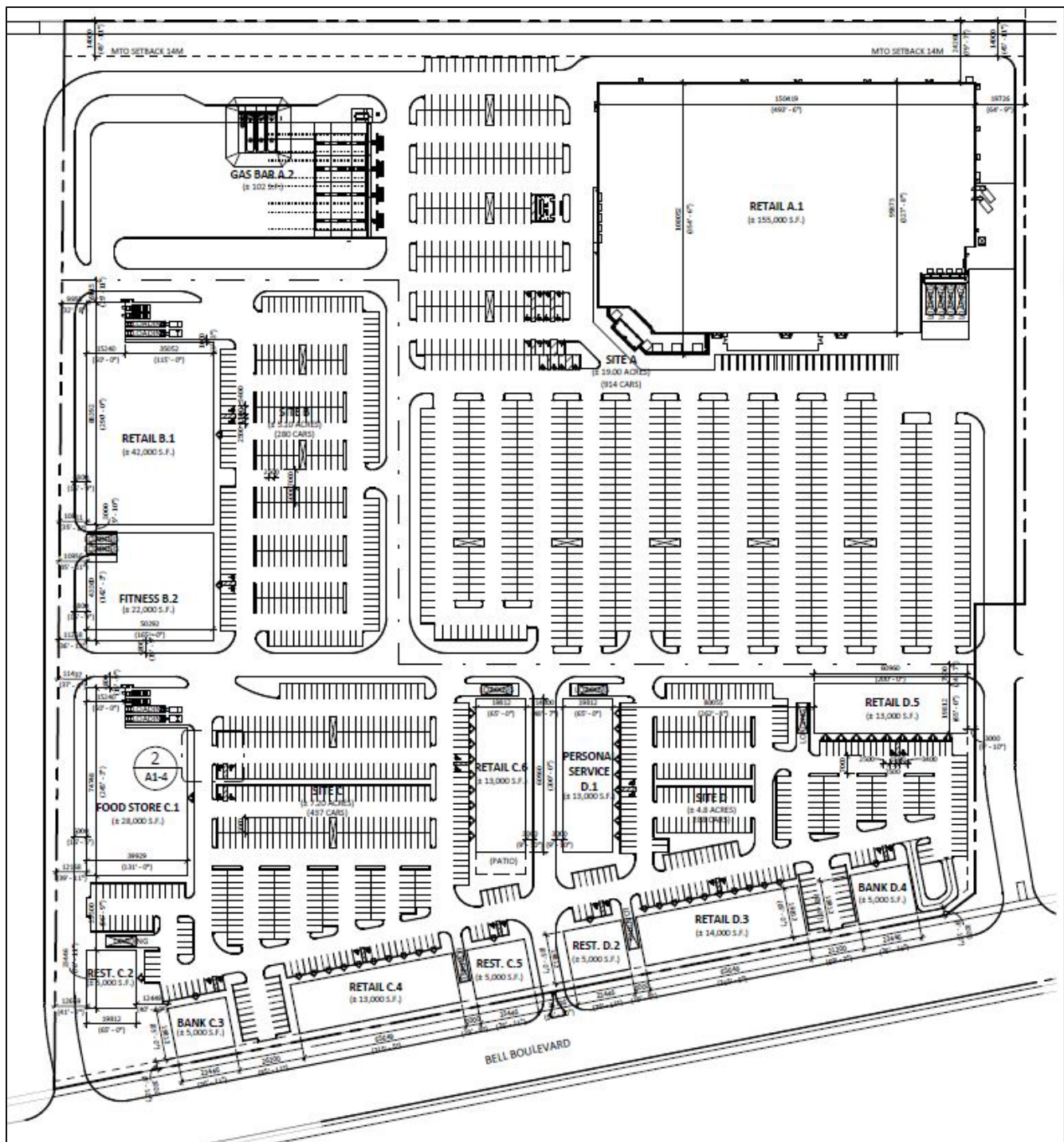


Figure 8: Conceptual Site Plan (source: Turner Fleischer).

3.0 SUPPORTING STUDIES

3.1 Traffic Impact Study

A Traffic Impact Study (TIS) was completed by Ainley Group, dated October 2018. The study considers current traffic conditions at the existing intersection of Bell Boulevard and the Marriot Hotel entrance road, the subject site's trip generation, distribution and assignment, future background traffic plus the site traffic condition upon full build-out and identifies any potential traffic impacts and mitigating measures. The traffic study concluded that the proposed development will be able to accommodate projected traffic demands. A traffic signal is warranted at the existing Bell Boulevard and Marriot entrance intersection and the proposed western intersection by the year 2023. Additional recommendations are made to ensure that turn lanes are long enough to accommodate peak traffic queue lengths. The traffic flow requirements of the site should be re-assessed when Bell Boulevard is widened to four lanes.

3.2 Stormwater Management Memo

A Stormwater Management Memorandum was completed by Ainley Group on January 3, 2019. The memo summarizes the stormwater management measures in place for the proposed development, including storm sewers and swales. No on-site stormwater mitigation is required, and all drainage will be conveyed to the pond via overland drainage and roadside ditching. A new centerline culvert across Bell Boulevard will be required.

3.3 Servicing Brief

A Servicing Brief was completed by Ainley Group in January 2019. The brief summarizes the servicing requirements for the proposed development. The development will be accessible via three locations along Bell Boulevard, one of which is existing while the other two connections are proposed intersections. Stormwater Management for quantity and quality control will be provided in the Facility 6 wet pond. The site will be serviced by municipal water and sewage systems.

3.4 Watermain Design Brief

A Watermain Design Brief was completed by Ainley Group in January 2019. The proposed watermain design is anticipated to meet the minimum required 20 psi under maximum day demand plus fire flow. Under normal conditions, the proposed watermain works are anticipated to be 48 psi and therefore meet the minimum 40 psi. The proposed works are not anticipated to exceed the maximum 100 psi. The design layout should conform to the design considerations to be applied for the hydraulic evaluation and design layout, outlined in Section 6 of the brief.

3.5 Retail Market Impact & Fiscal Benefits Analysis

A Retail Market Impact & Fiscal Benefits Analysis was completed by Urban Metrics Inc. in January 2019. The analysis was conducted to determine whether there is sufficient market demand to support the proposed commercial development without creating severe impacts on the planned function of any existing or proposed commercial areas in proximity to the subject site. Furthermore, the analysis includes an evaluation of the potential financial and employment related benefits that could be generated by the subject development upon full build-out.

The analysis concludes that no significant sales impacts on existing commercial areas are anticipated as a direct result of the proposed development in coming years. The proposed development is expected to generate a variety of economic benefits for the City and surrounding community, including up to 848 full-time jobs, approximately \$2.1 million in one-time fees (i.e., planning fees, development charges, and building permits), and approximately \$1.3 million in revenue generated annually by the City from property tax revenue.

4.0

10

POLICY + REGULATORY FRAMEWORK

4.1 Provincial Policy Statement (2014)

The 2014 Provincial Policy Statement (PPS) provides high-level land use policy direction on matters of provincial interest as they relate to land use planning 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, encouraging economic development, protection of human health and safety, and preserving natural resources for their future use. In relation to the proposed development, the 2014 PPS includes the following considerations (with policies cited in *italics*):

Section 1.0 – Building Strong Healthy Communities

Section 1.0 of the PPS provides policy direction to ensure efficient land use and development patterns which support sustainability. The PPS promotes strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth.

Section 1.1 deals with managing and directing land use to achieve efficient land and resilient land use patterns. Policies from this section which are of direct relevance to the proposed development include:

Section 1.1.1 Health, 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;*
- b) *accommodating an appropriate range and mix of residential (including second units, 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;*
- c) *avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- 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;*
- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- 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;*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The proposed development is an efficient use of land which will support the financial well-being of the municipality and the region. The lands have been identified for development as employment uses, including a wide variety of community and regional commercial uses. The site location is ideal for the proposed development, being located along an arterial road with nearby access to Highway 401, as well as being located adjacent to complementary commercial uses. An established residential neighbourhood is located to the southeast of the subject site. The subject lands are located within the Loyalist Secondary Plan area, an area which is largely undeveloped as this time. The master plan for these lands promotes their development with employment uses. As such, the proposed development will not prevent the efficient expansion of the settlement area but will instead assist with the planned expansion of the settlement area. The proposed development will comply with the requirements of the AODA to ensure accessibility for all persons. As per the findings of the servicing report, the necessary infrastructure and servicing to meet the future needs of the site are available.

Section 1.1.3.1 – Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

The proposed development represents a significant opportunity for growth and development within the urban settlement area. The subject lands have been identified in the Loyalist Secondary Plan as a desirable location for development of employment and commercial uses. The proposed uses will complement the existing adjacent commercial developments. As is demonstrated by the Retail Market Impact & Fiscal Benefits Analysis, the proposed development will not result in any significant impacts to other existing commercial areas. The economic benefits of the shopping centre include significant job creation, as well as significant one-time and long-term revenue generation for the City. These benefits will promote the vitality of the City and will benefit both the local community and the broader region.

Section 1.1.3.2 – Land use patterns within settlement areas shall be based on:

- a) *densities and a mix of land uses which:*
1. *efficiently use land and resources;*
 2. *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;*
 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 4. *support active transportation;*
 5. *are transit-supportive, where transit is planned, exists or may be developed; and*
 6. *are freight-supportive; and*

The proposed commercial development is consistent with the vision of the Loyalist Secondary Plan for the subject lands. Given the location of the subject lands along a major arterial road with nearby access to Highway 401, the proposed development represents an efficient use of land, resources, and infrastructure. As the site will draw on community and regional markets, it is imperative that the site location be readily accessible by community members, staff, and freight transportation services. The Belleville Transportation Master Plan (2014) has identified that Bell Boulevard is intended to be widened to four lanes in the future, in anticipation of the growth and development which is intended to occur in this area.

Section 1.3.1 – Planning authorities shall promote economic development and competitiveness by:

- a) *providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;*
- b) *providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
- c) *encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and*
- d) *ensuring the necessary infrastructure is provided to support current and projected needs.*

The proposed development will result in a wide range of employment uses, generating as many as 848 new full-time jobs in accordance with the findings of the Retail Market Impact & Fiscal Benefits Analysis. The shopping centre will include a wide variety of uses, such as banks, restaurants, and retail. These uses are complementary to one another and the existing adjacent commercial developments. The development will draw on community and regional markets, thus supporting the vitality and economic competitiveness of the City.

Section 1.3.2.3 – Planning authorities shall protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

Given the location of the subject lands along a major arterial road with nearby access to Highway 401, the proposed development represents an efficient use of employment lands adjacent to major goods movement and transportation corridors. As the site will draw on community and regional markets, it is imperative that the site location be readily accessible by community members, staff, and freight transportation services. The Belleville Transportation Master Plan (2014) has identified that Bell Boulevard is intended to be widened to four lanes in the future, in anticipation of the growth and development which is intended to occur in this area.

Section 1.7.1 – Long-term economic prosperity should be supported by:

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

As noted by the Retail Market Impact & Fiscal Benefits Analysis, the proposed development will support the long-term economic prosperity of the City by generating up to 848 new full-time jobs, as well as generating approximately \$1.3 million in City-revenue from property taxes. These long-term benefits will support the City's vitality and community-investment readiness.

Section 2.0 – Wise Use and Management of Resources

The PPS provides policy direction for protecting natural heritage, water, agricultural, mineral and cultural heritage and archaeological resources for their economic, environmental, and social benefits. These benefits will support Ontario's long-term prosperity, environmental health, and social well-being. All natural heritage features and networks in the master planned lands in the Loyalist Secondary Plan area have been identified in the Secondary Plan. The subject site has not been identified as containing any significant natural heritage or cultural heritage features.

Section 3.0 – Protecting Public Health and Safety

Section 3.0 of the PPS provides policy direction to reduce the potential for public cost or risk to residents from natural or human-made hazards. Development shall be directed away from areas where hazards have been identified and pose an unacceptable risk to public health and safety or of property damage. No natural or human-made hazards have been identified on the subject site.

It is our professional planning opinion that the proposed development conforms with the policies of the Provincial Policy Statement.

4.2 City of Belleville Official Plan

The City of Belleville Official Plan was adopted on June 18th, 2001 and was approved by the Ministry of Municipal Affairs and Housing on January 7th, 2002. The planning horizon for the Plan is the year 2021 and it is intended to provide direction for future development and growth in the City of Belleville. The Official Plan provides policy direction on matters relation to development, environmental and physical resources, growth pressures and patterns, economic development, agricultural, tourism, commerce and industry, social needs, and linkages.

Section 2 – A Vision for the City of Belleville

Section 2 of the Official Plan outlines the Vision Statement within which the long-range planning of the City of Belleville should occur. With regards to the proposed commercial development, the following sections of the Vision Statement are of particular relevance:

Section 2.2.3 – Growth Pressures

The City's population is projected to increase by 7,500 people by 2021 to approximately 54,000 inhabitants, a growth rate of roughly .7% per year. However, two trends may result in a growth rate up to twice the above rate (leading to a population of approximately 62,000 inhabitants by the year 2021):

- / the trend towards expansion of smaller urban communities within easy traveling distance to large metropolitan urban centres; and*
- / the trend towards the City's expansion as the regional employment and service centre for the Quinte region and areas beyond.*

This additional growth can be managed by the Municipality through capital planning to expand infrastructure as necessary and through appropriate amendments to the land use schedules to establish additional serviced development lands. The Municipality currently has the servicing infrastructure in place to accommodate the anticipated growth. Growth will be accommodated through efficient use of existing serviced land, the logical extension or improvement of services, and appropriate infilling. In preparing for growth, careful planning and decision-making will ensure the unique and desirable characteristics of the City are not lost in accommodating growth pressures.

The proposed development will draw on community and regional markets, providing a variety of short and long-term services and economic benefits to the City, as per the findings of the Retail Market Impact & Fiscal Benefits Analysis. As such, the proposed shopping centre will further promote the trend towards the City's expansion as the regional employment and service centre. Due to its location in proximity to Highway 401 and Bell Boulevard, a major arterial road, the subject lands represent a desirable location for a commercial shopping centre of this scale. The subject lands have been identified as suitable for employment uses and new development by the City in the Loyalist Secondary Plan.

Section 2.2.5 – Economic Development

The economic success of the City is due largely to the community's geographic location within easy travel distance to the Cities of Toronto, Ottawa and Montreal, the U.S. border, and its vicinity to the Bay of Quinte. Among the most important reasons for the City's prosperity have been and will continue to be the excellent quality of life afforded the City's residents, the excellent transportation linkages to major markets, and the highly diverse economic base.

Employment opportunities will be provided through a balance of manufacturing, research and development, education, agriculture, tourism, and commercial and industrial uses in areas designated and determined to be best suited for each economic sector. A well rounded, vibrant community with economic opportunities for people of all ages will be an objective of the Municipality.

Due in part to the fact that the City of Belleville includes the largest urban area in the region, the City will continue to be the centre of economic activity and employment opportunities for the entire region.

In planning for the community, the Municipality will give consideration to the downtown core and industrial areas being defined in whole or in part as enterprise zones. Enterprise zones are defined as areas where land use and development control policies would be strongly oriented towards encouragement for investment, development and innovation, accomplished by employing considerable flexibility in the manner land use and development is regulated.

The Municipality will foster a climate for innovative economic opportunities, with cooperation among members of the community and all levels of government. More nonresidential taxable assessment will be promoted to lessen the dependency on existing and future residents. In addition to attempting to attract new commercial and industrial development, the Municipality will encourage existing businesses to expand as a generator of local employment. The Municipality will give due consideration to the residential/non-residential assessment ratio and endeavour to maintain a favourable balance of assessment to ensure a sound economic future for the City, essential to the well-being of all businesses and the residents of the community.

As per the findings of the Retail Market Impact & Fiscal Benefits Analysis, the proposed development will draw on community and regional markets, providing both short and long-term economic benefits. The proposed shopping centre will assist in promoting the City's economic development as a regional employment and service centre. The diversity of proposed uses within the shopping centre will provide varied employment opportunities and services which will attract a diverse population. The subject lands have been identified as suitable for employment uses and new development by the City in the Loyalist Secondary Plan.

Section 2.2.8 – Commerce and Industry

The commercial service sector comprised of community, business and personal services will be encouraged to expand and diversify. The urban serviced area will be the focus of the majority of future commercial and industrial activity. Expansion of the retail commercial sector will be promoted to expand the City's primary and secondary market area. The City Centre will be strengthened as a focal point for the City by encouraging the development of a wide variety of compatible land uses with emphasis on retail and office commercial uses and residential projects, the improvement of its urban design and functional characteristics, and diversity through a wide variety of commercial, social and cultural activities.

This Plan will endeavour to ensure the availability of sufficient industrial and commercial land with access to full municipal services and public and private transportation systems in the urban serviced area to meet a wide range of development needs.

The proposed development will contain a diverse array of non-residential uses, including personal service shops, retail, and banking institutions. As such, the project will expand the City's retail commercial sector, as well as complementing existing adjacent commercial developments.

Section 3 – Land Use Policies

Section 3 of the Official Plan provides policy direction for the orderly development of the City within the framework of the Vision Statement. Land use designations are identified on Schedules A, B, and C of the Official Plan. As per Schedule B – Land Use Plan: Urban Serviced Area, the subject lands are designated as part of the Loyalist Secondary Plan area. As such, the land use policies pertaining to the subject lands are identified within the Loyalist Secondary Plan. The relevant land use policies of the Secondary Plan are discussed below (Section 4.2.1).

Section 4 – Special Policy Areas

Section 4 of the Official Plan provides land use policy direction in addition to those laid out in Section 3 of the Plan. The subject site is located within an approximately 950-hectare area, located west of the downtown core, which is subject to the Loyalist Secondary Plan, as per Schedule B of the Official Plan. Land use designations for the subject lands are identified within the Secondary Plan. The policies of the Official Plan continue to apply to the lands contained within the Secondary Plan area; however, where the policies of the Official Plan and the Secondary Plan conflict, the policies of the Secondary Plan take precedence. Section 4.4 of the Official Plan provides policy direction for the creation of the Loyalist Secondary Plan. The relevant policies of the Secondary Plan are discussed in detail below (Section 4.2.1).

Section 5 – Servicing Policies and Utilities

Section 5 of the Official Plan provides policy direction with regards to the provision of services and utilities throughout the City. The policies of Section 5, together with the policies of Section 6, address matters pertaining to roads and other transportation systems, as well as the provision and use of services and utilities.

Section 5.1 – 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 has frontage and direct access to Bell Boulevard. As per the findings of the Traffic Impact Study, Bell Boulevard has enough capacity to accommodate the traffic generated by the proposed development.

Section 5.2 – Municipal Sanitary Sewer and Water Systems

- a) *Development should not be permitted within the urban serviced area identified on Schedule 'B' of this Plan unless adequate municipal water and sewer services are available, except as may otherwise be permitted by specific policies of this Plan. Before committing services to any area or development proposal, Council should be satisfied that sufficient uncommitted reserve capacity exists in the municipal sewage and water systems to meet the needs of the proposed development.*

As per the findings of the Servicing Memo, adequate municipal sewage and water servicing capacity is available to support the proposed development.

Section 5.5 – 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.

As per the findings of the Stormwater Management Memo, adequate stormwater management measures are in place for the proposed development, including storm sewers and swales. No on-site stormwater mitigation is required, and all drainage will be conveyed to the pond via overland drainage and roadside ditching. A new centreline culvert across Bell Boulevard will be required.

Section 6 – Transportation Policies

Section 6 of the Official Plan provides policy direction for matters relating to maintaining a functional transportation network in the City. The transportation network includes roads, railways, recreational trails, sidewalks, cycle routes, airport facilities, and parking.

Section 6.1.4 – Design Criteria

a) The Municipality should have regard for the following matters when reviewing new development proposals:

- 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.*
- ii. The design of the road should provide for the safe movement of vehicles and pedestrians.*
- iii. 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.*
- iv. The carrying capacity of existing and proposed arterial and collector roads should be protected by:*
 - the use of shared access, where appropriate, for new development;*
 - limiting the number of entrances/exits for non-residential developments located adjacent to these roads; and*
 - limiting the number of intersections of local streets with arterial and major collector roads.*

The proposed development will feature two-full movement intersections at the south-eastern and south-western corners of the site, as well as via a right-in and right-out driveway located roughly midway along the site's Bell Boulevard frontage. As per the conclusions of the Traffic Impact Study, the proposed development will be able to accommodate projected traffic demands and provide for the safe movement of vehicles and pedestrians. A traffic signal is warranted at the existing Bell Boulevard and Marriot entrance intersection and the proposed western intersection by the year 2023. Additional detailed recommendations are made to ensure that turn lanes are long enough to accommodate peak traffic queue lengths. The traffic flow requirements of the site should be re-assessed when Bell Boulevard is widened to four lanes, as per the recommendations of the Belleville Master Transportation Plan (2014).

Section 6.3.1 – Parking Facilities

a) As parking is an integral component of the road transportation system, this Plan encourages the location and design of parking facilities that support the efficient and safe functioning of the transportation system.

The proposed parking facilities will support the efficient and safe function of the transportation system. All parking spaces are proposed to be located internally within the site, meaning that there will be no front yard parking. This will serve to limit the visual disruptions along Bell Boulevard. A traffic impact study has been prepared which concludes that the proposed development will be able to accommodate projected traffic demands and provide for the safe movement of vehicles and pedestrians.

c) The Municipality should have regard to the following factors when considering the approval of individual parking lots and the parking component of a larger development:

- i. Access and exit to parking areas should be located so that:*

- *visibility of other vehicles is not hindered by inadequate sight triangles or buildings set too close to public streets or the internal road system;*
 - *visibility is maintained between vehicles entering/exiting the site and pedestrians along the property frontage in order to minimize conflict;*
 - *there is minimal disruption to the function of the adjacent road by providing turning lanes where required; and*
 - *where practical, adjoining land uses on arterial, major collector and collector roads share access points in order to minimize traffic hazards.*
- ii. *Parking for persons with disabilities should be provided and located in respect to convenience of the user, proximity to building access points or public sidewalks.*
 - iii. *Illumination of public parking areas should be provided to increase the safe and secure use of parking facilities, but should be oriented so as to prevent glare onto adjoining lands or public roads.*
 - iv. *Parking areas should be designed to control storm water runoff in a manner that does not adversely impact abutting lands and which does not promote pooling on water on-site.*
 - v. *Pedestrian circulation routes through parking areas should respect natural pedestrian travel routes, minimize hazards and inconvenience and maximize pedestrian security.*

The proposed parking facilities will support the efficient and safe function of the transportation system. All parking spaces are proposed to be located internally within the site, meaning that there will be no front yard parking. This will serve to limit the visual disruptions along Bell Boulevard. Parking for persons with disabilities is provided throughout the site in accordance with the standards and policies of the AODA. A traffic impact study has been prepared which concludes that the proposed development will be able to accommodate projected traffic demands and provide for the safe movement of vehicles and pedestrians. As per the findings of the Stormwater Management Memo, adequate stormwater management measures are in place for the proposed development. More detailed review of the proposed parking facilities will be conducted through the site plan control review process.

4.2.1 Loyalist Secondary Plan

The Loyalist Secondary Plan was adopted by City Council on November 8th, 2010. The Secondary Plan was adopted as an amendment to and forms part of the Official Plan. Where the policies of the Official Plan and Secondary Plan conflict, the policies of the Secondary Plan prevail. The Secondary Plan area encompasses approximately 950 hectares (2,347 acres) of land located east of Wallbridge Loyalist Road, South of Highway 401, and north of the Boy of Quinte. The lands were annexed by the City of Belleville from the former Township of Sidney and the City of Quinte West. The Secondary Plan is intended to guide development in the area to the year 2030. The relevant policies of the Secondary Plan to the proposed development are noted below in *italics*. The following sections of the Secondary Plan are relevant to the proposed development:

- / Section 3 – Land Use
- / Section 8 – Implementation

Section 3 – Land Use

Section 3 of the Secondary Plan provides policy direction for each of the major land use designations identified on Schedule A – Land Use. As per Schedule A, the subject lands are designated Residential and Employment Area.

Section 3.2 of the Secondary Plan provides policy direction for those lands designated as Employment Area on Schedule A. Employment Area lands are intended to accommodate a full range of commercial and industrial land uses located primarily along major transportation routes.

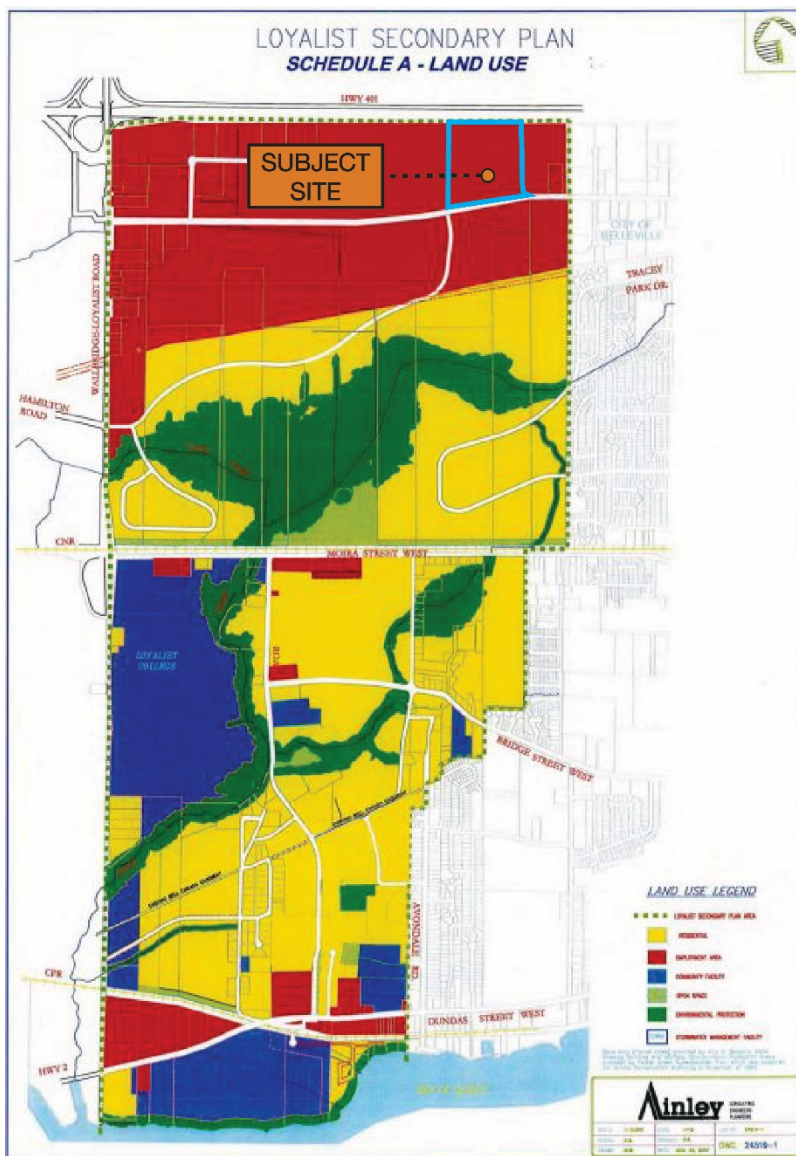


Figure 9: Schedule A – Land Use (source: Loyalist Secondary Plan).

Section 3.2.1 – Commercial Employment Use Policies

- a) Commercial employment uses permitted within areas designated Employment Area should be appropriate for the market area the commercial area is best suited or designed to service. Commercial uses that are intended to service the community or regional markets should be directed to areas that are readily accessible from the arterial road network. Commercial employment uses that are not along major thoroughfares should be limited to uses which cater to neighbourhood needs, or specialty markets. Further, regardless of the area's function or market orientation, care should be exercised to ensure only uses which address issues of land use compatibility, access, servicing, and related matters are permitted on specific sites.

The proposed development contains a variety of commercial uses which are intended to serve community and regional markets. The site is accessible via Bell Boulevard, an arterial road in the City of Belleville. Furthermore, an access ramp to Highway 401 is located within one kilometer to the west of the subject site. As per the Belleville Transportation Master Plan (2014), Bell Boulevard is planned to be widened to four lanes by the year 2026. The

location of the site, adjacent to the Marriott Hotel, the Shorelines Casino, and other as-of-yet undeveloped lands, make it an ideal location for the establishment of community and regional commercial uses.

- b) In general, commercial employment uses to be permitted within areas designated Employment Area would include business and professional offices, retail establishments, places of entertainment, assembly halls, restaurants, hotels and motels, personal service uses, automotive uses, community facilities and recreational uses. In some instances, particularly in the vicinity of residential areas, residential uses either as main uses or in concert with commercial development may be appropriate.*

The proposed uses for the subject site include a variety of commercial employment uses, including professional and business offices, retail establishments, restaurants, personal service uses, and medical and veterinary clinics. There are no existing residential uses in the immediate surroundings of the proposed development, although an existing residential neighbourhood is located to the southeast of the site.

- c) However, not every property designated Employment Area is suitable for all forms of commercial employment activity. The range of commercial uses permitted within each area should be established taking into account:*
- *the nature and extent of the market area that is to be served by the property and the commercial development;*
 - *the nature of abutting land uses and the potential impact of commercial development upon such uses, and the effectiveness of mitigative measures;*
 - *the ease of access to the lands in question from the City's road system and the impact of commercial development upon traffic circulation;*
 - *the potential and suitability of the location to achieve the market penetration needed to enable the commercial development to be successful;*
 - *servicing implications; and*
 - *urban design issues.*

The markets to be served by the proposed development are both the local community and the regional population. Abutting developed lands contain regional commercial uses, including the Townplace Suites by Marriott Hotel and the Shorelines Casino, both of which support regional markets. The proposed development will complement and enhance the abutting commercial land uses. The site will be accessible along Bell Boulevard via two full-movement intersections, as well as one right-in right-out driveway. The Traffic Impact Study has demonstrated that there are no concerns regarding the capacity of the road network to accommodate the increased traffic flow generated by the site, provided that certain recommendations are complied with. The Belleville Transportation Master Plan (2014) has identified that Bell Boulevard is intended to be widened to four lanes in the future. The location of the site on Bell Boulevard, an arterial road, provides ease of access to the site within the City of Belleville. The nearby access ramp to Highway 401 provides an opportunity for the regional population to easily access the site as well. As per the findings of the Market Analysis, the proposed development will not result in any significant adverse impacts to nearby existing commercial areas and will provide both short-term and long-term economic benefits to the City. As per the findings of the Servicing Study, there are no concerns regarding the serviceability of the site. All buildings will be subject to a high standard of design. Matters pertaining to building design will be addressed in through the site plan control review process.

- d) Commercial development is dependent upon vehicular access. Points of ingress and egress should be established to ensure safe movement of:*
- *vehicular traffic on the public street;*
 - *vehicular traffic on the subject and adjoining lands; and*
 - *pedestrian and cyclist traffic along the street.*

Further, commercial development should have sufficient parking on-site to meet the needs of customers and staff.

Ingress and egress points for the site will be established via three primary locations. Access to the site will be available via two-full movement intersections at the south-eastern and south-western corners of the site, as

well as via a right-in and right-out driveway located midway along the site's Bell Boulevard frontage. These access points will provide safe ingress to and egress from the site for vehicles and pedestrians alike. The traffic study demonstrates that the proposed development and existing road infrastructure will be able to appropriately accommodate projected vehicular traffic levels. Parking on the subject site will be provided in accordance with the minimum requirements of the zoning by-law. Safe sidewalks and pathways will be provided to accommodate active transportation modes.

- e) *The following design policies should be applied to all commercial employment development:*
- i. *Outdoor storage areas for garbage should be fenced or screened from adjacent uses and preferably located away from the public street.*
 - ii. *The appearance of parking lots, loading facilities and service areas should be enhanced through appropriate landscaping, with appropriate lighting of such areas to ensure public safety, which should be oriented away from nearby residential properties and not interfere with visibility on public streets.*
 - iii. *Loading facilities, parking lots and service areas should be located so as to minimize the effects of noise and fumes on any adjacent residential properties, and where possible, such facilities should be located in a yard that does not immediately abut a residential property, and where they do, measures to mitigate the impact of such a location by fencing or plantings, berming and buffer strips, or increased setbacks should be employed as required.*
 - iv. *Facilities for safe pedestrian access and circulation on-site should be provided.*

Any outdoor storage areas for garbage will be fenced or screened from adjacent uses and located away from the public street where possible. Parking lots, loading facilities, and service areas will be enhanced through landscaping and appropriate lighting to ensure public safety. There are no nearby residential properties. The proposed development will not result in any visual intrusions to the streetscape which might interfere with visibility. Internal circulation within the site will be facilitated by clearly marked pathways and sidewalks to provide pedestrians with safe access to all areas of the site.

- f) *Developments adjacent to Highway 401 should ensure that the portion of the property facing the Highway is developed with a high standard of urban design. Open storage areas and parking and loading areas shall be prohibited from areas facing the Highway unless it can be demonstrated that appropriate landscaping and screening to shield the open storage area will not detract from the intended character. All commercial activities shall be encouraged to locate within enclosed buildings unless it is essential for an activity to locate outdoors, in which case the commercial use will be suitably screened and buffered from the Highway.*

The portions of any buildings adjacent to Highway 401 will be built with a high standard of urban design as controlled through the site plan control process. Open storage areas and parking and loading areas will be oriented away from the Highway where possible, and in other instances will be screened using landscaping and other visual barriers. In this manner, the site will not detract from the intended character of the area. All commercial uses will be located within enclosed buildings, unless it is essential for an activity to locate outdoors. Any outdoor commercial uses will be appropriately screened and buffered from the Highway to mitigate any potential visual impacts.

- g) *Certain lands in the Secondary Plan are used for railway purposes. The following policies apply to areas used for railway purposes:*
- *Railway corridors should be buffered from adjacent non-compatible land uses as much as possible through such measures as landscaped strips, berms, plantings of trees, and fencing.*
 - *Care should be exercised at all level crossings to maintain good sight lines to protect public safety and to enable rail operations to continue with as much security as possible.*

As railway corridors are a major source of noise and vibration, the policies of this Plan set out in Section 5.4 and Section 6.7 of this Plan should be applied in new developing areas where development that may be subject to the impacts of rail operations is proposed in close proximity to railway lands.

The subject site is not in proximity of lands used for railway purposes, nor is it adjacent to a railway.

Section 3.2.2 – Industrial Employment Use Policies

- a) *Industrial employment uses on land designated Employment Area are intended to serve as the major concentrations of industrial activity in the western portion of the City. Industrial employment uses are considered to be one of the City's major enterprise zones, and the policies of this Plan are intended to provide flexibility to enable firms to respond quickly to changing economic conditions. General industrial employment uses may be large or small scale and may or may not be in enclosed buildings and are usually incompatible with non-industrial uses. Service industrial uses are generally located within enclosed buildings with limited outdoor storage and do not produce levels of noise, dust or odours characteristic of general industrial uses which can be detected off-site.*

The proposed development includes a zoning by-law amendment to include a Microbrewery or Craft Brewery as a permitted use. Although micro/craft breweries are typically treated as a commercial use, it is understood that they require light manufacturing processes for brewing operations. Micro/craft breweries are different from large-scale breweries in that they typically produce relatively small quantities of beer each year and provide on-site food and drink services. These services may range from a tasting room to a full restaurant, or some combination thereof, featuring the craft beers produced on-site. The brewery component of micro/craft breweries are fully enclosed within buildings and are well-suited to being in proximity of other commercial uses as they do not generate significant levels of noise, dust or odours. Evidence of this can be found in many comparable urban commercial areas. Any potential adverse effects resulting from a micro/craft brewery use would be required to be appropriately mitigated through preventative measures identified by qualified professionals.

- b) *Industrial employment uses permitted on lands designated Employment Area include activities associated with the manufacturing, assembling, fabricating, packaging or processing of goods and services, including transportation/truck terminals, warehouses, railway uses, and other similar uses.*

The proposed zoning by-law amendment includes a Microbrewery or Craft Brewery as a permitted use. Although micro/craft breweries are typically treated as a commercial use, it is understood that they implicitly include light manufacturing processes required for brewing operations. Micro/craft breweries are different from large-scale breweries in that they typically produce relatively small quantities of beer each year.

- c) *This Plan encourages diversification of the types and sizes of industrial activities in the Loyalist Planning area. Industrial uses should be permitted on lots of all sizes; for each lot, there should be sufficient area provided to accommodate buildings, parking and loading areas, and landscaping. Uses may be permitted either as a single use on a lot or in concert with other uses on the same lot, such as industrial malls or plazas.*

Any industrial development on the subject site would be subject to all relevant zoning provisions to ensure that appropriate performance standards are met. Although micro/craft breweries are typically treated as a commercial use, it is understood that they include light manufacturing processes required for brewing. A micro-craft brewery would serve to diversify both the commercial and industrial landscape of the Loyalist Secondary Planning area. Micro/craft breweries add diversity to standard food and retail commercial uses and represent a highly compatible and complementary use in the proposed shopping centre.

- d) *Certain lands designated Employment Area use are located immediately adjacent to residential areas or land uses that can be sensitive to the impacts of industrial activity. In such areas, the range of uses should be limited to service industrial uses which are less likely to cause significant off-site impacts. Industrial employment uses considered obnoxious may be prohibited from being established adjacent to residential uses, or alternatively may be directed to areas that are secluded and located a considerable distance from areas that may be impacted by such uses.*

The subject site is designated Employment Area but is not located adjacent to any residential areas or land uses. It is not anticipated that there will be any significant adverse effects generated by the proposed micro/craft brewery use on any sensitive land uses.

- e) Where industrial development is proposed adjacent to lands designated or used for sensitive land uses such as residential development, the Municipality should determine, using the Ministry of Environment's guideline on compatibility between industrial facilities and sensitive land uses, the separation distances or mitigative measures that should be employed to reduce the potential of land use conflict. Separation distances may vary depending upon the nature of the proposed industrial use and the sensitive land use.*

The site is not located adjacent to sensitive land uses such as residential development, nor is any residential development proposed on the subject lands. As such, there are no potential compatibility issues to address between the proposed micro/craft brewery and residential uses.

Section 8 – Implementation

Section 8 of the Secondary Plan provides policy direction for matters relating to the applicability and appropriate implementation of the Plan.

Section 8.1.1 – Zoning By-laws

- a) City Council should adopt as necessary new zoning by-laws to define the limits of areas to be allocated to various land uses and establish appropriate development criteria in conformity with the policies of this plan.*
- b) In assessing the merits of new zoning by-laws or proposed amendments to zoning by-laws, City Council should consider the objectives and policies of this plan.*

The proposed zoning by-law amendment would broaden the permitted uses for the subject site, in conformity with the permitted uses listed in the Loyalist Secondary Plan and describe appropriate performance standards.

The proposed development conforms with the policies of the Loyalist Secondary Plan in that it is a commercial development on lands designated Employment Area. The proposed uses for the site will enable the establishment of a variety of commercial uses which serve both community and regional markets. These uses, including retail, personal service shops, restaurants, and more, will complement and enhance the existing adjacent hotel and casino uses. The site will be easily accessible via Bell Boulevard, an arterial road, with nearby access to Highway 401.

It is our professional planning opinion that the proposed zoning by-law amendment conforms with the policies of the City of Belleville Official Plan and the Loyalist Secondary Plan.

5.0

CURRENT & PROPOSED ZONING

The subject site is zoned Special Highway Commercial/Special Industrial (CH-28/MS-H) in the former Township of Sidney Zoning By-law 2076-80. Given that the CH-28/MS-H zone is applicable to lands beyond the subject site, it is proposed to establish a new site-specific Special Highway Commercial (CH-X) zone which reflects the proposed uses for the subject site and describes appropriate performance standards.

The CH-28/MS-H contains two zone symbols, referring to both the Special Highway Commercial (CH-28) and Special Industrial (MS) zones. As per Section 2(7) of Part C of the zoning by-law, where a zone symbol is followed by a “/” and another zone symbol, as shown Schedule B, then the structures, and use of buildings, structures, and lands permitted by each of the two (2) respective zone symbols shown for the designated lands shall be permitted subject to the restrictions of the applicable zone which permits the buildings and structures, and use of buildings, structures and lands. In this instance, the CH-28/MS-H zone indicates that the permitted uses and provisions of both the CH-28 and MS zones are applicable to the subject site.

The CH-28/MS-H zone is a special exception zone, forming part of a series of related special exception zones to the parent CH zone, as follows:

- / The CH-28/MS-H zone permits a casino, in addition to those uses permitted under Section 7(26) of Part M of the Zoning By-law;
- / Section 7(26) refers to the CH-25/MS zone, which permits those uses listed under Sections 7(10) and 7(15) of Part M and Section 1(1) of Part Q-1 of the Zoning By-law; and,
- / Sections 7(10) and 7(15) of Part M permit a variety of uses in addition to those permitted under the parent CH zone, listed in Section 1(1) of Part M.
- / Section 1(1) of Part Q-1 lists the uses permitted within the MS zone.

