PLANNING JUSTIFICATION REPORT

SETTLERS RIDGE EAST SUBDIVISION
VANSKREP HOLDINGS JOINT VENTURE
CITY OF BELLEVILLE

Submitted By:
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202-211 Dundas Street East, Belleville, Ontario, K8N 1E2
APRIL, 2020
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1. INTRODUCTION

1.1 The Settlers Ridge East Subdivision Project

RFA Planning Consultant Inc. was retained by Vanskrep Holdings Joint Venture to provide professional planning services for a Redline amendment to an existing draft plan of subdivision and a Zoning By-Law Amendment to By-Law Number 3014, as amended. This Planning Justification Report has been prepared in support of the applications. The Redline amendment to Draft Plan 12T-17001, which received draft approval from the City of Belleville on March 26, 2018, proposes 120 dwelling units, consisting of 69 lots for single-detached residential dwellings and 51 townhouse units in 13 blocks. This Zoning By-law Amendment is a condition of the 2018 draft approval.

In addition, several amendments to the Draft Plan Conditions are also requested. These amendments relate to: the requirement for a Traffic Impact Study; road width, sidewalk and trail construction on Abbott Street and Street ‘A’, reference to the stormwater block and the requirement for fencing around the dry pond. These amendments are discussed in Section 2 of this report.

The land is situated east of Hampton Ridge Drive and north of a stormwater management pond located within the Settlers Ridge Subdivision. The road network and site services will be extended from the existing adjacent development into the subdivision. The subdivision is referred to as Settlers Ridge East (SRE).

1.2 Site Location & Context

Legal Description:

The subject property is described as Part 1, Plan 21R-24317, Blocks 80 & 81, Registered Plan 21M-271, Being Part of Lot 2, Concession 3, Township of Thurlow, now in the City of Belleville, County of Hastings.

Site Area and Frontage:

The total site area is 8.7 hectares and is located within the City of Belleville urban boundary. The development will be an extension of the existing Settlers Ridge subdivision.

Figure 1 – Location Map shows the location of the subject property.
**Surrounding Land Uses:**

The surrounding land uses are indicated below:

- To the south: low-density residential lots within Settlers Ridge subdivision; a stormwater management pond
- To the north: vacant rural land; the limit of the City of Belleville urban boundary
- To the west: low-density residential lots located on Hampton Ridge Drive
- To the east: vacant lands within the urban boundary currently designated ‘Commercial’

**Site Context:**

The site is located immediately to the south of the northern limit of the Belleville urban boundary and immediately to the north and east of existing approved subdivisions. The property is vacant and is flat to very gently sloping land towards the south-east. The owners purchased the lands in July, 2019. The site and surrounding land uses are depicted in the photos following this section.
Figure 1: Location Map – Subject property outlined in green.
Looking north towards the subject property across the storm water pond.

Looking north east at subject property from Trinity Court.
Looking north across subject property from Trinity Court.

In Street ‘A’ road allowance looking at the southern property line.
In Street ‘A’ road allowance looking east across subject property.

Looking east along the urban boundary.
Looking north from urban boundary.

Looking north at the western property line.
2. PROPOSED DRAFT PLAN

Figure 2 – Redline Revisions to Draft Plan of Subdivision dated April 23, 2020, prepared by RFA Planning Consultant Inc., is the subject of the application to the City of Belleville. Figure 3 – Development Site Plan illustrates the land use and provides a zoning assessment. It demonstrates the built form of the subdivision, including the mix of housing types. The building footprints shown on the Site Plan are intended to illustrate the typical buildings proposed for the subdivision; the actual building plans are subject to change.

The subdivision will be developed in two phases. Changes to the draft plan have resulted in a reduction of single units and an increase of townhouse units. This is due to increased market demand for single-storey townhouse units. There are no changes to the road pattern in the subdivision plan.

Within Phase 2, the eastern end of Street ‘B’ (Abbott Street), was shown to terminate in a bulb and Block 90 was shown as part of a future road allowance. The Plan has been amended to show a 0.3m reserve at the eastern end of Abbott Street in order to readily accommodate the anticipated future extension of Roy Boulevard into the subdivision. A temporary cul-de-sac easement and a construction road and water service easement are proposed on the adjacent property to the east. The proposed easements on shown on Figure 4 – Easement Plan.

