



CITY OF BELLEVILLE

OFFICIAL PLAN

City of Belleville Development Services Department

City of Belleville Official Plan

October 2021

Metric/Imperial Conversion Table

Provided for the convenience of the user – does not form part of the Official Plan

1 acre = 43,560 square feet

1 hectare = 10,000 square metres

1 acre = .4047 hectares

1 hectare = 2.471 acres

1 square foot = .0929 square metres

1 square metre = 10.764 square feet

1 metre = 3.2808 feet

1 foot = .3048 metres

Conversions for Values Contained in this Plan (rounded)

3 metres = 9.8 feet

3.5 metres = 11.5 feet

4 metres = 13.1 feet

5 metres = 16.4 feet

9 metres = 29.5 feet

18 metres = 59.1 feet

20 metres = 65.6 feet

23 metres = 75.5 feet

25 metres = 82.0 feet

26 metres = 85.3 feet

30 metres = 98.4 feet

45 metres = 147.6 feet

50 metres = 164.0 feet

75 metres = 246.1 feet

100 metres = 328.1 feet

120 metres = 393.7 feet

150 metres = 492.2 feet

300 metres = 984.3 feet

395 metres = 1295.9 feet

500 metres = 1640.4 feet

1000 metres = 3280.8 feet

200 square metres = 2153 square feet

.4 hectares = 1 acre

1 hectare = 2.5 acres

2 hectares = 5 acres

30 hectares = 74 acres

1,215 hectares = 3,000 acres

12 units per hectare = 5 units per acre

18 units per hectare = 7.25 units per acre

25 units per hectare = 10 units per acre

26 units per hectare = 10.5 units per acre

60 units per hectare = 24 units per acre

115 units per hectare = 47 units per acre

OFFICIAL PLAN
OF THE
CITY OF BELLEVILLE

October 2021

Prepared by:

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SECTION 1 - ADMINISTRATION

- 1.1 Upon approval of the Minister of Municipal Affairs, this Plan will be known as:
- THE OFFICIAL PLAN OF THE CITY OF BELLEVILLE
- 1.2 This Official Plan covers all land within the corporate limits of the City of Belleville.
- 1.3 The attached text and Schedules ‘A’ through ‘G’ constitute the Official Plan.
- 1.4 Background reports prepared to assist in preparation of this Plan contain supplementary background information, which is the basis for the policies of this Plan. These reports do not form part of this Plan.
- 1.5 The Municipality is responsible for administering this Plan. The principal duties of the Municipality are to review:
- applications for development (i.e. severances, subdivisions, zoning amendment applications, minor variances, site plans) for conformity to this Plan;
 - applications for amendment to this Plan; and
 - the policies of this Plan from time to time to ensure its relevancy.

- 1.6 Pursuant to the *Planning Act*, no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform to this Plan.
- 1.7 The planning horizon for this Plan is the year 2038.



SECTION 2 - A VISION FOR THE CITY OF BELLEVILLE

2.1 Vision Statement

The City of Belleville is a diverse urban and rural community strategically located on the Moira River and Bay of Quinte, providing the benefits of a high quality of life, a broad range of economic development opportunities, valued natural and cultural heritage amenities and a full range of essential services. The Municipality shall strive to create a balance of economic, social, cultural and natural environments for the development of a sustainable well-planned, financially sound community that values its natural and cultural heritage and offers opportunities for its residents to prosper.

The Vision Statement provides the context within which long range planning of the City should occur. It sets out the characteristics of the City of Belleville that make it a great place to live and visit, and provides an image of the City that is desired for the future.

In planning for the future, the Municipality has taken stock of its past and present, as well as the economic and social trends that are occurring in the region and province. To be successful, the Municipality intends to build on its strengths while addressing its weaknesses.

The Vision identifies and directs strategies and planning policies of this Plan to create a diversity of economic development opportunities in balance with the provision of services in a financially sound framework. It recognizes the importance of industry and commerce to the economic structure of the community and the importance that small business and entrepreneurship must play in the City's future. The Vision recognizes that the City's location on the Moira River and Bay of Quinte provides natural resources that sustain the community; these resources include productive agricultural lands, ground and surface waters, wildlife habitat, active and passive recreational opportunities and areas of scenic beauty. The Vision encourages a balance in growth through both new development and redevelopment to ensure the most efficient use of the Municipality's investment in infrastructure. Responsible and sustainable growth by way of development and redevelopment in all sectors of the City's economy will be encouraged within the context of the Vision.