The proposed site-specific CH-X zone will build upon the existing series of special exceptions to the parent CH zone. The proposed site-specific CH-X zone will expand the list of permitted uses on the subject site and describe appropriate performance standards for the proposed development.

The table below reflects the compliance of the proposed development with the provisions of the CH-28/MS-H zone, as well as the provisions of the other relevant sections of the zoning by-law:

Provision	Requirement	Proposed	Amendment Required?
CH-28/MS-H Zone – Part M, Section 7(29)			
Permitted Uses	Within the area zoned CH-28/MS, a casino shall be a permitted use in addition to those uses permitted by Subsection 7(26) of this Part M.	Uses permitted by Subsection 7(29) of this Part M, in addition to the following uses: i. Coin Operated Laundry (Laundromat) ii. Dry Cleaning Distribution Station iii. Dry Cleaner’s Establishment iv. Hobby Beer & Wine Making Establishments v. Medical Clinic vi. Microbrewery or Craft Brewery vii. Pet Grooming Establishment	Yes

Provision	Requirement	Proposed	Amendment Required?
		viii. Rental Outlet ix. Drive-In Restaurant x. Retail Store xi. Shopping Centre xii. Veterinarian Clinic	
Casino Definition	For the purpose of this By-law a casino shall mean a gaming facility approved by the Ontario Lottery and Gaming Corporation.	N/A	No
CH-25/MS Zone – Part M, Section 7(26)			
Permitted Uses	Within the area zoned CH-25/MS, the uses of Sections 7(10) and 7(15) of Part M and Section 1(1) of Part Q-1 are permitted.	(see proposed permitted uses under CH-28/MS-H, above)	Yes
“Dry” Uses Definition	For the purposes of this section, a "dry" use would be a use which does not require water for cooling, washing and processing and whose subsurface sewage disposal systems are used solely for the disposal of domestic waste.	N/A	No
CH-14 Zone – Part M, Section 7(15)			
Permitted Uses	Notwithstanding the provisions of Section 1(1) of this Part M, within the area zoned CH-14, the following uses shall be deemed to be permitted uses in addition to those uses permitted by Section 1(1) of this Part M: <ul style="list-style-type: none"> • Furniture, Appliance and Interior Decoration Retail and Warehouse Operation; • Office Supply and Equipment Sales and Service; • Printing or Copy Service; • Retailing Warehouse Outlet; • Business, Professional and/or Administrative Office; • Motor Vehicle Parts and Accessories. 	(see proposed permitted uses under CH-28/MS-H, above)	Yes
Parking	Notwithstanding the requirements of Part C, Section 15, the minimum off street parking requirements for a Furniture, Appliance and Interior Decoration Retail and Warehouse Operation shall be 2.4 spaces per 100 square metres of G.F.A. (gross floor area).	N/A	No
CH-9 Zone – Part M, Section 7(10)			
Permitted Uses	Notwithstanding the provisions of Section 1(1) of this Part M, within the area zoned CH-9, a business, professional and/or administrative office and a retailing warehouse outlet shall be deemed to be permitted uses in addition to those uses permitted by Section 1(1) of this Part M.	(see proposed permitted uses under CH-28/MS-H, above)	Yes
CH Zone – Part M, Section 1(1)			
Permitted Uses	Any person may use land and erect, occupy and maintain buildings and structures thereon for any of the following purposes:	(see proposed permitted uses under CH-28/MS-H, above)	Yes

Provision	Requirement	Proposed	Amendment Required?
	<p>Main Uses</p> <ul style="list-style-type: none"> i. Motor Vehicle Rental Agency ii. Motor Vehicle Repair Garage iii. Motor Vehicle Sales Room and Lot iv. Motor Vehicle Gasoline Bar v. Motor Vehicle Service Station vi. Recreation Vehicle Sales and Service vii. Rental Outlet, but not include outside storage viii. Eating Establishment ix. Hotel x. Motel xi. Farm Implement Sales and Service xii. Parking Lot xiii. Places of Amusement xiv. Convenience Store, with a GFA not exceeding 300 m² xv. Bank xvi. Service Shop xvii. Home Improvement and/or interior Decoration Centre xviii. Building Supply Centre xix. Nursery or Garden Centre xx. Monument Shop, but not including outside storage xxi. Banquet or Meeting Hall xxii. Church xxiii. Auction Sales Building xxiv. Mini Storage Building xxv. Existing Uses <p>Accessory Uses, Buildings, or Structures</p> <ul style="list-style-type: none"> i. Any use, building or structure which is subordinate and customarily incidental to a main use; ii. An existing single detached dwelling related to, or one dwelling unit in a commercial building, except in the case of a motor vehicle service station or motor vehicle repair garage where such dwelling shall not be permitted. 		
Min. Lot Frontage	30 m	Meets	No
Min. Front Yard Depth	12 m A strip of land with a depth of 1.5 metres abutting the street line shall be maintained as a landscaped area, except for ingress and egress.	3 m	Yes
Min. Rear Yard Depth	7.5 m Where the rear yard abuts a street line or a lot which is located in a residential zone, a strip of land with a depth of 1.5 metres abutting the rear lot line shall be maintained as a landscaped area.	Meets	No

Provision	Requirement	Proposed	Amendment Required?
Min. Interior Side Yard Width	4.5 m Where the side yard abuts a lot which is located in a residential zone, a minimum side yard of 6.0 metres shall be provided, of which the 1.5 metres abutting the lot line shall be maintained as a landscaped area.	3 m	Yes
Max. Lot Coverage	50%	20%	No
Max. Building Height	13.5 m	Meets	No
Open Storage	Where open storage is located in a yard which abuts a residential, open space or community facility zone, or is visible from the street, such open storage shall be enclosed by adequate screening in the form of landscaping and/or fencing to a height of not less than 1.8 metres. No open storage shall be permitted within 3.0 metres of a lot line.	Meets	No
Requirements for Motor Vehicle Service Stations and Gas Bars	1) Minimum frontage on any street shall be 36.5 metres;	Meets	No
	2) No gasoline pump shall be located closer to any lot line than 6.0 metres;	Meets	No
	3) Notwithstanding the requirements of this By-Law, canopies over gas pumps are permitted provided: <ul style="list-style-type: none"> a. the minimum distance between ground at the base of the gas pumps and the lowest point of the canopy is 3.0 metres; and b. the nearest part of the canopy is not closer than 1.5 metres to any lot line. 	Meets	No
	4) No buildings shall be erected closer to a street line than 9.0 metres nor closer to any other lot line than 3.0 metres;	Meets	No
	5) The width of any entrance or exit, or combined entrance or exit, measured at the street line, shall not be greater than 9.0 metres;	Meets	No
	6) The distance between the point of intersection of the street line and either side lot line and the nearest entrance or exit shall be at least 3.0 metres;	Meets	No
	7) On a corner lot, no entrance or exit shall be permitted within 7.5 metres of the intersection of the two street lines;	Meets	No
	8) A strip of land not less than 1.5 metres in width shall be provided for landscaping purposes between the working area and any adjacent lot line other than those sections used for ingress and egress;	Meets	No

Provision	Requirement	Proposed	Amendment Required?
	9) No open storage of unserviceable cars and waste materials shall be permitted.	Meets	No
Requirements for Accessory Uses, Buildings or Structures	In addition to the provisions of Part c, Section 7, the following requirements shall apply: a) Where the accessory building is in the form of a dwelling unit attached to a commercial building, such unit shall not be located in front of the commercial building; b) Where a dwelling unit is in the form of an existing single detached dwelling, a. The provisions of Part E, Sections 2.(4) to (1) and Sections 3, 4, 5, 6, and 7 shall apply; and, b. The minimum distance between such dwelling and the main building shall be one half of the combined heights of such dwelling and main building. c) The residential requirements shall be in addition to the zone requirements of this Part M.	Meets	No
MS Zone – Part Q-1, Section 1(1)			
Permitted Uses	Any person may use land and erect, occupy and maintain buildings and structures thereon for any of the following purposes provided they are not obnoxious by reason of dust, smoke, fumes, gas, soot, cinders, glare, noise, vibration or waste.	(see proposed permitted uses under CH-28/MS-H, above)	Yes
	Main Use i. Manufacturing, processing and fabrication of goods and materials; ii. Warehousing and storage of goods but not including salvage yards; iii. Wholesale business; iv. Truck and/or Transportation Terminal; v. Rental Outlet; vi. Business and Industrial Incubator; vii. Motor Vehicle Repair Garage; viii. Motor Vehicle Body Shop; ix. Non-Personal Service or Repair Operation; x. Business, Professional or Administration Office, with a GFA not exceed 500 m ² Accessory Uses, Buildings or Structures 1) Any use, building or structure which is subordinate and customarily incidental to a main use. These would include a retail outlet for the purpose of selling goods manufactured, stored and/or assembled on the premises, provided such outlet is part of the main building and occupies not more than five percent (5%) of the gross floor area		

Provision	Requirement	Proposed	Amendment Required?
	of the main building or 100 square metres whichever is the lesser.		
General Provisions – Part C			
Minimum Off-Street Parking Requirements (Section 15)	<p>For every building or structure erected, altered or enlarged after the passing of this By-Law, there shall be provided and maintained off street parking in conformity with the following Schedule:</p> <ul style="list-style-type: none"> • Motel / Hotel = 1 space per sleeping room; • Tavern, restaurant, or eating establishment = 1 space for every 4 persons that can be accommodated at one time; • Retail Store, convenience store, service shop, or other similar establishment = 1 space for every 18.5 m² of GFA or part thereof; • Drive-in restaurant = 1 space for every 4.5 m² of GFA or part thereof; • Every building or structure not specified above, except for a building or structure permitted in an agricultural zone = 1 space for every 30 m² of GFA. 	5.5 spaces per 100m ² of GFA	Yes
Supplementary Off-Street Parking Requirements (Section 16)	<p>The following supplementary requirements shall apply to all required parking areas in all zones except in the case of single detached dwellings, semi detached dwellings, duplex dwellings and horizontal multiple attached dwellings:</p> <ol style="list-style-type: none"> a) Every parking space shall have a minimum width of 2.5 metres and a minimum length of 6 metres. No obstruction of a required parking space shall be permitted. Where a solid wall abuts a parking space, such parking space shall have a minimum width of 3 metres; b) All off street parking required for any main use shall be provided on the same lot on which such main use is located; c) Ingress and egress directly to and from any off street parking spaces shall be by means of an aisle having a width of at least 7 metres; d) The parking area shall be constructed of crushed stone, slag, gravel, having an asphalt or cement binder, or any type of permanent type surfacing with drainage facilities that comply with the requirements of the Corporation; 	<p>Meets</p> <p>Standard spaces are measured 2.5m x 6m</p> <p>Barrier-free spaces are provided in compliance with AODA standards</p>	No

Provision	Requirement	Proposed	Amendment Required?
	<ul style="list-style-type: none"> e) Every driveway to a parking area shall be surfaced in the same or better manner as the parking area. Such driveway or driveways shall have a minimum width of 3 metres but shall not exceed 9 metres in width; f) The lights used for illumination of the parking area shall be so arranged as to divert the light away from adjacent lots; g) Driveways to a parking area shall not pass through zones other than the one containing such parking area. Further to this Section and Section 19 of this Part c, driveways, pedestrian access and off street parking areas shall be such that vehicular and pedestrian movement is not prevented during a regulatory flood; h) When a building or structure accommodates more than one type of use, the off street parking space requirement for the whole building shall be the sum of the requirements for the separate parts of the building or structure occupied by the separate types of use; i) Where parking is provided in any front yard or outside side yard, the parking areas shall be separated from any adjacent street line by a strip of land not less than 1.5 metres in width, which shall be reserved for landscaping purposes and such strip shall include a curb or similar barrier, except for a driveway or driveways; j) Where off street parking abuts a Residential Zone, the parking area shall be separated from the abutting lot line by a strip of land at least 1.5 metres in width. Such strip of land shall be retained for landscaping purposes, and shall include at least one row of hardy shrubs not less than 1.5 metres in height and shall be maintained in a healthy growing condition except for a driveway or driveways. 		
Off Street Loading Requirements (Section 17)	For every building or structure hereafter erected for an industrial or commercial use, involving the frequent shipping loading or unloading of persons, animals, goods, wares or merchandise, there shall be provided and maintained for the premises, loading comprised of one or more	Meets	No

Provision	Requirement	Proposed	Amendment Required?
	loading spaces in accordance with the gross floor area of the building or structure as follows: <ul style="list-style-type: none"> - < 420 m² of GFA = 0 loading spaces - 420 – 2,300 m² of GFA = 1 loading space - > 2,300 m² of GFA = 2 loading spaces 		
Supplementary Off Street Loading Restrictions (Section 18)	<ol style="list-style-type: none"> 1) Each loading space shall not be less than 12 metres long and 4 metres wide and have a vertical clearance of not less than 4.5 metres. 2) Every loading space shall have unobstructed access to a public street or lane by means of a driveway having a minimum width of 6 metres. 3) Every loading space shall be constructed of crushed stone, slag, gravel, having an asphalt or cement binder, or any time of permanent type, surfacing, with drainage facilities that comply with the requirements of the corporation. 4) Every loading space shall be maintained with a single surface that is treated so as to prevent the rising of dust or loose particles. 5) Every driveway shall be surfaced in the same or better manner as the loading area. 6) Where the loading area is adjacent to a Residential Zone, any lighting facilities shall be so arranged as to deflect the light from the Residential Zone. 7) Where the loading zone is adjacent to a Residential Zone, a barrier at least 1.5 metres in height shall be erected on the abutting lot line where it abuts the Residential Zone. Such barrier shall be constructed of material and in a manner to effect complete visual screening of the loading area. 	16 loading spaces	No
Access to Lots (Section 19)	<ol style="list-style-type: none"> 1) Every lot shall be limited to the following number of driveways: <ol style="list-style-type: none"> a. Up to the first 10.5 metres of frontage – not more than one (1) driveway b. Greater than 10.0 meters of frontage but less than 30 metres of frontages – not more than two (2) driveways with a combined width not exceeding 30% of the lot frontage; and, c. One additional driveway for each additional 30 metres of lot frontage. 2) Notwithstanding Section 19(1) of this Part c or any other provision of the By-Law to the contrary, the number, width and location of driveways on a lot and the lot frontage abutting a street shall be in accordance with all requirements of and be satisfactory to the 	Meets	No

Provision	Requirement	Proposed	Amendment Required?
	public authority having jurisdiction for the subject abutting street.		
Landscaping (Section 21)	Where this By-Law requires landscaping strips or areas space, the land provided for shall be graded, sodded and/or the provision of landscaped open landscaping strips seeded to grass and planted with trees and/or shrubs so as to form at provided for landscaped open space shall be graded, sodded and/or seeded to grass and planted with trees and/or shrubs. The said grassland, trees and/or shrubs shall be maintained or from time to time renewed by the landowner to provide and maintain a privacy screen for the residents of the area.	Meets	No

5.1 Permitted Uses

The site-specific Special Highway Commercial/Special Industrial (CH-28/MS-H) zone permits a variety of uses on the subject site. However, those uses do not reflect the full extent of the uses permitted by the Loyalist Secondary Plan. The Secondary Plan permits a full range of commercial uses, which generally includes business and professional offices, retail establishments, places of entertainment, assembly halls, restaurants, hotels and motels, personal service uses, automotive uses, community facilities and recreational uses. The proposed amendment will bring the zoning of the subject site into conformity with the policies of the Secondary Plan, maintaining the overall intent to permit a full range of commercial uses which will service community and regional markets.

The proposed uses for the site are consistent with those general commercial uses permitted within the lands designated Employment Area in the Loyalist Secondary Plan. The proposed uses for the subject site include:

- / Coin Operated Laundry
- / Dry Cleaning Distribution Station
- / Dry Cleaner's Establishment
- / Hobby Beer & Wine Making Establishment
- / Medical Clinic
- / Microbrewery or Craft Brewery
- / Pet Grooming Establishment
- / Rental Outlet
- / Drive-In Restaurant
- / Retail Store
- / Shopping Centre
- / Veterinarian Clinic

These uses represent highly compatible commercial uses which will contribute positively to community and regional markets. As per the findings of the market study, the proposed uses will generate positive economic benefits for the City and the community and will not result in significant adverse impacts to other nearby commercial areas.

5.2 Required Yard Depths

The subject site is a regularly shaped lot with frontage along Bell Boulevard. However, the proposed development will result in the construction of a new road allowance along the western side of the property, as well as an extension to the existing right-of-way (ROW) at the south-eastern corner of the site, which currently provides access to the Townplace Suites by Marriot Hotel. Upon completion of these two ROWs, the subject site will effectively become a large corner lot, with street frontage along three of four lot lines.

The Zoning By-law states that the 'front lot line' shall mean the boundary of a lot which is common with the street line, provided that, in the case of a corner lot, the shorter lot line that is common with the street line, shall be deemed to be the front lot line and the longer lot line shall be the 'outside lot line'. Based on this definition, any lot line which abuts a street, but which is not the front lot line, shall be defined as an outside side lot line. The southern lot line, which abuts Bell Boulevard along its entire length, will function as the front lot line of the site. As the site will be access by Bell Boulevard, this can be logically determined to be the front lot line. Opposite to the front lot line along Bell Boulevard, the site abuts Highway 401 to the north. The rear lot line is defined as the lot line opposite to the front lot line. As such, the northern lot line is determined to be the rear lot line. The remaining eastern and western lot lines, which will have frontage along the proposed future road allowances, are considered to be outside side lot lines.

Front Yard Depth

It is proposed to reduce the minimum required front yard depth of the site from 12 metres to 3 metres in the site-specific CH-X zone. The proposed reduction will enable buildings on the site to be located much closer to the street line while maintaining sufficient depth to accommodate high quality landscaping between the street and the proposed buildings. The intention of the proposed reduction is to prevent the need for front yard parking on the site and to establish a more visually appealing streetscape by ensuring that parking is located centrally within the site. A 3-metre setback would enable the proposed commercial buildings to form a dynamic street wall along the outer edge of the subject site along Bell Boulevard, resulting in a more pedestrian friendly design and one which will result in fewer visual intrusions to the streetscape. The proposed reduction to the front yard depth will not result in less total parking provided on the site, but rather will shift the location of the parking towards the centre of the site where it can be relatively well screened from view from Bell Boulevard. A reduced setback will therefore maintain a more visually appealing streetscape along Bell Boulevard by eliminating the potential for parking spaces to be located along the length of Bell Boulevard between the street and the proposed commercial buildings. Given the quantity of traffic that will be generated by the site and surrounding uses, as well as Bell Boulevard's status as an arterial road, it is important to develop Bell Boulevard with consideration to the design and aesthetic appeal of development.

Outside Side Yard Depth

The Zoning By-law does not include a provision for outside side yard depth in the parent CH zone. As such, the proposed site-specific CH-X zone will establish a minimum outside side yard width of 3 metres. The proposed outside side yard depth requirement will mirror the proposed front yard depth, thereby establishing a consistent streetscape along all street frontages of the site. Given that the site will ultimately have three street frontages (south, east, and west lot lines), it is important that the proposed buildings maintain a consistent presence along the streetscape. The 3-metre outside side yard width is consistent with the proposed front yard depth and will maintain a consistent setback among buildings along all street frontages. This will provide for a visually appealing and pedestrian friendly site-design, with minimal visual intrusions to the streetscape. As with the proposed front yard depth, the proposed outside yard depth will allow the commercial buildings to address the streetscape, while parking is provided centrally within the site, eliminating the potential for front yard parking to dominate the streetscape. The proposed 3-metre outside side yard depth will also maintain sufficient yard depth to provide high quality landscaping between the proposed buildings and the street line, further enhancing the visual appeal of the streetscape.

5.3 Minimum Required Parking

Section 15 of Part C in the former Township of Sydney Zoning By-law 2076-80 provides minimum off-street parking requirements for various commercial land uses. Given the variety of proposed uses for the site, the scale of the development, and the integrated function of the site as a whole, it is proposed to establish a minimum off-street parking ratio for the entire site. A minimum parking ratio of 5.5 spaces per 100 square metres of gross floor area (GFA) is proposed for the entire site. A site-wide parking requirement will ensure that the entire site will continue to function as intended in the future.

A ratio of 5.5 spaces per 100m² of GFA is appropriate for a shopping centre of this nature and scale and is consistent with minimum parking ratios for similar developments elsewhere. The Township of Kingston restricted area Zoning By-law 76-26 requires a minimum parking ratio of 5.4 spaces per 100m² of GFA for shopping centres. Similarly, the City of Quinte West Comprehensive Zoning By-law 18-009 requires a minimum parking ratio of 5.9 spaces per 100m² of GFA. Finally, the City of Oshawa Zoning By-law Number 60-94 requires a minimum parking ratio of 4.8 spaces per 100m² of GFA for shopping centres with more than 28,000m² of GFA.

The proposed development contains 1,919 parking spaces and a total of 31,411 square metres of planned GFA. This a parking ratio of 6.1 spaces per 100 square metres of GFA. This exceeds the proposed minimum required parking ratio. This will allow for some flexibility in the design of the site through the site plan control review process, where technical requirements and more detailed analysis may require some moderate changes to the layout of the site. By establishing a clear minimum parking ratio of 5.5 spaces per 100m² of GFA, there is assurance that the proposed development will maintain an appropriate minimum number of parking spaces.

5.4 Zoning to Apply to Entire Site

The subject site is proposed to be developed in its entirety as a commercial centre for community and regional markets, with the site intended to function as a whole. As such, should any future severance, partition, or division of the lands be undertaken, it is proposed that the provisions of the CH-X zone apply to the whole of the lands zoned CH-X as if no severance, partition or division occurred. This will ensure that, in the event that a portion of the site should be severed from the site in the future, the zone provisions will continue to apply to the lands as a whole. This provision is critical to ensure that any future division of the subject lands does not impact the future compliance of the proposed development with the provisions of the site-specific zone. For example, in the event that a portion of the subject site were to be severed, the Bell Boulevard frontage will continue to be interpreted as the front lot line of the lands contained within the site-specific CH-X zone for zoning purposes. This will ensure that, despite any future division of land, the proposed development will maintain compliance with the site-specific zone.

6.0 CONCLUSION

The applicant is seeking to construct a commercial plaza. The proposed development will include a variety of commercial uses including large-format retail, a gas bar, a fitness centre, banks, restaurants, and personal service shops, covering approximately 20% of the 15-hectare site. The commercial plaza will complement existing commercial uses along Bell Boulevard and benefit both community and regional markets.

The proposed development is consistent with the policies of the Provincial Policy Statement, the City of Belleville Official Plan, and the Loyalist Secondary Plan in that it proposes a commercial plaza with a full range of commercial uses that will draw on both community and regional markets. The proposed uses and built form are appropriate given the location of the subject lands along an arterial road in proximity to Highway 401.

A zoning by-law amendment is proposed to expand the list of permitted uses on the site to be consistent with the policies of the City of Belleville Official Plan and the Loyalist Secondary Plan. Further amendments are proposed to reduce the minimum required front yard depth and to establish a minimum outside side yard depth requirement. The front and outside side yard depths will permit the construction of commercial buildings which address the streetscape and provide a visually-appealing design by locating parking centrally within the site. The overall effect of the zoning by-law amendment will be to permit a regional commercial plaza which contributes positively to broader streetscape of Bell Boulevard.

The proposed zoning by-law amendment conforms to the policies of the Provincial Policy Statement and the City of Belleville Official Plan. It is our professional planning opinion that this development represents good planning.

Respectfully,



Mike Keene, MCIP RPP
Associate Director, Planning + Development
Fotenn Consultants Inc.

APPENDIX A

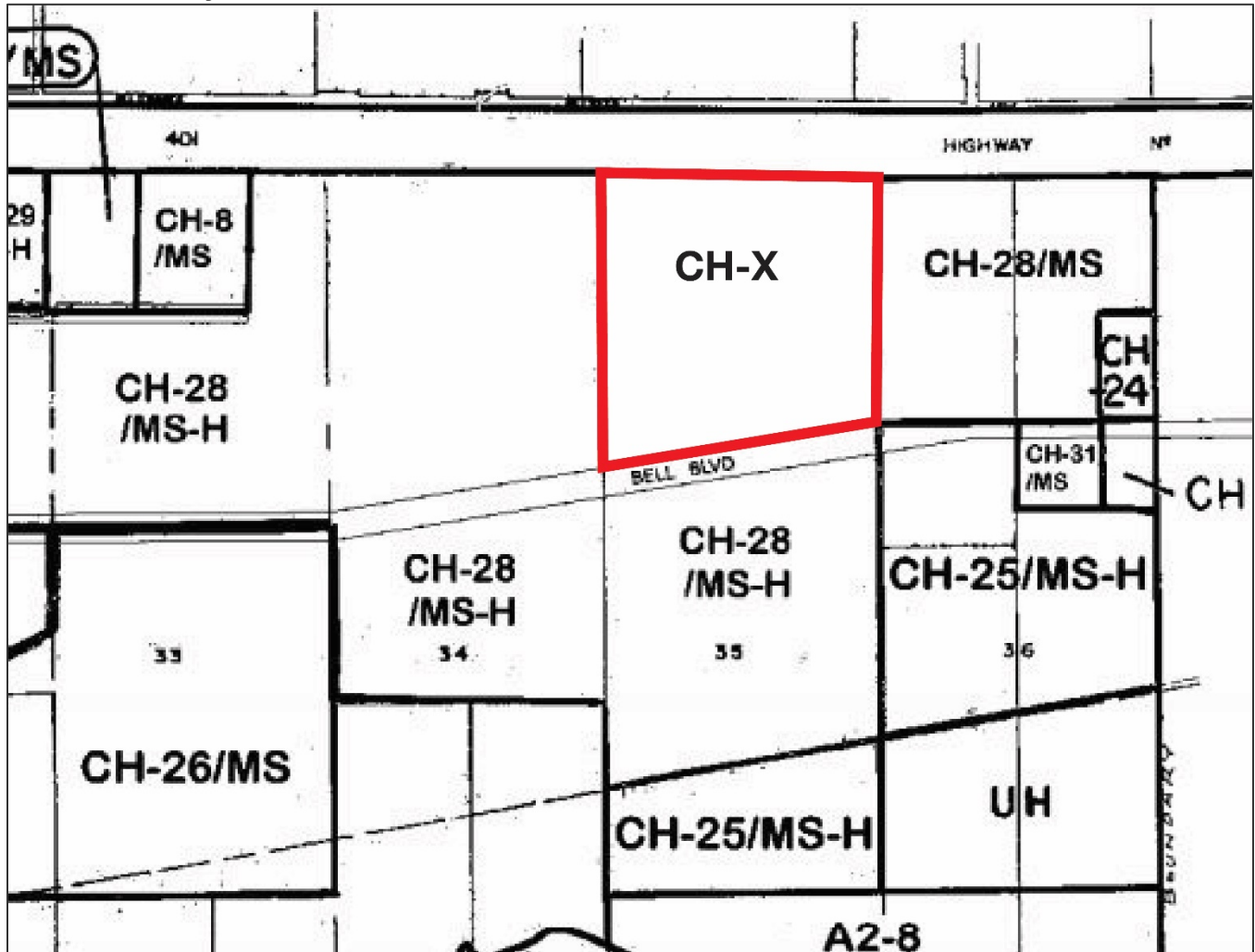
ZONING BY-LAW AMENDMENT

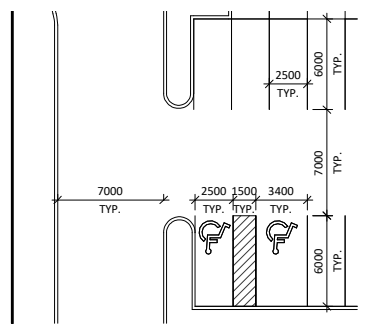
1. The former Township of Sidney Zoning By-Law Number No. 2076-80 of the City of Belleville, as amended, is hereby further amended as follows:
 - 1.1 Schedule B1 – Township of Sidney, as amended, is hereby further amended by rezoning the lands described as part of Lots 35 and 36, Concession 2, former Township of Sidney, now City of Belleville, Hastings County, from the CH-28/MS-H Zone to Special Highway Commercial (CH-X), as shown on Schedule 'A' attached to and forming part of By-Law Number 2018-____.
 - 1.2 By adding a new subsection thereto, as follows:

Part M – CH Highway Commercial Zone, Section 7(X) CH-X (Part of Lots 35 and 36, Concession 2, former Township of Sidney, now City of Belleville, Hastings County)

 - a) Notwithstanding any sections of Parts C, M, or Q-1 of this by-law to the contrary, the following special provisions shall apply within the area zoned CH-X:
 - i. The uses of Subsection 7(29) of this Part M shall be permitted in addition to the following uses:
 - Coin Operated Laundry (Laundromat)
 - Dry-Cleaning Distribution Station
 - Dry-Cleaning Establishment
 - Hobby Beer & Wine Making Establishments
 - Medical Clinic
 - Microbrewery or Craft Brewery
 - Pet Grooming Establishment
 - Rental Outlet
 - Drive-In Restaurant
 - Retail Store
 - Shopping Centre
 - Veterinarian Clinic
 - ii. Minimum front yard depth = 3 metres
 - iii. Minimum outside side yard depth = 3 metres
 - iv. Off Street Parking Requirement
 - i. 5.5 parking spaces for every 100 square metres, or part thereof, of gross floor area
 - v. Notwithstanding any severance, partition, or division of the Lands, the provisions of the CH-X Zone shall apply to the whole of the Lands as if no severance, partition or division occurred.

Schedule 'A' of By-Law Number 2018-_____.





2 STANDARD PARKING DETAIL
A1-6 1 : 500

1 CONCEPT SITE PLAN
A1-6 1 : 1800

TURNER FLEISCHER

STATISTICS

TOTAL SITE	±36.10 ACRES	±14.61 HA.
SITE A	±19.00 ACRES	±7.69 HA.
SITE B	±5.10 ACRES	±2.06 HA.
SITE C	±7.20 ACRES	±2.91 HA.
SITE D	±4.80 ACRES	±1.94 HA.
SITE A STATISTICS		
RETAIL A.1	±155,000 S.F.	±14,400 S.M.
GAS BAR A.2	±102 S.F.	±9 S.M.
TOTAL AREA	±155,102 S.F.	±14,409 S.M.
PARKING PROV.	5.79/1000 S.F.	6.23/100 S.M.
SITE B STATISTICS		
RETAIL B.1	±42,000 S.F.	±3,902 S.M.
FITNESS B.2	±22,000 S.F.	±2,044 S.M.
TOTAL AREA	±64,000 S.F.	±5,946 S.M.
PARKING PROV.	4.38/1000 S.F.	4.71/100 S.M.
SITE C STATISTICS		
FOOD STORE C.1	±28,000 S.F.	±2,601 S.M.
RESTAURANT C.2	±5,000 S.F.	±465 S.M.
BANK C.3	±5,000 S.F.	±465 S.M.
RETAIL C.4	±13,000 S.F.	±1,208 S.M.
RESTAURANT C.5	±5,000 S.F.	±465 S.M.
RETAIL C.6	±13,000 S.F.	±1,208 S.M.
TOTAL AREA	±69,000 S.F.	±6,410 S.M.
PARKING PROV.	6.33/1000 S.F.	6.82/100 S.M.
SITE D STATISTICS		
PERSONAL SERVICE D.1	±13,000 S.F.	±1,208 S.M.
RESTAURANT D.2	±5,000 S.F.	±465 S.M.
RETAIL D.3	±14,000 S.F.	±1,301 S.M.
BANK D.4	±5,000 S.F.	±465 S.M.
RETAIL D.5	±13,000 S.F.	±1,208 S.M.
TOTAL AREA	±50,000 S.F.	±4,645 S.M.
PARKING PROV.	5.76/1000 S.F.	6.20/100 S.M.
TOTAL AREA	±183,000 S.F.	±17,001 S.M.
COVERAGE(SITE B+C+D)		24.6%
TOTAL RETAIL AREA	±109,000 S.F.	±10,126 S.M.
PARKING PROVIDED(SITE B+C+D)		
		1,005 CARS
	5.49/1000 S.F.	5.91/100 S.M.
TOTAL RETAIL AREA (SITE A+B+C+D)		
	±338,102 S.F.	±31,411 S.M.
TOTAL PARKING PROVIDED (SITE A+B+C+D)		
	5.63/1000 S.F.	1,903 CARS
		6.06/100 S.M.
TOTAL LOADING SPACES PROV.		
		16 SPACES



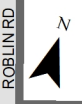
BELL BOULEVARD

BELLEVILLE, ONTARIO
18.243
CONCEPT SITE PLAN

PRELIMINARY

DWG #: A1-6
2019-03-21
SCALE = As indicated





BELLEVUE DR

HIGHWAY 401

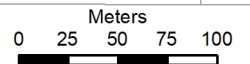
EMPLOYMENT
AREA

EMPLOYMENT
AREA

EMPLOYMENT
AREA

BELL BLVD

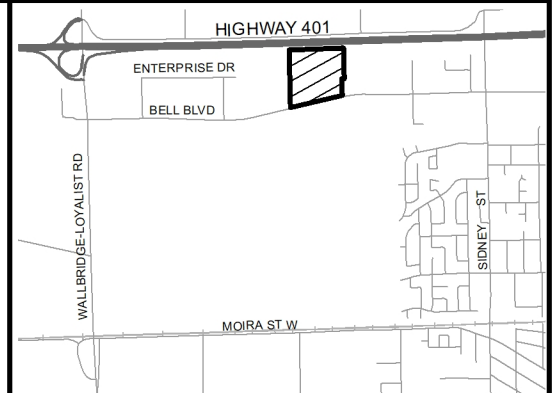
EMPLOYMENT
AREA



LOCATION MAP

LOCATION: BELL BLVD

 - SUBJECT LANDS



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT
SERVICES DEPARTMENT



APPROVAL BLOCK
DE& DS RS

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
Engineering and Development Services Department
Report No. PP-2019-29
April 1, 2019

To: Belleville Planning Advisory Committee

Subject: Recommendation Report

Proposed Zoning By-law Amendment (By-Law 10245)

2 Dundas Street West

City of Belleville

APPLICANT: Sandy Wilson (Alexander Wilson Architect Inc.)

OWNER: Mohammad Shahid, Integrated Real Estate Investment Platform Inc.

AGENT: Sandy Wilson (Alexander Wilson Architect Inc.)

File: B-77-1073

Recommendation:

That the Planning Advisory Committee recommends the following to City Council:

"THAT Application B-77-1073 to amend Zoning By-Law 10245, as amended - 2 Dundas Street West, City of Belleville, County of Hastings, be APPROVED as follows:

THAT Zoning By-Law 10245, as amended, be amended by rezoning the subject lands from C7-2 (Motor Vehicle Commercial Zone with special provisions) to C2(General Commercial Zone with special provisions to permit a 6-storey mixed use building with reduced parking requirements and off-site parking on adjacent sites; AND

THAT the City enter into an agreement to exempt the proposed 6-storey mixed use building at 2 Dundas Street West from providing the required parking of the C2-18 zone in exchange for the payment to the Municipality of a sum of money as identified through the City's cash-in-lieu policy representing 8 parking spaces to be used by the Municipality to develop public parking facilities; AND

THAT the Applicant provides a legal agreement registered on the title of both 2 Dundas Street West and 180 Coleman Street to the

satisfaction of the City assigning property at 180 Coleman Street for the purpose of providing parking for 2 Dundas Street West.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes. The application which envisions a mixed-use development with good urban design in an important redevelopment site in the City Centre meets a significant number strategic themes of the City's Strategic Plan including Industrial and Commercial Development, Residential Development, City Centre Revitalization, Culture and Recreation, and Tourism and Waterfront Revitalization.

Strategic objectives of the Residential Development theme include:

- Plan for residential growth to meet our needs for 20 years and designate sufficient land in our planning documents to accommodate residential growth for 10 years; and
- Provide for a variety of housing forms to reflect our changing demographics and need for affordability.

Strategic objectives of the Industrial and Commercial Development theme include:

- Encourage remediation and redevelopment of underutilized lands

Strategic objectives of the City Centre Revitalization theme include:

- Encourage the creation of a vibrant downtown, accented with pedestrian-friendly services and unique residential and commercial opportunities.

Strategic objectives of the Culture and Recreation theme include:

- Support the arts and preservation of our heritage
- Promote beautification of the community through excellence in urban design

Strategic objectives of the Tourism and Waterfront Revitalization theme include:

- Encourage the creation of a vibrant waterfront based on recreation and entertainment, accented with unique commercial and residential opportunities

Background:

An initial public meeting was held in accordance with the requirements of the Planning Act on March 4, 2019. The purpose of this meeting was for Committee Members to formally hear and receive public comments.

The Planning Advisory Committee reviewed Report No. PP-2019-10 (Attachment #1). Now that input from the public, commenting agencies, and municipal departments had been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department, staff has prepared a recommendation report.

The subject land is identified on the attached Location Map (Attachment #2).

Site Details for the Subject Land:

Site Review	Description
Site Location	The subject lands are municipally known as 2 Dundas Street West and located north of Dundas Street, east of James Street, and south of Colborne Street
Site Size	1318.70 square metres
Present Use	vacant
Proposed Use	Multi-residential building with ground floor commercial
Belleville Official Plan Designation	City Centre
Present Zone Category	C7-2 Motor Vehicle Commercial Zone with Special Provisions
Proposed Zone Category	C2 – General Commercial Zone with special provisions to allow reduced parking and off-site parking
Land uses to the north	Vacant parcels immediately north and metered parking lot north of Colborne Street which is owned by the Province as part of the Court House and managed by the City
Land uses to the east	Proposed multi-residential and mixed use commercial buildings which form part of the overall development concept for this block of land
Land uses to the south	Proposed multi-residential buildings adjacent to the marina
Land uses to the west	Existing commercial building

In support of the application, the following was submitted:

- Planning Justification Report (Attachment #3)
- Site Plan of larger block (Attachment #4)
- Traffic Statement
- Servicing & Stormwater Management Report

- Post Development Drainage Plan
- Erosion & Sediment Control Plan
- Site Grading Plan
- Site Servicing Plan
- Legal Survey
- Site Plan

These documents have been available for public review at the Planning Department.

Details of these reports include the following:

Planning Justification Report

The report provides an overview of the 6 storey mixed use residential building with ground floor commercial. It explains that the development is part of a larger masterplan by owners iREIP and Inter-Continental Holdings Corporation, looking to develop the subject property and adjacent properties at 170 and 180 Coleman Street in accordance with the Courthouse District Design Guidelines and the official plan.

The report describes that the masterplan for the three properties has been designed with the following design intentions:

- Creating a cohesive development with common architectural themes and massing.
- Creating a pleasant and interesting pedestrian experience with plenty of public and green space.
- Creating a development that compliments the existing residential and business stock in the area.

The report states that the project is consistent with the objectives of the Official Plan and Courthouse District Design Guidelines. The report further states the proposed development will support the City Centre as a business hub, intensify the residential density of an unused piece of land in the City Centre, and further the transition of the waterfront from industrial to a pedestrian friendly urban environment.

The report concludes the proposed massing of the building contributes to the overall masterplan of the three sites shown on the architectural plan by maintaining a familiar scale, matching architectural style, and use. The development would ensure a continuous pedestrian connection from the courthouse on Bridge Street all the way along Coleman Street and up Dundas Street, with a consistency that could not be achieved under the

current Motor Vehicle zoning.

Traffic Study

The traffic study undertook an analysis of the development proposal in regards to traffic analysis, access to the site and parking review, and vehicle maneuverability assessment.

The study concludes that the development proposal can adequately be accommodated by the existing transportation network with manageable traffic impact to the adjacent public roadways.

Storm Water Management Report

The application submits an introductory storm water management report with the stated purpose "to present the connections for sanitary sewage disposal, water distribution, storm drainage and appropriate measures to mitigate the impact of runoff with the proposed redevelopment."

The report provides the following conclusions:

- The proposed development will be provided with new water service, sanitary service and storm connection.
- Quality control will be achieved with the help of stormceptor which will provide MOE Level1 TSE removal.
- Minor storm sewer network has been designed to connect to existing sewers in accordance with City of Belleville storm sewer design criteria.
- Overland flow route through the site ensures that major overland flows are safely carried through the site.
- Erosion control such as installation of temporary silt fence, mud matt & rock check dams are recommended to minimize off-site sediment transport.

Proposal

The Applicant proposes to rezone the subject lands from 'C7-2 (Motor Vehicle Commercial Zone with special provisions)' to a specialized 'C2-49-h (General Commercial holding Zone with special provisions)' to permit a 6-storey mixed use building with reduced parking requirements and off-site parking on adjacent sites that are also being proposed to be developed by the owner.

This property is part of a larger redevelopment concept for the subject property and the two properties to the east. The overall development concept is to develop the existing site to include six structures: two mid-rise apartment buildings with ground-floor retail space, one high-rise condominium building, an office building, and two parking garages. The existing historic Billa Flint home will also be incorporated into the concept.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement (PPS).