A comparison of the range of lots to be provided in Draft Plan 12T-17001 versus the Redline revisions is provided in Table 1 below. The Redline revisions have resulted in 13 additional units and have increased the net density to 20 units/net ha.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Draft Plan 12T-17001</th>
<th>Redline Revision</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.8m -14m Single-Detached Lots</td>
<td>15</td>
<td>7</td>
</tr>
<tr>
<td>15m Single-Detached Lots</td>
<td>42</td>
<td>55</td>
</tr>
<tr>
<td>18m Single-Detached Lots</td>
<td>26</td>
<td>7</td>
</tr>
<tr>
<td>Freehold Townhomes</td>
<td>20</td>
<td>51</td>
</tr>
<tr>
<td>Future Lots</td>
<td>4</td>
<td>n/a</td>
</tr>
<tr>
<td>Total Lots</td>
<td>107</td>
<td>120</td>
</tr>
<tr>
<td>Total Area for Residential Use</td>
<td>5.9</td>
<td>6</td>
</tr>
<tr>
<td>Net Density (units/ha)</td>
<td>18</td>
<td>20</td>
</tr>
</tbody>
</table>
Table 2 provides the Land Use Summary of the Redline Plan.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Area (m²)</th>
<th>Area (%)</th>
<th>No. of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>12.0 m Single-Detached Lots</td>
<td>3342.6</td>
<td>3.8</td>
<td>7</td>
</tr>
<tr>
<td>15.0 m Single-Detached Lots</td>
<td>33926.3</td>
<td>38.8</td>
<td>55</td>
</tr>
<tr>
<td>18.0 m Single-Detached Lots</td>
<td>5937.7</td>
<td>6.8</td>
<td>7</td>
</tr>
<tr>
<td>Freehold Townhomes</td>
<td>16416.9</td>
<td>18.7</td>
<td>51</td>
</tr>
<tr>
<td>Residential Subtotal</td>
<td>59623.5</td>
<td>68.1</td>
<td>120</td>
</tr>
<tr>
<td>Stormwater Block</td>
<td>7587.2</td>
<td>8.7</td>
<td></td>
</tr>
<tr>
<td>Land to be Retained by Owner</td>
<td>711.4</td>
<td>0.8</td>
<td></td>
</tr>
<tr>
<td>0.3 m Reserves</td>
<td>108.7</td>
<td>0.1</td>
<td></td>
</tr>
<tr>
<td>20.0m Municipal Road Allowance</td>
<td>19499.0</td>
<td>22.3</td>
<td></td>
</tr>
<tr>
<td>Site Total</td>
<td>87529.8</td>
<td>100.0</td>
<td></td>
</tr>
</tbody>
</table>

Residential Density (net) – 20 dwelling units per net hectare

Summary of Redline Plan Revisions:

- The subdivision is proposed to be developed in two phases. Phase 1 and Phase 2 will be serviced through the extension of services from Hampton Ridge Drive. The water connection servicing to Roy Boulevard in the future, as required by the City, will be part of the final phase.

- The number of single units has been reduced by 18 units and the number of townhouse units has been increased by 31 units. This has resulted in a total increase of 13 units.

- Originally, 5 blocks of townhouses were proposed. This has been increased by 8 blocks totaling 12 blocks with 4 units and 1 block with 3 units.

- The additional townhouse blocks have been placed at or near road intersections within the subdivision. There will be no townhouse entrance driveways located opposite other townhouse driveways.

- Abbott Street will end with a 0.3m reserve that will be removed at such time as Roy Boulevard is extended into the subdivision from the east.

- Access to the lots will be from one continuous roadway and two cul-de-sacs.
• The roads will connect into the existing road network within Settlers Ridge. Street ‘A’ will connect the subdivision to Hampton Ridge Drive and Street ‘B’ (Abbott Street) will connect to existing Abbott Street and also to a future road extension of Roy Boulevard east of the subject land.

• Land within Lots 63, 64, 65 and 66 were all or partially identified as blocks within Plan 21M-271, which is located to the south of this subdivision. This boundary change will be addressed when the Plan is registered. In order to legally permit the blocks to be further divided since they are already on a plan of subdivision, a narrow piece of land is to be taken from each side as road widening. These are identified as Blocks 94 and 95 on the Redline Plan.