2.2 Interpretation of the Vision Statement

There are many elements to the Vision statement that require clarification for a full understanding of the intention of the Council for the City of Belleville.

2.2.1 The Future of the City of Belleville

The City will continue to build on its primary strength – diversity – that makes it a dynamic community. This diversity includes a mix of urban and rural lifestyles, small and large industrial and commercial business and employment opportunities, a wide array of housing types, and a full range of urban and rural services. Much of this diversity has been made possible due to the broad range of excellent transportation resources available (highway, rail, air, water). Diversity will be enhanced by preserving important elements of the City's cultural heritage resources, and by accommodating new trends and technological changes. Through the mix of urban and rural settings and the medium sized scale of the urban area, the City will be attractive for persons seeking an alternative to large urban centres, and for persons relocating for retirement purposes.

The City of Belleville will continue to evolve as the social and cultural centre of a larger region, and will strive to maintain historically shared values. These values include a strong sense of community, a sense of belonging, a tradition of self-reliance, social responsibility, and appreciation of natural and cultural heritage. The City of Belleville will be a healthy, progressive, diverse and economically vibrant community that invests in its future in a financially sustainable and environmentally responsible manner.

2.2.2 Environmental and Physical Resources

The City's setting on the Moira River and Bay of Quinte is characterized by a diversity of natural features. As settlement pressures have increased, so has the awareness of environmental issues and the need to link economic growth with environmental sustainability. In the past, historic economic activity resulted in damage to or depletion of natural resources and the natural ecosystems of the Moira River watershed and the Bay of Quinte; proper environmental and land-use planning can avoid further damage in the future, and remediation of existing conditions can improve the state of the local environment.

The Bay of Quinte and Moira River watersheds, wetlands, areas of natural and scientific interest, woodlands, fish and wildlife habitats, valleylands, prime agricultural lands, and aggregate resources require careful management. The Bay of Quinte and Moira River watersheds, including both surface and groundwater, are essential sources of water for human use, and provide important recreational and economic development opportunities. The waterways, wetlands, woodlands, valleylands, and related wildlife habitats provide for biological diversity and a variety of recreational opportunities.

Prime agricultural lands are located in the traditionally rural areas of the City, and are required to provide sources of food and of economic activity. Aggregate resources are located in various parts of the community and are necessary to provide needed building materials.

The City will work collaboratively with the conservation authority to mitigate risks associated with the impacts of a changing climate through strategies guided by the Province; the types of risks to be mitigated include, but are not limited to, not creating new or aggravating existing hazards, damage to buildings from natural hazards, and/or endangering public safety from natural hazards.

The City supports green infrastructure meaning natural and human-made elements that provide ecological and hydrological functions and processes. These can include components such as natural heritage features and systems, parklands, storm water management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

2.2.3 Growth Pressures

The City's population is projected to increase by 6,400 people by 2041 to approximately 58,300 inhabitants, a growth rate of roughly 0.5% per year. Over the forecast period of 2016-2038, approximately 90-95% of City-wide housing growth should occur in the urban area and approximately 5-10% of City-wide housing growth should occur through rural 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, including the importance of 5 year capital planning to address current infrastructure

deficiencies and developing asset management strategies and programs to resolve delivery shortfalls.

It is the intent of this Plan to achieve an increase in the City's density through the application of intensification and density targets. New development and new secondary plans are subject to the following minimum densities:

- The City's minimum density for residential units over the forecast period is 14 units per gross hectare.
- The City's target for intensification and re-development (including infill development) is 20% (660 units) over the 2016-2038 forecast period.
- The City's target density for jobs is 15 jobs per net hectare on new (greenfield) employment lands over the 2016-2038 forecast period.

If growth occurs above what is projected and requires additional urban designated lands, the Plan will require a comprehensive review to establish additional serviced development lands.

2.2.4 Settlement Patterns

The urban service area will be the focus of the majority of future residential growth and non-residential development.

In the rural areas, the Hamlets of Foxboro, Plainfield, Latta, Roslin, Halloway, and Point Anne will continue to function as local service centres and the focus of growth in the rural area. The Municipality will provide a range of housing opportunities located primarily in the urban serviced area, but additional limited residential development will be permitted in hamlets and traditional rural areas. To this end, the Municipality will promote compact and efficient development standards to minimize land consumption and servicing costs, and, will direct development to areas served by transit. The Municipality will avoid development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas.