Planning Staff is of the opinion that the application is supported by and is consistent with the PPS for the following reasons:

- It promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- It promotes cost-effective development patterns and standards to minimize land consumption and servicing costs;
- The subject lands are within a *settlement area* which is identified by the PPS as the focus of growth and development.
- It represents a density and mix of land uses which efficiently use land and resources; efficiently use the *infrastructure* and *public service facilities* which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- It supports active transportation;
- It is transit-supportive;
- It is an appropriate location for *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;
- It supports and enhances the vitality and viability of the City Centre;
- It promotes the redevelopment of brownfield sites.

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation has occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

The land is designated "City Centre" in the City's Official Plan (Attachment #5 – Official Plan Designation Map).

Planning Staff is of the opinion that the proposed development is supported by and is consistent with the policies of the Official Plan for the following reasons:

- The development is in the City Centre and will contribute and enhance the downtown core as a major focus of economic activity, create a source of civic identity and pride, and establish the City's core area as a community landmark.
- The development represents a compatible land use in the City's core creating a compact, clean, secure, attractive, accessible and economically stable area.
- The development will increase the diversity and vitality of the downtown and create a lively and vibrant environment that supports a wide variety of living, shopping, leisure, cultural, and working activities.
- The development takes advantage of the Moira River and Bay of Quinte.
- The proposed development including ground floor commercial is a permitted use of the City Centre.
- Medium and high density residential uses including seniors' residences and retirement communities, either as main uses or within mixed use developments are permitted in the City Centre.
- The proposal will discontinue the existing zoning rights of an auto use. Auto uses are discouraged from locating in the City Centre.

- The site is currently vacant and it is the goal of the plan that vacant sites be redeveloped for commercial, residential and employment uses.
- Intensification of City Centre sites are to support the character and function of the City Centre and are intended to have reasonable flexibility to avoid discouraging investment in the City Centre. This proposed development supports this goal of intensification.
- Flexibility to avoid discouraging investment in the City Centre includes parking strategies which can include reduced parking standards. Specifically, Official Plan policies recognize it may not always be practical or appropriate to provide on-site parking due to location or access concerns and provides for cash-in-lieu provisions to be utilized.
- The proposed development represents good quality urban design including building setbacks from public roads that are minimized except for sidewalks and landscaping requirements
- The proposed development is 6 stories. The subject lands are within the District referred to as “The Flats” and the Intensification Plan illustrated on Schedule D2 shows that the recommended height for the subject lands would be 6 stories (See Attachment # 6). Therefore, the proposed development meets the Official Plan’s recommended height for the site.

Zoning By-law

The subject lands are currently zoned C7-2: Motor Vehicle Commercial Zone with special provisions. The application proposes to amend the zoning to a C2: General Commercial Zone with special provisions to allow reduced parking and off-site parking in addition to an increased height of 6 stores.

Required zoning provisions of the C2 General Commercial Zone along with requested special provisions are included in the table below:

Current Regulations	Required	Special Provisions Requested
Maximum Height of Buildings	10.6 m	6 storeys
Front or Rear Yard Depth	nil	n/a
Exterior Side Yard Width	nil	n/a
Interior Side Yard Width	nil	n/a
Commercial Parking Requirements	5.5 spaces per 93.0 square metres	Able to provide required commercial spaces
Residential Parking Requirements	1.25 spaces per dwelling unit	1.00 spaces per unit including off-site parking on adjacent property

Public Comments

On February 13, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for March 4, 2019.

Similarly, a sign was placed on the subject lands notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available in the City's planning files for review by any member of the public during business hours.

At the time of writing this report, there was correspondence from an adjacent landowner who supported the application but wanted clarification of the status of a municipal road. His inquiry was answered to his satisfaction.

Public Meeting

The public meeting was held on March 4, 2019. At the meeting, Nathan Merrithew of Alexander Wilson Architect Inc. spoke as the applicant/agent and provided an overview of the application including the common architectural theme among the buildings of the overall development site and the details of the pedestrian amenities. There was discussion on how the building on this site would be the first to be constructed.

The owner, Mohammad Shahid, spoke and discussed how they were fixing the Bella Flint building which will serve as the sales office.

No member of the public spoke for or against the application.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation, MTO and the Health Unit.

At the time of writing this report, Veridian Connections provided general comments for the applicant but did not have concerns. MTO provided comments they have no comments.

No other comments or concerns have been received regarding this

application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Transportation & Operations Department inquired as to whether Colborne Street would be designed for snow clearing. They were notified that the final design of Colborne Street will be addressed through the City's Site Plan Process.

Recreation, Culture & Community Services Department, Parks & Open Space, and Belleville Fire and Rescue have provided correspondence and they have no concerns.

The Development Engineer has provided correspondence that she has no objections to the approval of the rezoning application and that the development would be required to be developed in accordance with the Site Plan Process which among other items may include the Improvements to the Kings Street and Colborne Street Road Allowance and driveways designed in conformance with the City's Driveway Control By-Law No. 2001-129 all to the satisfaction of the City. She has also identified required information to supplement the submitted technical documents which will be required as part of the Site Plan Process.

No other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Analysis:

Parking Strategies

The Official Plan contemplates the City provide flexibility when redevelopment occurs in the City Centre in order to not deter development.

Section 3.8.4 identifies parking strategies in the City Centre including:

- a) Vehicular parking is important to the success of the City Centre. The provision of public and private parking facilities is encouraged to meet the needs of all uses in the City Centre. In recognition of the concentration of uses and the frequency of multi-purpose trips to the City's core, parking standards in some parts of the City Centre may be reduced.
- b) Major new development should be encouraged to provide on-site parking; this is particularly important for residential uses. However, it may not always be practical or appropriate to provide on-site parking due to location or access concerns; in such instances, the cash-in-lieu provisions as set out in Section 8.1.5 b) of this Plan may be employed at the discretion of the Municipality.

The policies of the Official Plan further state in Section 8.1.5 b) that "where a zoning by-law requires parking to be provided as a condition to the development or establishment of a use, Council may enter into an agreement to exempt a proposed development or use from providing required parking in exchange for the payment to the Municipality of a sum of money to be used by the Municipality to develop public parking facilities. This policy should only be used in areas where there is sufficient concentration of uses and demand for the establishment of public parking facilities."

The parking requirements of the C2 zone provides for 5.5 spaces per 93 sq. m. of commercial space and 1.25 spaces per dwelling unit. This would mean that the proposed use of the building requires a total of 48 parking spaces. The proposal for parking in regards to the subject lands is to accommodate 19 spaces on-site, 21 spaces on the owner's adjacent site, and to pay cash-in-lieu for 8 spaces that are not being provided for.

The application included a Transportation Impact Statement which reviewed parking requirements of the overall development and concluded that with the adjacent provincial parking lot, the request for reduced parking could be

accommodated.

In consideration of there being an adjacent public parking lot to the proposed development, it would be appropriate for Council to consider entering into an agreement to exempt a proposed development or use from providing required parking in exchange for the payment to the Municipality of a sum of money to be used by the Municipality to develop public parking facilities. In order for this to occur, staff is recommending a holding provision be added to the property which would be removed once this agreement is executed.

The other component of this application is that some of the parking spaces are to be provided on the owner's adjacent property. Since the subject lands are to be developed in advance of the adjacent properties, the owner will have to register an easement agreement on these adjacent lands to ensure these spaces are provided and maintained for the benefit of the property at 2 Dundas Street West. This agreement for parking on the adjacent lands would have to be executed before the holding provision is removed.

Conformity with Provincial Policy Statement and City Official Plan

Planning Staff is of the opinion that the proposed development is supported by and is consistent with both the Provincial Policy Statement and the policies of the Official Plan. Staff supports this application.

Conclusion:

The application contemplates the development of a 6-storey mixed use building which is part of a larger development proposal for the subject lands in addition to the lands at 170 and 180 Coleman Street. The overall development consists of six new structures: two mid-rise apartment buildings with ground-floor retail space, one high-rise condominium building, an office building, and two parking garages. Additionally, the existing historic Billa Flint home will be incorporated into the concept.

The proposed development represents good urban design in terms of architecture and pedestrian amenities.

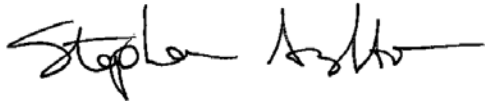
There is a request for reduced parking for the site which would require cash-in-lieu payment for these 8 parking spots. This request is supported by the Official Plan through the City Centre's parking strategy policies. There would also be 21 parking spaces provided at 180 Coleman Street for the benefit of 2 Dundas Street West. Both these requests require agreements and Staff is recommending a holding provision on the property's zoning to ensure these agreements are executed to the satisfaction of the City.

Overall, the proposal is supported by and is consistent with both the Provincial Policy Statement and the policies of the Official Plan.

Additionally, this proposal meets a large number of the City's Strategic Plan.

Staff supports and recommends approval of this application.

Respectfully submitted



Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department

Attachments

- Attachment #1 - Report No. PP-2019-10
- Attachment #2 - Location Map
- Attachment #3 - Planning Justification Report, Alexander Wilson Architect Inc., January 29, 2019
- Attachment #4 - Site Plan - Phase 4, Drawing No. SP01, Alexander Wilson Architect Inc., January 25, 2019
- Attachment #5 - Official Plan Designation
- Attachment #6 - Schedule D2, City of Belleville Official Plan, City Centre Districts and Neighbourhoods illustrating recommended heights



APPROVAL BLOCK DE& DS _____

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
 Engineering and Development Services Department
 Report No. PP-2019-10
 March 4, 2019

To: Belleville Planning Advisory Committee

Subject: Proposed Zoning By-law Amendment (By-Law 10245)
 2 Dundas Street West
 City of Belleville
 APPLICANT: Sandy Wilson (Alexander Wilson Architect Inc.)
 OWNER: Mohammad Shahid, Integrated Real Estate Investment
 Platform Inc.
 AGENT: Sandy Wilson (Alexander Wilson Architect Inc.)

File: B-77-1073

Recommendation:

That Report No. PP-2019-10 dated March 4, 2019 regarding Proposed Amendment to Zoning By-Law Number 10245, as Amended –2 Dundas Street West, City of Belleville, County of Hastings be received as information, and;

That Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department.

Background:

The initial public meeting is held in accordance with the requirements of the Planning Act. The purpose of this meeting is for Committee Members to formally hear and receive public comments. The intent of this statutory public planning meeting is to receive public feedback and incorporate it into a recommendation report from staff.

The subject Land is identified on the attached Location Map (Attachment #1). Site Details for the Subject Land:

Site Review	Description
Site Location	The subject lands are municipally known as 2 Dundas Street West and located north of Dundas Street, east of James Street, and south of Colborne Street
Site Size	1318.70 square metres
Present Use	vacant
Proposed Use	Multi-residential building with ground floor commercial
Belleville Official Plan Designation	City Centre
Present Zone Category	C7-2 Motor Vehicle Commercial Zone with Special Provisions
Proposed Zone Category	C2 – General Commercial Zone with special provisions to allow reduced parking and off-site parking
Land uses to the north	Vacant parcels immediately north and metered parking lot north of Colborne Street which is owned by the Province as part of the Court House and managed by the City
Land uses to the east	Proposed multi-residential and mixed use commercial buildings which form part of the overall development concept for this block of land
Land uses to the south	Proposed multi-residential buildings adjacent to the marina
Land uses to the west	Existing commercial building

In support of the application, the following was submitted:

- Planning Justification Report (Attachment #2)
- Site Plan of larger block (Attachment #3)
- Traffic Statement
- Servicing & Stormwater Management Report
- Post Development Drainage Plan
- Erosion & Sediment Control Plan
- Site Grading Plan
- Site Servicing Plan
- Legal Survey
- Site Plan

These documents have been available for public review at the Planning Department.

Proposal

The Applicant proposes to rezone the subject lands from C7-2 (Motor Vehicle

Commercial Zone with special provisions) to C2 (General Commercial Zone with special provisions to permit a 6-storey mixed use building with reduced parking requirements and off-site parking on adjacent sites that are also being proposed to be developed by the owner.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff will consider the following policies in the PPS:

- 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;
 - b) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- 1.1.3.1 *Settlement areas* shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- 1.1.3.2 Land use patterns within *settlement areas* shall be based on:
 - a. densities and a mix of land uses which:
 1. efficiently use land and resources;
 2. 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;
 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 4. support *active transportation*;
 5. transit-supportive, where transit is planned, exists or may be developed; and
 6. are *freight-supportive*; and
 - b. 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.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *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.

1.7.1 Long-term economic prosperity should be supported by:

- a. promoting opportunities for economic development and community investment-readiness;
- b. optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;
- c. maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- d. 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;
- e. promoting the redevelopment of brownfield sites;

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation has occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

Planning Staff will use the policies within the Official Plan to make a recommendation. The land is designated "City Centre" in the City's Official Plan (Attachment #4 – Official Plan Designation Map).

Section 3.8 of the Official Plan contains the following general policies

regarding the City Centre:

"Policies for the City Centre are designed to encourage and enhance the downtown core as a major focus of economic activity, create a source of civic identity and pride, and establish the City's core area as a community landmark. The purpose of the City Centre designation on Schedule B is to encourage the development of a variety of compatible land uses in the City's core creating a compact, clean, secure, attractive, accessible and economically stable area.

Development should increase the diversity and vitality of the downtown and create a lively and vibrant environment that supports a wide variety of living, shopping, leisure, cultural and working activities. Development that takes advantage of the Moira River and Bay of Quinte is strongly encouraged.

The City Centre contains significant heritage resources, buildings and sites that are a major part of the character and quality of the area, and are linked to the economic function. New private and public investment opportunities that protect and enhance these heritage resources are important to the economic success of the City Centre."

Section 3.8.1 of the City Centre Policies identifies permitted uses including:

- a) Commercial and employment uses, including hotels, conference facilities, retail uses, business, professional and administrative offices, outdoor cafes and restaurants, places of entertainment, private clubs, theatres, art galleries, marinas, recreational uses, all types of commercial services and parking lots.
- b) Medium and high density residential uses including seniors' residences and retirement communities, either as main uses or within mixed use developments.
- d) New automotive or industrial uses are discouraged from locating in the City Centre.

Section 3.8.2 contains a list of general development policies intensification of development with good urban design including:

- a) Many sites in the City Centre are vacant or under-developed and are expected to redevelop during the course of this Plan for commercial, residential and employment uses. The details of this planned intensification are set out in the Special Policies of Section 4.6 and are based on the City Centre Intensification Plan. The intensification of these sites will support the character and function

of the City Centre and are intended to have reasonable flexibility to avoid discouraging investment in the City Centre.

- b) Residential uses on lands designated City Centre may be permitted in mixed use developments or as a primary single use on a lot, generally consisting of a medium and high density projects. Medium and high density residential uses as defined in Section 3.10 of this Plan are allowed throughout the City Centre according to the Special Policies of Section 4.6 of the Plan.
- c) This Plan encourages compact, intense development of lands designated City Centre in order to ensure that the core area remains a key focal point in the City. To achieve this objective, buildings that maximize land utility should be encouraged.
- d) Where practical, the massing and height of buildings should respect the heritage value of the immediate areas, and a balance between intensity and scale needs to be achieved in many parts of the City Centre.

Section 3.8.4 identifies parking strategies in the City Centre including:

- a) Vehicular parking is important to the success of the City Centre. The provision of public and private parking facilities is encouraged to meet the needs of all uses in the City Centre. In recognition of the concentration of uses and the frequency of multi-purpose trips to the City's core, parking standards in some parts of the City Centre may be reduced.
- b) Major new development should be encouraged to provide on-site parking; this is particularly important for residential uses. However, it may not always be practical or appropriate to provide on-site parking due to location or access concerns; in such instances, the cash-in-lieu provisions as set out in Section 8.1.5 b) of this Plan may be employed at the discretion of the Municipality.

Section 3.8.7 identifies policies to promote good quality urban design including:

- building setbacks from public roads should be minimized except where lands are required for sidewalks, road widening, or landscaping;

Section 4.6 of the Official Plan provides additional policies for the City Centre Planning Area which provides more detailed policies to guide intensification and redevelopment of the City Centre. The subject lands are within the

District referred to as "The Flats" and the intensification Plan is illustrated on Schedule D2 which shows that the recommended height for the subject lands would be 6 stories (See Attachment # 5).

Zoning By-law

The subject lands are currently zoned C7-2: Motor Vehicle Commercial Zone with special provisions. The application proposes to amend the zoning to C2 General Commercial with special provisions to allow reduced parking and off-site parking in addition to an increased height of 6 storeys.

Required zoning provisions of the C2 General Commercial Zone along with requested special provisions are included in the table below:

Current Regulations	Required	Special Provisions Requested
Maximum Height of Buildings	10.6 m	6 storeys
Front or Rear Yard Depth	nil	n/a
Exterior Side Yard Width	nil	n/a
Interior Side Yard Width	nil	n/a
Commercial Parking Requirements	3.5 spaces per 93.0 square metres	1.75 spaces per 93.0 square metres
Residential Parking Requirements	1.25 spaces per dwelling unit	1.00 spaces per unit including off-site parking on adjacent property

Public Comments

On February 13, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for March 4, 2019.

Similarly, a sign was placed on the subject lands notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available in the City's planning files for review by any member of the public during business hours.

At the time of writing this report, no correspondence from the public has been received by the City regarding this application.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Transportation & Operations Department along with Belleville Fire and Rescue have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes including Industrial and Commercial Development, Residential Development, City Centre Revitalization, Culture and Recreation, and Tourism and

Waterfront Revitalization.

Strategic objectives of the Residential Development theme include:

- Plan for residential growth to meet our needs for 20 years and designate sufficient land in our planning documents to accommodate residential growth for 10 years; and
- Provide for a variety of housing forms to reflect our changing demographics and need for affordability.

Strategic objectives of the Industrial and Commercial Development theme include:

- Encourage remediation and redevelopment of underutilized lands

Strategic objectives of the City Centre Revitalization theme include:

- Encourage the creation of a vibrant downtown, accented with pedestrian-friendly services and unique residential and commercial opportunities.

Strategic objectives of the Culture and Recreation theme include:

- Support the arts and preservation of our heritage
- Promote beautification of the community through excellence in urban design

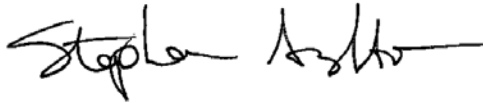
Strategic objectives of the Tourism and Waterfront Revitalization theme include:

- Encourage the creation of a vibrant waterfront based on recreation and entertainment, accented with unique commercial and residential opportunities

Conclusion:

Comments received at this public meeting, as well as subsequent written comments will be considered by the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-law 10245. A recommendation report will be brought forward upon receipt of all agency and public comments.

Respectfully submitted

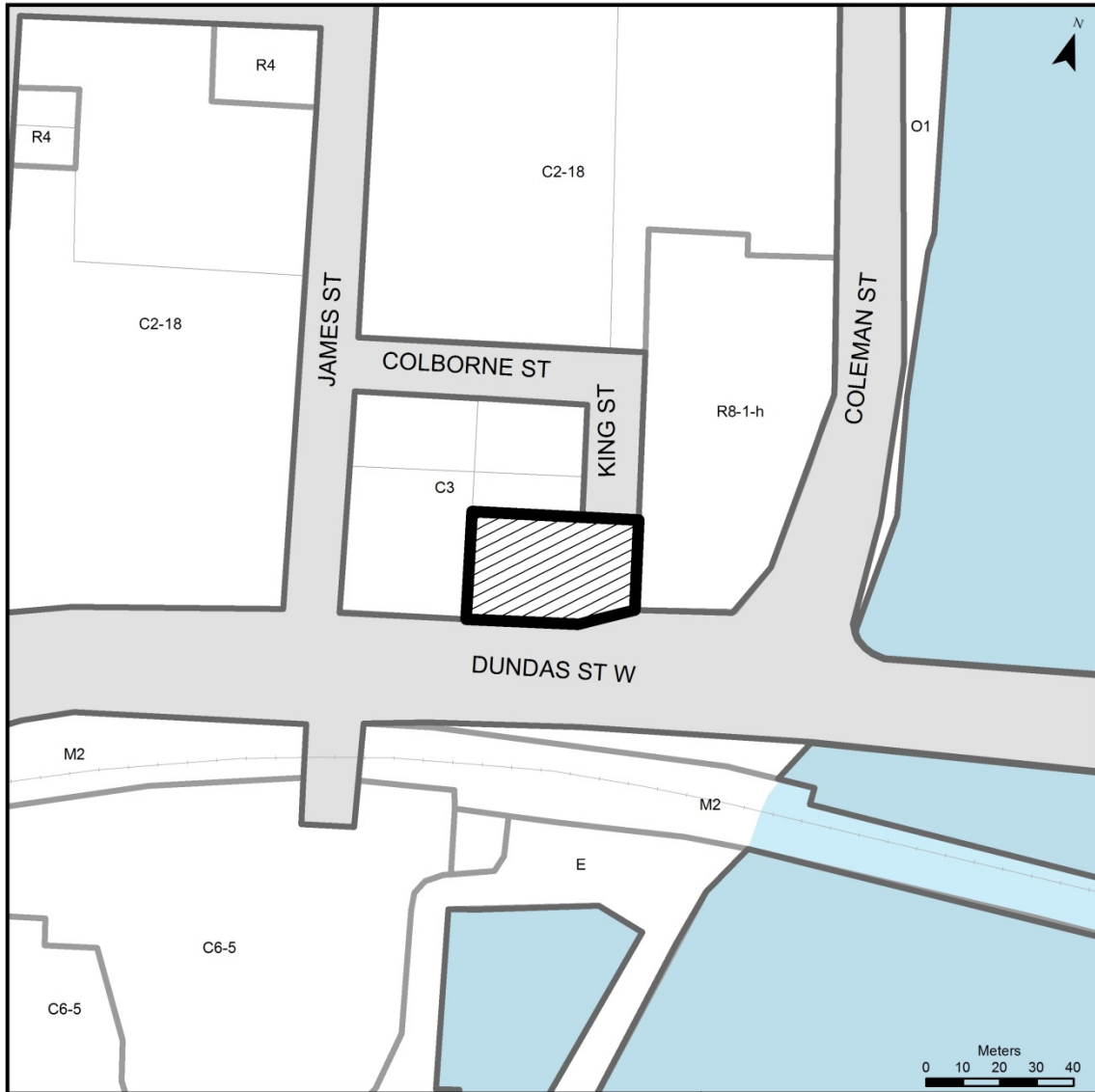


Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department

Attachments

- Attachment #1 – Location Map
- Attachment #2 – Planning Justification Report, Alexander Wilson Architect Inc., January 29, 2019
- Attachment #3 - Site Plan - Phase 4, Drawing No. SP01, Alexander Wilson Architect Inc., January 25, 2019
- Attachment #4 – Official Plan Designation
- Attachment # 5 - Schedule D2, City of Belleville Official Plan, City Centre Districts and Neighbourhoods illustrating recommended heights

Attachment #1 – Location Map

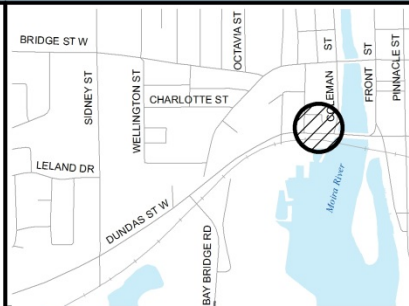


PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: 2 DUNDAS ST W

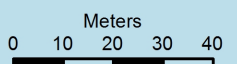
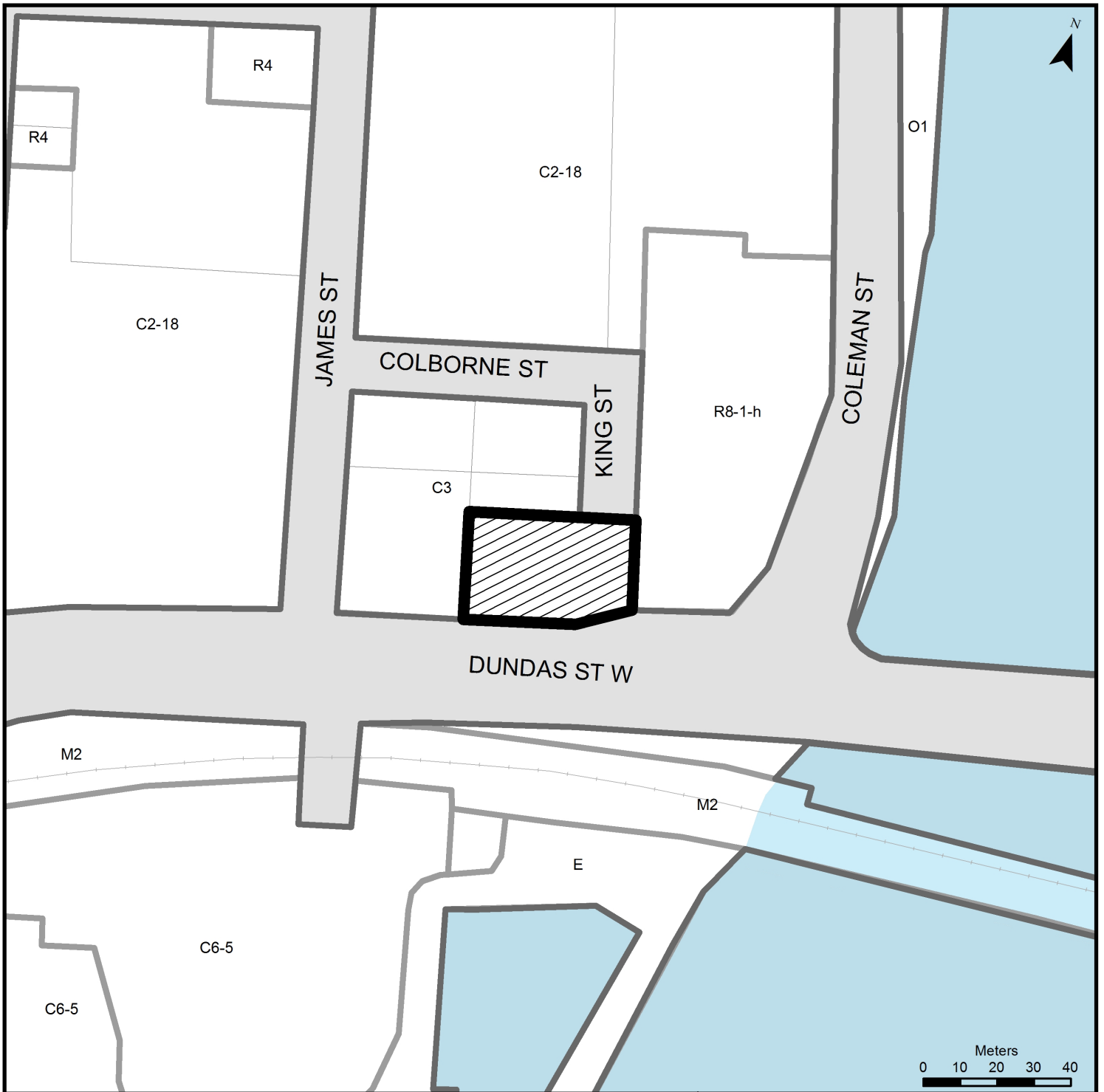


PROPOSED ZONING CHANGE FROM C7-2 (MOTOR VEHICLE - COMMERCIAL WITH SPECIAL PROVISIONS) TO C2 (GENERAL COMMERCIAL) WITH SPECIAL PROVISIONS



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT
SERVICES DEPARTMENT

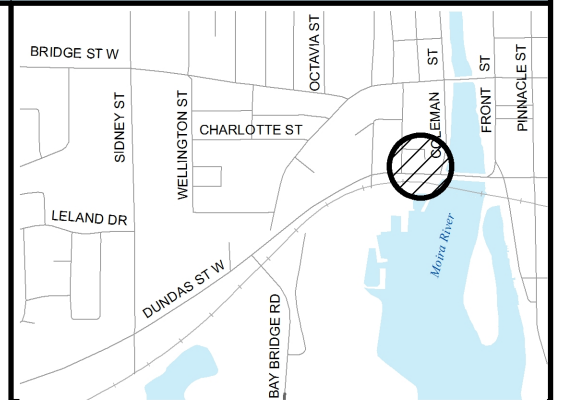
B-77-1073



PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: 2 DUNDAS ST W

 PROPOSED ZONING CHANGE FROM C7-2 (MOTOR VEHICLE - COMMERCIAL WITH SPECIAL PROVISIONS) TO C2 (GENERAL COMMERCIAL) WITH SPECIAL PROVISIONS



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT SERVICES DEPARTMENT

PLANNING JUSTIFICATION

PROPOSED ZONING BY-LAW AMENDMENT

HARBOUR VIEW DEVELOPMENT
2 DUNDAS STREET WEST, BELLEVILLE, ONTARIO.

BY ALEXANDER WILSON ARCHITECT INC.

JANUARY 29, 2019



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1.0 Introduction

This planning justification supports a Zoning By-law Amendment of By-Law 10245 to allow the development of a 6 storey, 29 unit, mixed use building with ground floor commercial. The parcel of land in Belleville, Ontario at 2 Dundas Street West, is currently zoned C7, Auto Motive Commercial. The owner wishes to rezone the property to a C2 Exception Zone, to allow for the aforementioned development.

The purpose of this report is to justify the rezoning of this property to C2 Exception Zone and outline additional special provisions for the site.

2.0 Background and Masterplan

Proposed is a 6 storey mixed use residential building with ground floor commercial. However, the development is part of a larger masterplan by owners iREIP and Inter-Continental Holdings Corporation, looking to develop Belleville's waterfront in accordance with the Courthouse District Design Guidelines and the official plan. The masterplan includes a design over three properties: 170 Coleman St, 180 Coleman St, and 2 Dundas Street West (highlighted in Yellow in Figure 1.) With Alexander Wilson Architect Inc. providing the architectural services, the masterplan has been designed with the following design intentions:

- Creating a cohesive development with common architectural themes and massing
- Creating a pleasant and interesting pedestrian experience with plenty of public and green space.
- Creating a development that compliments the existing residential and business stock in the area.



Figure 1. Site of three parcels

The masterplan shown below consists of four buildings and two parking structures. Zoning is in place for all of these structures except that on 2 Dundas Street West, the subject of this Zoning By-law Amendment justification.

The full masterplan (see figure 2) includes:

- 170 Coleman St: A 6 storey 40,000SF office building with ground floor commercial and a 6 storey residential building with ground floor commercial. These buildings are set back from Coleman St to continue the public boulevard that the Belleville Courthouse has created. The buildings integrate the existing Historic Billa Flint house to create a public plaza that addresses the Moira River and the green space across from the site. A 2 storey parking garage connects both buildings together.
- 180 Coleman St: a 15 storey residential development is planned for the corner of this masterplan that addresses the corner of Dundas St W and Coleman St. The building’s gentle curve allows views to both the river and harbour to the residents. This building shares an entrance with the residential building on 170 Coleman St, to concentrate vehicular access and improve pedestrian experience over the whole site.
- 2 Dundas St W: The subject of this rezoning, is a 29 unit 6 storey residential mixed use building. This project is to visually tie-in with the residential building on 170—both of which frame the taller building on the corner of 180 Coleman.

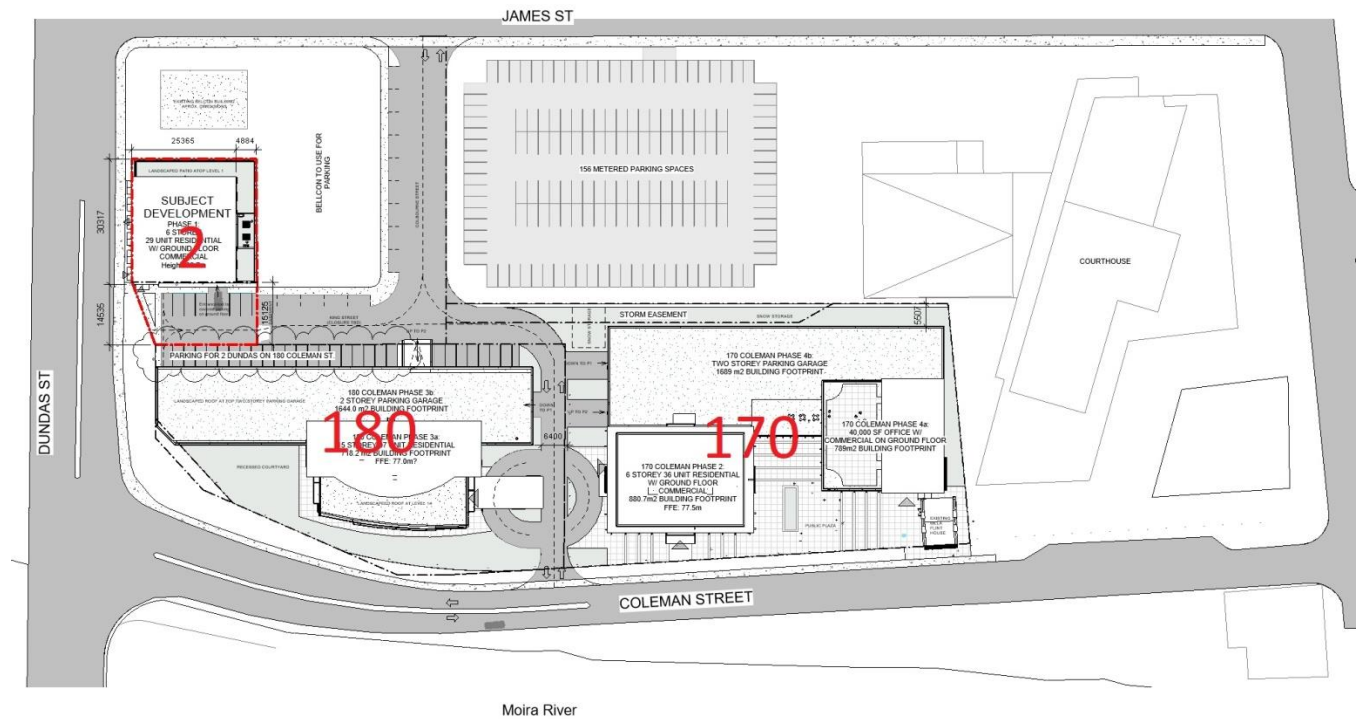


Figure 2. Masterplan, showing 2 Dundas Street (2), 180 Coleman St (180), and 170 Coleman St (170)

3.0 Studies

3.1 NexTrans

NextTrans Consulting Engineers was retained by the owner to undertake a Transportation Impact Study specifically for a Zoning By-law Amendment. The study found that “the study area intersections and proposed vehicular access are expected to operate with acceptable levels of service.”

In addition to traffic levels, the owner asked nexTrans to assess the proposed reduction in parking (explained in further detail later in report). They found that the proposed number of parking spaces completely satisfies parking demand.

3.2 Altus Market Feasibility Study

Altus was retained by the owner to do an analysis of Belleville’s market feasibility, specifically in terms of developing rental apartments and condominiums.

Altus found that historically there has been a lack of residential development in Belleville, with only three units completed between 2012-2017. Since 1990 there have only been 154 condominiums to enter the market. Recent years have seen a growth in apartment completions with 174 units under construction as of November 20, 2018. Growth of demand in this market is projected, and it is indicated in the study that by 2026, renters will comprise 75% of household growth. This rises to 85% by 2031.

Overall, Altus states that the sites, including 2 Dundas have a number of positive attributes that would lend themselves to become sites for apartments or condominiums and that lease up would stabilize within 12 months.

3.3 Patterson Group Geotechnical Investigation

Patterson Group was retained by the owner to do a geotechnical investigation on the sites in November 2018. The site was deemed satisfactory for all the proposed developments. They expected the buildings to be founded on conventional shallow footings over clean, surface sounded limestone bedrock.

4.0 Proposed Use

The building’s ground floor will have commercial shops along Dundas Street W and offer covered parking in the north side of the ground floor. The main vehicular access points will be from Colbourne Street and Coleman Street. There will also be 21 surface parking spaces provided on the property to the East, on 180 Coleman (details about this in section 7.3). Physically, the building is to be a sister- building to the proposed mixed-use building on 170 Coleman – both having the same height, massing, programming, and zoning (see phase two on architectural plan).

5.0 Surrounding Areas

To the south of the site are the CPR train tracks. The land use just beyond the tracks is for the Marina. The land to the West of the site is zoned as Highway Commercial and is currently occupied as a Hair/Esthetics shop. Further west is the forthcoming Arabella Retirement Residence, zoned C2-18. To the east is a proposed 97 unit residential building, zoned R8-1. To the North, is another parcel zoned C2-18, where the mixed use residential project and an office building are situated. The zoning C2-18 (the proposed zoning for the parcel in question) is the most dominate use in the immediate area (see figure 3.)

6.0 Current Zoning

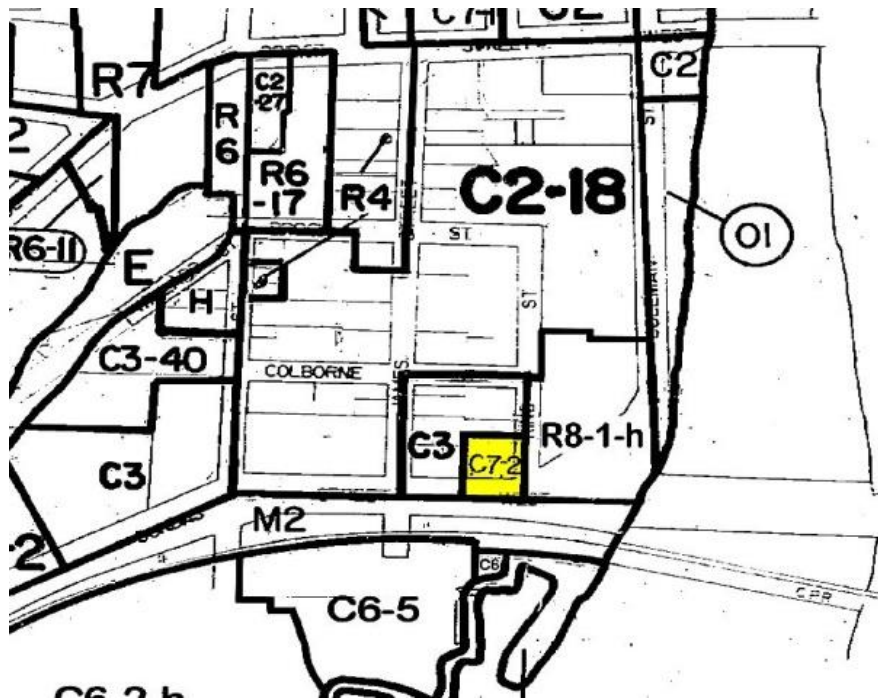


Figure 3. Segment of Belleville Zoning Map # 3, Quinte Planning Board. Subject property marked in yellow.

The land is currently zoned as C7- Motor Vehicle Commercial. This zoning is both out of date with what the Official plan, Courthouse District Guidelines, and the provincial policy statement describe for the area.

6.1 Provincial Policy Statement

The provincial policy statement provides initiatives put forth to build strong healthy communities. 1.1.1 describes that zoning should promote efficient development through land use patterns which are

financially stable. This includes promoting a mix of residential with places of employment, recreation, and parks. The PPS also states that healthy communities are sustained by avoiding land use patterns which cause environmental, public health, and safety concerns. A C7 Motor Vehicle development in this area would cause conflicts in terms of noise, traffic circulation, pedestrian experience, and character of the community.

6.2 Official Plan

The official plan states that “New automotive or industrial uses are discouraged from locating in the City Centre.” (Official plan, 29). As part of the Official Plan’s *City Centre*, the land is intended to be a business and administrative center for Belleville (Official Plan, 28). In addition to its role as the center of business, the City Centre is also targeted as a residential intensification zone (Official Plan, 29). The current Motor Vehicle zoning does not align with the official plan in this regard. The presence of Auto Motive commercial goes against efforts, both physically and conceptually, to make the City Centre a zone accessible by pedestrians

6.3 Courthouse District Design Guideline

The Courthouse District Design Guideline (CDDG) also states that “the western waterfront edge is in an area of transition – emerging from its industrial past and becoming a new area to live & work” (Courthouse District Design Guidelines, 6). The other parcels of land along Dundas Street West and Coleman St have already made that transition (see fig. 3) but the parcel in question is still zoned according to the industrial past that the guideline describes. The guideline describes developing a network of walking paths along the river and connected green spaces, increasing the city’s connection with the river. The official plan states that intense developments minimize land-use conflict. The current motor vehicle zoning would instigate many conflicts including noise, air emissions, and character of use (Official Plan, 30). The proposed zoning change would allow the land to be developable in a way that aligns with both the Official plan and CDDG. This would not only avoid conflicts but strengthen the values set out in the Official Plan and The CDDG.