• Block 84 will be retained by the owner. On the original Draft Plan, this was shown as a future road extension terminating in a 0.3m reserve in preparation for extension of the road into future development to the north. This land will be held as a Block until such time as it can be determined how the land to the north will be developed.

• Block 70 is a proposed townhouse block with 4 units. The original Draft Plan included 2 single unit lots at this location. The townhouses will be single storey and will have access from Abbott Street.

• The City has recognized the importance of street trees and therefore the Plan has been designed to address this. Street trees are proposed on both sides of all road allowances with the exception of Street ‘A’, which will have street trees on only the south side of the road to accommodate both a sidewalk and multi-purpose trail. The street trees, sidewalks and multi-purpose trail are shown on the Development Site Plan.

• The 20-metre road allowance on Street ‘B’ (Abbott Street) will include street trees on both sides of the street and a 3.0 m multi-purpose trail on one side of the street. The Development Site Plan provides a cross-section of Street ‘B’ with the 3.0 m wide asphalt trail.

• The dry pond will be provided with naturalized meadow landscape treatment and tree plantings. The demarcation of the property line will be landscaped with natural hedging. The proposed tree planting and landscaping will be subject to detailed landscape design.
Summary of Redline Plan features consistent with original Draft Approved Plan:

- Aside from the design of Street ‘B’ (Abbott Street) to readily connect in the future to Roy Boulevard, there are no significant changes to the road network with the Redline. The roads within the subdivision are continuous and allow for movement within the subdivision. The design provides connectivity in all directions. It is noted that there will be two access points into the subdivision from Hampton Ridge Drive.

- Proposed road allowances have been laid out to municipal standards at 20.0 metres width. The proposed roads will be constructed by the developer to municipal standards according to a subdivision agreement.

- Sidewalks and/or a multi-purpose trail will be located on one side of all internal streets to allow for pedestrian connections. This is consistent with City of Belleville standards.

- Multi-purpose trail will be constructed within the Street ‘B’ (Abbott Street) road allowance. This is shown on Development Site Plan.

- Subdivision will be serviced by the extension of municipal services.

- “Community Facilities” Block will accommodate a stormwater facility and will be deeded to the municipality. This is identified on the Development Site Plan. The pond will be a dry pond and will be an extension of the existing stormwater management facility located to the south of the subject lands.

- Housing distribution is arranged to provide a mix of housing forms in each phase of development.

- Compatibility with the existing and proposed adjacent low-density residential units, the building height of the townhouse units will be one storey.
Requested Amendments to the Conditions of Draft Approval:

The Redline revisions have resulted in the need to amend Draft Plan Conditions of 12T-17001. The affected conditions are outlined below:

**Condition 6** requires that the owner retain a consultant to prepare a Traffic Impact Study to determine if there is a need and the timing of, road improvements to serve this development. Such improvements include: the need for turning lanes, signalization or other road improvements on Kempton Ave. and Hampton Ridge Drive including the intersection of Kempton Ave. and Sidney Street, as well as Hampton Ridge Drive and Maitland Drive. The study will include Maitland Drive and Sidney Street and all the developable lands north of Maitland Drive, west of Highway 62, and other adjacent lands currently developed or draft plan approved.

- Request: That this condition be deleted.
- Reason: The lands north of Maitland Drive are largely built-out at this time, with the exception of the Towncentre Drive area. The proposed subdivision represents a relatively minor addition of units to what is existing. There are two separate road connections from SRE to the street network in Settlers Ridge. Both Hampton Ridge Drive and Kempton Avenue are designed as Collector Roads and are intended to distribute traffic from the surrounding subdivisions. The two separate road connections meet the National Fire Protection Association standard adopted by the City, which requires a second access/entrance where there are more than 100 units proposed. A third road connection will be provided east to the Towncentre Drive/Roy Boulevard lands in the future. Given the above, there would not be any anticipated alteration to the existing road network in Settlers Ridge arising from SRE subdivision.

Therefore, the condition is unnecessary since the Traffic Impact Study would tie the development to the Towncentre Drive lands and would become involved in a more complicated review process with MTO. Further, it is unlikely that accurate traffic counts can be obtained at this time because of the COVID-19 pandemic. It would be more appropriate to conduct a Traffic Study when the road connection is made to Roy Boulevard; this is something that MTO will require.