The Municipality will encourage commercial and industrial development in appropriate areas to complement residential development. There is currently an identified surplus of commercial lands and therefore the designation of new commercial lands is discouraged. Employment areas should be accessible and connected to residential areas and transportation corridors, and supported by active transportation routes and/or networks, infrastructure, and public transit services. Redevelopment activities in the City will result in the on-going restoration of the historic building stock and there will be more emphasis on architecturally blending the new to reflect the old when developing new projects, where necessary.

Opportunities for intensification and redevelopment will be encouraged and promoted through:

- the creation of new units, uses or lots on previously developed land;
- the development of vacant and/or underutilized lots within previously developed areas;
- accessory dwelling units;

- infill development;
- the expansion or conversion of existing buildings; and
- redevelopment and revitalization of brownfield sites.

Settlement in the rural areas will maintain the quality, diversity and character of the rural landscape, and will be directed away from agricultural, environmentally sensitive, hazardous and aggregate areas so as not to create a densely developed and suburbanized countryside. Generally, rural growth shall be limited to development on existing vacant lots in rural plans of subdivision and vacant rural lots. New rural lot creation shall be discouraged. Sustainability of development in rural areas that relies on private services will be considered.

As per Schedule ‘B’ of this Plan, no urban boundary expansion is required to accommodate residential growth to 2038.

Appropriate phasing of development contributes to the economic extension and utilization of services, infrastructure and community facilities so that future development does not result in any economic burden to a growing City. Development should be appropriately phased to ensure the orderly progression of development such that intensification and redevelopment targets are achieved prior to, or concurrent with, development in greenfield areas. New development should contribute to existing built up areas, as it promotes compact form, creates a mix of uses and allows for efficient use of land, infrastructure and public services.

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. The Municipality encourages the establishment of retail small businesses and service commercial small businesses in the community and promotes the downtown core as a major focus of economic activity. 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 Quinte region, the City will continue to be the centre of economic activity and employment opportunities.

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 non-residential 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. The Municipality will ensure that suitable serviced employment lands are available to meet the needs of all potential industrial and commercial investments and will encourage remediation and redevelopment of underutilized lands.

The Municipality will recognize the economic importance of culture in the Region when establishing future economic priorities. This includes tourism development opportunities, as well as expanding the City's base of creative cultural industries and occupations. The Municipality will also leverage its identified cultural resources to help enhance and revitalize the downtown area. This will include creating opportunities and spaces to accommodate a culturally vibrant downtown and waterfront revitalization.

2.2.6 Agriculture

Agriculture will continue to be an important generator of economic activity in the rural sector and is recognized as the foundation for the rural community. In future, there will continue to be a distinct and important rural component to the City. Businesses that support the agricultural sector by adding value to farm products will be encouraged.

An objective of this Plan will be to discourage or prevent unnecessary or inappropriate encroachment or development of incompatible land uses within the immediate vicinity of significant agricultural resources. Large scale agricultural operations will be required to develop comprehensive waste management plans in order to protect surface and ground waters.

This Plan also encourages land uses that support and enhance local sources of food in urban areas through community or urban agricultural uses, such as community gardens and rooftop gardens.

2.2.7 Tourism

There will be a strong tourist demand in the future for the natural, historical and cultural attractions of the City and region. The Municipality is committed to providing opportunities for sustainable tourism development. The protection and enhancement of the area's significant natural, historical and cultural attractions will be the focus of the region's successful tourism strategy. The Bay of Quinte and Moira River will play important roles in this regard. Tourist support services will be expanded to complement and enhance the attractions of the City.

An increased number of recreational facilities and opportunities will be encouraged in many parts of the community to service the leisure needs of the tourists and residents of the City and region.

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, built form and functional characteristics, including the promotion of pedestrian friendly services and diversity through a wide variety of commercial, social and cultural activities. Where appropriate, mixed-use development that incorporates commercial land uses will be encouraged, such as within the City Centre.

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. This Plan also encourages municipal acquisition of Employment Lands.

2.2.9 Social Needs

The City of Belleville will be a healthy community with a high quality of life for all of its citizens. While the City will offer an attractive location for retirees, it is intended that all age groups will find the City a pleasant and enjoyable environment in which to live.