7.0 Proposed Zoning / Zoning Changes

A proposed zoning to a C2 Exception zone would allow the site to contribute to the city centre as a business and administrative centre while also addressing the residential intensification mentioned above.

The proposed zoning change is to a C2, with the exceptions detailed below, in addition to the special provisions already found in C2-18. Unlike the surrounding properties zoned C2-18, this property is fairly small being only 1,318.7 sq.m. In addition to this, there is a 15m wide easement on the site that prohibits any structure to be built upon said easement. Fortunately, there are two existing metered parking lots within walking distance of the site that are remarkably underused and the site is within a City Centre residential intensification area. Because of this, the following special provisions are proposed to ensure an appropriate parking scheme, all of which are supported and approved by nexTrans consulting engineers.

7.1 RESIDENTIAL PARKING REDUCTION - Part N, Section 19 (i)

We propose a parking reduction from 1.25 parking spaces per unit to 1.00 parking spaces per unit. This reduction will allow the ground floor to be occupied by both parking and commercial, maintaining an engaging street façade along Dundas Street West. The attached report by nexTrans Consulting Engineers supports our reduced parking scheme, stating that the number of spaces proposed is sufficient.

7.2 COMMERCIAL PARKING REDUCTION – Part N, Section 19 (ii)

We propose a parking reduction from 3.5 parking spaces per 93.0 sq. m. of gross leasable floor area to 1.75 parking spaces per 93 sq.m. of gross leasable floor area. This reduction is needed because of the physical limitations mentioned above. In addition to the 1.75 parking spaces/ 93 sq. m. customers will also have the opportunity to park along Colbourne St., the end of King St., or in the metered parking lots adjacent to the site. Being in the City Centre, this condition is not unlike businesses across the river. nexTrans also supports this reduction in commercial parking, as well.

7.3 OFF SITE PARKING – Part C, Section 15 (i)(b)

We propose that off street parking for 2 Dundas will be permitted to be on 180 Coleman, the adjacent property. The site is designed holistically to ensure that there is a common thread between all elements, including vehicle movement, parking, amenity, pedestrian movement, and aesthetics. Because of the site's physical limitations we have placed some of the parking for 2 Dundas St W. along the West wall of the parking garage on 180. However, the spaces are directly outside the entrance of 2 Dundas Street and designed to appear as though they belong to the 2 Dundas Street development to maximize convenience for both residents and commercial customers (see revision cloud in fig. 4).

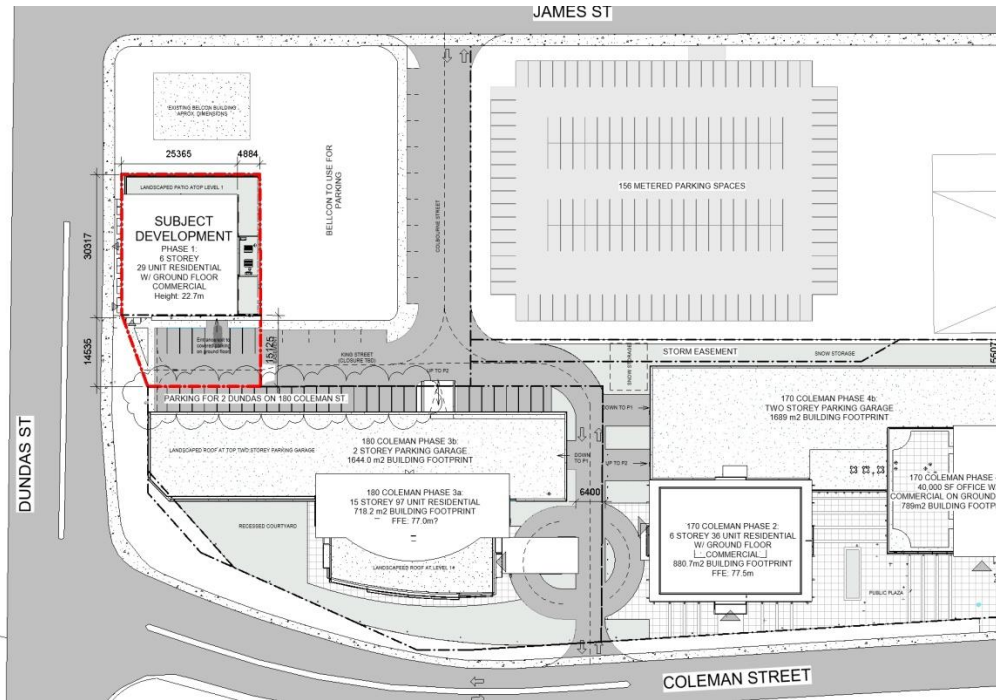


Figure 4. Siteplan

8.0 Summary

As discussed above, the project is consistent with the objectives of the Official Plan and CDDG. The proposed development will support the City Centre as a business hub, intensify the residential density of an unused piece of land in the City Centre, and further the transition of the waterfront from industrial to a pedestrian friendly urban environment.

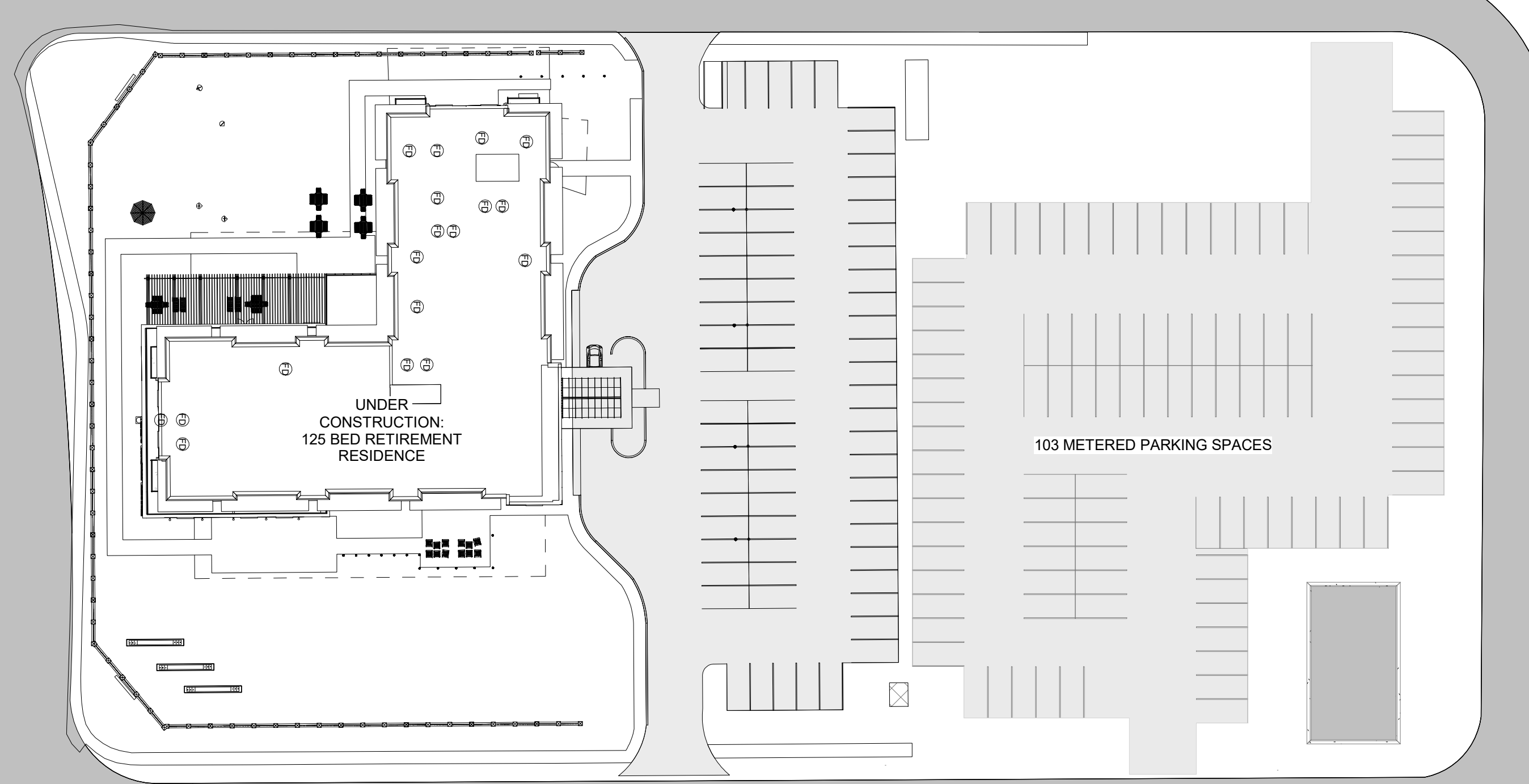
The proposed massing of the building contributes to the overall masterplan of the three sites shown on the architectural plan by maintaining a familiar scale, matching architectural style, and use. The development would ensure a continuous pedestrian connection from the courthouse on bridge street all the way along Coleman Street and up Dundas Street, with a consistency that could not be achieved under the current Motor Vehicle zoning.

Sandy Wilson | BA, AADIPL, OAA

Principal Architect

Nathan Merrithew | BPhil, BEDS, MARCH

Intern Architect

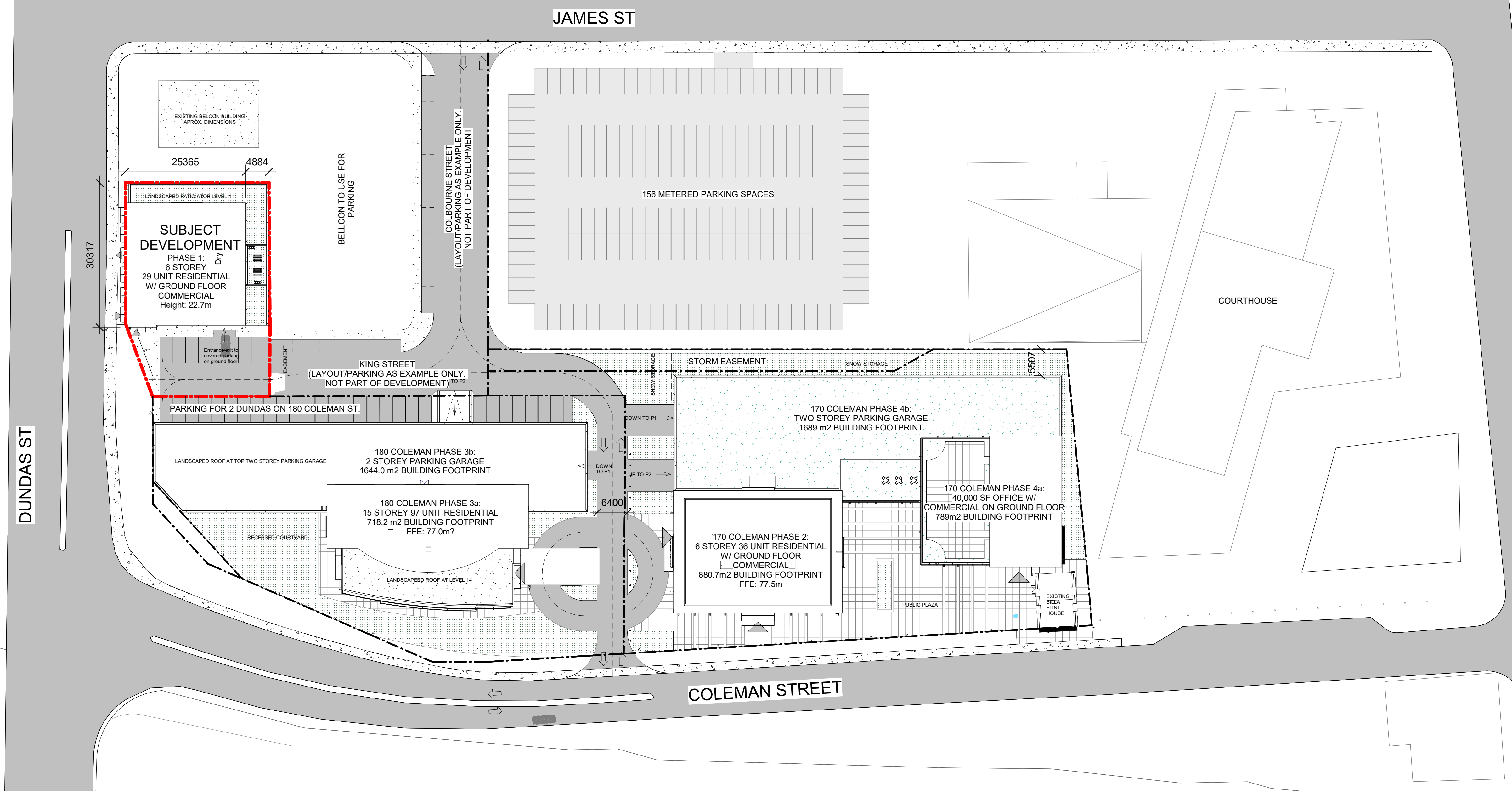


ZONING C2-18 - BY LAW	REQUIRED	VARIANCE	PROPOS...
FRONT YARD SET BACK	NIL		0.0
REAR YARD SETBACK	NIL		0.0
INTERIOR YARD SETBACK	NIL		0
BUILDING HEIGHT	6 STOREYS		22.7
PARKING SIZE	6.0m x 2.7m	C 14	5.5m x 2.7m
GROSS FLOOR AREA			3780.7 m2
LOT COVERAGE (m2)			
BUILDING FOOTPRINT			872.0 m2
PAVED AREA - ASPHALT			287.7 m2
HARD LANDSCAPE AREA			122.5
SOFT LANDSCAPE AREA			35.8 m2
TOTAL			1318.7 m2
VEHICULAR PARKING SUMMARY			
RESIDENTIAL	36	C 14.	29
COMMERCIAL	8		8
TOTAL PARKING	44		37
TOTAL OFF SITE PARKING (ON 180 COLEMAN)		C 15. (1) b)	21
TOTAL ACCESSIBLE PARKING SPACES			4

UNIT COUNT	COMMERCIAL	1 BDRM	2BDRM	TOTAL
GROUND	210 m2	-	-	0
LEVEL 2	-	1	4	5
LEVELS 3-6	-	8	16	24
TOTAL	-	9	20	29

DO NOT SCALE DRAWINGS
 CHECK AND VERIFY ALL DIMENSIONS BEFORE PROCEEDING WITH THE WORK.
 DRAWINGS NOT TO BE USED FOR CONSTRUCTION UNLESS STAMPED AND SIGNED BY THE CONSULTANT.
 THESE DRAWINGS HAVE BEEN DESIGNED IN CONFORMANCE WITH THE ONTARIO BUILDING CODE.

NOTE: SUBMISSION INCLUDES PROPERTY OUTLINED IN RED, AND THE 21 PARKING SPACES PROVIDED ON 180 COLEMAN. ALL OTHER BUILDINGS, ROADS, LANDSCAPING AND PARKING ARE FOR CONTEXT ONLY.



EXISTING RAILWAY SOUTH OF DUNDAS

DUNDAS ST

JAMES ST

COLEMAN STREET

Moira River
PP-2019-29

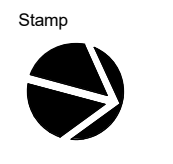
Attachment #4 - Site Plan - Phase 4

April 1, 2019

NOTE: LANDSCAPING NOT SHOWN

1 Site
1 : 500

Alexander Wilson Architect Inc
 Admiralty Place
 103-20 Gore Street
 Kingston Ontario, K7L 2L1
 t. 613.545.3744 ext 213
 f. 613.545.1411



Project
INNER HARBOUR RESIDENTIAL

COLLEGE ST
BELLEVILLE, ONTARIO

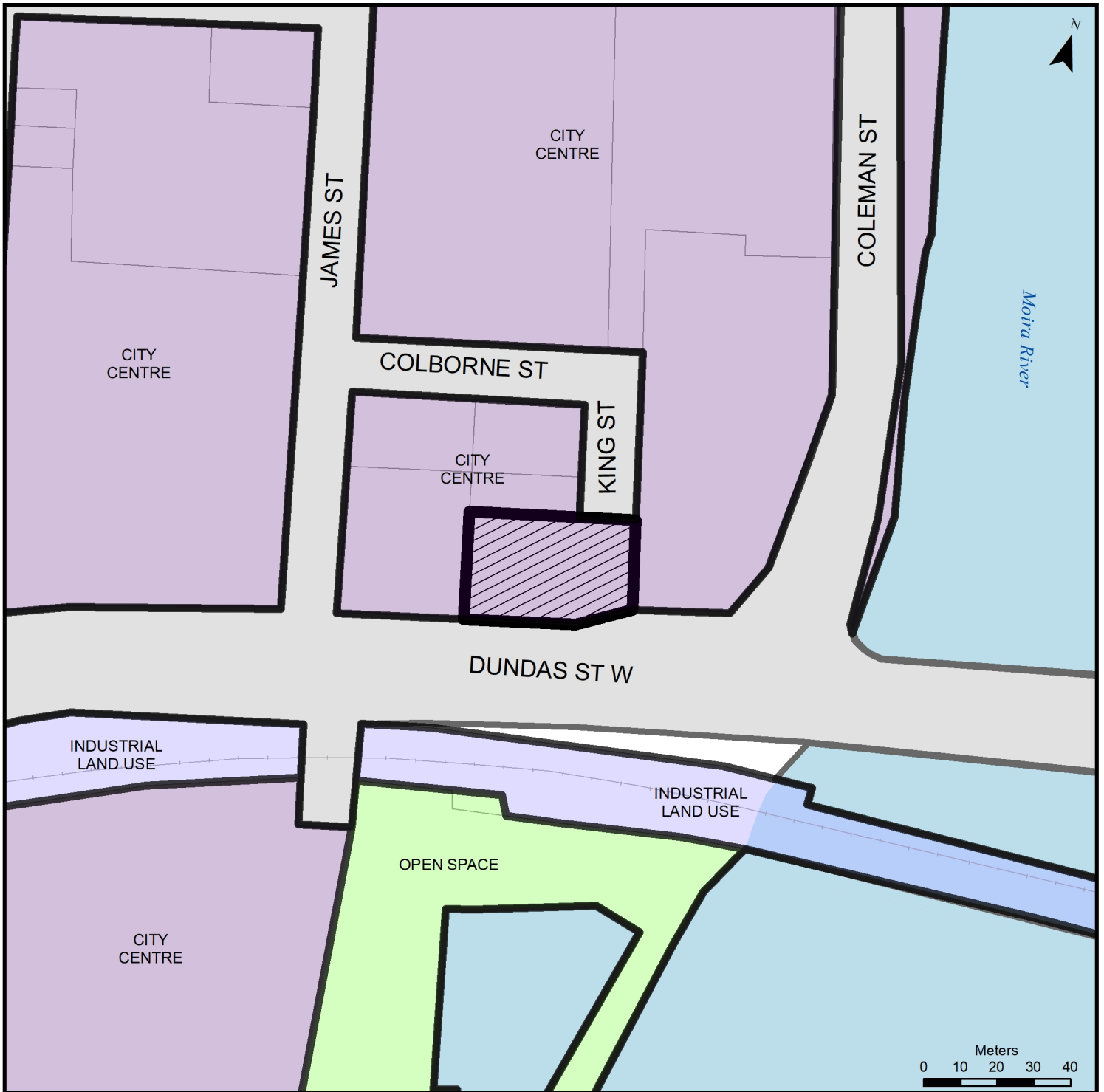
Drawing
SITE PLAN - PHASE 4

Drawn By: NM Checked By: -

Scale: 1 : 500 Date: 2/21/2019 9:43:28 AM

Project No.: 1902 Revision: 0

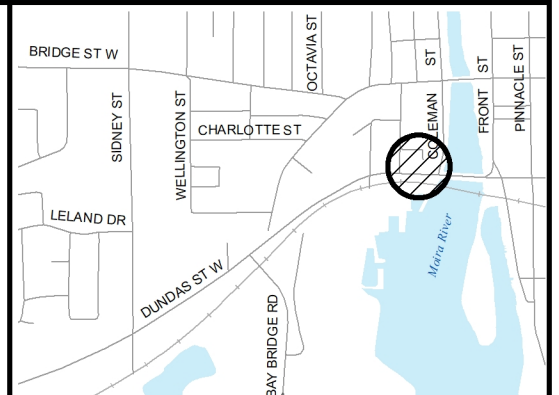
Drawing No.: .SP01 Page 227

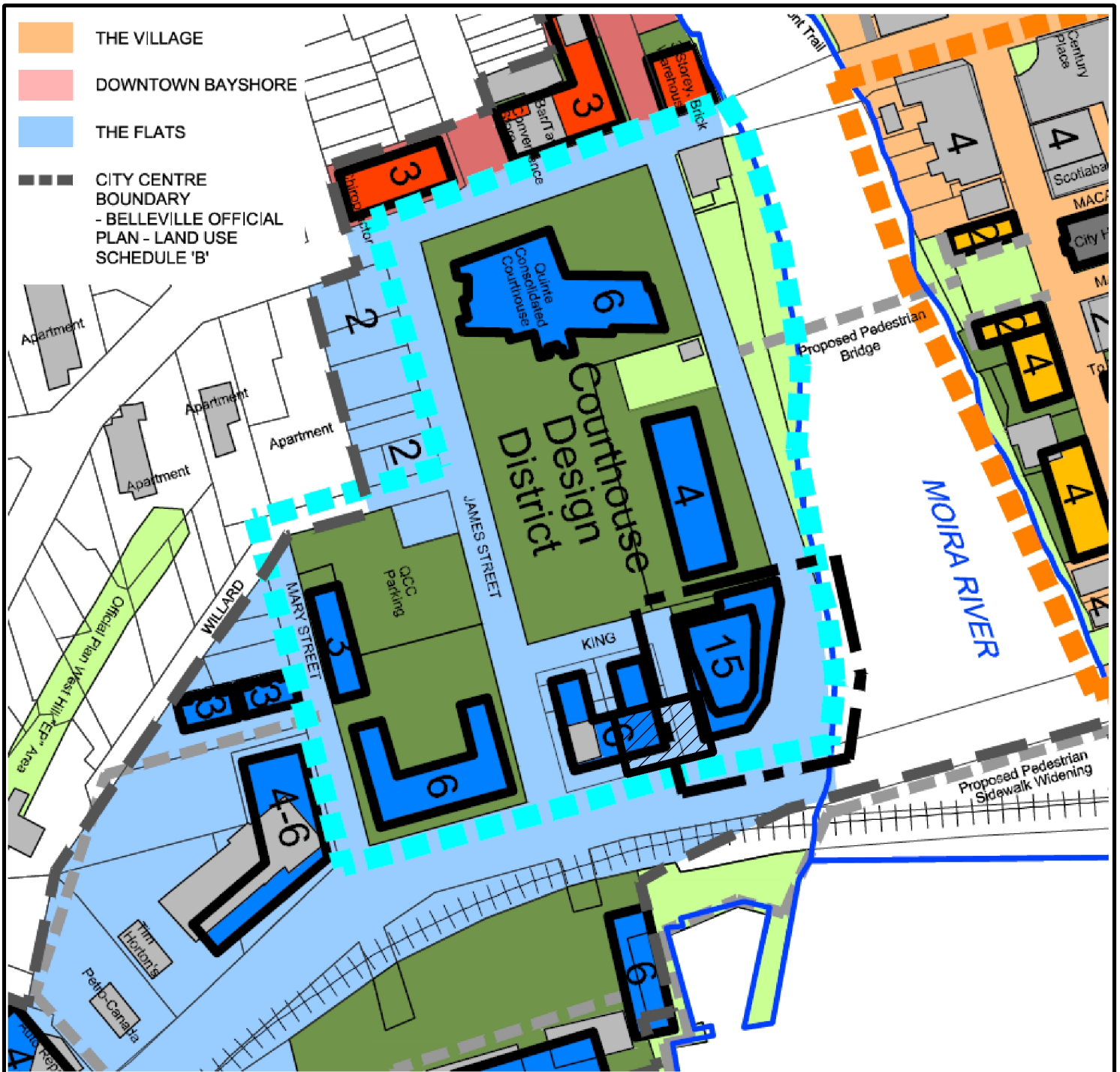


LOCATION MAP

LOCATION: 2 DUNDAS ST W

 - SUBJECT LANDS

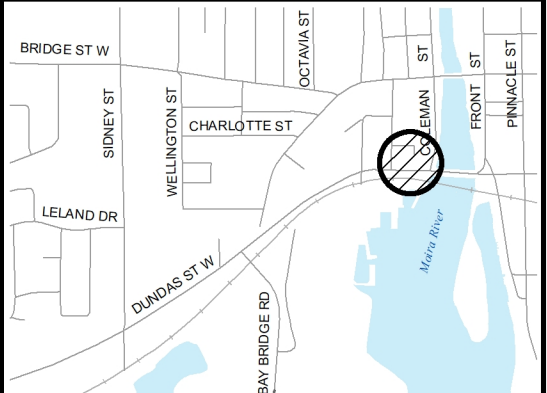




LOCATION MAP

LOCATION: 2 DUNDAS ST W

- SUBJECT LANDS



CITY OF BELLEVILLE
 ENGINEERING & DEVELOPMENT
 SERVICES DEPARTMENT
 Page 229



APPROVAL BLOCK
DE& DS 1213

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
Greg Pinchin, Manager of Approvals
Engineering and Development Services Department
Report No. PP-2019-25
April 1, 2019

To: Belleville Planning Advisory Committee

Subject: Recommendation Report

Application for Proposed Amendment to Zoning By-Law Number 3014, As Amended - Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision Phase 5, former Township of Thurlow, now City of Belleville, County of Hastings
APPLICANT: Covington Crescent J/V
OWNER: Covington Crescent J/V
AGENT: Ainley Group, Caitlin Sheahan

Files: B-77-1074 and 12T-12503/ER-89

Recommendation:

That the Planning Advisory Committee recommends the following to City Council:

1. "THAT Application B-77-1075 to amend Zoning By-Law Number 3014, as amended, for land described as Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision Phase 5, former Township of Thurlow, now City of Belleville, County of Hastings be APPROVED as follows:

That Zoning By-Law Number 3014, as amended, be amended by rezoning the subject lands described as Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision Phase 5 from Low Density Residential Type 1 (R1-17, R1-23) Zones to High Density Residential (R4-2) Zone with special provisions."; AND

2. "THAT, pursuant to Section 51(44) of the Planning Act, the Council of The Corporation of the City of Belleville approve the request to modify the Redline Revision (dated April 11, 2017) of the draft approved Plan of Subdivision (File No.: 12T-12503) with the Plan dated March 4, 2019 submitted by Ainley Group on behalf of Covington Crescent J/V."

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes including Residential Development. Strategic objectives of the Residential Development theme include:

- Plan for residential growth to meet our needs for 20 years and designate sufficient land in our planning documents to accommodate residential growth for 10 years; and
- Provide for a variety of housing forms to reflect our changing demographics and need for affordability.

Background:

An initial public meeting was held in accordance with the requirements of the Planning Act on March 4, 2019. The purpose of this meeting was for Committee Members to formally hear and receive public comments.

The Planning Advisory Committee reviewed Report No. PP-2019-16 (Attachment #1). Now that input from the public, commenting agencies, and municipal departments had been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department, staff has prepared a recommendation report.

The Subject Land is identified on the attached Location Map (Attachment #2). Site details for the subject land:

Site Review	Description
Site Location	Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision; located south of Kempton Avenue, east of Sidney Street North, and west of Hampton Ridge Drive.
Site Size	1.23 hectares.
Present Use(s)	Vacant.
Proposed Use	Forty (40) townhouse units.
Belleville Official Plan Designation	Residential.
Present Zone Category	Low Density Residential Type 1 (R1-17, R1-23) Zones; and Community Facility (CF-10) Zone.
Proposed Zone Category	High Density Residential (R4-2) Zone with special provisions; and Low Density Residential Type 1 (R1-17).
Land uses to the north	Residential properties.
Land uses to the east	Residential properties.
Land uses to the south	Norbelle Creek and the TransNorthern Pipelines easement.
Land uses to the west	Residential properties.

In support of the application, the following was submitted:

- Planning Justification Report (Attachment #3)
- Settlers Ridge Phase 5 Redline Request
- Stormwater Management Memo
- Traffic Review Memo

Following the public meeting, a response from the agent was submitted to address comments received by the City through the application process (See Attachment #4).

These documents have been available for public review at the Planning Department.

Details of these reports include the following:

Planning Justification Report

The Planning Justification Report provides an overview of the application. It discusses how this second amendment will provide a plan that is closer to the layout and unit count that was originally draft approved.

The report discusses the City's Official Plan policies and states "the proposed residential development is consistent with the City's Official Plan."

The report discusses sections of the Provincial Policy Statement (PPS) and states "the proposed development is consistent with the PPS."

Traffic Impact Memo

The Agent has provided an engineering memo indicating that there are no changes proposed to the road layout. The memo indicates the engineering opinion that with an increase of only 8 units from the original draft approval, the increase is minor and there are no anticipated traffic impacts from the proposal.

Stormwater Management Impact Memo

An Engineering memo has been provided that states stormwater from the proposed development will be discharged to the re-aligned Norbelle Creek, which then conveys flows to the Settlers Ridge Stormwater Management Ponds, Cell 1 and Cell 2 which is immediately east of the development. These ponds and stormwater management plan have received approval from the Ministry of Environment which is the approval authority.

The engineering opinion states that "the proposed rezoning results in an additional 8 units. This increase in imperviousness is considered to be minor, and will be offset by the removal of the impervious walkpath within the 6.0m wide walkpath block. The proposed rezoning is therefore not anticipated to impact the existing Settlers Ridge stormwater management design."

Proposal

The Applicant proposes to rezone the subject lands from Low Density Residential Type 1 (R1-17, R1-23) Zones to High Density Residential (R4-2) Zone with special provisions to permit 40 townhouse units. In addition, a 6.0 metre walk path is no longer required by the City and will be rezoned from Community Facility (CF-10) Zone to Low Density Residential Type 1 (R1-17) and merge with the two adjacent residential lots. This proposed rezoning is being undertaken in conjunction with a redlining of the draft plan of subdivision which has been submitted to the Approvals Section of the Engineering and Development Services Department.

"Red-lining" is the term referring to minor changes made directly on a plan in red ink as part of a draft approval or prior to final approval. Changes made at the time of draft approval have force and effect, as they are part of the drawing that is draft approved by the approval authority. This process of "red-lining" is essentially changing the conditions of draft approval (Draft Plan of Subdivision) and is provided for through Section 51 of the Planning Act.

In the case of Settlers Ridge Phase 5 Subdivision, the draft plan was originally approved in 2012 with 17 townhouses and 64 singles for a total of 81 residential units (See Attachment #5).

Phase 5 was then initially redlined in 2017 to eliminate the townhouse blocks and provide for a total of 71 single detached dwellings (See Attachment #6).

The proposed redlined subdivision which has been submitted to the Approvals Section of the Engineering and Development Services Department would now include 40 street townhouses in place of the 24 single detached dwellings in the interior section of Covington Crescent (See Attachment #7). Single detached dwellings would be reduced from 71 to 49, while the addition of townhouses would increase the total number of dwelling units from 71 to 89. This results in an increase of overall units from the original draft approval in 2012 of 8 units. In addition, the redlining will remove an unnecessary block and permit reconfiguration of single detached dwellings in the southeast corner. Land that had been set aside for roads would be left unchanged.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

This application is to implement the redlining of Phase 5 of Settlers Ridge to provide for townhomes resulting in 8 additional dwelling units than the initial Draft Plan of Subdivision approved in 2012.

This application resulting in an increase in dwelling units is consistent with the Provincial Policy Statement because:

- it promotes cost-effective development patterns to minimize land consumption;
- it is located in a settlement area which shall be the focus of growth and development;
- the increase in density provides for an appropriate mix of housing types that are appropriate for, and efficiently use the infrastructure of the City;
- it represents appropriate intensification.

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation have occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

The proposed redline revisions of the subdivision will result in the development of additional medium density development as defined through the City's Official Plan.

The application is supported by the City's Official Plan policies. The City's Official Plan permits residential development at low, medium and high densities with forms ranging from single family detached dwellings to various types of attached and multiple dwellings, under various forms of tenure (freehold, rental, cooperative, condominium).

The Official Plan permits residential development within areas designated Residential land use at various densities to ensure a full range of housing forms at different sizes and styles that meets the needs of all citizens.

Generally, a townhome can be provided at a price less than a single-detached dwelling because the land cost per residential lot is less. The Official Plan supports the development of affordable housing, and ideally all residential neighbourhoods should have a variety of housing types at various levels of affordability. While it is recognized that market forces will determine affordability rates, this Plan encourages Council to establish land use controls that do not preclude the development of a reasonable range of housing options within the community as a whole. (Section 3.10.2 c)

Zoning By-law

The Applicant proposes to rezone the subject lands from Low Density Residential Type 1 (R1-17, R1-23) Zones to High Density Residential (R4-2) Zone with special provisions to permit 40 townhouse units. In addition, a 6.0 metre walk path is no longer required by the City and will be rezoned from Community Facility (CF-10) Zone to Low Density Residential Type 1 (R1-17) and merge with the two adjacent residential lots.

This proposed rezoning is being undertaken in conjunction with a redlining of the draft plan of subdivision which has been submitted to the Approvals Section of the Engineering and Development Services Department. Essentially, the rezoning will implement the redlining of the subdivision.

Public Meeting and Comments

On February 13, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for March 4, 2019.

Similarly, a sign was placed on the subject lands notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available in the City's planning files for review by any member of the public during business hours.

Correspondence Received

There were three items of correspondence received from the public regarding this application (See Attachment #8). There was a range of comments received which include:

Public Meeting

The public meeting was held on March 4, 2019. Adam Wilson, representing Ainley Group was there as the agent to speak to any questions, concerns or comments.

At the meeting, Mr. Paul Reesor voiced concerns over traffic influx and speed, lack of municipal trees and proper drainage, citing sump pumps running all the time in homes including his. These comments are in addition to the comments provided through correspondence.

No attendees of the public meeting signed the Notification Sheet.

The following table provides a summary of key concerns that were provided by the public through the public meeting process. These concerns include a response from the applicant where appropriate and/or a response from staff. Concerns listed in the Table may or may not be classified as planning issues on which a planning decision should be made but they are included in the Table with explanation of whether planning policy applies to the nature of the concern. It is noted that in the event of an appeal to the Local Planning Appeal Tribunal, planning issues are the matters that are considered.

Comment	Applicant Response (where appropriate)	Staff Response
Expectation of only detached homes		<p>The PPS establishes principles for which development has to be consistent with include a mix of housing types and levels of affordability. The City's Official Plan permits residential development within areas designated Residential land use at various densities to ensure a full range of housing forms at different sizes and styles that meet the needs of all citizens.</p> <p>Any person in the Province of Ontario should not expect that new development would consist only of single-detached homes.</p>

Negative financial impact on their detached dwelling		The Planning Framework in Ontario is established to create livable communities with a range of housing types for different community needs (attainability). The planning framework does not establish principles of only having homogenous single-detached dwellings in a neighbourhood.
Inadequate parking		The Zoning by-law requires two off-street parking spaces per dwelling unit. The proposed development meets these requirements.
Congested Streets		Required parking spaces are provided on individual lots. It is always possible that additional parking may be required in the proposed development or any area within the City of Belleville. The City establishes policies including parking restrictions for the use of its municipal rights-of-way and any area within the City has to abide by these requirements or enforcement of these policies would occur.
A/Ongoing drainage issues with lots 44, 45, 46 on Kempton Avenue and the proposed townhomes will worsen the existing drainage issues in the area B/Wants grades along the common, side /	In the current undeveloped condition of the Phase 5 lands, surface water doesn't have a defined drainage route and is therefore able to collect and sit on the lands. Developing the lands will move water out of the area, which should improve his current drainage condition. The grading for the development will	Staff notes that general drainage patterns occur from the north to the south and agree with the applicants comments that the grading design that is a condition of subdivision approval should improve surface drainage. Drainage will include the use of swales. In regards to ground water, Staff also notes that Phase 2 of Settlers Ridge Subdivision

<p>back-yard property lines to be maintained and a common swale be positioned promoting proper drainage</p>	<p>be designed by a Professional Engineer and reviewed to the satisfaction of the City Approvals Engineer. Drainage for the site is proposed to discharge downgradient from the concerned resident.</p>	<p>has a warning clause in the agreement that sump pumps may run continuously which is registered on title of each property. It is also noted that the proposed changes to the subdivision draft approval are internal to Covington Crescent, or near the south-east corner, and do not abut existing development.</p>
<p>Increased traffic</p>	<p>The applicant's engineer has identified that the increase in units is anticipated to generate 5 trips in the AM peak hour and 6 trips in the PM peak hour (both inbound and outbound trips).</p>	<p>Staff agree with both the applicant's response and initial Traffic Memo that the expected increase in traffic will be minimal.</p>
<p>Need to expedite the City's Tree Planting Policy in new subdivisions to maintain and protect our tree canopy</p>	<p>Covington Crescent J/V will agree to a draft condition being added to the development tied to the approval of the redline and rezoning that states that a tree planting plan shall be prepared during detailed engineering design to the satisfaction of the City's Approvals Section. The trees may be shown on Municipal property where available space permits, but may also be shown on private lots.</p>	<p>Staff is supportive of this action.</p>
<p>Comments about Planning Justification Report and bus stop reference</p>	<p>A member of PAC noted that page 3 of the Planning Justification Report stated, "The City buses run within the area and there is an existing bus stop at the Walmart Commercial</p>	<p>Staff is satisfied with this clarification.</p>

	<p>Plaza, within 2 km of Phase 5".</p> <p>This sentence should have been stated, "A city bus stop is located within 2 km of Phase 5, at the Walmart commercial plaza".</p>	
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Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation and the Health Unit.

Trans-Northern Pipelines and Veridian Connections have provided feedback that they have no concerns. At the time of writing this report, no other comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

It is noted by the General Manager of Environmental Services that there is a draft condition of approval in the subdivision agreement that the developer must satisfy the water pressure requirements of the City before final approval of the application and that the rezoning of the lands does not change this condition.

Transportation & Operations Department, Parks and Open Space, along with Belleville Fire and Rescue have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:**Public**

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

The fees for both re-zoning and redline applications have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Analysis:

Staff is of the opinion that the application represents good planning as it complies with both the Provincial Policy Statement and the City's Official Plan.

Staff is satisfied that the application has demonstrated that the impacts for technical matters including traffic and stormwater, are non-existent or minimal.

Staff confirms that parking provisions as required through the by-law are satisfied. Council controls the policies of the municipal rights-of-way and is able to enforce their policies and parking restrictions at any point in time.

There have also been comments with regard to financial impact on the value of single dwelling units in proximity to the subject lands, but staff is not able to provide any direct response to this as this is not considered a planning issue, and the provision of only homogenous single dwelling units is not supported through the Provincial Policy Statement nor the City's Official Plan.

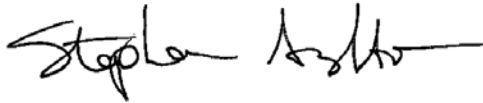
Staff notes that the applicant has agreed to a draft condition being added to the development tied to the approval of the redline and rezoning that states that a tree planting plan shall be prepared during detailed engineering design. Staff also notes that this is currently not a requirement of the City but represents additional amenities for the subject lands.

Conclusion:

The application for the development of townhomes for the subject lands representing an increase of 8 units over the original draft plan of subdivision approval represents good planning as it conforms with both the Provincial Policy Statement and the City's Official Plan.

Staff are satisfied that input received during the process has been addressed and is recommending approval of the proposed amendment to the Zoning By-law.

Respectfully submitted



Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department

Respectfully submitted



Greg Pinchin, B.E.S., MCIP, RPP
Manager, Approvals
Engineering and Development Services Department

Attachments

- Attachment #1 - Report No. PP-2019-16
- Attachment #2 - Location Map
- Attachment #3 - Planning Justification Report, Ainley Group, January 2019
- Attachment #4 - Response from Applicant to Public Comments
- Attachment #5 - Settlers Ridge Phase 5 Draft Plan of Subdivision approved in 2012
- Attachment #6 - Settlers Ridge Phase 5 Redline Revision 1 updated in 2017
- Attachment #7 - Proposed Settlers Ridge Phase 5 Redline Revision 2 as submitted to Approvals Section, 2019
- Attachment #8 - Correspondence and Concerns Received from Public



APPROVAL BLOCK DE& DS _____

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
 Engineering and Development Services Department
 Report No. PP-2019-16
 March 4, 2019

To: Belleville Planning Advisory Committee

Subject: Notice of Complete Application and Introductory Public Meeting for Application for Proposed Amendment to Zoning By-Law Number 3014, As Amended - Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision Phase 5, former Township of Thurlow, now City of Belleville, County of Hastings
 APPLICANT: Covington Crescent J/V
 OWNER: Covington Crescent J/V
 AGENT: Ainley Group, Caitlin Sheahan

File: B-77-1074

Recommendation:

That Report No. PP-2019-16 dated March 4, 2019 regarding Notice of Complete Application and Introductory Public Meeting, Application for Proposed Amendment to Zoning By-Law Number 3014, As Amended – Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision Phase 5, former Township of Thurlow, now City of Belleville, County of Hastings be received as information, and;

That Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department.