**Condition 8** requires Street ‘A’ and ‘B’ to have a 23 m cross section.

- Request: That Street ‘A’ and ‘B’ have a 20-metre cross section.
Reason: The approved Draft Plan of subdivision designed Street ‘A’ and ‘B’ as 20 metres in width. There was a discrepancy in the conditions of draft approval which required a 23 m width. Maintaining the 20 m road allowance in the current design allows for connections to the existing constructed 20 metres wide road allowances on the adjoining streets in the Settlers Ridge subdivision.

The City desires an east-west multi-purpose path extending to the east, eventually to Highway 62. The cross-section for Street ‘B’, Abbott Street on Figure 3 – Development Site Plan depicts a 3 m multi-purpose trail within the 20-metre road allowance.

Condition 12 requires the construction of a 1.5m wide sidewalk along one side of Street ‘A’ and Street ‘B’ and a multi-purpose trail along the other side of these two streets.

Request: That a 1.5 m sidewalk along one side of Street ‘A’ and a multi-purpose trail along the other side of Street ‘A’ and one side of Street ‘B’ be constructed.

Reason: Street ‘B’ is a local street; both a sidewalk and multi-purpose trail are not necessary at this location. The City standards are that pedestrian sidewalks/trails are only necessary on one side of a local road. The 3 m multi-purpose trail would be provided on Street ‘B’ as shown on Figure 3 which is twice the width of a typical sidewalk.

The City has recently mandated that street trees are an important component to be provided within new subdivisions. To provide the greatest environmental and aesthetic benefits, street trees should be provided on both sides of the street. The 20-metre road allowance allows for sufficient area to provide both a multi-purpose trail and street trees. The conceptual layout of street trees is shown on Figure 3. Detailed landscape plans will be prepared for all road allowances and will form part of the design drawings in the Subdivision Agreement.

Condition 19(3) references Block 97 as the proposed stormwater management facility.

Request: That this condition reference the proposed stormwater management facility as Block 83.

Reason: The Redline revisions refer to the dry pond as Block 83.
**Condition 22** requests that the owner construct continuous fencing along the full length of the boundaries of Block 97, where this Block abuts any residential lots.

- **Request:** That this condition refer to Block 83 and that the owner provide natural hedging to demarcate the boundary of the stormwater management facility.

- **Reason:** It was the consensus of the owner/developer and the consultants that the City consider softer naturalized edges to delineate the property boundary rather than fencing. There are other instances in Settlers Ridge where this approach has been implemented.

**Condition 24** states that notice be given to property owners that abut Block 97 that the fencing referred to in Section 22 is not to be removed or altered and that the fence shall be maintained by the individual property owner.

- **Request:** That this condition refer to Block 83 and that naturalized hedging is not to be removed or altered.

- **Reason:** This condition should be modified to reflect amendments to Condition 19(3) and Condition 22.

A temporary cul-de-sac easement and a construction road and water service easement are proposed on the adjacent property to the east and are required as part of Phase 2 construction. Two temporary cul-de-sac easements, each 40 metres by 15 metres, will flank the construction road and water service easement. The road and water service easement will be 10 metres wide and 170 metres in length extending from the subject east property line to Towncentre Drive.

The easements will be established through an agreement between the land owner and the City of Belleville and will be registered as part of the Subdivision Agreement for Phase 2. The agreement will include a clause that that the easement can be used as a construction access to Settlers Ridge East from Towncentre Drive. The proposed easements are shown on **Figure 4 – Easement Sketch.**
PART 4, PLAN 21R-24324
(SWM POND)

PART 5, PLAN 21R-25429
(FUTURE DEVELOPMENT)

PART 20, PLAN 21R-11926
(FUTURE DEVELOPMENT)

PART 20, PLAN 21R-11926
(FUTURE DEVELOPMENT)

LONG AND MCQUADE
MUSICAL INSTRUMENTS

EASEMENT SKETCH
SETTLERS RIDGE EAST
PART OF PART 20, PLAN 21R-11926

SCALE: 1:1250
DATE: APRIL 23, 2020

LOT 2
CONCESSION 3
3. TECHNICAL SUPPORT STUDIES FOR THE SETTLER’S RIDGE EAST SUBDIVISION

Related technical support studies have been prepared to address the following components of the Settler’s Ridge East Subdivision project:

- Engineering Servicing Report, Settler Ridge East prepared by Jewell Engineering, May 12, 2019, Revised March 30, 2020;
- Stormwater Management Report, Barkema Lands, NorBelle Creek Watershed, prepared by Jewell Engineering, February 21, 2017 (Revised April 17, 2017)

Servicing and Stormwater Management Reports were submitted with the application for Draft-Approval of File No. 12T-17001 which was approved by the City on March 26, 2018. The Servicing Report has been updated and is included as part of this submission. The following is a synopsis of the Engineering Servicing Report and recommendations.