The well-being of the City's residents will depend upon the effective delivery of:

- professional health care services (i.e. a full range of professional medical service providers, public health programs, emergency care, full service hospital);
- affordable and well maintained housing for people of all ages, financial capacity and levels of independence (one unit dwellings, multi-unit dwellings, home sharing, nursing homes, long-term care homes, etc.);
- health and community services including those that rely greatly on the efforts and donations of volunteers from within the community;
- education that provides skills for healthy living, professional development, self-fulfillment and employment opportunities within the City;
- recreational programs and events that encourage physical activity and social interaction for all age groups;
- the incorporation of the principles of active transportation into municipal infrastructure projects, where possible and economical to do so;
- an accessible physical environment;

- cultural programs and activities that offer enrichment and education and that foster an appreciation of the City's cultural heritage;
- a healthy environment and bio-diversity to be enjoyed by all;
- opportunities for investment to create employment for all ages and abilities, and services for the local population.

Health care and social services will be community based and accessible; the urban serviced area will serve as a base for the administration of health services.

New community facilities and public uses should be directed to areas where they will contribute to the creation of a community hub, making better use of public space and improving the community's access to services. Services should also be located near long term care homes.

2.2.10 Linkages

The transportation, servicing and communication networks will constitute the primary linkages within the City and also between the City and the region that residents and visitors will utilize. It will be an ongoing goal of the Municipality to minimize the time, distance, economic and energy costs of movement for persons, goods and information within the City while maintaining public safety.

Electronic linkages (fibre optic cabling, digital switching, wireless communication systems, etc.) to assist or encourage businesses, telecommuters, home occupations and communication will become more important in the future, and this Plan supports the installation of infrastructure to ensure businesses residents of the City have access to leading-edge technology, including the promotion of connectivity in the rural areas.

The Bay of Quinte and Moira River corridor will be major elements in the recreation linkages of the City.

The protection of existing and former railway corridors will be encouraged for such potential uses such as communication and utility infrastructure, transportation corridors, and for recreational activities where appropriate.

Air and rail transportation facilities should be protected from incompatible development and enhanced where feasible.

Individual private modes of transportation will continue to be relied upon in the future. Public transportation will be provided to link more densely populated parts of the City with major commercial, industrial and education nodes.

The integrity of the existing Provincial and City road networks shall be maintained and upgraded, and integrated with cycling and walking routes as much as possible.

Within built-up areas, emphasis will be placed on designing facilities that encourage walking. Walking trails that connect shoreline areas, valleys, existing parks or other important physical or man-made features will be developed wherever possible while minimizing impact on sensitive lands.

2.2.11 Sustainability

Sustainable development is development that recognizes the interdependence of the economic, environmental and cultural needs of the community. It promotes actions that expand economic opportunity, improve environmental quality, increase social well-being, and expands cultural engagement.

A sustainable community is one that incorporates the elements of sustainable development and successfully balances social well-being, cultural identity and vitality, economic opportunities, and environmental responsibility meets the needs of other communities in the Quinte region.

The Municipality will promote sustainability through:

- encouragement of accessibility, and a mix of uses that foster pedestrian activity;
- encouragement of transit-supportive development and intensification in transit areas;
- the prioritization of public transit and active transportation when it comes to transportation expenditures to support a modal shift towards sustainable modes of transportation;
- road design that promotes the operation of transit, ready access to transit stops, facilitates road clearing and maintenance, and access by emergency vehicles;
- the design and construction of active transportation pathways and linked routes for non-motorized vehicles that connect residential areas to the wider community;
- incorporation of passive renewable energy sources;
- protection and enhancement of the City's natural heritage features, including wetlands and urban forests;
- the promotion of sustainable site proposals;
- the integrated planning of infrastructure and development to meet projected needs;
- supporting, where feasible and safe for human health and the health of the environment, the on-site and local re-use of excess soil;
- improvement of the City's urban tree canopy;
- protection and enhancement of the City's waterfront; and
- promotion of the City's Brownfields Community Improvement Plan.