Background:

The initial public meeting is held in accordance with the requirements of the Planning Act. The purpose of this meeting is for Committee Members to formally hear and receive public comments. The intent of this statutory public planning meeting is to receive public feedback and incorporate it into a recommendation report from staff.

The Subject Land is identified on the attached Location Map (Attachment #1). Site Details for the Subject Land:

Site Review	Description
Site Location	Parts of Lots 1 & 2, Concession 3, of Settlers Ridge Subdivision; located south of Kempton Avenue, east of Sidney Street North, and west of Hampton Ridge Drive.
Site Size	1.23 hectares.
Present Use(s)	Vacant.
Proposed Use	Forty (40) townhouse units.
Belleville Official Plan Designation	Residential.
Present Zone Category	Low Density Residential Type 1 (R1-17, R1-23) Zones; and Community Facility (CF-10) Zone.
Proposed Zone Category	High Density Residential (R4-2) Zone with special provisions; and Low Density Residential Type 1 (R1-17).
Land uses to the north	Residential properties.
Land uses to the east	Residential properties.
Land uses to the south	Norbelle Creek and the TransNorthern Pipelines easement.
Land uses to the west	Residential properties.

In support of the application, the following was submitted:

- Planning Justification Report (Attachment #2)
- Settlers Ridge Phase 5 Redline Request
- Stormwater Management Memo
- Traffic Review Memo

These documents have been available for public review at the Planning Department.

Proposal

The Applicant proposes to rezone the subject lands from Low Density Residential Type 1 (R1-17, R1-23) Zones to High Density Residential (R4-2) Zone with special provisions to permit 40 townhouse units. In addition, a 60 metre walk path is no longer required by the City and will be rezoned from Community Facility (CF-10) Zone to Low Density Residential Type 1 (R1-17) and merge with the two adjacent residential lots. This proposed rezoning is being undertaken in conjunction with a redlining of the draft plan of subdivision which has been submitted to the Approvals Section of the Engineering and Development Services Department.

“Red-lining” is the term referring to minor changes made directly on a plan in red ink as part of a draft approval or prior to final approval. Changes

made at the time of draft approval have force and effect, as they are part of the drawing that is draft approved by the approval authority. This process of "red-lining" is essentially changing the conditions of draft approval (Draft Plan of Subdivision) and is provided for through Section 51 of the Planning Act.

In the case of Settlers Ridge Phase 5 Subdivision, the draft plan was originally approved in 2012 with 17 townhouses and 64 singles for a total of 81 residential units (See Attachment #3).

Phase 5 was then initially redlined in 2017 to eliminate the townhouse blocks and provide for a total of 71 single detached dwellings (See Attachment #4).

The proposed redlined subdivision which has been submitted to the Approvals Section of the Engineering and Development Services Department would now include 40 street townhouses in place of the 24 single detached dwellings in the interior section of Covington Crescent (See Attachment #5). Single detached dwellings would be reduced from 71 to 49, while the addition of townhouses would increase the total number of dwelling units from 71 to 89. This results in an increase of overall units from the original draft approval in 2012 of 8 units. In addition, the redlining will remove an unnecessary block and permit reconfiguration of single detached dwellings in the southeast corner. Land that had been set aside for roads would be left unchanged.

A report on the proposed redlining will be brought forward to Council by the Approvals Section of the Engineering and Development Services Department at a future meeting.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff will consider the following policies in the PPS:

- 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;
 - b) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- 1.1.3.1 *Settlement areas* shall be the focus of growth and development,

and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within *settlement areas* shall be based on:

- a. densities and a mix of land uses which:
 1. efficiently use land and resources;
 2. 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;
 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 4. support *active transportation*;
 5. transit-supportive, where transit is planned, exists or may be developed; and
 6. are *freight-supportive*; and
- b. 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.

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *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.

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation has occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

Planning Staff will use the policies within the Official Plan to make a

recommendation. The land is designated "Residential" in the City's Official Plan (See Attachment #6 – Official Plan Designation Map).

Policies that will be considered include:

- Residential development will be permitted at low, medium and high densities with forms ranging from single family detached dwellings to various types of attached and multiple dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). (Section 3.10.1)
- 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 that meets the needs of all citizens is provided. (Section 3.10.2 a)
- This Plan supports the development of affordable housing, and ideally all residential neighbourhoods should have a variety of housing types at various levels of affordability. While it is recognized that market forces will determine affordability rates, this Plan encourages Council to establish land use controls that do not preclude the development of a reasonable range of housing options within the community as a whole. (Section 3.10.2 c)

Zoning By-law

The Applicant proposes to rezone the subject lands from Low Density Residential Type 1 (R1-17, R1-23) Zones to High Density Residential (R4-2) Zone with special provisions to permit 40 townhouse units. In addition, a 60 metre walk path is no longer required by the City and will be rezoned from Community Facility (CF-10) Zone to Low Density Residential Type 1 (R1-17) and merge with the two adjacent residential lots.

This proposed rezoning is being undertaken in conjunction with a redlining of the draft plan of subdivision which has been submitted to the Approvals Section of the Engineering and Development Services Department. Essentially, the rezoning will implement the redlining of the subdivision.

Public Comments

On February 13, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for March 4, 2019.

Similarly, a sign was placed on the subject lands notifying the general public

that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available in the City's planning files for review by any member of the public during business hours.

At the time of writing this report, correspondence from a member of the public has been received by the City regarding this application inquiring about what measures would be taken to ensure grades maintained and there being proper drainage as well as a question regarding expediting the City's Tree Planting Policy in new subdivisions.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Transportation & Operations Department along with Belleville Fire and Rescue have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act,

R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes including Residential Development.

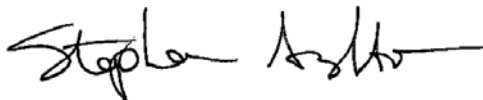
Strategic objectives of the Residential Development theme include:

- Plan for residential growth to meet our needs for 20 years and designate sufficient land in our planning documents to accommodate residential growth for 10 years; and
- Provide for a variety of housing forms to reflect our changing demographics and need for affordability.

Conclusion:

Comments received at this public meeting, as well as subsequent written comments will be considered by the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-law 3014. A recommendation report will be brought forward upon receipt of all agency and public comments.

Respectfully submitted



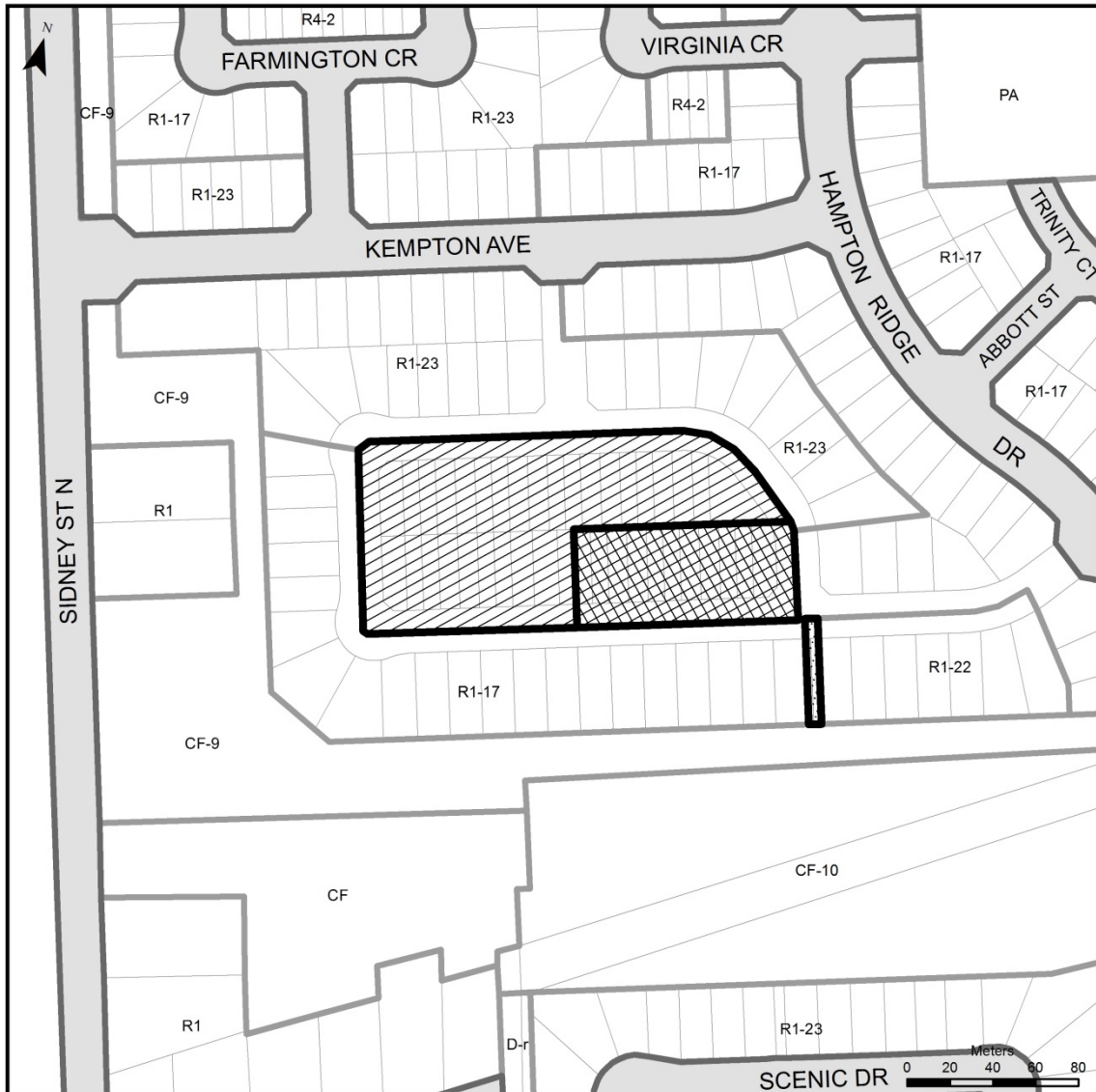
Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department

Attachments

Attachment #1 – Location Map
Attachment #2 – Planning Justification Report, Ainley Group, January 2019




- Attachment #3 - Settlers Ridge Phase 5 Draft Plan of Subdivision approved in 2012
- Attachment #4 – Settlers Ridge Phase 5 Redline Revision 1 updated in 2017
- Attachment # 5 - Proposed Settlers Ridge Phase 5 Redline Revision 2 as submitted to Approvals Section, 2019
- Attachment #6 - Official Plan Designation

Attachment #1 – Location Map




PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: SETTLERS RIDGE PHASE 5

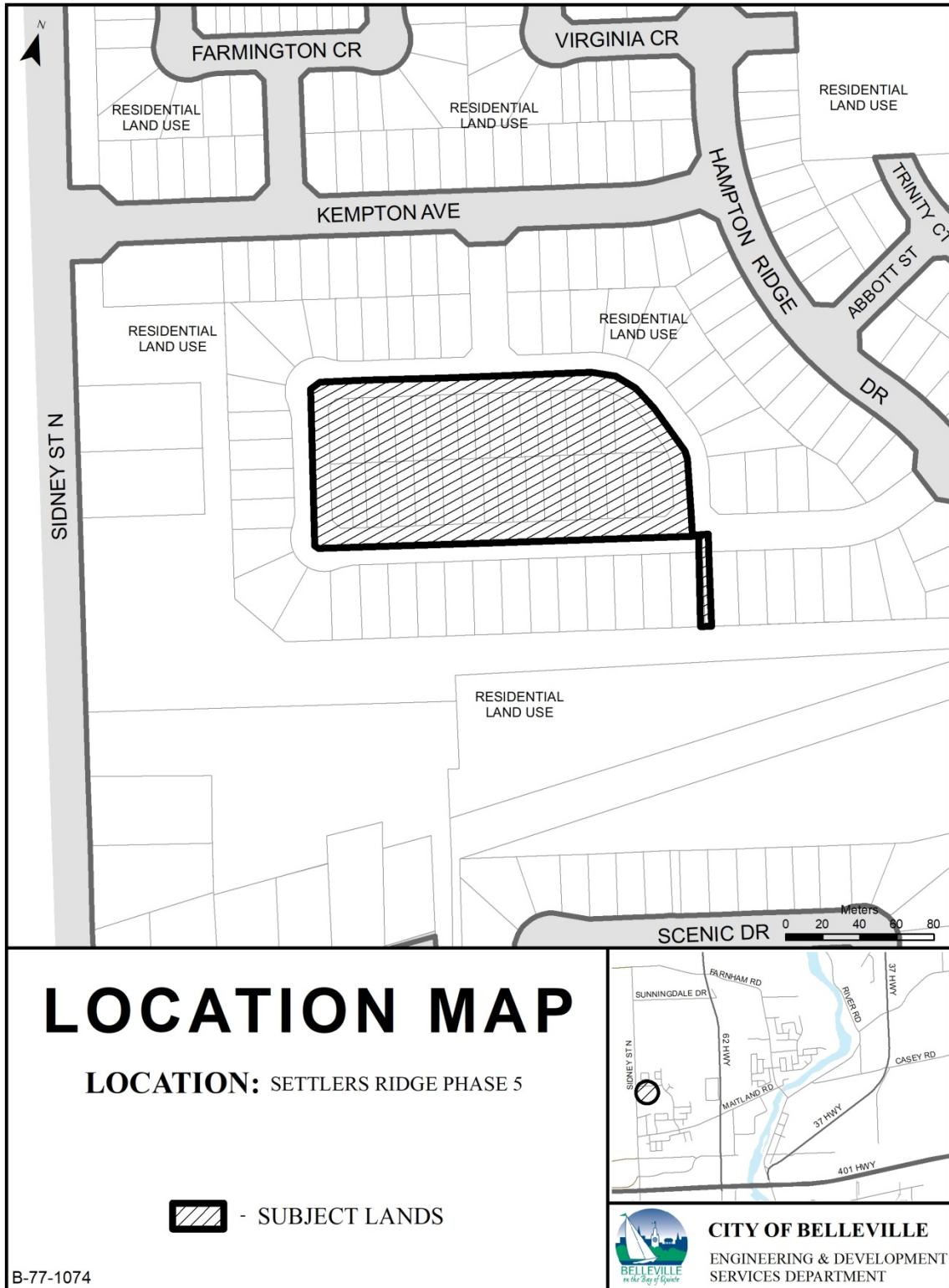
-  - PROPOSED ZONING CHANGE FROM R1-23 (LOW DENSITY RESIDENTIAL TYPE 1 WITH SPECIAL PROVISIONS) TO R4-2 (HIGH DENSITY RESIDENTIAL WITH SPECIAL PROVISIONS)
-  - PROPOSED ZONING CHANGE FROM R1-17 (LOW DENSITY RESIDENTIAL TYPE 1 WITH SPECIAL PROVISIONS) TO R4-2 (HIGH DENSITY RESIDENTIAL WITH SPECIAL PROVISIONS)
-  - PROPOSED ZONING CHANGE FROM CF-10 (COMMUNITY FACILITY WITH SPECIAL PROVISIONS) TO R1-17 (LOW DENSITY RESIDENTIAL TYPE 1 WITH SPECIAL PROVISIONS)

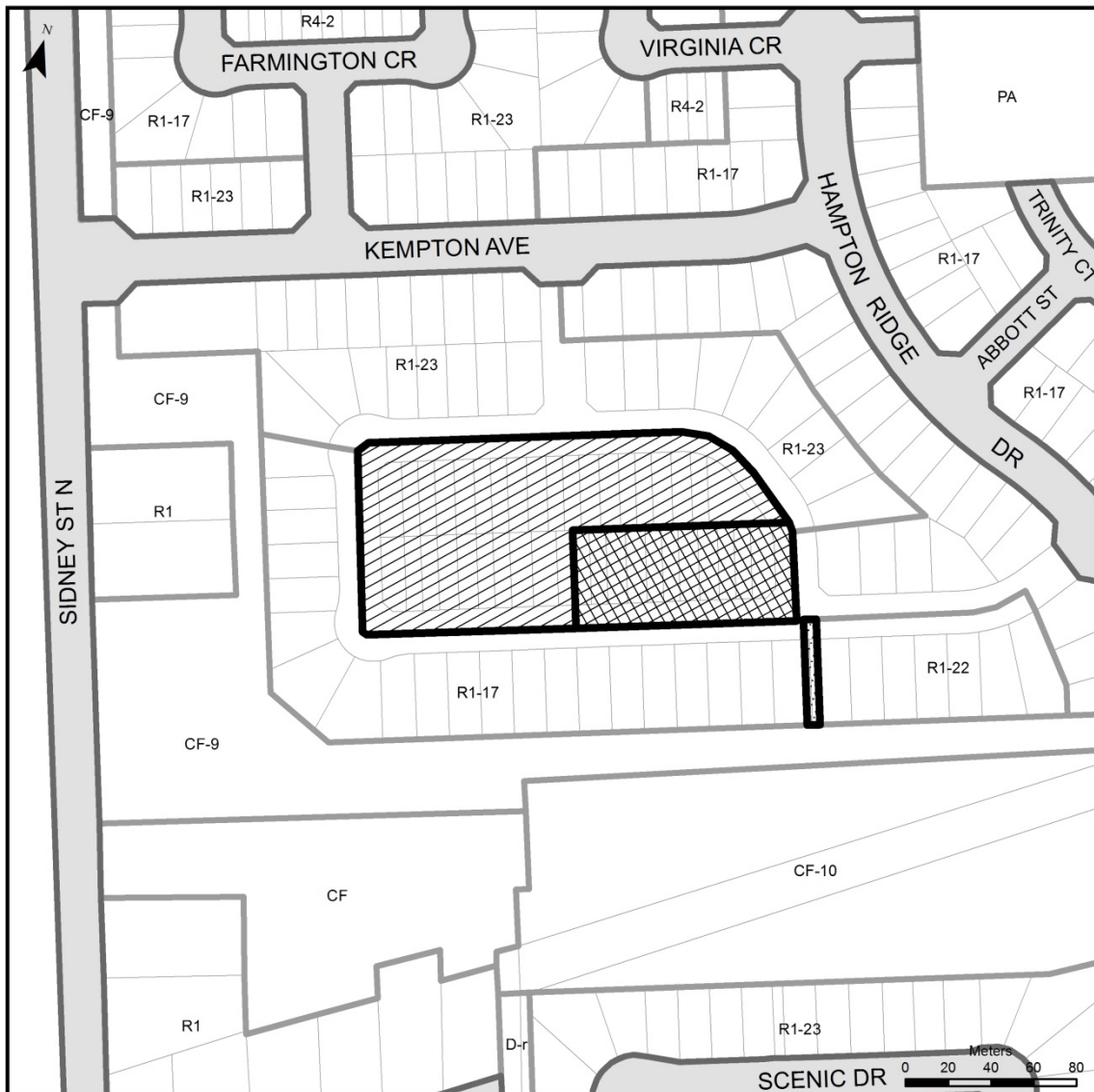
B-77-1074



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT
SERVICES DEPARTMENT




Attachment #5 – Official Plan Designation



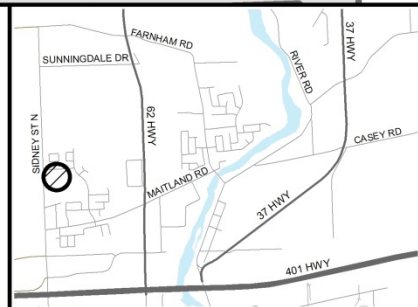


PROPOSED ZONING BY-LAW AMENDMENT

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-  - PROPOSED ZONING CHANGE FROM CF-10 (COMMUNITY FACILITY WITH SPECIAL PROVISIONS) TO R1-17 (LOW DENSITY RESIDENTIAL TYPE 1 WITH SPECIAL PROVISIONS)

B-77-1074



CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT
SERVICES DEPARTMENT

PLANNING JUSTIFICATION REPORT
Proposed Zoning Bylaw Amendment

Settlers Ridge Subdivision – Phase 5
Belleville, Ontario

Part of Lots 1 & 2, Concession 3
Former Thurlow Township
City of Belleville
Hastings County

Prepared by
Ainley Group

AG Project No: 19501-1

January 2019



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- Appendix B** – City of Belleville Zoning Map

1.0 INTRODUCTION

Ainley Group has been retained to prepare a Zoning By-Law Amendment application for the property located west of Hampton Ridge Drive, south of Kempton Avenue in Belleville, Ontario, described as:

Part of Lots 1 & 2, Concession 3

Former Thurlow Township, now City of Belleville, Hastings County

Part of the Draft Approved 'Phase 2 Settlers Ridge' Subdivision

The 'Phase 2 Settlers Ridge' Draft Plan and Rezoning was approved in February 2014 and included several phases. The final phase left to complete is Phase 5. This phase was draft approved for 64 single family units and 17 townhouse units (81 total units). It was redlined and rezoned in June 2017 to show 71 single family units. The Phase 5 lands were sold in December 2018, and the new landowner is proposing to rezone the lands, in order to show 49 single family units and 40 townhouse units (89 total units).

Pre-consultation with City staff was held on January 2, 2019 to determine requirements for a complete application.

1.1 Purpose of Report

The purpose of this report is to support the application for a Zoning By-law amendment (ZBA). The report will describe the proposed development and its planning context, demonstrate consistency with the Provincial Policy Statement (PPS) and conformity with the intent of the City of Belleville Official Plan, and describe proposed changes to the applicable (City of Belleville) Zoning Bylaw No. 3014.

1.2 Location of Subject Property

The subject property is located to the immediate south of Kempton Avenue and to the immediate west of Hampton Ridge Drive, which were constructed as part of Phase 2 of Settlers Ridge Residential Development. This phase (Phase 5) represents the final portion of the draft approved subdivision to be constructed. The roadways to be constructed with this phase are Covington Crescent and Norwich Street. The property is approximately 1.23 hectares (ha) in size. A regional location plan showing the location of the site relative to other urban and residential properties is attached as **Figure 1**.

The property is currently vacant, but is designated and currently zoned for residential land use. The proposed future land use activities are consistent with its current designation (i.e. residential development); however, the zoning needs to be amended to allow for the proposed development of townhouse units. It is proposed to develop forty-nine (49) single family units and forty (40) townhouse units within this final phase.

1.3 Description of Subject Property

The subject lands are designated as Residential on the City of Belleville Official Plan – Schedule 'B' (**Appendix A**). The Phase 5 property is currently zoned as Low Density Residential Type 1 (R1): R1-23, R1-22 and R1-17 (**Appendix B**). There is a 6.0m wide walkpath block that is also shown in the phase that is currently zoned Community Facility (CF-10).

The subject lands are vacant, open, and slope southerly toward Norbelle Creek. There are no provincially significant wetlands or woodlands on the property; however, the realigned Norbelle Creek is located to the immediate south of the property.

1.4 Land Use Context of Subject Property

The surrounding land uses that are immediately adjacent to the subject lands are as follows:

- To the north – residential properties developed as part of the Draft Approved Settlers Ridge Subdivision (Phases 3 and 4 as well as a portion of Phase 2 with R1-17, R1-23, and R4-2 zoning).
- To the east – residential properties developed as part of the Draft Approved Settlers Ridge Subdivision (Phase 2: Hampton Ridge Drive, Trinity Court, Abbott Street with R1-17 zoning).
- To the west – residential properties that front Sidney Street and pre-existed the Settlers Ridge Subdivision (R1 zoning).
- To the south – Norbelle Creek and the TransNorthern Pipelines easement (CF zoning).

The above zoning descriptions are based on the City of Belleville Zoning Map, from the City's GIS Viewer, included as **Appendix B**.

The lands are in close proximity to major infrastructure such as schools, employment areas, community facilities, and recreational facilities.

1. Schools – Park Dale School, Georges Vanier Catholic School, St. Theresa Catholic School, and Prince of Wales Public School are located within 5.0 km of the subject lands.
2. Employment Areas – There are employment opportunities in the vicinity of the subject lands (e.g., Quinte Mall, Walmart Belleville Supercentre, Lowe's Home Improvement & The Home Depot, various car dealerships, hotels, restaurants, etc.) as well as within the City of Belleville. There are also opportunities within the surrounding communities (e.g., Quinte West, Prince Edward County).
3. Commercial Services – The subject property is within 5 km of downtown Belleville and amenities such as Canada Post office, Shoppers Drug Mart Pharmacy, restaurants, and

grocery stores. Within walking distance of the subject lands (<1 km) are gas stations and convenience stores, Taste of Country, fast food. The City buses run within the area and there is an existing bus stop at the Walmart commercial plaza, within 2km of Phase 5.

4. Recreational / Community Facilities – The proposed development will have concrete sidewalk throughout, which is proposed to connect to the Settlers Ridge subdivision walkpath / sidewalk network, which provides walking and biking access to nearby Bird Park and Boyd Park. The Belleville Fairgrounds, Quinte Curling Club, Bayview Golfing Centre, and various recreation centres (Quinte Sports and Wellness Centre, Planet Fitness etc.) are located within 5km of the subject lands. Other community facilities located nearby include Riverside Park, New Hope Fellowship Church, Parkdale Baptist Church, and Maranatha Christian Reformed Church. There are also retirement residences and long term care facilities nearby.

2.0 DESCRIPTION OF PROPOSED REZONING

2.1 Rezoning for Townhouse Development

The proposed Phase 5 is currently zoned for single family residences, conforming to R1-17 and R1-23 zoning. The original draft plan included townhouse units for this phase conforming to R4-2 zoning; however, this was amended in a June 2017 rezoning and draft plan redline application (B-77-1025). At this time, it is proposed to rezone a portion of the Phase 5 lands, in order to allow for townhouse units conforming to the R4-2 zoning. The portions of the lands to be rezoned are shown in **Figure 2**.

2.2 Rezoning to Remove Walkpath Block

It is proposed to remove the 6.0m walkpath block and rezone the block from CF-10 to R1-17 (**Figure 2**). The walkpath block is proposed to be removed because it is not an optimal location for a walkpath. The walkpath would be terminated immediately south of Phase 5, where the Norbelle Creek crosses the lands. Pedestrians would not have a safe crossing of Norbelle Creek at this location, as no footbridge exists. Further, it is not likely that a footbridge will ever be constructed at this location, due to the nature of Norbelle Creek. The area surrounding the creek is identified as floodplain. As such, floodplain mapping and creek modeling would be required in the approvals process for a creek crossing. The 3.0m wide paved lifestyle trail and 1.5m concrete sidewalk network on Hampton Ridge Drive is located to the immediate east of Settlers Ridge Phase 5, and provides adequate access to Bird Park. It is proposed to connect to these walkpaths with 1.5m concrete sidewalk within Phase 5.

2.3 Proposed Servicing

The development will be serviced with water by looping a proposed 200mm diameter watermain within the site from the existing stubs on Norwich Street and Covington Crescent, installed as

part of Settlers Ridge Phase 2. The proposed watermain will follow the path of the proposed municipal road for the subdivision.

A 200mm diameter sanitary sewer will be constructed to service the development. The sanitary sewers will be gravity sewers conveying the flows through the development and south-easterly to the proposed connection with the City's municipal sewers under Hampton Ridge Drive.

It is proposed to service the development with natural gas, communications, and electrical utilities (Union Gas, Hydro One, Cogeco, Bell). The layouts for the utility distribution will be in accordance with the individual utility company's specifications.

3.0 PLANNING ANALYSIS

3.1 Official Plan

The land is designated as residential in the City of Belleville Official Plan and Low Density Residential Type 1 in the City of Belleville Zoning Map. Within this zoning, townhouse units are not permitted. It is therefore proposed that a portion of the land be rezoned to R4-2 to allow for the development of High Density Residential units.

The Official Plan outlines the vision and objectives for the City (City of Belleville, 2002). The pattern of land use illustrated in Schedule 'B' – Land Use Plan – Urban Serviced Area was established with the intent of providing future development in keeping with the socio-economic fabric of the City. It indicates that proposed development within the City be consistent with the designated land uses within Schedule 'B'.

- The Schedule 'B' Land Use Plan designated the subject lands as residential. The proposed development is therefore consistent with the City's plan. The proposed development will maximize the use of the lands which are currently vacant and will not detract from the character of the neighborhood. It will be among current residential lots as well as community facility lands.

Section 3.10.2-Residential Land Use Policies of the Official Plan indicates that, "*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 that meets the needs of all citizens is provided*". It also notes that, "*Ideally all neighborhoods should contain a mixture of dwelling types at different densities*".

- The existing zoning only allows for low density residential (i.e. single family units). The proposed rezoning will provide for varying densities, as it will allow townhouse dwellings to be among the single family units.
- The proposed rezoning will bring the Phase 5 plan closer to the layout and unit count that was originally draft approved. **Table 1** provides a summary of the unit count proposed and how it compares to what was originally draft approved.

Table 1: Unit Summary

Housing Type	Original Draft Plan	2017 Redline	Current (2019) Proposed Redline
R1-23 / R1-17 Single Family Units	64	71	49
R4-2 Townhouse Units	17	0	40
Total Units	81	71	89

The Official Plan outlines servicing policies for proposed developments. Section 5.2 states, “*Development should not be permitted...unless adequate municipal water and sewer services are available*”

- The proposed development will be serviced with municipal watermain and sewer services. The existing City infrastructure that are proposed to connect to new watermain and sewers have capacity to support the additional units.

Section 7.15.4(a) of the Official Plan addresses Housing Intensification. This section outlines the City’s support of compatible housing intensification and infill development, including maximizing the use of currently underutilized lots.

- The subject lands are currently zoned for only low density residential development, with only 71 units, and will therefore be underutilized compared to the original draft plan approval for the development (81 units). The proposed rezoning will allow for a higher density to be developed, with 89 units proposed.

Given the above summary, the proposed residential development is consistent with the City’s Official Plan.

3.2 Provincial Policy Statement

The provincial policy statement (PPS) came into effect April 30, 2014 (Provincial Policy Statement, 2014). The PPS provides direction on matters of Provincial interest. Section 2 of the Planning Act requires that the decisions of municipal councils ‘be consistent’ with the PPS in matters related to planning. The PPS ensures that development provides and efficient use of land, that it co-ordinates with existing and possible future transit opportunities and that development contributes to the long-term economic health of the municipality. The following information addresses how the proposed development meets the requirements and intent of the various sections of the PPS regarding building strong communities.

Section 1.1.2 of the PPS indicates that, “*Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years.*” This section supports intensification for the development of vacant and / or underutilized lots within previously developed areas.

- The subject lands are currently vacant within a serviceable area that can be developed for residential uses. The proposed rezoning is consistent with the PPS as it will provide

intensification within a settlement area that will provide a mix of housing to meet the future population needs of the City.

Section 1.1.3.1 states, “*Settlement Areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*”

- The PPS directs residential development to settlement areas, which are defined as urban areas, including villages and hamlets. It is appropriate and consistent with the PPS that the subject lands be used for residential development, as the subject lands are within a settlement area (i.e., the City of Belleville).

Section 1.1.3.2 states that a mix of uses should be accommodated in a development. The proposed development includes many single detached lots with varying frontages as well as townhouse lots. The proposed townhouse lot sizes are consistent with those recently developed within Settlers Ridge Phase 4 as well as the nearby Heritage Park residential subdivision.

Section 1.4.1 states, “*...planning authorities shall maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development.*”

- The proposed development can accommodate housing demand through the intensification of currently vacant and serviceable lands which are designated for residential development by the Municipality’s Official Plan.

Section 1.4.3 states, “*Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents...by 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 rezoning will provide for a mix of housing types and densities to be available, rather than only single family units.

Section 1.6.6.1 states, “*planning for sewage and water services shall direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services...*” and Section 1.6.6.2 states, “*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*”

- The proposed development is consistent with the City’s land use designation and is within a settlement area with existing municipal sanitary services and water services infrastructure. It is proposed to install new watermain and sanitary sewer and connect to existing municipal services to service the development.

Given the above review of applicable PPS sections, the proposed development is consistent with the PPS.

4.0 CONCLUSION

The proposed development is supported by the policies of the City of Belleville Official Plan and the 2014 PPS. It is proposed that the subject property be rezoned according to **Figure 2**, with a portion of the property rezoned from R1-17 to R4-2, a portion rezoned from R1-23 to R4-2, and the walkpath block removed and the 6.0m block rezoned from CF-10 to R1-17.

Please do not hesitate to contact the undersigned if you have any questions or concerns or require further information in support of this submission.

Sincerely,
AINLEY GROUP

Caitlin Sheahan, M.Sc., P. Eng.
Project Engineer

5.0 REFERENCES

City of Belleville Official Plan. Adopted by City Council on June 18th, 2001 pursuant to By-law 2001-98, and was approved by the Ministry of Municipal Affairs and Housing on January 7th, 2002 pursuant to Section 17(34) of the Planning Act, subject to modifications.

Provincial Policy Statement. Ministry of Municipal Affairs and Housing. Approved by the Lieutenant Governor in Council, Order in Council No. 107/2014. 2014.



FIGURES

PP-2019-25
Subject Lands

Attachment #3 - Planning Justification Report

April 1, 2019



Bird Park

Settlers Ridge
Subdivision

Sidney St

Maitland Dr

Highway 62

Deerfield Park
Subdivision

Boyd Park

Lowe's

Walmart

Millennium
Parkway

Highway 401

Home
Depot

Quinte Mall

Google Earth

Riverside Park

Google Earth



FIGURE 1
KEY MAP

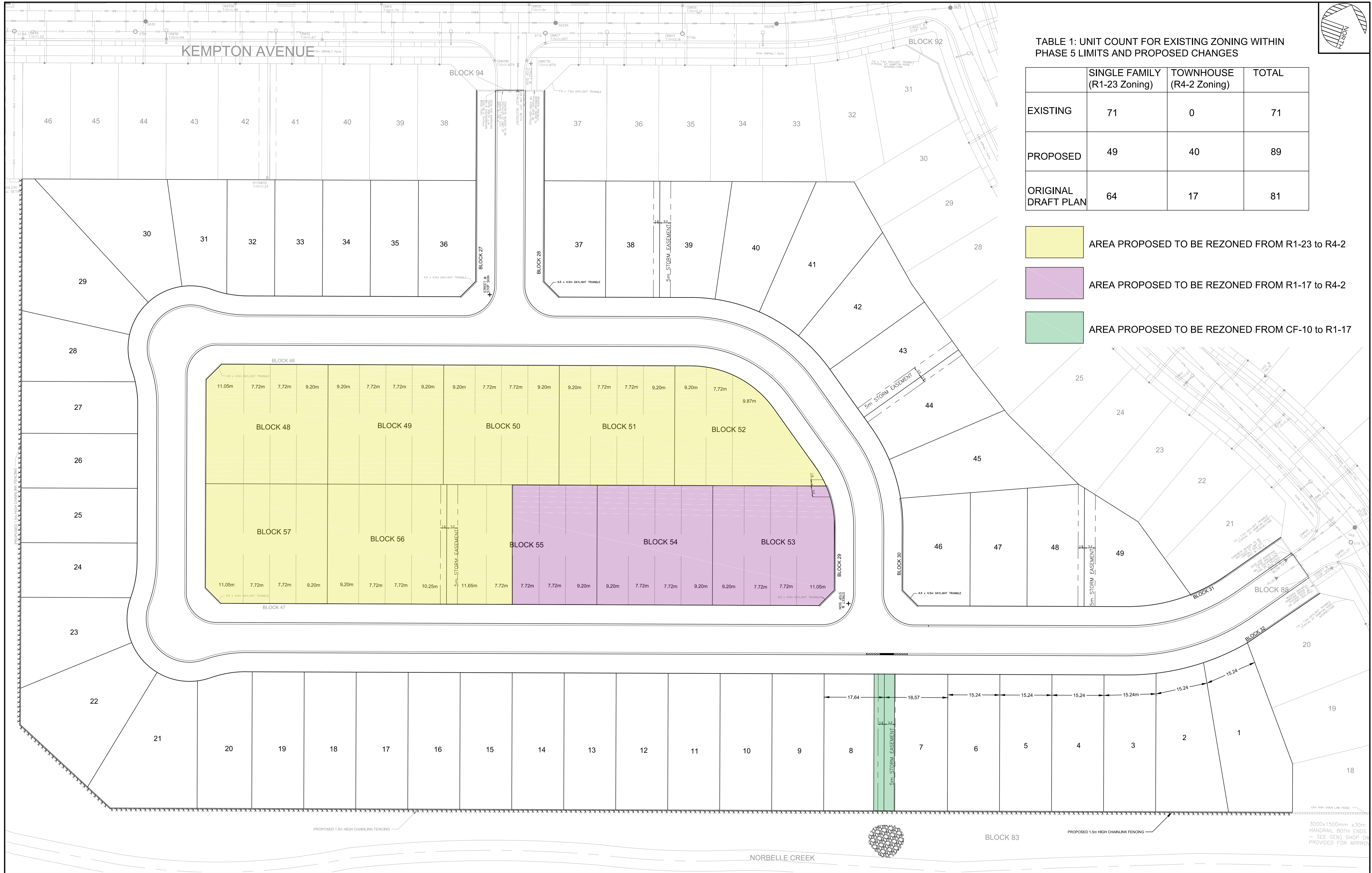
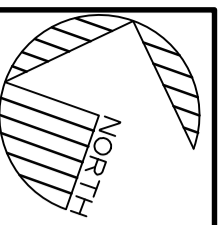


TABLE 1: UNIT COUNT FOR EXISTING ZONING WITHIN PHASE 5 LIMITS AND PROPOSED CHANGES

	SINGLE FAMILY (R1-23 Zoning)	TOWNHOUSE (R4-2 Zoning)	TOTAL
EXISTING	71	0	71
PROPOSED	49	40	89
ORIGINAL DRAFT PLAN	64	17	81

- AREA PROPOSED TO BE REZONED FROM R1-23 to R4-2
- AREA PROPOSED TO BE REZONED FROM R1-17 to R4-2
- AREA PROPOSED TO BE REZONED FROM CF-10 to R1-17

SETTLERS RIDGE
PHASE 5
CITY OF BELLEVILLE

PROPOSED REZONING



CONTRACT No. 19501-1 DWG. 19501-LFP



APPENDIX A

City of Belleville Official Plan Schedule 'B' – Land Use Plan – Urban Serviced Area

CITY OF BELLEVILLE - OFFICIAL PLAN

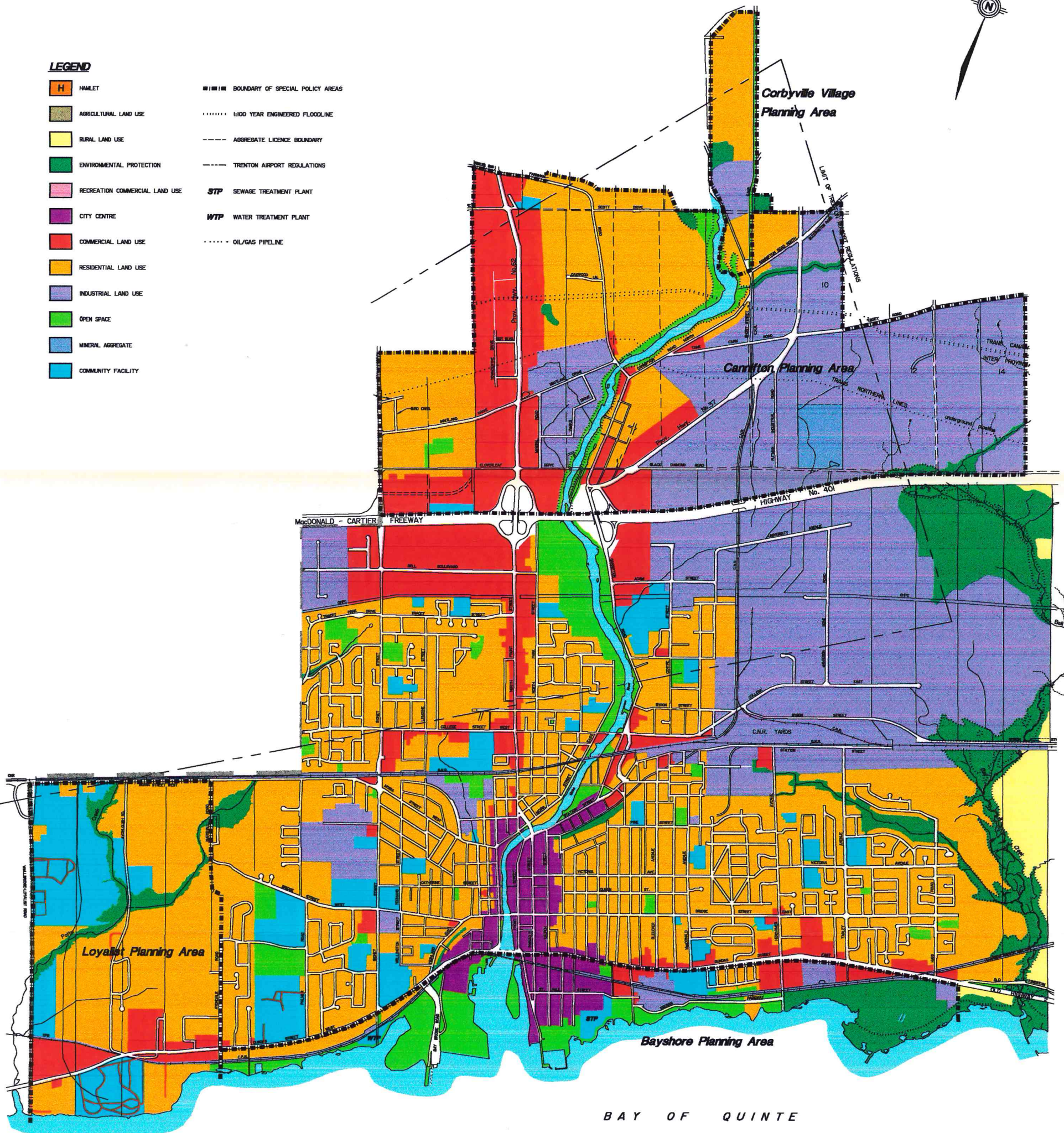
SCHEDULE 'B'