3.1 Engineering Servicing Report

The report determined that there is sufficient water main pressure and capacity to service the site through the extension of the 300 mm diameter water main which exists along Hampton Ridge Drive. A second point of connection can be provided at the south end to Abbott Street where a 200mm water main is stubbed. The water main within the subdivision is to be a 300mm pipe and all cul-de-sacs will be serviced with 200 mm water mains. Jewell Engineering determined that the development could proceed in phases with the final connection being made to Roy Boulevard in the future as required by the City.

It is recommended that a 300mm diameter sanitary sewer connect into the existing trunk sewer on Hampton Ridge Drive to accommodate the development. The 300 mm sewer may transition into a 250 mm sewer midway to the east limits of the site. The recommended extension has been designed to accommodate development to the east. The City has advised that sufficient sanitary sewer capacity is available for this development.

The stormwater analysis found, in consultation with City engineering staff, that: all urban lands within the adjacent Settlers Ridge Development and the proposed subject subdivision can be serviced with the small expansion of the stormwater pond as proposed in this application. Quality control is addressed though the provision of oil-grit separators.
The stormwater report also addresses imperviousness for the development. The SWM Report assumed 45% imperviousness for all the developments in the catchment area. Imperviousness considers the lots proposed, lot coverage, landscaped area, and open space area for the entire catchment area. The catchment area associated with the subject land includes many areas that will not be hardened, such as the dry pond facility, park spaces and the extensive pipeline corridor. The imperviousness was calculated to be below the 45% which was assigned in the SWM report.
4. PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) applies to all planning applications effective May 1, 2020. It provides policy direction on matters of provincial interest related to land use planning and development. All decisions related to land use planning matters “shall be consistent with” the PPS. The applications for Zoning By-Law Amendment and Redline revisions are consistent with the PPS. Of significant importance is that this proposal will assist the municipality in providing a 15 year supply of land that is designated and available for development.

The subject property is within a settlement area of the municipality, which shall be the focus of growth and development (1.1.3.1). Within settlement areas, land use patterns shall be based on densities and a mix of land uses that efficiently use land and resources; and are appropriate for and efficiently use the infrastructure which is available, and avoid the need for uneconomical expansion (1.1.3.2).

New development should occur adjacent to existing built-up areas and have a compact form, mix of uses and densities to allow for the efficient use of land and infrastructure (1.1.3.6) The proposed subdivision will be appropriate for the infrastructure which is planned and available, is an efficient use of land and will maintain an appropriate level of public health and safety through provision of municipal services. The proposed subdivision is the logical progression and extension of the existing neighbourhoods within the Settlers Ridge subdivision.

An appropriate range of housing options and densities to meet the projected needs of current and future residents is to be provided (1.4.3). The Settlers Ridge East Subdivision will provide both single-detached and townhouse units.

Section 1.5.1 promotes healthy, active communities by planning public streets and spaces that meet the needs of pedestrians for walking and cycling, recreational trails and open space. Sidewalks will be provided on the cul-de-sac streets within the subdivision and will connect to Abbott Street. In addition, a multi-purpose trail will be provided on the south side of Abbott Street and will connect to the existing path on Hampton Ridge Drive along the west side of the road that leads to the community open space and parkland.

The proposed development is consistent with Section 1.6 of the PPS, as it will optimize the use of existing infrastructure, and be serviced with municipal sewage and water service, which is the preferred form of servicing for settlement areas (1.6.6.2). The Stormwater Management Report states that storm water management practices will be implemented to ensure appropriate management of water quality and quantity (1.6.6.7).
The proposed subdivision consists of local roads which will connect into existing collector roads which will disperse the traffic. Therefore, the plan will make efficient use of existing infrastructure (1.6.7.2).