In reviewing urban and rural development applications, the City will promote sustainability through:

- encouragement of green building design to reduce greenhouse gases through:
 - compact building design;
 - energy efficient construction;
 - renewable sources of energy for lighting and heating;
 - natural lighting;
 - design which eliminates discharge into the storm sewers and minimizes discharge into the sanitary sewers;

- design which incorporates the reuse of collected rainwater;
 - addition of green roofs;
- encouragement of the use of mitigative measures to address flood vulnerabilities at the property-level;
- design and landscaping requirements that promote protection from undesirable sun, wind, or other conditions;
- construction and operational practices that minimize waste and maximize re-use of resources;
- design which promotes walking, cycling and transit, including bicycle storage and parking;
- design which includes opportunities to support urban agriculture and local food provision, and,
- use of materials that have been extracted or recovered locally.

In its overall decision-making, as well as the built form design and operation of City buildings, land, equipment and facilities, the Municipality will seek to lead by example through initiatives that promote sustainability, including but not limited to:

- use of energy efficient design and green building practices;
- water and waste reduction and recycling practices;
- protection and acquisition of waterfront properties and ecologically valuable natural heritage features and areas;
- use of streetscape design that coordinates the safe movement of pedestrians, cyclists and transit, and addresses accessibility matters;
- use of sustainable practices, products, landscaping, and materials;
- vehicle acquisition and operation to reduce greenhouse gases;
- adaptive re-use and promotion of cultural heritage resources;
- municipal investment, private incentive programs, and possible partnerships with private enterprise;
- use of investments in parks and infrastructure as opportunities to increase and improve biodiversity, habitat, and stormwater management;
- promotion of the City's Community Improvement Plan; and
- promotion of any municipal incentives that encourage sustainable building design.

The Municipality supports sustainable development of a compact, efficient, urban area with a mix of land uses and residential densities that optimize the efficient use of land in order to:

- reduce infrastructure and public facility costs;
- reduce energy consumption and greenhouse gas emissions;
- support pedestrian movement, cycling and viable public transit; and
- conserve agriculture and natural resources within the City.

2.2.12 Housing

The Municipality will accommodate a range of housing choices to meet the growing and changing needs of the City. This will include one unit dwellings, townhouse dwellings, multi-unit dwellings and condominiums. The provision of these housing types will be

varied, with some stock being provided on greenfield lands, and others in strategic infill locations.

The Municipality supports intensification as a means of achieving an efficient use of land and infrastructure, curbing urban sprawl, and creating more walkable neighbourhoods, while also meeting the projected needs of the City. The City Centre area is expected to accommodate a range of intensification types, including mid to high rise buildings, infill, adaptive reuse and redevelopment and live-work buildings.

Arterial roadways and corridors will accommodate intensification similar to the City Centre, decreasing in intensity further from the City Centre. Intensification will also be encouraged in underutilized areas throughout the City.

The Municipality will accommodate appropriate affordable and market-based housing consisting of a mix of residential types to meet long-term needs. Further, the Municipality is committed to increasing the supply of affordable housing units across the City.

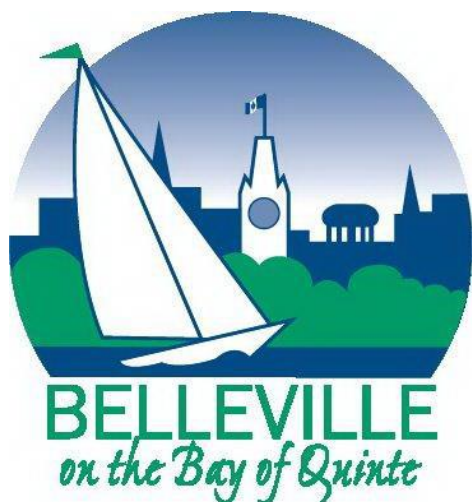
Boarding houses, (also known as rooming houses or multi-tenant houses, but referred to throughout this plan as ‘boarding houses’), can play an important role in delivering this.

2.2.13 Mixed Use

The Municipality encourages mixed use developments that supports live/work opportunities and contributes to the creation of liveable, vibrant and resilient communities. Mixed use development is encouraged in specific areas where it will strengthen the City’s urban fabric, such as in areas identified for intensification. Mixed use development may also be appropriate in areas beyond those identified in the Plan, where the development can be appropriately accommodated, and will contribute to the creation of complete communities where people can live, work, shop and access services within their neighbourhood.