LAND USE PLAN - URBAN SERVICED AREA

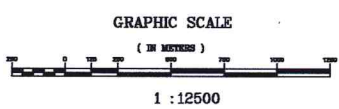


LEGEND

- | | | |
|---|--------------------------------|----------------------------------|
| H | HAMLET | BOUNDARY OF SPECIAL POLICY AREAS |
| | AGRICULTURAL LAND USE | 1:100 YEAR ENGINEERED FLOODLINE |
| | RURAL LAND USE | AGGREGATE LICENCE BOUNDARY |
| | ENVIRONMENTAL PROTECTION | TRENTON AIRPORT REGULATIONS |
| | RECREATION COMMERCIAL LAND USE | SEWAGE TREATMENT PLANT |
| | CITY CENTRE | WATER TREATMENT PLANT |
| | COMMERCIAL LAND USE | OIL/GAS PIPELINE |
| | RESIDENTIAL LAND USE | |
| | INDUSTRIAL LAND USE | |
| | OPEN SPACE | |
| | MINERAL AGGREGATE | |
| | COMMUNITY FACILITY | |

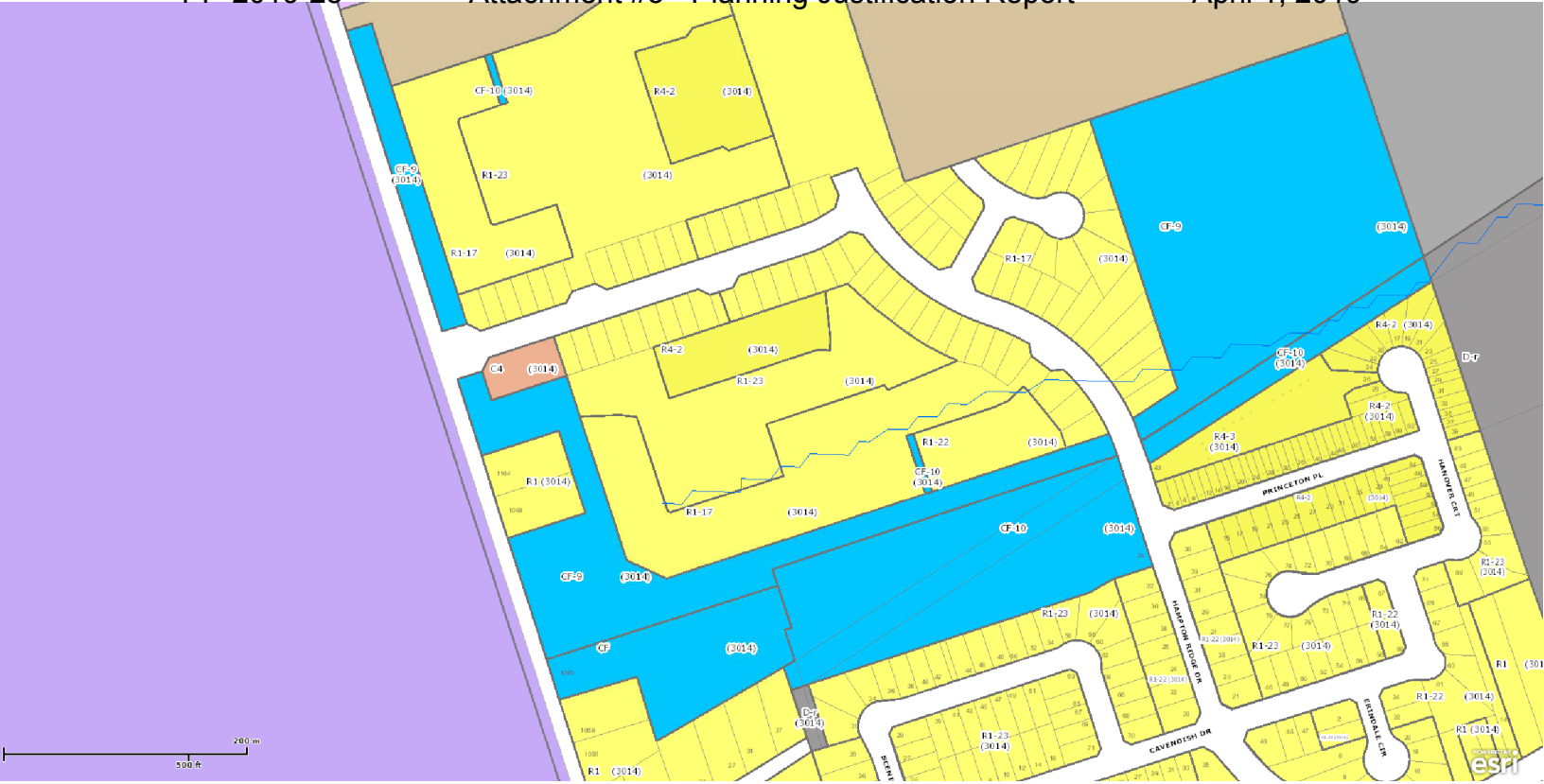


SCALE: 1:2500	PLOT: H-ES-04/08/06	JOB NO. 9850-1
DESIGN: B.L.	CHECKED: B.L.	
DRAWN: D.J.B./B.S.P.	DATE: MARCH 2002	DWG. 98520-U





APPENDIX B
City of Belleville Zoning Map



Copyright 2011 Esri. All rights reserved. Wed Jan 30 2019 10:39:39 AM.



MEMORANDUM

Ainley Graham & Associates Limited
45 South Front Street, Belleville, ON K8N 2Y5
Tel: (613) 966-4243 P Fax: (613) 966-1168

To: Steve Ashton

Copy to: File

From: Adam Wilson

Date: March 18, 2019

Ref: Settlers Ridge Phase 5 Rezoning Application – Responses to
Public & Council Comments

File: 19501-1

Comments:

Covington Crescent J/V is proposing to rezone a portion of the Settlers Ridge Phase 5 development and redline the existing Draft Plan. A public meeting was held on March 4, 2019 in order to present the proposal to the public and receive comments from the public, agencies, and the Planning Advisory Committee (PAC). The following is a summary of the comments received and responses to those comments.

1. Trees

A member of the public who resides in Settlers Ridge development (Phase 2) noted that the subdivision is lacking tree cover. He asked if this phase of Settlers Ridge could have Municipal trees planted.

Covington Crescent J/V will agree to a draft condition being added to the development tied to the approval of the redline and rezoning that states that a tree planting plan shall be prepared during detailed engineering design to the satisfaction of the City Approvals department. The trees may be shown on Municipal property where available space permits, but may also be shown on private lots.

2. Traffic

A member of the public who resides in Settlers Ridge development (Phase 2) noted that he does not believe that additional units can be handled by the existing roadway network.

A Traffic Study was completed to support the original draft plan for the development, which included 81 units in the Phase 5 portion of Settlers Ridge. The proposed rezoning and draft plan redline is for 89 units in Phase 5, which is an increase in only 8 units from what was already draft approved and supported by a Traffic Study. An increase of 8 units is negligible when viewed at the scale of the full buildout of the Settlers Ridge subdivision (468 units).

As an exercise, the number of trips generated from 8 additional townhouse units was calculated. Trip generation rates have been determined from the Institute of Transportation Engineer’s Trip Generation Manual. As the increase in units from the original draft approval is in townhouses, the applicable ITE land use category for the calculation is ‘low-rise condo/townhouse’ (ITE land use code 231). The applicable trip rates and corresponding trip estimates for the peak hours are provided in **Table 1**.

Table 1: Trips Generated – 8 Additional Units

Land Use	Rate / Estimate	Units	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Town-house	Rate	8	0.17	0.50	0.67	0.45	0.33	0.78
	Estimate		1.4	4	5.4	3.6	2.6	6.2

As per the above table, the increase in units is anticipated to generate 5 trips in the AM peak hour and 6 trips in the PM peak hour (both inbound and outbound trips).

3. Drainage

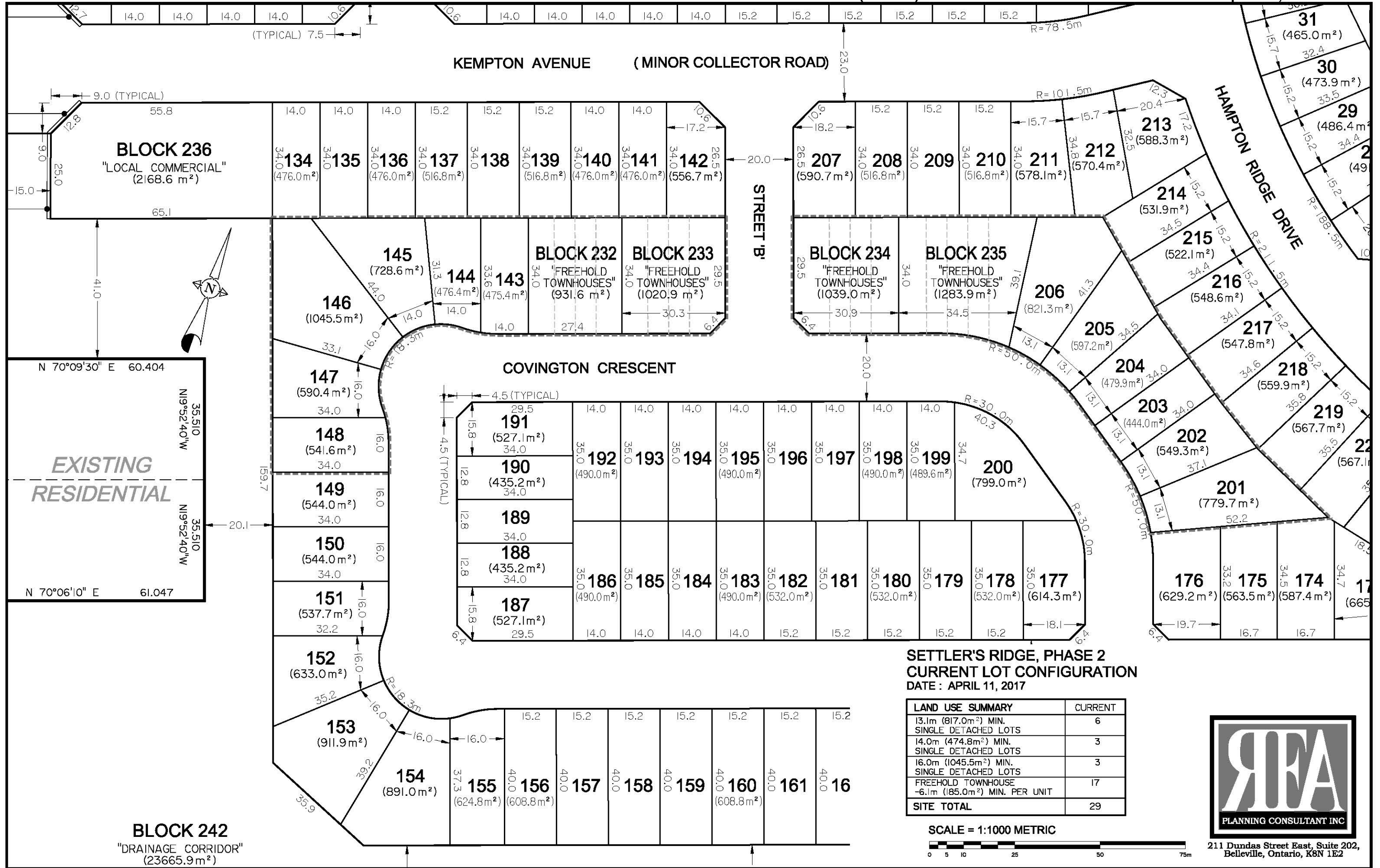
A member of the public who resides in Settlers Ridge development (Phase 2) noted that he has drainage concerns as his sump pump runs continuously.

In the current undeveloped condition of the Phase 5 lands, surface water doesn’t have a defined drainage route and is therefore able to collect and sit on the lands. Developing the lands will move water out of the area, which should improve his current drainage condition. The grading for the development will be designed by a Professional Engineer and reviewed to the satisfaction of the City Approvals Engineer. Drainage for the site is proposed to discharge downgradient from the concerned resident. The proposed discharge point for Phase 5 is to the south of Lots 7 and 8; drainage will be conveyed to Norbelle Creek (north of the parkland).

4. Planning Justification Report

A member of PAC noted that page 3 of the Planning Justification Report stated, “The City buses run within the area and there is an existing bus stop at the Walmart Commercial Plaza, within 2 km of Phase 5”.

This sentence should have been stated, “A city bus stop is located within 2 km of Phase 5, at the Walmart commercial plaza”.

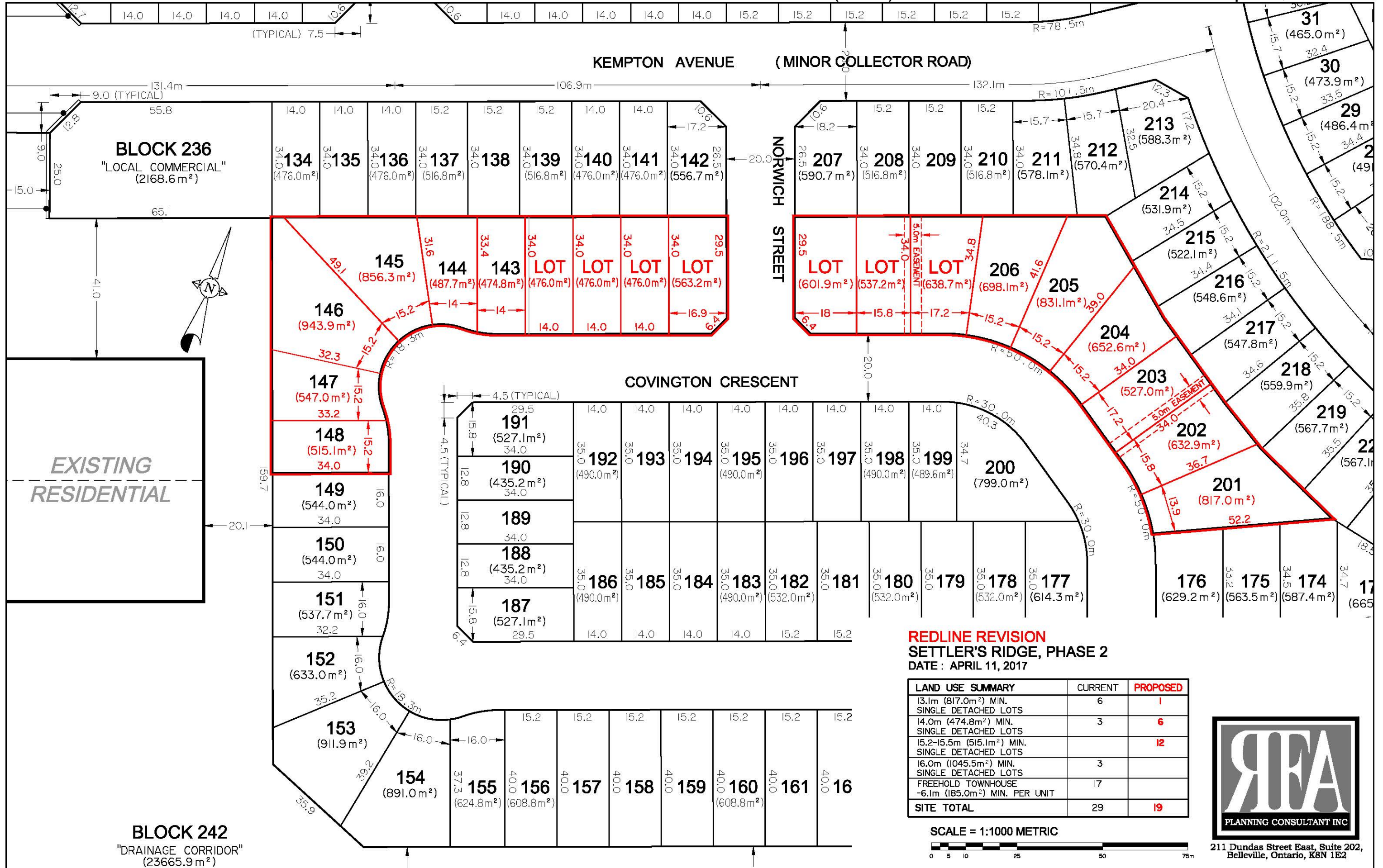


**SETTLER'S RIDGE, PHASE 2
CURRENT LOT CONFIGURATION
DATE : APRIL 11, 2017**

LAND USE SUMMARY	CURRENT
13.1m (817.0m ²) MIN. SINGLE DETACHED LOTS	6
14.0m (474.8m ²) MIN. SINGLE DETACHED LOTS	3
16.0m (1045.5m ²) MIN. SINGLE DETACHED LOTS	3
FREEHOLD TOWNHOUSE	17
-6.1m (185.0m ²) MIN. PER UNIT	
SITE TOTAL	29



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



REDLINE REVISION
SETTLER'S RIDGE, PHASE 2
 DATE : APRIL 11, 2017

LAND USE SUMMARY	CURRENT	PROPOSED
13.1m (817.0m ²) MIN. SINGLE DETACHED LOTS	6	1
14.0m (474.8m ²) MIN. SINGLE DETACHED LOTS	3	6
15.2-15.5m (515.1m ²) MIN. SINGLE DETACHED LOTS		12
16.0m (1045.5m ²) MIN. SINGLE DETACHED LOTS	3	
FREEHOLD TOWNHOUSE -6.1m (185.0m ²) MIN. PER UNIT	17	
SITE TOTAL	29	19

SCALE = 1:1000 METRIC



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

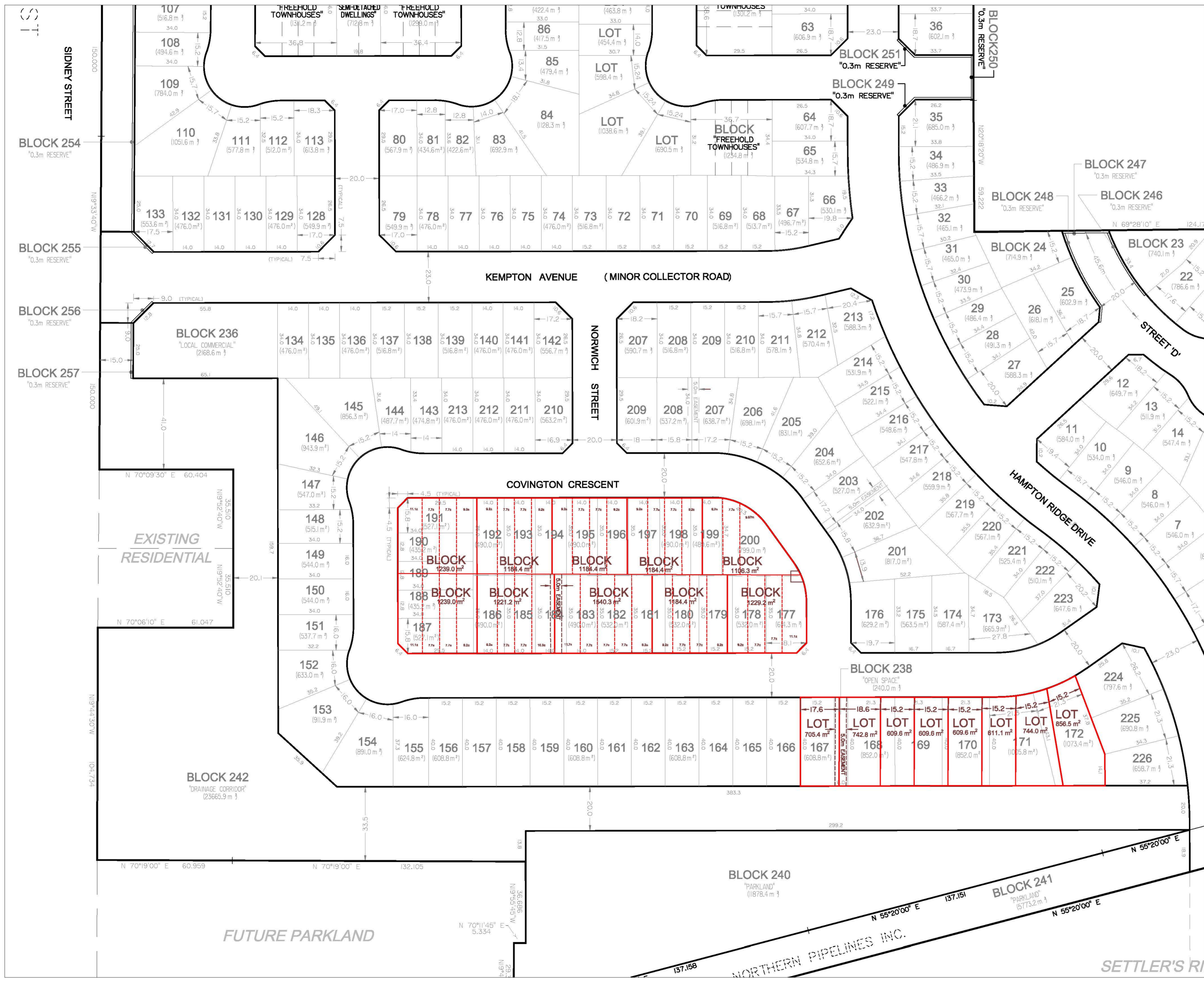
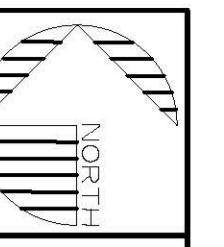


TABLE 1: UNIT COUNT FOR EXISTING DRAFT APPROVED LOTS & ZONING WITHIN PHASE 5 LIMITS AND PROPOSED CHANGES

	SINGLE FAMILY (R1-23 Zoning)	TOWNHOUSE (R4-2 Zoning)	TOTAL
EXISTING (PER JUNE 2017 REDLINE)	71	0	71
PROPOSED (CURRENT REDLINE)	49	40	89
ORIGINAL DRAFT PLAN	64	17	81

SETTLERS RIDGE
PHASE 5
CITY OF BELLEVILLE

DRAFT PLAN REDLINE



50 Hampton Ridge Drive
Belleville, ON
K8N 0E5

February 24, 2019

Mr. Matt MacDonald, Secretary
Planning Advisory Committee
Belleville City Hall
169 Front Street
Belleville, ON
K8N 2Y8

Re: File No. B-77-1074

Dear Mr. MacDonald,

Having received the Notice of Public Meeting concerning the subject File No. B-77-1074 and being unable to attend the scheduled date/time in person, we are providing a written response to the proposed changes being sought in the Zoning By-Law Amendment Application for Parts of Lots 1 & 2, Concession 3 of Settlers Ridge Subdivision.

We do have concerns and wish to record our objections to the proposed rezoning from Low Density Residential Type 1 (R1-17, R1-23) Zones to High Density Residential (R4-2) Zone with special provisions to permit 40 townhouse units. Having purchased and built a detached home with substantial additional costs including a high degree of quality finishing, a 3-car garage and professional landscaping, and having selected this particular location based on the subdivision plan presented by the builder, Mirtren Homes, we anticipated a neighbourhood of detached homes that would reflect similar aesthetic values and financial investment, while retaining the market value of our purchase. Townhouse units in the proposed location are inconsistent with our expectations for the subdivision development which we researched and bought into. In addition, it is our observation that these High Density Residential Zones do not offer adequate parking for the typical number of vehicles per unit, and the streets on which they are situated become very congested with parked vehicles, which is aesthetically unattractive. The increased density causes main arterial streets like Hampton Ridge Drive (where we live) within the neighbourhood to become much busier due to the heavy flow of many vehicles into and out of the neighbourhood. This rezoning proposal presented at this point in the development of Settlers Ridge Subdivision is both unexpected and unwelcome, and, if approved by the City, this rezoning may have a negative impact on the market value of our house.

We have no concerns regarding the rezoning of the 60 metre walk path from Community Facility (CF-10) Zone to Low Density Residential Type 1 (R1-17) and with it being merged with adjacent lots.

Thank you for the opportunity to comment on the proposed rezoning. As per the Notice of Public Meeting, we also request to be notified of the City's decision in respect of this application.

Yours truly,



From: [MacDonald, Matthew](#)
To: [Bovay, Rod](#); [Ashton, Stephen](#); [Deming, Thomas](#); [Pinchin, Greg](#)
Cc: [Pallo, Cheryl](#); [Stitt, Jennifer](#); [Forestell, Angela](#); [Keays, Christina](#); [Baldwin, Erin](#)
Subject: FW: Submission RE; Zoning By- Law Amendment Application File No: B-77-1074
Date: Tuesday, March 19, 2019 5:36:43 PM

FYI

Matt MacDonald
Director of Corporate Services/Clerk
Corporate Services Department
Corporation of the City of Belleville
ph. (613)967-3256
fax (613)967-3206

Follow us on:

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, March 19, 2019 1:39 PM
To: MacDonald, Matthew
Cc: MayorPanciuk
Subject: Submission RE; Zoning By- Law Amendment Application File No; B-77-1074

Good Afternoon Matt. As acting person for the residents of Kempton Avenue lot 46,45 44 we wish to submit our concerns regarding further development of Settlers Ridge Subdivision

At present we are in contact with Duavance Homes trying to resolve the ongoing drainage issues. Flooding as a result of inappropriate grading and water seepage into basements is a factor which has caused considerable damages to the homes affected. We wish to notify the City of Belleville Engineering that to proceed with further development would only worsen the situation we find ourselves in at present. Therefore until our concerns are addressed and the issues resolved we strongly Object to passing the application File No. B-77-1074. Should you require further information Please contact me by email or cell phone 613 848-9008. I thank you for your consideration in this matter and look forward to hearing from you.

From: [MacDonald, Matthew](#)
To: [Bovay, Rod](#); [Ashton, Stephen](#); [Deming, Thomas](#); [Pinchin, Greg](#)
Cc: [Pallo, Cheryl](#); [Stitt, Jennifer](#); [Forestell, Angela](#); [Keays, Christina](#); [Baldwin, Erin](#)
Subject: Fwd: Settlers Ridge Subdivision, Parts of Lots 1 & 2, Concession 3; Zoning By-Law 3014 Amendment Application (March 4, 2019)
Date: Wednesday, February 20, 2019 5:57:50 PM

Get [Outlook for Android](#)

----- Forwarded message -----

From: "[REDACTED]" <[REDACTED]>
Date: Wed, Feb 20, 2019 at 10:41 AM -0500
Subject: Settlers Ridge Subdivision, Parts of Lots 1 & 2, Concession 3; Zoning By-Law 3014 Amendment Application (March 4, 2019)
To: "MacDonald, Matthew" <mtmacdonald@city.belleville.on.ca>

Mr. (Matt) MacDonald, Secretary, Planning Advisory Committee:

We appreciate the notice of the above subject line public meeting; We also look forward to the presentation and decision notification on the amendment application.

Please include these questions in the agenda:

#1) What measures will the Planning Advisory Committee take to ensure the grades along the common, side / back-yard property lines will be maintained and a common swale be positioned promoting proper drainage?

Rationale: The lots on the south-side (towards Sidney St.), east of the storm water, creek discharge on Kempton Avenue will face additional surface water from the much higher lots on the crescent in the new phase!

#2) How will the Planning Advisory Committee expedite the city's Tree Planting Policy in new subdivisions to maintain and protect our tree canopy from all that threatens it (wind / ice storms, insects, urban growth etc.)?

Rationale: The urban plan in the Settlers Ridge Subdivision does not include room for municipal trees on the city road allowance!

Regards - [REDACTED] (35 Kempton Ave., [REDACTED])



APPROVAL BLOCK
DE& DS *AS*

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
Engineering and Development Services Department
Report No. PP-2019-24
April 1, 2019

To: Belleville Planning Advisory Committee

Subject: Recommendation Report

Application for Proposed Amendment to Zoning By-Law Number 3014, As Amended – 20-80 Wims Way, Canniff Mill Estates – North (Phases 8+), former Township of Thurlow, now City of Belleville, County of Hastings
APPLICANT: Staikos Homes (2014) Ltd.
OWNER: Staikos Homes (2014) Ltd.
AGENT: vanMEER limited

File: B-77-1075

Recommendation:

That the Planning Advisory Committee recommends the following to City Council:

“THAT Application B-77-1075 to amend Zoning By-Law Number 3014, as amended, for land described as 20-80 Wims Way, Canniff Mill Estates – North (Phases 8+), former Township of Thurlow, now City of Belleville, County of Hastings, be APPROVED as follows:

That Zoning By-Law Number 3014, as amended, be amended by rezoning the subject lands south of Wims Road from the current High Density Residential (R4-4) to Low Density Residential Type 1 (R1-23) Zone with special provisions and rezone the subject lands north of Wims Way from Low Density Residential Type 1 (R1-23) Zone and High Density Residential (R4-4) with special provisions to High Density Residential (R4-2) with special provisions.”

Strategic Plan Alignment

The City of Belleville’s Strategic Plan identifies nine strategic themes including Residential Development.

Strategic objectives of the Residential Development theme include:

- Plan for residential growth to meet our needs for 20 years and designate sufficient land in our planning documents to accommodate residential growth for 10 years; and

Background:

An initial public meeting was held in accordance with the requirements of the Planning Act on March 4, 2019. The purpose of this meeting was for Committee Members to formally hear and receive public comments.

The Planning Advisory Committee reviewed Report No. PP-2019-17 (Attachment #1). Now that input from the public, commenting agencies, and municipal departments had been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department, staff has prepared a recommendation report.

The subject land is identified on the attached Location Map (Attachment #2). Site details for the subject land:

Site Review	Description
Site Location	20-80 Wims Way; located east of Farnham Road, and west of Essex Drive.
Site Size	0.967 hectares.
Present Use(s)	Vacant.
Proposed Use	Twenty-one (21) detached residential lots and thirty (30) townhome units.
Belleville Official Plan Designation	Residential.
Present Zone Category	Low Density Residential Type 1(R1-23) Zone; and High Density Residential (R4-4) Zone.
Proposed Zone Category	Low Density Residential Type 1 (R1-23) Zone; and High Density Residential (R4-2).
Land uses to the north	Agricultural lands.
Land uses to the east	Residential properties.
Land uses to the south	Residential properties.
Land uses to the west	Residential properties.

In support of the application, the following was initially submitted:

- Planning Justification Report (See Attachment #3)
- Plan of Subdivision showing the road realignment
- Traffic Impact Memo
- Stormwater Management Impact Memo

Following the public meeting, a response from the agent was submitted to address comments received at the public meeting (See Attachment #4).

These documents have been available for public review at the Planning Department.

Details of these reports include the following:

Planning Justification Report

The report focuses on the history of the development approval for the Plan of Subdivision and states that "The Draft Plan of Subdivision File No is 12T-09501 for this Development approved June 8, 2009. The proposed development along Wims Way between Bevan Drive and Essex Drive was originally proposed to be a single loaded street with medium density apartment buildings and townhome units proposed along the north side of Wims Way. The south side of Wims Way would have had residential lots backing on Wims Way. The original Draft Plan of Subdivision proposed a total of seventy-two (72) residential units be developed along Wims Way between Bevan Drive and Essex Drive that would consist of seventeen (17) townhome units and block of land with an area of 0.967 ha that would allow 55 apartment units."

The report also states "the latest Red Line Draft Plan of Subdivision realigned Wims Way between Bevan Drive and Essex Drive to allow for development of a total of fifty-one (51) residential units that would consist of eighteen (18) detached residential lots on the south side of Wims Way and three (3) detached residential lots and thirty (30) townhome units on the north side of the street. The Red Line Draft Plan of Subdivision was revised July 19, 2016."

Traffic Impact

Information submitted by the developer's engineer indicates that the original Draft Plan of Subdivision calculated that the Total Trip Generation would have been 50 trips/hour during the AM Peak Hour and 60 trips/hour during the PM Peak Hour. Updates calculations with the new densities indicate the 36 trips/hour during the AM Peak Hour and 44 trips/hour during the PM Peak Hour.

The conclusion of the engineer is that the proposed change in the residential uses of development based on the approved Red Line Draft Plan of Subdivision will in effect have a decrease on any traffic impact.

Stormwater Impact

Information submitted by the developer's engineer provides a review of storm water and concludes "It is expected that the storm water runoff from the subject property will be less with the development consisting of detached

residential lots and townhouse units than with the uses proposed on original Draft Plan of Subdivision.”

Proposal

The Applicant requests a rezoning of the subject lands south of Wims Way from High Density Residential (R4-4) to Low Density Residential Type 1 (R1-23) Zone with special provisions to permit single detached dwellings and rezone the subject lands north of Wims Way from Low Density Residential Type 1 (R1-23) Zone and High Density Residential (R4-4) with special provisions to High Density Residential (R4-2) with special provisions to permit townhouse units with reduced setback requirements and increased lot coverage.

On June 1, 2009, Belleville City Council gave draft plan approval to a new subdivision referred to as Canniff Mill Estates – North (Phases 8+).

On September 12, 2016, the City of Belleville approved the modified (redlined) Draft Plan of Subdivision (File No.: 12T-09501) submitted by vanMEER limited on behalf of Man Hole Ten Development Inc. for Canniff Mill Estates – North (Phases 8+). This modification included the realignment of Wims Way and the removal of an apartment block replacing it with street townhouses resulting in a decrease of 12 dwelling units overall. Both the original approved Draft Plan of Subdivision and the modified (redlined) Draft Plan of Subdivision are illustrated as appendixes in Staff Report APS-2016-45 which the Planning Advisory Committee and City Council considered before approving this application (See Attachment #5).

“Red-lining” is the term referring to minor changes made directly on a plan in red ink as part of a draft approval or prior to final approval. Changes made at the time of draft approval have force and effect, as they are part of the drawing that is draft approved by the approval authority. This process of “red-lining” is essentially changing the conditions of draft approval (Draft Plan of Subdivision) and is provided for through Section 51 of the Planning Act.

In order to proceed with the City-approved modifications to the Plan of Subdivision, the zoning of the lands must be updated to allow for finalization of the subdivision agreement and issuance of building permits.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

In general, the application provides less density than the original Draft

Plan of Subdivision and is generally not supported by the Provincial Policy Statement. However, the modified (redlined) draft approved Plan of Subdivision (File No.: 12T-09501) submitted by vanMEER limited on behalf of Man Hole Ten Development Inc. for Canniff Mill Estates – North (Phases 8+) was approved by Belleville City Council on September 12, 2016 establishing the requirement to support this application.

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation has occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

The land is designated "Residential" in the City's Official Plan (See Attachment #6 – Official Plan Designation Map). This designation permits residential development at low, medium and high densities with forms ranging from single family detached dwellings to various types of attached and multiple dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). The proposed rezoning is for lots that are considered both as low and medium residential uses through the Official Plan.

Although there is a reduction in residential units with this application, Planning Staff are of the opinion that the application is consistent with the overall policies of the City's Official Plan.

Zoning By-law

In order to proceed with the City-approved modifications to the Plan of Subdivision, the zoning of the lands must be updated to allow for finalization of the subdivision agreement and issuance of building permits.

The Applicant requests a rezoning of the subject lands south of Wims Way from High Density Residential (R4-4) to Low Density Residential Type 1 (R1-23) Zone with special provisions to permit single detached dwellings and rezone the subject lands north of Wims Way from Low Density Residential Type 1 (R1-23) Zone and High Density Residential (R4-4) with special provisions to High Density Residential (R4-2) with special provisions to permit townhouse units with reduced setback requirements and increased lot coverage.

Public Meeting and Comments

On February 13, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for March 4, 2019. On February 20, 2019 a second notice and location map were issued clarifying the locations of the rezoning on the location map.

Similarly, a sign was placed on the subject lands notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available in the City's planning files for review by any member of the public during business hours.

Public Meeting

The public meeting was held on March 4, 2019. At the meeting, the agent, Arnold Vandermeer, spoke in support of the application and stated that this application was a matter of housekeeping as the modified Draft Plan of Subdivision was already approved by Council in 2016 which created the updated road network and lot configuration. No member of the public spoke for or against the application.

Councillor Carr spoke about how the application contemplated reduced setbacks and that in other developments this caused parking issues.

Developer's Response to Public Meeting Comments

The agent provided response to comments of the public meeting. The response indicates that the current provision of two spaces per residential unit meets the parking requirements of the Zoning By-law. The response also indicates that there is potential to accommodate two vehicles by slightly widening the driveway if requested by the purchaser.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

It is noted by the General Manager of Environmental Services that there is a draft condition of approval in the subdivision agreement that the developer must satisfy the water pressure requirements of the City before final approval of the application and that the rezoning of the lands does not change this condition.

Parks and open Space, Recreation, Culture & Community Services, Belleville Fire and Rescue, and Transportation & Operations Department have provided correspondence and they have no concerns.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Analysis:

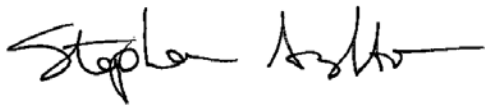
This application represents 'housekeeping' to ensure the zoning aligns with the amendment to the Draft Plan of Subdivision for this property that was approved by Council in 2016.

The application is consistent with the City's Official Plan.

Conclusion:

Staff has considered all relative policy and comments provided to the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-law 3014. Staff recommends approval of the application to rezone the subject lands south of Wims Road from the current High Density Residential (R4-4) to Low Density Residential Type 1 (R1-23) Zone with special provisions and rezone the subject lands north of Wims Way from Low Density Residential Type 1 (R1-23) Zone and High Density Residential (R4-4) with special provisions to High Density Residential (R4-2) with special provisions.

Respectfully submitted



Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department

Attachments

- Attachment #1 – Report No. PP-2019-17
- Attachment #2 - Location Map
- Attachment #3 – Planning Justification Report, vanMEER limited, February 7, 2019
- Attachment #4 - Response to Public Comments
- Attachment #5 - Staff Report APS-2016-45, September 6, 2016
- Attachment #6 - Official Plan Designation



APPROVAL BLOCK DE& DS _____

CITY OF BELLEVILLE

Stephen Ashton, Manager of Policy Planning
 Engineering and Development Services Department
 Report No. PP-2019-17
 March 4, 2019

To: Belleville Planning Advisory Committee

Subject: Notice of Complete Application and Introductory Public Meeting for Application for Proposed Amendment to Zoning By-Law Number 3014, As Amended – 20-80 Wims Way, Canniff Mill Estates – North (Phases 8+), former Township of Thurlow, now City of Belleville, County of Hastings

APPLICANT: Staikos Homes (2014) Ltd.
 OWNER: Staikos Homes (2014) Ltd.
 AGENT: vanMEER limited

File: B-77-1075

Recommendation:

That Report No. PP-2019-17 dated March 4, 2019 regarding Notice of Complete Application and Introductory Public Meeting for Application for Proposed Amendment to Zoning By-Law Number 3014, As Amended – 20-80 Wims Way, Canniff Mill Estates – North (Phases 8+), former Township of Thurlow, now City of Belleville, County of Hastings be received as information, and;

That Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department.

Background:

The initial public meeting is held in accordance with the requirements of the Planning Act. The purpose of this meeting is for Committee Members to formally hear and receive public comments. The intent of this statutory public planning meeting is to receive public feedback and incorporate it into a recommendation report from staff.