5. CONFORMITY TO THE POLICIES OF THE BELLEVILLE OFFICIAL PLAN

The City of Belleville adopted an Official Plan in June, 2001; this document was approved by the Ministry of Municipal Affairs and Housing in January, 2002. The subject property is designated “Residential” on Schedule ‘B’- Land Use Plan – Urban Serviced Area. Figure 5 identifies the lands on the Land Use Plan.

Figure 5: Schedule “B” – Land Use Plan of the City of Belleville
The relevant Official Plan polices are provided below and are identified in *italics*. Planning analysis comments are provided directly below each policy and are identified by bullet point. Policies that have been paraphrased are not italicized.

### 2.2.4 Settlement Patterns

The Urban Serviced Area will be the focus of the majority of future residential growth and non-residential development.

- This subdivision is located within the Urban Serviced Area and therefore is an appropriate location for growth.

The relevant **Residential** OP polices are summarized below.

### 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.

- The development will be in the form of single units and townhouse units and will be developed at a density of 13 units/gross hectare or 20 units/net hectare. Therefore, the subdivision would fall within the low density residential use category.

**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.

- The Settlers Ridge subdivision area is generally developed at a residential low density with a mix of housing forms, which include single-detached and semi-detached units and townhouses. The proposed single-detached and townhouse units will be compatible with the housing forms already present in the immediate vicinity. It is noted that
Block 70 is proposed to accommodate four townhouse units. These units abut existing single units located on Hampton Ridge Drive. The proposed townhouses will be single storey and will have driveway access from Abbott Street. Municipal services can readily be extended to the subdivision.

*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.

- An Engineering Servicing Report was prepared and it was determined that there is sufficient water and sewer capacity to service the proposed development. Water services can be extended from Hampton Ridge Drive and there is sufficient capacity and pressure for Phase 1 and Phase 2. The sanitary sewer can connect into the trunk sewer on Hampton Ridge Drive. The sewer through the proposed subdivision has been designed to handle flows from the east once developed.
- There is adequate capacity within the elementary and secondary school system to accommodate enrollment that would be generated from the development.
- The site has convenient access to a neighbourhood park that can be accessed from the subdivision by a paved path along the west side of Hampton Ridge Drive. The parkland is approximately 300m from the proposed subdivision. In addition, a multi-purposed trail will be constructed on Abbott Street and will connect to the path on Hampton Ridge Drive.

*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.*
- The individual driveways will front onto local roads and will be designed to meet City standards.
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.

- The proposed low-density uses will be located adjacent to other low-density uses and the stormwater pond. Therefore, there is no anticipated disruption to the quiet enjoyment of the development.

* 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).

- The subdivision contains both single-detached units and townhouse units. Although townhouse units are a medium-density form, the entire subdivision is developed at a density of 20 units/net ha and is therefore considered a low-density development in accordance with the City’s Official Plan.

Section 3.11-Community Facility provides policies regarding permitted uses and location. Section 3.11.2 (g) states:

* Not all lands that are required to accommodate community facilities are so designated in this Plan. Community facilities that are essential to accommodate development of the community, such as storm water management ponds, pumping stations, and utility sub-stations would be permitted in all land use designations under this Plan except in areas designated Environmental Protection.

- The proposed stormwater management pond is proposed to be located in the ‘Residential’ designation. Stormwater ponds are a permitted use within this designation.

5.1 Access to Public Roads

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.
• New local roads will be constructed by the developer including two cul-de-sacs which will provide direct access to the units. These roads will be maintained year round by the Municipality once assumed.

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.

• Jewell Engineering prepared the Functional Servicing Report, which determined that there is sufficient servicing capacity within the existing infrastructure system to service the proposed subdivision. Both Phases of the subdivision can be serviced by connecting to water and sanitary sewer services located on Hampton Ridge Drive.

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.

• The Stormwater Report concluded that the existing stormwater infrastructure is sufficient to support development of the subject lands within the current urban boundary area. Easements within the subdivision will direct flows towards the adjacent stormwater pond.

5.10 Other Services and Facilities

a) Development should be encouraged in areas where other municipal services (public roads, garbage collection, fire and police protection services, transit services, and parks) are already available or can be readily provided.

b) In general, new development should not be approved which would create an undue financial burden for the Municipality unless Council is satisfied that the long term benefits of providing for such development would outweigh the short term costs.
The site is located in the Urban Serviced Area and therefore has access to a full range of existing services including: public roads, garbage collection, fire and police protection, parks and community facilities, academic institutions, and full water and sewer services. Transit can be extended to the subdivision if the municipality determines it is appropriate.

The development will not create a financial burden to the municipality given that full municipal services already exist and/or require minor extensions to accommodate development.

6.1 Roads
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.

The new roads will be local roads that are designed to accommodate traffic from the proposed subdivision and from any possible extensions of the subdivision and will be designed to City standards. The proposed road right-of-way width is 20 metres. Safe access to the subdivision from Hampton Ridge Drive and Abbott Street will be provided. Sidewalks will be provided on one side of each new cul-de-sac and a 3.0-metre wide multipurpose path/trail will be provided on one side of Abbott Street to provide safe pedestrian/cycling movements.

6.5 Trails and Pedestrian/Cycling Systems

d) This Plan encourages the development of sidewalks along all roads where there is potential demand; this is most important along arterial and collector roads.

Sidewalks will be provided on one side of both new cul-de-sacs to be constructed. In addition, a 3.0-metre wide multi-purpose path is proposed to be constructed within the road allowance on Abbott Street and will connect to the existing multi-purposed path on Hampton Ridge Drive. The proposed path will provide an east-west connection within the
overall planning area. It was determined that the 20-metre road allowance could accommodate street trees on both sides of the road and the multi-purpose trail. If a sidewalk were also required, there would be insufficient area within the grassed boulevard to sustain the trees. A determination was made that the community would be best served by providing the health and aesthetic benefits of trees rather than a sidewalk, since the trail is also proposed. The trees will add to the character of the neighbourhood, provide shade and also increase the permeability of the land within the subdivision.

7.2.1 Policies Respecting Subdivision of Land Applicable to All Land Use Designations

xi) The approval authority may impose any conditions to the subdivision of land that it believes are necessary and prudent to ensure the policies of this Plan are addressed adequately.

- The subdivision received Draft Plan Approval in 2018 and this rezoning application is a condition of Draft Approval.
- Amendments to the 2018 Draft Conditions are proposed.

Given the above analysis of the City of Belleville Official Plan policies, it is concluded that the proposed rezoning application for the 120-unit redline Draft Plan of Subdivision conforms to the policies of the City of Belleville Official Plan.

6. ZONING BY-LAW NUMBER 3014 ANALYSIS

The subject property is currently within the ‘PA-Prime Agriculture’ zone on Schedule ‘A1’ Zone Map to Zoning By-law Number 3014, as amended.

An application for rezoning is being filed with the City of Belleville as a condition of Draft Approval to subdivision 12T-17001. A rezoning of the redlined subdivision lands to ‘R1-23-Residential-Low Density, Type 1’ Zone, ‘R4-2-Residential-High Density’ Zone, and ‘CF-9-Community Facility’ Zone is proposed. These zones permit single-detached dwellings (R1 Zone) and townhouses (R4 Zone), in addition to the stormwater pond (CF-9 Zone). The proposed amendments to Schedule ‘A1’ Zone Map are shown on Figure 6.

The Zoning Matrix for the applicable residential zones is shown on Table 3 and Table 4.
The City has expressed a desire to have two residential zones within the Settlers Ridge East subdivision, one zone for the single-detached units and one other zone for the townhouse units. The R1-23 and R4-2 Zones exist within the Settlers Ridge Subdivision and these zones would permit all lot frontages, lot areas and building setbacks that are proposed in this redline plan.

The R1-23 and R4-2 Zones are existing zone categories in Zoning By-law Number 3014 and in the Settlers Ridge subdivision. Given that these zones already exist in the subdivision, the zoning request is consistent and compatible with what has already been approved and constructed on adjacent lands. In addition, the lot configurations created with the special provisions allow the subdivision to meet the density targets as outlined in the Belleville Official Plan.