The Subject Land is identified on the attached Location Map (Attachment #1). Site Details for the Subject Land:

Site Review	Description
Site Location	20-80 Wims Way; located east of Farnham Road, and west of Essex Drive.
Site Size	0.967 hectares.
Present Use(s)	Vacant.
Proposed Use	Twenty-one (21) detached residential lots and thirty (30) townhome units.
Belleville Official Plan Designation	Residential.
Present Zone Category	Low Density Residential Type 1(R1-23) Zone; and High Density Residential (R4-4) Zone.
Proposed Zone Category	Low Density Residential Type 1 (R1-23) Zone; and High Density Residential (R4-2).
Land uses to the north	Agricultural lands.
Land uses to the east	Residential properties.
Land uses to the south	Residential properties.
Land uses to the west	Residential properties.

In support of the application, the following was submitted:

- Planning Justification Report (See Attachment #2)
- Plan of Subdivision showing the road realignment
- Traffic Impact Memo
- Stormwater Management Impact Memo

These documents have been available for public review at the Planning Department.

Proposal

The Applicant requests a rezoning of the subject lands south of Wims Way from High Density Residential (R4-4) to Low Density Residential Type 1 (R1-23) Zone with special provisions to permit single detached dwellings and rezone the subject lands north of Wims Way from Low Density Residential Type 1 (R1-23) Zone and High Density Residential (R4-4) with special provisions to High Density Residential (R4-2) with special provisions to permit townhouse units with reduced setback requirements and increased lot coverage.

On June 1, 2009, Belleville City Council gave draft plan approval to a new subdivision referred to as Canniff Mill Estates – North (Phases 8+).

On September 12, 2016, the City of Belleville approved the modified (redlined) draft approved Plan of Subdivision (File No.: 12T-09501) submitted by vanMEER limited on behalf of Man Hole Ten Development Inc.

for Canniff Mill Estates – North (Phases 8+). This modification included the realignment of Wims Way and the removal of an apartment block replacing it with street townhouses resulting in a decrease of 12 dwelling units overall. Both the original approved Draft Plan of Subdivision and the modified (redlined) Draft Plan of Subdivision are illustrated as appendixes in Staff Report APS-2016-45 which the Planning Advisory Committee and City Council considered before approving this application (See Attachment #3)

“Red-lining” is the term referring to minor changes made directly on a plan in red ink as part of a draft approval or prior to final approval. Changes made at the time of draft approval have force and effect, as they are part of the drawing that is draft approved by the approval authority. This process of “red-lining” is essentially changing the conditions of draft approval (Draft Plan of Subdivision) and is provided for through Section 51 of the Planning Act.

In order to proceed with the City-approved modifications to the Plan of Subdivision, the zoning of the lands must be updated to allow for finalization of the subdivision agreement and issuance of building permits.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff will consider the following policies in the PPS:

- 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;
 - promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
- 1.1.3.1 *Settlement areas* shall be the focus of growth and development, and their vitality and regeneration shall be promoted.
- 1.1.3.2 Land use patterns within *settlement areas* shall be based on:
 - a. densities and a mix of land uses which:
 - 1. efficiently use land and resources;
 - 2. 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;

3. minimize negative impacts to air quality and climate change, and promote energy efficiency;
 4. support *active transportation*;
 5. transit-supportive, where transit is planned, exists or may be developed; and
 6. are *freight-supportive*; and
- b. 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.
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for *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.

Official Plan

The current Official Plan was adopted by City Council on June 18, 2001 and approved by the Ministry of Municipal Affairs and Housing on January 7, 2002. Since 2002, a significant number of new and updated policies and legislation has occurred at the provincial level. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation. The City will have to comply with the province's new legislation, regulations, and policies when updating the Official Plan.

Planning Staff will use the policies within the Official Plan to make a recommendation. The land is designated "Residential" in the City's Official Plan (See Attachment #4 – Official Plan Designation Map).

Policies that will be considered include:

- Residential development will be permitted at low, medium and high densities with forms ranging from single family detached dwellings to various types of attached and multiple dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). (Section

3.10.1)

- 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 that meets the needs of all citizens is provided. (Section 3.10.2 a)
- This Plan supports the development of affordable housing, and ideally all residential neighbourhoods should have a variety of housing types at various levels of affordability. While it is recognized that market forces will determine affordability rates, this Plan encourages Council to establish land use controls that do not preclude the development of a reasonable range of housing options within the community as a whole. (Section 3.10.2 c)

Zoning By-law

The Applicant requests a rezoning of the subject lands south of Wims Way from High Density Residential (R4-4) to Low Density Residential Type 1 (R1-23) Zone with special provisions to permit single detached dwellings and rezone the subject lands north of Wims Way from Low Density Residential Type 1 (R1-23) Zone and High Density Residential (R4-4) with special provisions to High Density Residential (R4-2) with special provisions to permit townhouse units with reduced setback requirements and increased lot coverage.

In order to proceed with the City-approved modifications to the Plan of Subdivision, the zoning of the lands must be updated to allow for finalization of the subdivision agreement and issuance of building permits.

Public Comments

On February 13, 2019 a written notice and location map was mailed by first class mail to all registered owners of land within 120 metres of the subject property. The notice provided information that a public meeting was scheduled for March 4, 2019. On February 20, 2019 a second notice and location map were issued clarifying the locations of the rezoning on the location map.

Similarly, a sign was placed on the subject lands notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available in the City's planning files for review by any member of the public during business hours.

At the time of writing this report, no correspondence from the public has

been received by the City regarding this application.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Quinte Conservation and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Transportation & Operations Department along with Belleville Fire and Rescue have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

The fees of the application have been received by the City.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes including Residential Development.

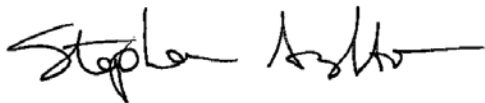
Strategic objectives of the Residential Development theme include:

- Plan for residential growth to meet our needs for 20 years and designate sufficient land in our planning documents to accommodate residential growth for 10 years; and
- Provide for a variety of housing forms to reflect our changing demographics and need for affordability.

Conclusion:

Comments received at this public meeting, as well as subsequent written comments will be considered by the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-law 3014. A recommendation report will be brought forward upon receipt of all agency and public comments.

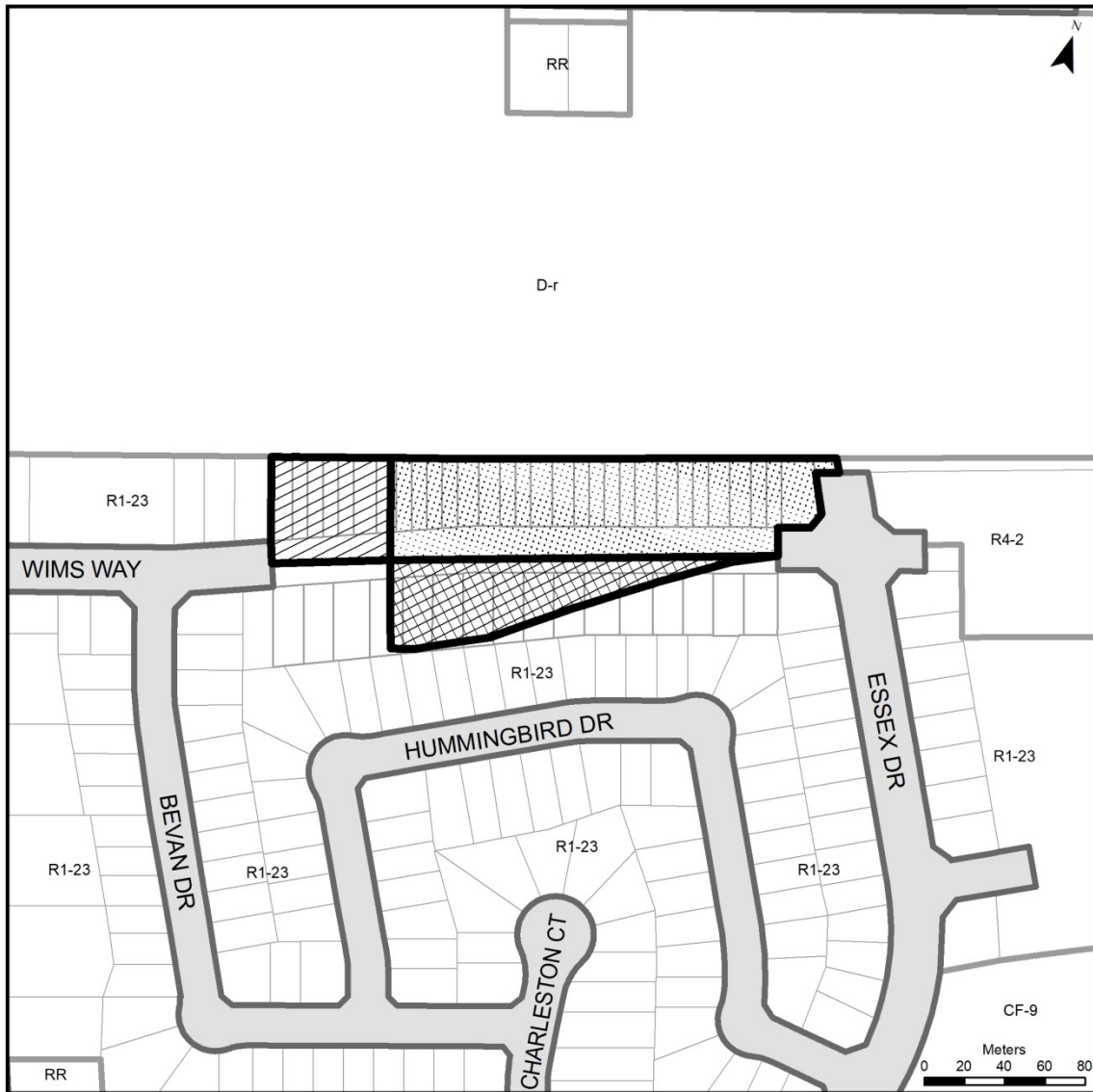
Respectfully submitted



Stephen Ashton, MCIP, RPP, CAHP
Manager, Policy Planning
Engineering and Development Services Department




Attachments

- Attachment #1 – Location Map
- Attachment #2 – Planning Justification Report, vanMEER limited, February 7, 2019
- Attachment #3 - Staff Report APS-2016-45, September 6, 2016
- Attachment #4 - Official Plan Designation

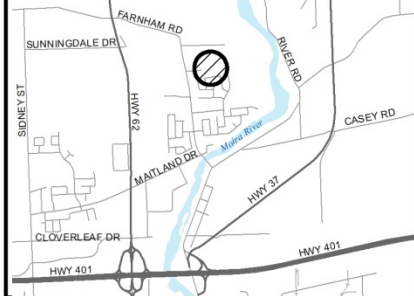



PROPOSED ZONING BY-LAW AMENDMENT

LOCATION: WIMS WAY

-  - PROPOSED ZONING CHANGE FROM R1-23 (LOW DENSITY RESIDENTIAL TYPE 1 WITH SPECIAL PROVISIONS) TO R4-2 (HIGH DENSITY RESIDENTIAL WITH SPECIAL PROVISIONS)
-  - PROPOSED ZONING CHANGE FROM R4-4 (HIGH DENSITY RESIDENTIAL WITH SPECIAL PROVISIONS) TO R1-23 (LOW DENSITY RESIDENTIAL TYPE 1 WITH SPECIAL PROVISIONS)
-  - PROPOSED ZONING CHANGE FROM R4-4 (HIGH DENSITY RESIDENTIAL WITH SPECIAL PROVISIONS) TO R4-2 (HIGH DENSITY RESIDENTIAL WITH SPECIAL PROVISIONS)

B-77-1075

CITY OF BELLEVILLE
ENGINEERING & DEVELOPMENT SERVICES DEPARTMENT

PLANNING JUSTIFICATION REPORT

CANNIFF MILL ESTATE SUBDIVISION–Phase 10
(Wims Way–Bevan Dr.to Essex Dr.)

ZONING BY-LAW AMENDMENT

Date: February 7, 2019

Prepared For: STAIKOS HOMES (2014) LTD.

Prepared By: van**MEER** limited
83 North Park Street
BELLEVILLE, Ontario K8P 2Y6
Tel: 613 969-0171
Fax: 613 969-1781
Email: meer.AHVandermeer@gmail.com

BACKGROUND

The subject lands are part of the Canniff Mill Estate Subdivision located on the east side of Farnham Road, north of the TransCanada PipeLine and south of Scott Road.

Phase 8 of Canniff Mill Estate Subdivision included the construction of Wims Way off of Farnham Road easterly approximately m south of Scott Road. Phase 9 of Canniff Mill Estate Subdivision included the construction of Essex Drive northerly from Vertis Court intersection to the northerly limits of the Development.

Phase 10 of Canniff Mill Estate Subdivision will be the construction of Wims Way to complete the connection from east of Bevan Drive to Essex Drive.

The Draft Plan of Subdivision File No is 12T-09501 for this Development approved June 8, 2009. The proposed development along Wims Way between Bevan Drive and Essex Drive was originally proposed to be a single loaded street with medium density apartment buildings and townhome units proposed along the north side of Wims Way. The south side of Wims Way would have had residential lots backing on Wims Way. The original Draft Plan of Subdivision proposed a total of seventy-two (72) residential units be developed along Wims Way between Bevan Drive and Essex Drive that would consist of seventeen (17) townhome units and block of land with an area of 0.967 ha that would allow 55 apartment units.

Various Red Line revisions to the Draft Plan of Subdivision had occurred such as when the Doef lands would be incorporated into the Development.

The latest Red Line Draft Plan of Subdivision realigned Wims Way between Bevan Drive and Essex Drive to allow for development of a total of fifty-one (51) residential units that would consist of eighteen (18) detached residential lots on the south side of Wims Way and three (3) detached residential lots and thirty (30) townhome units on the north side of the street. The Red Line Draft Plan of Subdivision was revised July 19, 2016.

TRAFFIC IMPACT

The Traffic Impact Study that was prepared for this Development considered trip generation rates for Single Family Detached Housing would be 0.75 Trips/Unit in the AM and 1.01 Trips/Unit in the PM and for Low-Rise Residential Condominium / Townhouse would be 0.67 Trips/Unit in the Am and 0.78 Trips/Unit in the PM.

With development based on the original Draft Plan of Subdivision the Total Trip Generation could therefore have been 50 trips/hour during the AM Peak Hour and 60 trips/hour during the PM Peak Hour.

Considering the Red Line Draft Plan of Subdivision, the Total Trip Generation will be 36 trips/hour during the AM Peak Hour and 44 trips/hour during the PM Peak Hour.

The proposed change in the residential uses of development based on the approved Red Line Draft Plan of Subdivision will in effect have a decrease on any traffic impact.

STORM WATER MANAGEMENT IMPACT

It is expected that the storm water runoff from the subject property will be less with the development consisting of detached residential lots and townhouse units than with the uses proposed on original Draft Plan of Subdivision.

The storm sewer piping and Storm Water Management Facilities were designed to incorporate runoff from the total Subdivision Lands and some of the surrounding area that were draining towards it.

The Doef property was not included as part of the original Draft Plan of Subdivision as it was acquired at a later date to be incorporated as part of the Subdivision development.

For comparative purposes, it is assumed the Doef land would have been developed as Detached Residential Lots.

Storm water runoff off the respective land uses are based on Runoff Coefficients as follows:

Detached Residential Lots	0.45
Townhome Blocks	0.60
Apartment Blocks	0.60
Roads	0.45

The areas (ha) of the various uses in the respective Draft Plans of Subdivision are as follows:

	ORIGINAL	RED LINE
Doef Property	0.65	
Detached Residential Lots	1.35	2.50
Townhome Blocks	0.44	1.00
Apartment Blocks	0.97	
Roads	1.04	0.95

Consider the 5 year storm event with 15 minute Rainfall Intensity of 64 mm/hr and comparable area, the peak stormwater runoff for the two scenarios is calculated to be:

Original Draft Plan of Subdivision	393.1 l/s
Red Line Draft Plan of Subdivision	382.5 l/s

CONCLUSION

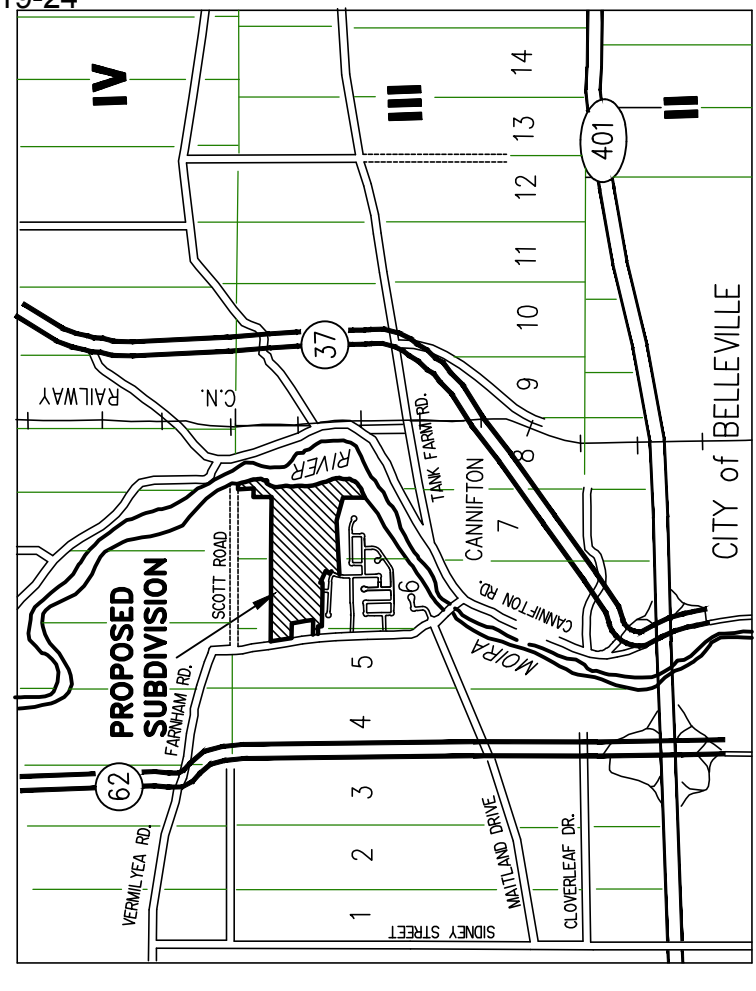
The proposed rezoning will allow the development of the lands in accordance to the Red Line Draft Plan of Subdivision and the impact in regard to traffic and storm water will be less compared to the original Draft Plan of Subdivision.

Respectfully submitted



vanMEER limited
Arnold H. Vandermeer, P.Eng.,
Pres.

Attachment #1 – Original Draft Plan of Subdivision
Attachment #2 – Red Line Draft Plan of Subdivision
Attachment #3 – Storm Area Comparison Plan



KEY PLAN
NOT PLOTTED TO SCALE

SURVEYOR'S CERTIFICATE
I CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED ARE CORRECTLY SHOWN.

DATE: _____
KETH WATSON
ONTARIO LAND SURVEYOR

OWNER'S CERTIFICATE

I, AUTHORIZE VAN MEER LIMITED TO PREPARE AND SUBMIT THIS DRAFT PLAN FOR APPROVAL.

DATE: _____
RONALD F. PUTMAN

DATE: _____
KATHERINE PUTMAN

DATE: _____
JAMES R. SCOTT

DATE: _____
JOHN R. SCOTT

DATE: _____
WILLEM DOEF

LAND USE

LOTS UNITS AREA m² %

289 289 182,169.5 51

274 274 178,228.2 50

16 77 25,718.9 7

-10 47 15,806.2 4

1 1 3,833.2 1

1 55 12,236.3 3

1 154 16,712.5 5

176.8 1

1,433.4 1

30,229.4 8.5

23,444.4 6.3

73,502.3 18

-78,176.6 -21.9

TOTALS 307 522

286 530 35.7 ha 100

ADDITIONAL INFORMATION

(UNDER SECTION 51(17) OF THE PLANNING ACT, RSO 1990)

d) SEE LAND USE ABOVE

h) MUNICIPAL WATER AVAILABLE

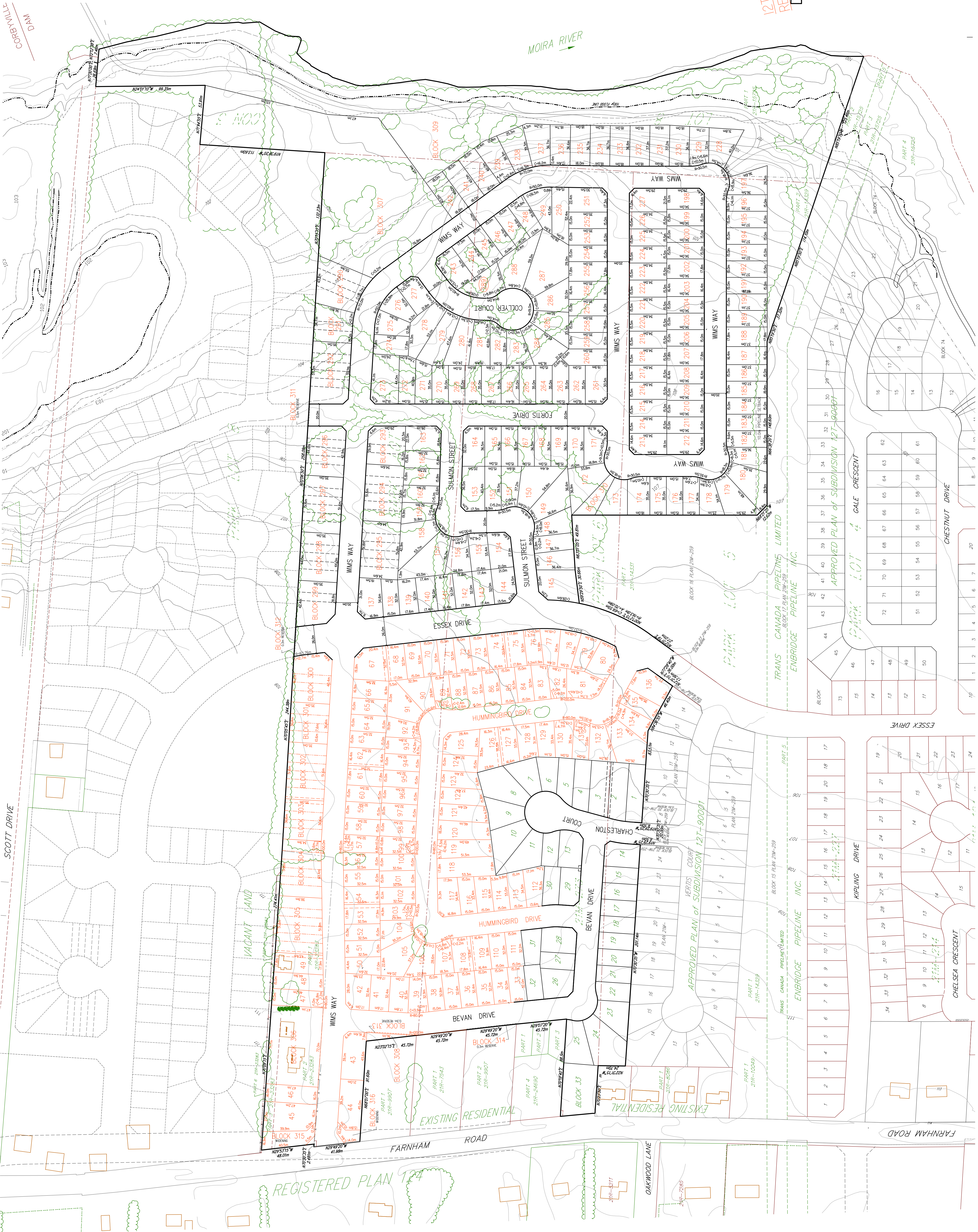
i) SOIL IS FARMINGTON

k) CONNECTIONS TO MUNICIPAL SEWERS TO BE PROVIDED.

l) SEE FLOOD PLANS

m) SEE FLOOD PLANS

n) SEE FLOOD PLANS



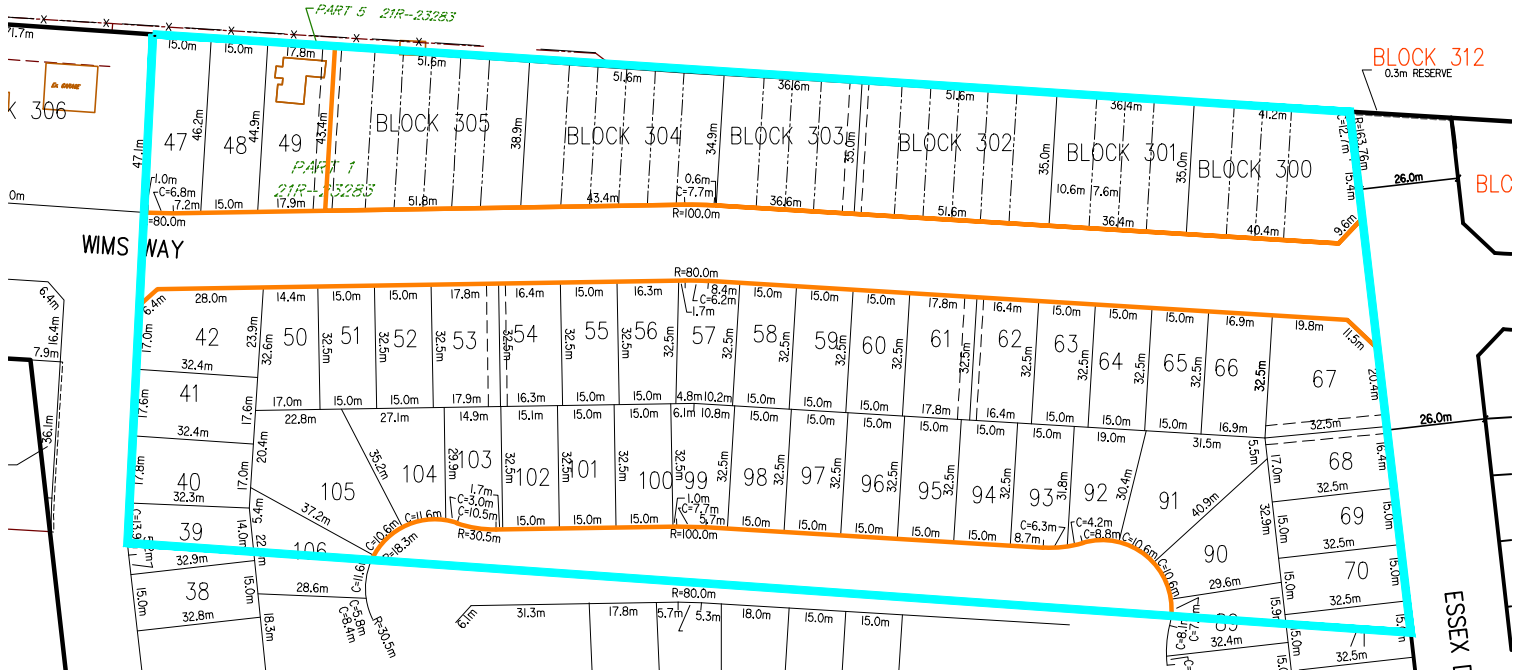
12T-0950L REVISED JULY 19, 2016
RED-LINE

DRAFT PLAN OF SUBDIVISION

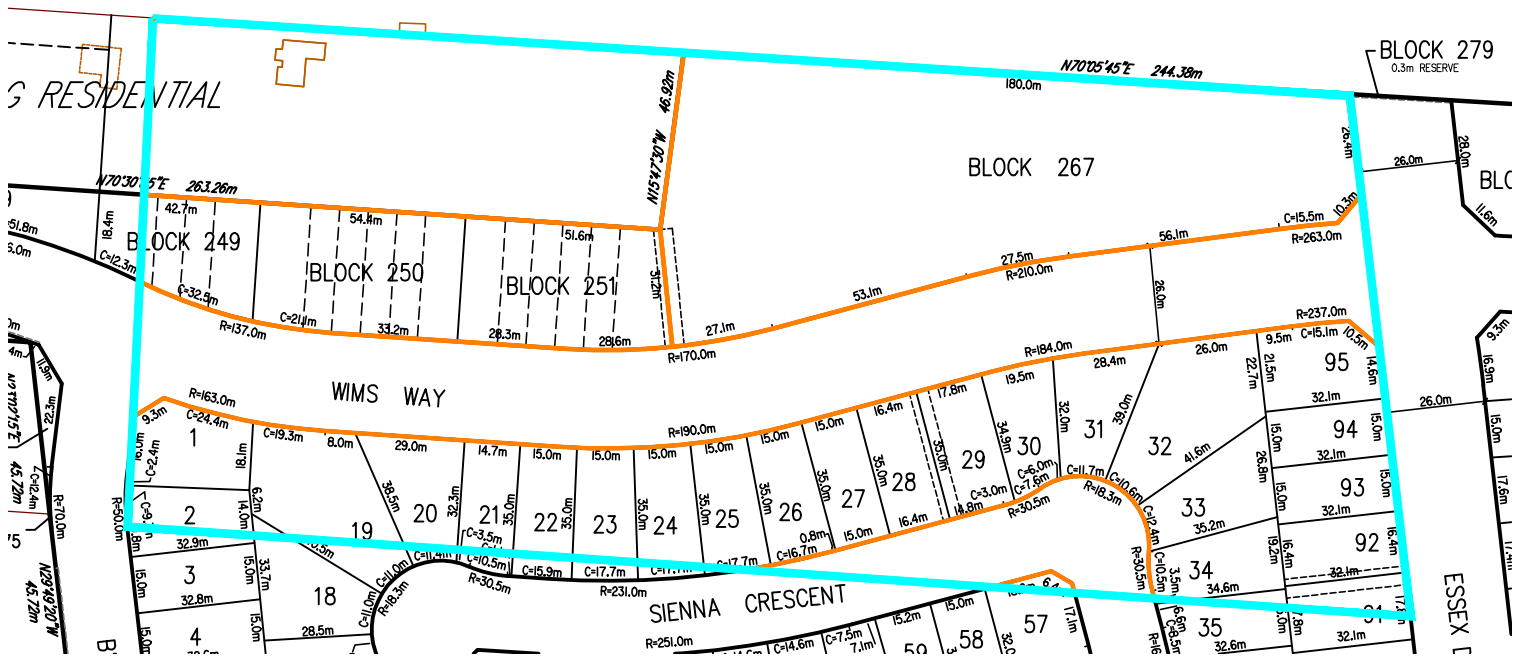
PART OF PARK LOTS 4, 5, 6 and 7
REGISTERED PLAN No. 124
PART OF LOT 8, CONCESSION 3
formerly TOWNSHIP OF THURLOW
CITY OF BELLEVILLE, COUNTY OF HASTINGS

DESIGNED: A.H.V.
SCALE: 1:1500
DRAWN: S.D.K./D.A.C./B.C./M.A.K.
DATE: JAN 2014
Drawn/Checked/Reviewed: S.D.K./M.A.K./J.R.S.
Unit: Plan Draft Proj. Revision 5/12/14-14.dwg
FILE: 12T-0950L

VAN MEER LIMITED
LAND DEVELOPMENT • PROJECT MANAGEMENT • ENGINEERING



RED-LINE REVISED DRAFT PLAN of SUBDIVISION



ORIGINAL DRAFT PLAN of SUBDIVISION

STORM AREA COMPARISON PLAN

April 1, 2019

83 NORTH PARK STREET
BELLEVILLE, ONTARIO K8P 2Y6
TEL: (613) 969-0171
FAX: (613) 969-1781

March 21, 2019

The Corporation of the City of Belleville
City Hall
169 Front Street
BELLEVILLE, Ontario K8N 2Y8

Attn: Mr. Stephen Ashton,
City Clerk

Dear Sir,

RE: STAIKOS HOMES (2014) LTD. - Canniff Mill Estate Subdivision, Phase 10 (Wims Way from East of Bevan Dr. to Essex Dr.)

Stephen, to address the comment from Councillor Carr regarding the concern with parking requirements, I suggested there would be the potential to provide two (2) parking spaces in the driveway by widening the driveway. Parking spaces per the Zoning By-law Section 4.15.12.1 would be 3.0m (10 ft.) wide. This would result in a driveway having to be 6.0m (20 ft.) wide.

To be able to provide a balanced streetscape with the landscape area and driveway / parking in the front yards, we would suggest parking will be provided with one (1) space in the garage and one (1) space in the driveway that will be 4 m (13 ft.) wide. This meets the minimum requirements of the Zoning By-Law Section 14.15.2.

On the request of a Townhome Unit Purchaser to have two (2) parking spaces in the driveway, a 6.0m wide driveway can be provided which would result in reducing the landscaped area in the front yard to 1.6m (5 ft.) from 3.6 m (12 ft.). The proposed width of a townhome unit in the middle of a block is 7.6 m (25 ft.) wide.

We also note keeping the driveway at 4m allows a wider landscape area and will reduce the amount of driveway snow to be stored on the front yard. The double wide driveway would have a larger area with more snow to be stored on a smaller landscape area in the front yard.

We trust this information will resolve Councillor Carr's comment / concern and the requested Zoning By-Law Amendment will be approved.

Yours truly,

van MEER limited



Arnold H. Vandermeer, P.Eng.,
Pres.

\\STAIKOS HOMES\CANNIFF MILLS - PHASE 10 (Wims Way)\CORRESPONDENCE\2019BELLEVILLE (Stephen Ashton)_Mar 21-19.docx



**CITY OF BELLEVILLE**

Spencer Hutchison
Manager, Approvals Section
Engineering and Development Services Department
Report No. APS-2016-45
September 6, 2016

To: Councillor Denyes, Chair
Members of the Belleville Planning Advisory Committee

Subject: Request to Red-Line Draft Approved Plan of Subdivision
Proposed Plan of Subdivision
Canniff Mill Estates – North (Phases 8+)
Part of Park Lots 4 to 7 Registered Plan No. 124
Part of Lot 8, Concession 3, Formerly Township of Thurlow
Owner: Man Hole Ten Development Inc.
Agent: VanMeer Limited

File: 12T-09501

Recommendation:

That the Belleville Planning Advisory Committee recommend the following to City Council:

“That, pursuant to Section 51(44) of the Planning Act, the Council of The Corporation of the City of Belleville approve the request to modify the draft approved Plan of Subdivision (File No.: 12T-09501) submitted by VanMeer Limited on behalf of Man Hole Ten Development Inc., as shown on **APPENDIX 3** attached to the Manager of Approvals Section Report No. APS-2016-45.”

Background:

On June 1, 2009, Belleville City Council gave draft plan approval to a new subdivision located on the east side of Farnham Road, generally north of, and including Vertis Court, as shown on **APPENDIX 1** attached.

The approved plan is shown on **APPENDIX 2** and includes a total of 530 residential dwelling units with a mix of single detached dwellings (274 lots), townhouses (47 units), low-rise apartments (1 block: 55 units) and high rise apartments (1 block: 154 units).

Background: (cont'd)

Since obtaining draft approval the Owners have proceeded to build Phases 1 to 7 with Phase 7 being Bevan Drive and Charleston Court.

The Owners now are working towards the remaining phases of this subdivision and wish to amend the property fabric and the layout of lots west of Essex Drive over to Farnham Road.

The proposed revised plan is shown on **APPENDIX 3** now includes a total of 522 residential dwelling units with an overall a decrease of 12 dwelling units from the original approval.

The change in the type of dwellings is outlined in Table 1 below.

TABLE 1: Land Use (black = draft approved; red = requested redlining)

	LOTS	UNITS	AREA m ²	%
LOTS 1 to 289 incl.	289	289	182,169.5	51
LOTS 1 to 274 incl.	274	274	178,228.2	50
DETACHED RESIDENTIAL LOTS				
BLOCKS 290 to 305 incl.	16	77	25,718.9	7
BLOCKS 275 to 284 incl.	10	47	15,806.2	4
FREEHOLD TOWNHOUSE				
BLOCK 306	1	1	3,383.2	1
EXISTING RESIDENTIAL				
BLOCK 285	1	55	12,236.3	3
MEDIUM DENSITY APARTMENT				
BLOCK 307	1	154	16,712.5	5
BLOCK 286				
HIGH DENSITY APARTMENT				
BLOCK 308			176.8	1
LOT ADDITION				
BLOCK 33 PLAN 21M-273		2	1,433.4	1
BLOCK 287				
FUTURE RESIDENTIAL				
BLOCKS 309 to 310				
BLOCKS 288 and 289				
OPEN SPACE ABOVE FLOOD PLAIN			30,629.4	8.5
IN FLOOD PLAIN			23,274.9	6.5
BLOCK 290 and 291			612.1	0.3
LOT ADDITION				
ROADS AND BLOCKS 311 to 316			73,502.3	18
ROADS and BLOCKS 292 to 301 incl.			78,176.6	21.9
ROAD WIDENINGS AND RESERVES				
TOTALS	307	522		
	286	530	35.7 ha	100

Staff Comments:

In essence the proposed redlining reflects a further "tweaking" of the original draft plan approval granted by the City. In doing so,

- the overall pattern of roads is remaining the same although the alignment of individual street is being modified;

Staff Comments: (cont'd)

- connectivity to Farnham Road and to the undeveloped lands to the north is maintained;
- Essex Drive remains a significant north/south link within the subdivision;
- the revised plan provides for the future realignment of Farnham Road as envisioned by the Engineering Section;
- the total number of dwelling units has decreased by 12;
- the mix of housing types has been revised to remove the medium density apartment block and replace it with street townhouses;
- there remains a mix of single detached, street townhouse units and apartment units within the draft plan;

Staff considers all of these changes to be minor in nature while maintaining the intent of the original approval given by the City.

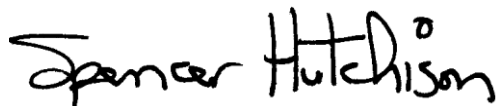
Financial:

The development and construction of the Canniff Mill Estates – North subdivision will be at the Owner’s expense including all of the survey work, legal and engineering costs for this phase of development. In addition, the City and Owner will eventually enter into a subdivision agreement to oversee this development and the Owner will have to post a letter of credit to ensure the works required for each phase are constructed and installed to the City’s satisfaction.

Conclusion:

The Approvals Section of the Engineering and Development Services Department supports the red-lining of the Canniff Mill Estates – North draft approved plan of subdivision, as submitted by VanMeer Limited on behalf of Man Hole Ten Development Inc. Furthermore, Staff requests that the Belleville Planning Advisory Committee recommend to Belleville City Council that pursuant to Section 51(44) of the Planning Act, City Council approve the request to modify the draft approved Plan of Subdivision (File No.: 12T-09501), as shown on **APPENDIX 3** attached.

Respectfully submitted.