### Table 3: Zone Provisions for Single-Detached Units

<table>
<thead>
<tr>
<th>Zone Provision</th>
<th>R1-23 Zone Requirements</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area</td>
<td>408.0m²</td>
<td>420.0m²</td>
</tr>
<tr>
<td>Minimum Lot Frontage</td>
<td>12.8m</td>
<td>12.8m</td>
</tr>
<tr>
<td>Minimum Front Yard</td>
<td>6.0m</td>
<td>6.0m</td>
</tr>
<tr>
<td>Minimum Exterior Side yard</td>
<td>4.0m</td>
<td>4.0m</td>
</tr>
<tr>
<td>Minimum Interior Side Yard</td>
<td>1.2m</td>
<td>1.2m</td>
</tr>
<tr>
<td>Minimum Rear Yard</td>
<td>7.6m</td>
<td>7.6m</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>40.0%</td>
<td>40%</td>
</tr>
<tr>
<td>Minimum Landscaped Open Area</td>
<td>30.0%</td>
<td>43%</td>
</tr>
<tr>
<td>Maximum Height of Buildings</td>
<td>11.0m</td>
<td>11.0m</td>
</tr>
<tr>
<td>Maximum No. Dwellings per Lot</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

- All Zone requirements are met.

### Table 4: Zone Provisions for Townhouse Units

<table>
<thead>
<tr>
<th>Zone Provision</th>
<th>R4-2 Zone Requirements</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area – Per Unit</td>
<td>185m²</td>
<td>234.0m²</td>
</tr>
<tr>
<td>Minimum Lot Frontage – Per Unit</td>
<td>6.0m</td>
<td>7.3m</td>
</tr>
<tr>
<td>Minimum Front Yard</td>
<td>6.0m</td>
<td>6.0m</td>
</tr>
<tr>
<td>Minimum Exterior Side yard</td>
<td>3.0m</td>
<td>3.0m</td>
</tr>
<tr>
<td>Minimum Interior Side Yard</td>
<td>1.2m</td>
<td>1.2m</td>
</tr>
<tr>
<td>Minimum Rear Yard</td>
<td>7.5m</td>
<td>7.5m</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>50.0%</td>
<td>50%</td>
</tr>
<tr>
<td>Minimum Landscaped Open Area</td>
<td>n/a</td>
<td>35%</td>
</tr>
<tr>
<td>Maximum Height of Buildings</td>
<td>n/a</td>
<td>n/a</td>
</tr>
<tr>
<td>Maximum No. Dwellings per Lot</td>
<td>n/a</td>
<td>n/a</td>
</tr>
</tbody>
</table>

- All Zone requirements are met.
ZONING PLAN

PROPOSED ZONING BY-LAW AMENDMENTS

- FROM PA to R1-23
- FROM R4-2 to R1-23
- FROM PA to CF-9
- FROM R1-17-H to R1-23

LOCATION
PART 1, PLAN 21R-24317,
BLOCKS 80 & 81, REGISTERED PLAN 21M-271,
BEING PART OF LOT 2, CONCESSION 3,
FORMER TOWNSHIP OF THURLow,
NOW IN THE
CITY OF BELLEVILLE,
COUNTY OF HASTINGS

SCHEDULE
BY-LAW No.3014 AS AMENDED

DATE: APRIL 23, 2020

SCALE: 1:2500

SETTLER'S RIDGE EAST
7. PLANNING OPINION AND CONCLUSION

This Planning Report was prepared in support of the application by Vanskrep Holdings Joint Venture for a Zoning By-law Amendment filed with the City of Belleville. Redline revisions to Draft Plan 12T-17001 and amendments to the Draft Conditions of Approval are also proposed.

The vacant property is located at the northern edge of the Belleville urban area, east of Hampton Ridge Drive and abuts a built-up residential area and existing stormwater pond to the south. The total lot area subject to the rezoning application is 8.7 hectares.

The subject property will be developed for 120 dwelling units with 69 lots for single-detached residential units and 51 townhouse units. The subdivision is consistent with the Official Plan low-density residential policies with a density of 20 units per net hectare.

There has been careful consideration of land use planning criteria, housing market, density analysis, building setbacks, and servicing in preparing the redline amendment to the Draft Approved Plan and the associated Zoning By-Law Amendment. The policies of the Belleville Official Plan that establish criteria to be considered when creating new subdivisions have guided the design process for the project.

The application for Rezoning Amendment is consistent with the 2020 Provincial Policy Statement, conforms to the planning policies of the Belleville Official Plan and to the R1-23 and R4-2 Zones of By-law Number 3014, as amended, and represents good planning.

8. REPORT SIGNATURE

Yours truly,

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

Carolyn Ross, B.Sc.(Hons.)
Senior Planner
RFA Planning Consultant Inc.