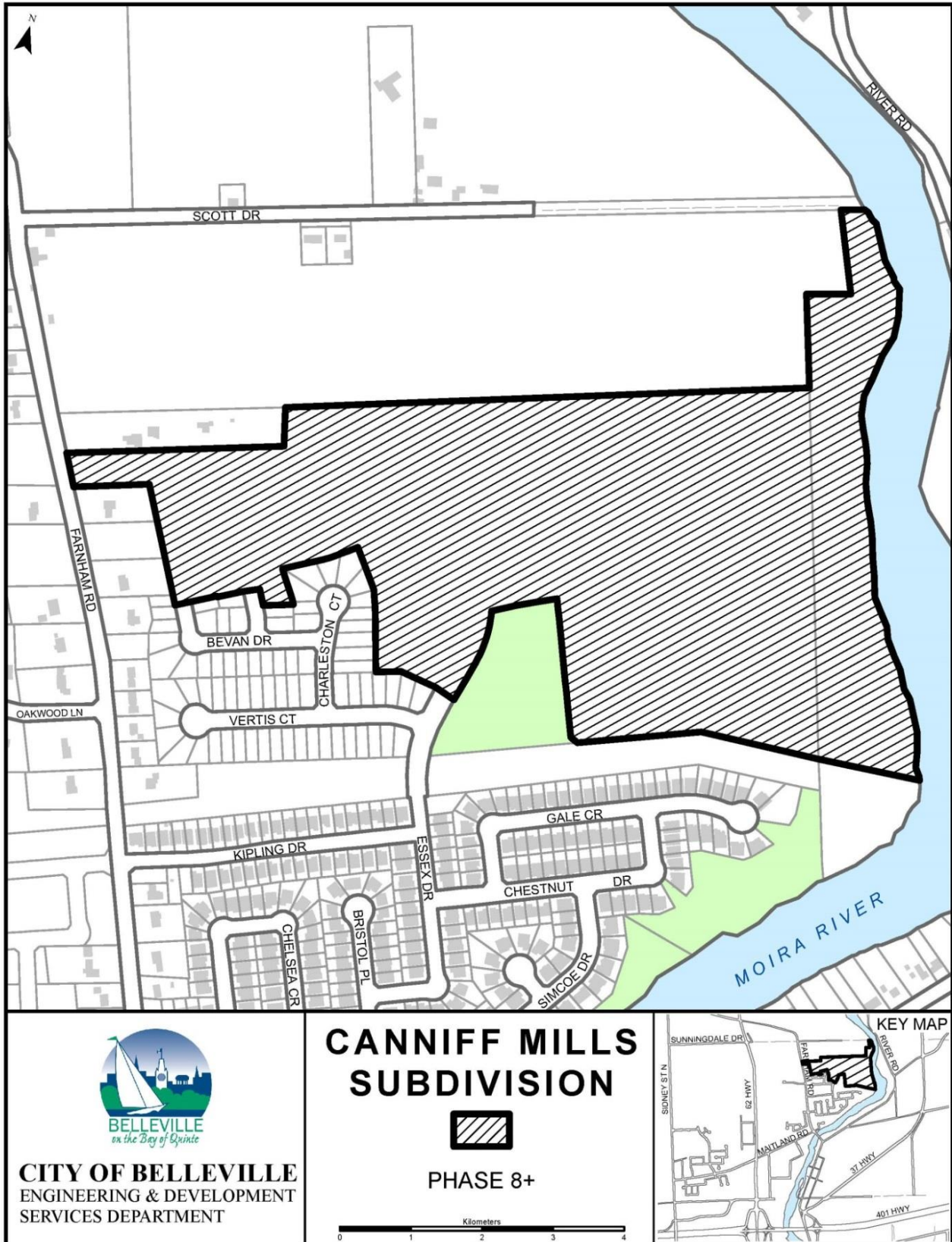
Spencer Hutchison



SH/CM
attachments

APPENDIX 1

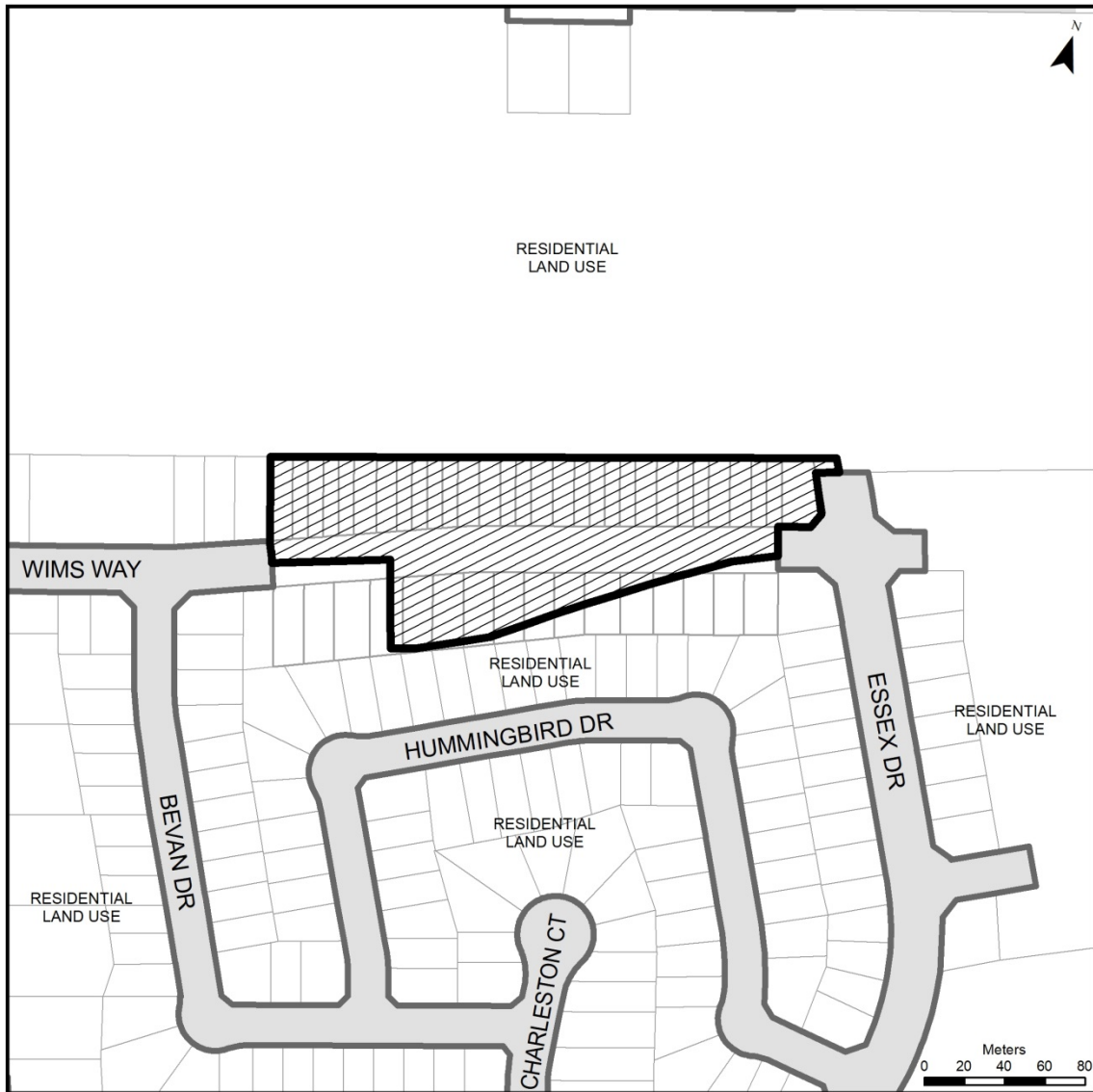
Location Map – Canniff Mill Estates - North subdivision



APPENDIX 3

Revised Draft Plan – Caniff Mill Estates - North

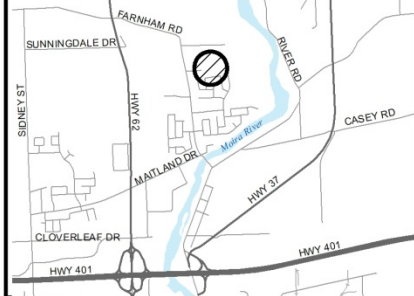




LOCATION MAP

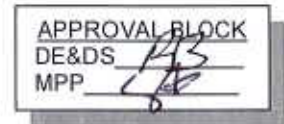
LOCATION: WIMS WAY

 - SUBJECT LANDS



CITY OF BELLEVILLE
 ENGINEERING & DEVELOPMENT
 SERVICES DEPARTMENT

B-77-1075



CITY OF BELLEVILLE

Thomas Deming, Policy Planner
Engineering and Development Services Department
Report No. PP-2019-23
April 1, 2019

To: Belleville Planning Advisory Committee

Subject: Staff Recommendation Report

For Proposed Zoning By-law Amendments (By-laws 10245, 3014 and 2076-80) Regarding Public Uses
City of Belleville
APPLICANT: City of Belleville

File: B-77-1077

Recommendation:

That the Planning Advisory Committee recommends the following to City Council:

"THAT Application B-77-1077 to amend Zoning By-Laws Numbered 10245, 3014 and 2076-80, as amended – regarding Public Uses, be APPROVED as follows:

That Zoning By-Laws Numbered 10245, 3014 and 2076-80, as amended, be amended to add a definition for "public use" to Zoning By-Laws Numbered 10245, 3014, and 2076-80; add general provisions for public uses to Zoning By-Laws Numbered 10245 and 3014; replace the general provisions for public use in Zoning By-Law 3014; and list "public use" in all zones in Zoning By-Laws 10245 and 2076-80."

Background:

An initial public meeting was held in accordance with the requirements of the Planning Act on March 4, 2019. The purpose of this meeting was for Committee Members to formally hear and receive public comments.

The Planning Advisory Committee received Report No. PP-2019-08 (Attachment #1) as information on March 4, 2019. Now that input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department, staff has prepared a recommendation report for this application.

Prior to this, on December 10, 2018, during the regular Council meeting, Councillor Williams asked for a staff report from Economic Development to be prepared for the next Council Meeting that will provide Council with information on the implementation of a "Belleville Downtown and Waterfront Pop-Up Shop Project" in the spring of 2019 detailing the request for proposal (RFP) process, priority outcomes, key data and pre-budget funding.

On January 14, 2019, Council received Report No. ECDEV-2019-02 and the pre-budget request of \$40,000 to implement Phase 1 in 2019 was approved; and this two phase project was referred to the 2019 Capital Budget; and the funding for Phase 1 of the Waterfront Pop-up Development Project come from the Casino Reserve Fund – Infrastructure.

To facilitate this project, public uses have to be added as a permitted use within the zoning by-laws. Planning staff are currently preparing for a zoning by-law consolidation as the three existing zoning by-laws are out-of-date and lack cohesion. Therefore, housecleaning updates to all three zoning by-laws will be used from time to time in preparation of the consolidation.

Modernized zoning by-laws include the ability to permit public uses as this provides flexibility for a municipality to respond to the public interest.

Proposal

The City is proposing to:

- add a definition for "public use" to Zoning By-Laws Numbered 10245, 3014, and 2076-80;
- add general provisions for public uses to Zoning By-Laws Numbered 10245 and 3014;
- replace the general provisions for public use in Zoning By-Law 3014; and
- list "public use" in all zones in Zoning By-Laws 10245 and 2076-80.

The proposed amendments to the zoning by-laws are included with this report as Attachment #2.

Provincial Policy Statement

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Staff Report No. PP-2019-08 outlined the policies considered by staff in making this recommendation. It is staff's opinion that the proposal is consistent with the Provincial Policy Statement as it will provide opportunities a combination 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 which will foster social interaction and community connectivity.

Official Plan

It is staff's opinion that the proposal conforms with the Official Plan as the Plan encourages the City utilize public lands for public uses unless deemed surplus to the City. Moreover, the Plan states to the City should expand the range and type of appropriate public uses in the City's core and along the waterfront. This proposal will permit the City to take action towards achieving this goal.

Zoning By-law

The City's three existing zoning by-laws are between 32 and 42 years old and in need of modernizing. Housecleaning updates to all three zoning by-laws will be required from time to time in preparation of the zoning by-law consolidation.

Currently, the Belleville Zoning By-Law 10245 does not include any definition or provisions for a public use, and the use is not listed. This proposal would add a definition, provisions, and list public use under all zones.

The Sidney Zoning By-Law 2076-80 lists public use under a site specific zone, Highway Commercial/Special Industrial (CH-31/MS) Zone; but does not define the use or provide any additional provisions. This proposal would add a definition, provisions, and list public use under all zones.

The Thurlow Zoning By-Law does include general provisions for public uses under Section 4.17. However, this public use, as envisioned from over 30 years ago, focuses upon public infrastructure and does not allow for public uses that would be provided for in today's municipal environment. This proposal would add a definition, replace the existing provisions, and list public use under all zones.

The proposed definition for public uses is:

'Public Use' means any use of land, buildings or structure by or on behalf of a public authority.

Public Meeting and Comments

On February 13th, 2019, a written notice was published in The Intelligencer. The notice provided information for the public meeting which was held on March 4, 2019.

No one from the general public appeared at the public meeting regarding this application.

At the time of writing this report, no other correspondence from the public has been received by the City regarding this application.

Staff and Agency Comments

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, Ministry of Transportation, and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

The Belleville Fire Department, Recreation, Culture and Community Services, Parks & Open Spaces, and Transportation & Operations Department have provided correspondence and they have no concerns.

At the time of writing this report, no other comments have been received regarding this application.

Considerations:

Public

Circulation to the public complied with the requirements of the Planning Act, R.S.O. 1990.

Financial

Not applicable.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Strategic Plan Alignment

The City of Belleville's Strategic Plan identifies nine strategic themes. This report aligns with each of the City's nine strategic themes and the City's mission statement by providing innovative and efficient services in support of our community's vision.

Planning Analysis:

This application is consistent with the Provincial Policy Statement, and the City of Belleville Official Plan.

The City's existing zoning is out-of-date and this amendment will allow the City of Belleville to sufficiently utilize public lands.

The proposed definition of the use gives the City flexibility in what the City does with municipal land. Moreover, by listing the use in all zones it adds even more flexibility by not requiring a rezoning by the City for the use of municipal lands for municipal uses; including projects such as the Waterfront Pop-up Development Project.

Conclusion:

Staff has considered all relative policy and comments provided to the Engineering and Development Services Department in analysis of the application received to amend the City of Belleville Zoning By-Laws Numbered 10245, 3014 and 2076-80. Staff recommends that the proposal be approved to add a definition for "public use" to Zoning By-Laws Numbered 10245, 3014, and 2076-80; add general provisions for public uses to Zoning By-Laws Numbered 10245 and 3014; replace the general provisions for public use in Zoning By-Law 3014; and list "public use" in all zones in Zoning By-Laws 10245 and 2076-80 as it represents good planning.

Respectfully submitted



Thomas Deming, CPT
Planner, Policy Planning
Engineering and Development Services Department

Attachments

Attachment #1 – Report No. PP-2019-08
Attachment #2 – Proposed Zoning By-Law Amendments to By-Laws
Numbered 10245, 3014, and 2076-80



APPROVAL BLOCK
DE&DS _____
MPP _____

CITY OF BELLEVILLE

Thomas Deming, Policy Planner
 Engineering and Development Services Department
 Report No. PP-2019-08
 March 4, 2019

To: Belleville Planning Advisory Committee

Subject: Introductory Public Meeting
 For Proposed Zoning By-law Amendments (By-laws 10245, 3014
 and 2076-80) Regarding Public Uses
 City of Belleville
 APPLICANT: City of Belleville

File: B-77-1077

Recommendation:

"That Report No. PP-2019-08 dated March 4, 2019 regarding Introductory Public Meeting For Proposed Amendment to Zoning By-Laws Numbered 10245, 3014 and 2076-80, as Amended – add public use terminology and general provisions be received as information, and;

That Staff report back at such time as input from the public, commenting agencies, and municipal departments has been received, assessed, and addressed to the satisfaction of the Engineering and Development Services Department."

Background:

On December 10, 2018, during the regular Council meeting, Councillor Williams asked for a staff report from Economic Development to be prepared for the next Council Meeting that will provide Council with information on the implementation of a "Belleville Downtown and Waterfront Pop-Up Shop Project" in the spring of 2019 detailing the request for proposal (RFP) process, priority outcomes, key data and pre-budget funding.

On January 14, 2019, Council received Report No. ECDEV-2019-02 and the pre-budget request of \$40,000 to implement Phase 1 in 2019 was approved; and this two phase project was referred to the 2019 Capital Budget; and the funding for Phase 1 of the Waterfront Pop-up Development Project come from the Casino Reserve Fund – Infrastructure.

To facilitate this project, public uses have to be added as a permitted use.

within the zoning by-laws. Planning staff are currently preparing for a zoning by-law consolidation as the three existing zoning by-laws are out-of-date and lack cohesion. Therefore, housecleaning updates to all three zoning by-laws will be used from time to time in preparation of the consolidation.

Modernized zoning by-laws include the ability to permit public uses as this provides flexibility for a municipality to respond to the public interest.

Strategic Plan Alignment:

The City of Belleville's Strategic Plan identifies nine strategic themes. This report aligns with each of the City's nine strategic themes and the City's mission statement by providing innovative and efficient services in support of our community's vision.

Proposal:

The City is proposing to:

- add a definition for "public use" to Zoning By-Laws Numbered 10245, 3014, and 2076-80;
- add general provisions for public uses to Zoning By-Laws Numbered 10245 and 3014;
- replace the general provisions for public use in Zoning By-Law 3014; and
- list "public use" in various, appropriate zones in Zoning By-Laws 10245 and 2076-80.

The proposed amendments to the zoning by-laws are included with this report as Attachment #1.

Provincial Policy Statement, 2014

Municipalities are required to ensure all decisions related to land use planning matters shall be consistent with the Provincial Policy Statement.

Planning Staff will consider the following policies in the PPS:

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;
- 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;

c) providing opportunities for public access to shorelines;

Official Plan:

The current Official Plan was adopted by City Council on June 18, 2001. The City is currently undertaking a Municipal Comprehensive Review and update to the policies of the Official Plan to ensure they comply with current provincial policies and legislation.

Policies within the Official Plan that planning staff will consider include:

- 3.8.6 b) There is a concentration of publicly owned lands and buildings in the City Centre. The image and identity of the City Centre as the government, administrative and cultural centre for the entire region would be enhanced through the protection, retention, and expansion of these public facilities. This Plan encourages:
- retention of public buildings and lands in public use/ownership in the City Centre for public use unless deemed surplus to the needs of the Municipality and no appropriate community use can be identified;
- c) Council, at its discretion, may acquire any lands within the City Centre under any procedure permitted by law to achieve objectives for:
- expanding the range and type of appropriate public uses in the City's core.
- 4.1.1 c) The Municipality may acquire any lands within the bayshore planning area under any procedure permitted by law to achieve objectives for:
- expanding the range and type of public uses along the waterfront.
- 4.3.4 e) Where possible, Moira River frontage should be acquired by the Municipality or Conservation Authority for public use.

Zoning By-law:

The City's three existing zoning by-laws are between 32 and 42 years old and in need of modernizing. Housecleaning updates to all three zoning by-laws will be required from time to time in preparation of the zoning by-law

consolidation.

Currently, the Belleville Zoning By-Law 10245 does not include any definition or provisions for a public use and the use is not listed.

The Sidney Zoning By-Law 2076-80 lists public use under a site specific zone, Highway Commercial/Special Industrial (CH-31/MS) Zone but does not define the use or provide any additional provisions.

The Thurlow Zoning By-Law does include general provisions for public uses under Section 4.17. However, this public use, as envisioned from over 30 years ago, focuses upon public infrastructure and does not allow for public uses that would be provided for in today's municipal environment. The existing general provisions are included as Attachment #2.

The Thurlow Zoning By-Law lists "public use" under the following zones:

- Low Density Residential Type 1 (R1) Zone
- Medium Density Residential (R3) Zone
- High Density Residential (R4) Zone
- Rural Residential (RR) Zone
- Seasonal Residential (SR) Zone
- Estate Residential (ER) Zone
- Mobile Home Residential (MHR) Zone
- Highway Commercial (C1) Zone
- General Commercial (C3) Zone
- Local Commercial (C4) Zone
- Community Facility (CF) Zone
- Hazard (H) Zone
- Development (D) Zone
- Environmental Sensitive (ES) Zone
- Service Industrial (SI) Zone

All three by-laws are being proposed to be updated by permitting public uses in all zones subject to meeting minimum conditions and including the definition:

'Public Use' means any use of land, buildings or structure by or on behalf of a public authority.

Public Comments:

On February 13th, 2019, a written notice was published in The Intelligencer. The notice provided information to the general public that a public meeting was scheduled for March 4, 2019.

The notice was also published on the City's website notifying the general public that a public meeting was scheduled for March 4, 2019.

Both notices state that additional information is available at the City's Planning Department during business hours.

At the time of writing this report, no correspondence from the public has been received by the City regarding this application.

Staff and Agency Comments:

External Agency Circulation

The subject application was circulated for comment to the Algonquin & Lakeshore Catholic School Board, the Hastings & Prince Edward District School Board, Hastings and Prince Edward Health Unit, Bell Canada, Canada Post, Ontario Power Generation, Union Gas, Veridian Connections, Hydro One, TransCanada Pipeline, Enbridge Pipelines, Trans-Northern Pipelines, MPAC, and the Health Unit.

At the time of writing this report, no comments or concerns have been received regarding this application.

Internal Department Circulation

The subject application was circulated for comment to the Belleville Fire Department, Belleville Police Service, the Development Engineer, the General Manager of Transportation & Operations Department, General Manager of Environmental Services, the Director of Recreation, Culture and Community Services, the Manager of Parks & Open Spaces, the Chief Administrative Officer, the Manager of Economic & Strategic Initiatives, the City Clerk, and the Chief Building Official.

Transportation & Operations Department have provided correspondence and they have no concerns.

At the time of writing this report, no other comments or concerns have been received regarding this application.

Considerations:

Public

Circulation to the public complies with the requirements of the Planning Act, R.S.O. 1990.

Financial

Not applicable.

Impact on and input from other Departments/Sources

Circulation of this application to other departments/agencies has occurred.

Conclusion:

Comments received at this public meeting, as well as subsequent written comments will be considered by the Engineering and Development Services Department in analysis of the amendment to the City of Belleville Zoning By-laws Numbered 10245, 3014, and 2076-80. A recommendation report will be brought forward upon receipt of all agency and public comments.

Respectfully submitted



Thomas Deming, CPT
Planner, Policy Planning
Engineering and Development Services Department

Attachments

Attachment #1 – Proposed Zoning By-Law Amendments to By-Laws Numbered 10245, 3014, and 2076-80

Attachment #2 – Existing General Provisions For Public Use In Thurlow Zoning By-Law Number 3014

Attachment #1 – Proposed Zoning By-law Amendments

Proposed Zoning – Public Uses

Notwithstanding any other provisions of this By-law, the City, any public authority, or any Department or Ministry of the Government of Canada or Ontario, and for the purposes of this Section shall include any school board, Hydro One Networks Inc., Ontario Power Generation, any telecommunications company, and any natural gas distribution company, may for the purposes of the public service, use any land or erect or use any building in any zone subject to the following provisions:

1. Such public use shall comply with all applicable zone regulations, parking and loading requirements of the Zone in which it is located.
2. Such use, building or structure shall be buffered from an adjacent residential use by 1.5 m of landscaped area.
3. Notwithstanding any provision of this By-law to the contrary, buildings and structures which are used for the storage of road maintenance materials within a public works yard owned by a public authority shall be exempt from the height requirements of this By-law.
4. Outdoor storage of goods, materials or equipment is not permitted in any required yard abutting a Residential Zone.
5. Any above-ground, utility or public use which is located in a Residential Zone, shall be located and maintained in general harmony with the residential buildings permitted in such Zone.
6. Electricity generation facilities and transmission and distribution systems are permitted in all zones subject to any regulatory requirements for the utility involved.
7. Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory adjacent land uses, are encouraged on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from Hydro One Networks Inc.

Definition

Public Use means any use of land, buildings or structure by or on behalf of a public authority.

Attachment #2 –Existing General Provisions For Public Use In Thurlow Zoning By-Law Number 3014

4.17 PUBLIC USES

4.17.1 PUBLIC USE

Except as otherwise provided in 4.17.3 hereof, the provisions of this By-law shall not apply to the use of any lot or to the erection or use of the services provided by a Public Authority.

4.17.2 STREETS AND INSTALLATIONS

4.17.2.1 Nothing in this By-law shall prevent land from being used as a street or prevent the installation of a watermain, sanitary sewer main, storm sewer main, gas main, pipeline, overhead or underground electric, telegraph, telephone or other supply and/or communication line, including their distribution, transformer, pumping and/or regulating stations, but not including their offices and maintenance facilities, provided that the location of such main, line or station has been approved by the Corporation.

4.17.2.2 Notwithstanding 4.17.2.1 the approval by the Council of the Corporation shall not be required for any public use which has received prior approval pursuant to the provisions of the Environmental Assessment Act, as amended.

4.17.3 LOCATION

4.17.3.1 SPECIFICALLY PERMITTED

Where in a zone in this By-law under the heading of "PERMITTED USES" a public use is specifically permitted within a Zone, then such use shall only be permitted within that Zone.

4.17.3.2 NOT SPECIFICALLY PERMITTED

Where in this By-law a public use is not specifically referred to in any Zone, then such public use shall be permitted in any zone.

4.17.4 PROVISIONS

Notwithstanding any other provisions to this By-law to the contrary where a public use is not restricted to a specific Zone, no land, building or structure is to be used for the purposes of a public use unless the following provisions are complied with, namely:

4.17.4.1 Minimum yard requirements for all yards: 7.5 metres

4.17.4.2 Maximum lot coverage – all buildings: 30 percent

4.17.4.3 Minimum setback from street centreline

4.17.4.3.1 Provincial Highway: 25.5 metres

4.17.4.3.2 County Road: 20.5 metres

4.17.4.3.3 Township Road: 17.5 metres

4.17.4.4 Maximum height of Buildings : 11 metres

4.17.4.5 Minimum landscaped open space : 30 percent

4.17.4.6 OUTSIDE STORAGE

No goods, materials or equipment shall be stored outside the building or structure located on the lot except as may otherwise be permitted under this Bylaw.

**THE CORPORATION OF THE CITY OF BELLEVILLE
BY-LAW NUMBER 2019-**

**A BY-LAW TO AMEND ZONING BY-LAW NUMBER 10245 A BEING BY-LAW TO
REGULATE THE USE OF LAND AND THE HEIGHT, BULK, LOCATION, SIZE,
FLOOR AREA, SPACING, CHARACTER AND USE OF BUILDINGS**

**WHEREAS the Council of the Corporation of the City of Belleville deems it
advisable to amend Zoning By-Law Number 10245 as amended;**

**NOW THEREFORE the Municipal Council of the Corporation of the City of
Belleville enacts as follows:**

1. THAT Subsection (118a) of Part A, Section 5 be added as follows:

(118a)PUBLIC USE means any use of land, buildings or structure by or on
behalf of a public authority.

2. THAT Section 27 be added to Part C as follows:

27. Public Uses

Notwithstanding any other provisions of this By-law, the City, any public authority,
or any Department or Ministry of the Government of Canada or Ontario, and for
the purposes of this Section shall include any school board, Hydro One Networks
Inc., Ontario Power Generation, Veridian Connections Corp., any
telecommunications company, and any natural gas distribution company, may for
the purposes of the public service, use any land or erect or use any building in
any zone subject to the following provisions:

- 1) Such public use shall comply with all applicable zone regulations, parking
and loading requirements of the zone in which it is located.
- 2) Such use, building or structure shall be buffered from an adjacent
residential use by 1.5 metres of landscaped area.
- 3) Notwithstanding any provision of this By-Law to the contrary, buildings and
structures which are used for the storage of road maintenance materials
within a public works yard owned by a public authority shall be exempt
from the height requirements of this By-Law.
- 4) Outdoor storage of goods, materials or equipment is not permitted unless
such outdoor storage is specifically permitted in the zone in which the
public use is located and is not permitted in any required yard abutting a
residential zone.

- 5) Any above-ground, utility or public use which is located in a residential zone, shall be located and maintained in general harmony with the residential buildings permitted in such zone.
- 6) Electricity generation facilities and transmission and distribution systems are permitted in all zones subject to any regulatory requirements for the utility involved.
- 7) Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory land uses, are permitted on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from the electricity transmission and distribution utility company.

3. THAT 'Public Use' be added as a permitted use under the following zones:

- R1 Residential First Density Zone
- R2 Residential Second Density Zone
- R3 Residential Third Density Zone
- R4 Residential Fourth Density Zone
- R5 Residential Fifth Density Zone
- R6 Residential Sixth Density Zone
- R7 Residential Seventh Density Zone
- R7C1 Residential Commercial Zone
- R8 Residential Eighth Density Zone
- RH Residential Holding Zone
- RS Residential Special Zone
- C1 Local Commercial Zone
- CC Community Commercial Zone
- C2 General Commercial Zone
- C3 Highway Commercial Zone
- C4 Shopping Centre Commercial Zone
- C5 Non-Retail Commercial Zone
- C6 Water-Oriented Commercial Zone
- C7 Motor Vehicle Commercial Zone
- CR Commercial Recreational Zone
- CM Commercial Industrial Zone
- CH Commercial Holding Zone
- M1 Restricted Industrial Zone
- M2 General Industrial Zone
- M2C General Industrial/Commercial Zone
- M3 Waterfront Industrial Zone

- M4 Industrial Mall Zone
- MCP Prestige Industrial Commercial Zone
- CF Community Facility Zone
- NH Nursing Home Zone
- O1 Open Space Zone
- O2 Open Space Zone
- O3 Open Space Zone
- E Environmental Control Zone
- H Holding Zone

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.

Read a first time this ___ day of _____, 2019.

Read a second time this ___ day of _____, 2019.

Read a third time and finally passed this ___ day of _____, 2019.

MITCH PANCIUK, MAYOR

MATT MACDONALD, CITY CLERK

**THE CORPORATION OF THE CITY OF BELLEVILLE
BY-LAW NUMBER 2019-**

**A BY-LAW TO AMEND ZONING BY-LAW NUMBER 3014 BEING A BY-LAW TO
REGULATE THE USE OF LAND AND THE HEIGHT, BULK, LOCATION, SIZE,
FLOOR AREA, SPACING, CHARACTER AND USE OF BUILDINGS**

**WHEREAS the Council of the Corporation of the City of Belleville deems it
advisable to amend Zoning By-Law Number 3014 as amended;**

**NOW THEREFORE the Municipal Council of the Corporation of the City of
Belleville enacts as follows:**

1. THAT SECTION 7.153.1 be added as follows:

7.153.1 PUBLIC USE means any use of land, buildings or structure by or on
behalf of a public authority.

2. THAT SECTION 4.17 be replaced by the following:

4.17. Public Uses

Notwithstanding any other provisions of this By-law, the City, any public
authority, or any Department or Ministry of the Government of Canada or
Ontario, and for the purposes of this Section shall include any school
board, Hydro One Networks Inc., Ontario Power Generation, Veridian
Connections Corp., any telecommunications company, and any natural
gas distribution company, may for the purposes of the public service, use
any land or erect or use any building in any zone subject to the following
provisions:

4.17.1 Such public use shall comply with all applicable zone regulations,
parking and loading requirements of the zone in which it is located.

4.17.2 Such use, building or structure shall be buffered from an adjacent
residential use by 1.5 metres of landscaped area.

4.17.3 Notwithstanding any provision of this By-Law to the contrary, buildings

and structures which are used for the storage of road maintenance materials within a public works yard owned by a public authority shall be exempt from the height requirements of this By-Law.

- 4.17.4 Outdoor storage of goods, materials or equipment is not permitted unless such outdoor storage is specifically permitted in the zone in which the public use is located and is not permitted in any required yard abutting a residential zone.
 - 4.17.5 Any above-ground, utility or public use which is located in a residential zone, shall be located and maintained in general harmony with the residential buildings permitted in such zone.
 - 4.17.6 Electricity generation facilities and transmission and distribution systems are permitted in all zones subject to any regulatory requirements for the utility involved.
 - 4.17.7 Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory land uses, are permitted on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from the electricity transmission and distribution utility company.
3. 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.

Read a first time this ____ day of _____, 2019.

Read a second time this ____ day of _____, 2019.

Read a third time and finally passed this ____ day of _____, 2019.

MITCH PANCIUK, MAYOR

MATT MACDONALD, CITY CLERK

**THE CORPORATION OF THE CITY OF BELLEVILLE
BY-LAW NUMBER 2019-**

A BY-LAW TO AMEND ZONING BY-LAW NUMBER 2076-80 BEING A BY-LAW TO REGULATE THE USE OF LAND AND THE HEIGHT, BULK, LOCATION, SIZE, FLOOR AREA, SPACING, CHARACTER AND USE OF BUILDINGS

WHEREAS the Council of the Corporation of the City of Belleville deems it advisable to amend Zoning By-Law Number 2076-80 as amended;

NOW THEREFORE the Municipal Council of the Corporation of the City of Belleville enacts as follows:

1. THAT Subsection (131.a) of Part A, Section 5 be added as follows:

131.a PUBLIC USE means any use of land, buildings or structure by or on behalf of a public authority.

2. THAT Section 27 be added to Part C as follows:

27. Public Uses

Notwithstanding any other provisions of this By-law, the City, any public authority, or any Department or Ministry of the Government of Canada or Ontario, and for the purposes of this Section shall include any school board, Hydro One Networks Inc., Ontario Power Generation, Veridian Connections Corp., any telecommunications company, and any natural gas distribution company, may for the purposes of the public service, use any land or erect or use any building in any zone subject to the following provisions:

- 1) Such public use shall comply with all applicable zone regulations, parking and loading requirements of the zone in which it is located.
- 2) Such use, building or structure shall be buffered from an adjacent residential use by 1.5 metres of landscaped area.
- 3) Notwithstanding any provision of this By-Law to the contrary, buildings and structures which are used for the storage of road maintenance materials within a public works yard owned by a public authority shall be exempt from the height requirements of this By-Law.
- 4) Outdoor storage of goods, materials or equipment is not permitted unless such outdoor storage is specifically permitted in the zone in which the public use is located and is not permitted in any required yard abutting a residential zone.

- 5) Any above-ground, utility or public use which is located in a residential zone, shall be located and maintained in general harmony with the residential buildings permitted in such zone.
 - 6) Electricity generation facilities and transmission and distribution systems are permitted in all zones subject to any regulatory requirements for the utility involved.
 - 7) Secondary uses, such as active and passive recreation, agriculture, community gardens, other utilities and uses such as parking lots and outdoor storage that are accessory land uses, are permitted on hydro corridor lands, where compatible with surrounding land uses. However, a proponent should be aware of the primacy of the electricity transmission and distribution facilities and that secondary uses require technical approval from the electricity transmission and distribution utility company.
3. THAT 'Public Use' be added as a permitted use under the following zones:

- R1- Residential Zone
- R2 - Residential Zone
- R2S - Special Residential Zone
- R3 - Residential Zone
- R4 - Residential Zone
- R4S - Special Residential Zone
- RMH - Residential Mobile Home Zone
- RR - Residential Rural Zone
- SPR - Residential Special Zone
- SR - Residential Seasonal Zone
- CR - Rural Commercial Zone
- CH - Highway Commercial Zone
- MCH - Modified Highway Commercial Zone
- CC - Core Commercial Zone
- CD - District Commercial Zone
- MR - Rural Industrial Zone
- MW - Industrial Waste Disposal Zone
- M1 - Urban Industrial Zone
- MS - Special Industrial Zone
- M1S - Special Urban Industrial Zone
- M2 - Railway Zone
- AG - Aggregate Zone
- CF - Community Facility Zone
- A1 - Agriculture Zone
- A2 - Agriculture Zone
- O1 - Open Space Zone
- E - Environmental Protection Zone

- ES - Special Environmental Protection Zone
- W - Wetland
- UH - Urban Holding Zone
- H - Holding Zone
- VH - Village Holding Zone
- ND - National Defence Zone
- NH - Nursing Home Zone

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.

Read a first time this ___ day of _____, 2019.

Read a second time this ___ day of _____, 2019.

Read a third time and finally passed this ___ day of _____, 2019.

MITCH PANCIUK, MAYOR

MATT MACDONALD, CITY CLERK

**ENGINEERING AND DEVELOPMENT SERVICES DEPARTMENT
POLICY PLANNING SECTION
OFFICIAL PLAN AND ZONING BY-LAW AMENDMENT MONITORING REPORT**

FILE NO.	DATE REC'D	APPLICANT/OWNER/AGENT	PROPOSAL	REPORT NO.	BY-LAW NO.	STATUS
2017						
B-77-1021	March 21/17	Reginald & Janette Barkema/ G.D. Jewell Engineering Inc. c/o Steve Harvey	<i>Trinity Court - Part Lot 2, Concession 3, Formerly Township of Thurlow</i> Zoning By-Law amendment to permit a range of single detached residential lots and townhomes	PP 17-26	APS 18-07	Public Meeting: Mar 5/18 The Rezoning is attached as a condition of Subdivision approval.
2018						
B-77-1040	Jan 10/18	Rosebush Properties Inc./ Bel-Con Design-Builders Ltd. c/o Steve Harvey	<i>330 College Street East</i> Zoning By-Law amendment to permit a convenience store and associated gas bar in addition to the permitted uses of the zone	PP 18-02		Public Meeting: Mar 5/18 PAC Decision: deferred, awaiting revised Site Plan based on CN comments
B-77-1058	Aug 21/18	Paramathas Joseph Agent: Chris Nava	<i>55 South Church Street</i> Zoning By-law amendment to rezone from (R2-1) to (R3) to permit a semi-detached dwelling	PP-2018-36		Public Meeting: Oct 1, 2018 PAC Decision: Denied Council Denied: Oct 9/18 Appeal Date: Nov 9/18 Clerk's Cert: APPEALED
B-77-1059	Aug 21/18	Panagiotis Karaglaous Agent: Chris Nava	<i>59 South Church Street</i> Zoning By-law amendment to rezone from (R2-1) to (R3) to permit a semi-detached dwelling	PP-2018-37		Public Meeting: Oct 1/18 PAC Decision: Denied Council Denied: Oct 9/18 Appeal Date: Nov 9/18 Clerk's Cert: APPEALED
B-77-1069	N/A	"CANNABIS"	<i>Belleville, Thurlow, Sidney</i> Zoning By-law amendment to 10245, 3014 & 2076-80 to update definitions relating to cannabis	PP-2019-07 PP-2019-22		Public Meeting: Mar 4/19 & Apr 1/19 PAC Decision: Council Approved: Appeal Date: Clerk's Cert:
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FILE NO.	DATE REC'D	APPLICANT/OWNER/AGENT	PROPOSAL	REPORT NO.	BY-LAW NO.	STATUS
2018						
B-77-1070	Nov 5/18	Owner: Martin J Geertsma Applicant: Martin J. Geertsma	5 Scenic Drive Zoning By-law amendment to rezone subject lands from (R1) to (R1-22) with special provisions to match existing zoning with Scenic Drive	PP-2019-04 PP-2019-09		Public Meeting: Feb 4/19 & Mar 4/19 PAC Decision: Approved Council Approved: Mar 11/19 Appeal Date: Apr 8/19 Clerk's Cert:
2019						
B-77-1071	Jan 2/19	Owner: Blaine M. Casey Applicant: Jaime Casey Agent: RFA Planning	473 Willet Road Zoning By-law amendment to rezone a portion of Prime Agriculture (PA) to Rural Residential as a condition of Consent for Applications B32/18 & B33/18	PP-2019-05 PP-2019-12		Public Meeting: Feb 4/19 & Mar 4/19 PAC Decision: Approved Council Approved: Mar 11/19 Appeal Date: Apr 8/19 Clerk's Cert:
B-77-1072	Jan 22/19	Owner/Applicant: Jenland Properties Agent: Fortenn Consultants Inc.	Lots 35 & 36, Concession 2 (Bell Blvd) Zoning By-law amendment to rezone lands to allow additional uses including retail	PP-2019-11 PP-2019-26		Public Meeting: Mar 4/19 & Apr 1/19 PAC Decision: Council Approved: Appeal Date: Clerk's Cert:
B-77-1073	Jan 25/19	Agent/Applicant: Alexander Wilson Architect Owner: Integrated Real Estate Investment Platform Inc.	2 Dundas Street Zoning By-law amendment to rezone lands to permit mixed use commercial & Residential development with reduced parking requirements	PP-2019-10 PP-2019-23		Public Meeting: Mar 4/19 & Apr 1/19 PAC Decision: Council Approved: Appeal Date: Clerk's Cert:
B-77-1074	Jan 29/19	Owner/Applicant: Covington Crescent J/V Agent: Ainley Group	Part of Lots 1 & 2, Concession 3 (Covington Crescent) Zoning By-law amendment to rezone lands to permit 40 townhouse units and remove walk path to merge two adjacent residential lots	PP-2019-16 PP-2019-25		Public Meeting: Mar 4/19 & Apr 1/19 PAC Decision: Council Approved: Appeal Date: Clerk's Cert:

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2019						
B-77-1075	Jan 30/19	Owner/Applicant: Staikos Homes Agent: vanMEER limited	20 to 80 Wims Way Zoning By-law amendment to rezone lands to permit single detached dwellings and to permit townhouse units with reduced setback requirements and increased lot coverage	PP-2019-17 PP-2019-24		Public Meeting: Mar 4/19 & Apr 1/19 PAC Decision: Council Approved: Appeal Date: Clerk's Cert:
B-77-1076	Jan 30/19	Owner/Applicant: 2589989 Ont. Inc. Agent: RFA Planning Consultants	250 Sidney Street Zoning By-law amendment to Zoning By-law 10245 to add Cannabis Processing Facility as a permitted use to the Restricted Industrial Zone	PP-2019-15		Public Meeting: Mar 4/19 PAC Decision: ON HOLD Council Approved: Appeal Date: Clerk's Cert:
B-77-1077	N/A	"PUBLIC USES"	Belleville, Thurlow, Sidney Zoning By-law amendment to 10245, 3014 & 2076-80 to define public uses and to add general provisions in relation to those uses	PP-2019-08 PP-2019-23		Public Meeting: Mar 4/19 & Apr 1/19 PAC Decision: Council Approved: Appeal Date: Clerk's Cert:
B-77-1078	Feb 7/19	Owner/Applicant: Schnell Investment Agent: Siegbert Schnell	150 St. Paul Street Zoning By-law amendment to Zoning By-law 10245 to permit mixed use (commercial/residential) in an existing building	PP-2019-27		Public Meeting: Apr 1/19 & May 6/19 PAC Decision: Council Approved: Appeal Date: Clerk's Cert:
B-77-1079	Feb 27/19	Agent/Applicant: RFA Planning Owner: Heritage Park J/V	427 Farnham Road Zoning By-law amendment to Zoning By-law 3014 to permit 13 townhouse units with reduced setbacks and increased lot coverage	PP-2019-28		Public Meeting: Apr 1/19 & May 6/19 PAC Decision: Council Approved: Appeal Date: Clerk's Cert:
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