2.3 Conclusion

The Municipality is committed to realizing its Vision for the future. A strategic and proactive Official Plan will help to achieve this ideal community. The Vision is attainable because it is based upon building from the current strengths of the community, while enhancing other features. The Vision will help the Municipality in guiding and assessing land use changes and development trends in the future.



SECTION 3 - LAND USE POLICIES

The intent of this Plan is to provide for the orderly development of the City within the framework of the Vision Statement. This Plan serves to direct development in such a manner that adjacent land uses are complementary and that activities which are not compatible or which demonstrate conflicting requirements are either separated or the impacts appropriately mitigated. The land use policies contained in this Plan implement the Vision and must be read in conjunction with the following schedules:

- Schedule 'A' – Land Use Plan - Rural Area
- Schedule 'B' – Land Use Plan - Urban Serviced Area
- Schedule 'C' – Road System Plan
- Schedule 'D' – Cycling and Trails Plan
- Schedule 'E' – Detailed Planning Areas
- Schedule 'E2' – City Centre Intensification Plan
- Schedule 'F' – Natural Hazard Features
- Schedule 'G' – Constraint Areas

These schedules are attached to and form part of this Plan. Schedules 'A' through 'G' to this Plan are referred to throughout this Plan as the 'land use schedules'. Appendices 'A – Additional Intensification Areas', 'B – Wildland Fire Hazard Areas', and 'C – Natural Heritage Features' do not formally constitute a part of the Official Plan, however they do provide necessary context for the reader.

The pattern of land use illustrated on the land use schedules has been established with the intent of providing for future development in keeping with the socio-economic fabric of the City while protecting the natural resource base. In this regard, major land use designations have been identified and related policies for each designation established in this Section of the Plan.

The following designations are shown on the land use schedules, being Schedule ‘A’ - Land Use Plan - Rural Area, and Schedule ‘B’ - Land Use Plan - Urban Serviced Area:

- Hamlet
- Agricultural Land Use
- Rural Land Use
- Recreation Commercial Land Use
- Environmental Protection
- Open Space
- City Centre
- Commercial Land Use
- Residential Land Use
- Community Facility
- Mineral Aggregate
- Employment Land Use

3.1 Hamlet

Hamlets shown on the land use schedules are locations where limited urban growth outside of the urban serviced area, generally on private and/or communal services, will be encouraged. These areas include the hamlets known as Foxboro, Point Anne, Plainfield, Latta, Halloway, and Roslin. The Hamlet areas are predominantly residential but a variety of commercial, industrial, community facility and recreational/open space uses are also located in the Hamlets. All of these uses will be permitted within the Hamlet designation in accordance with the policies of this Plan.

3.1.1 Residential Policies

- a) Residential development within Hamlets should be limited primarily to low density residential uses.
- b) Should individual on-site sewerage and individual on-site water be required, lots should be sufficiently large to accommodate the development on private water and sewer services unless communal services are provided in which case it should be determined that sufficient capacity exists in the communal system to adequately service new residential development. Where private services are provided, care should be exercised to ensure adequate separation between water supplies and septic systems according to applicable regulations is provided.
- c) Individual on-site sewage and individual on-site water services are only permitted in accordance with Section 5.4 (Private Individual Water and Sewage Treatment Services) of this Plan.

3.1.2 Commercial and Industrial Policies

- a) Commercial uses permitted in Hamlets may include a wide range of commercial uses that provide services for residents of the Hamlet and the surrounding area, and the traveling public. Commercial development should generally be small-

scale and be permitted only along the main roads in the Hamlets. Such uses should be located in groupings as much as possible along the main roads.

- b) Light industrial uses permitted in Hamlets should be restricted to uses that do not:
- require large quantities of water;
 - pose problems for the disposal of wastes; or
 - create problems from smoke, dust, noise or similar obnoxious features.
- c) Commercial and industrial uses should be compatible with surrounding uses, both existing and proposed, particularly with regard to appearance, traffic generation potential, noise and any other potential nuisance features. Separation distances between proposed, committed and/or existing industrial facilities and sensitive land uses are recommended by the Ministry of the Environment, Conservation and Parks in accordance with Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses. Separation distances are based on the size and type of industry and the potential to produce point source and/or fugitive air emissions such as noise, vibration, odour, and dust through normal day-to-day operations. The guideline classifies industries as Classes 1, 2 or 3 and recommends minimum separation distances and influence areas.
- d) The lot size and shape for new commercial and industrial uses should be appropriate to allow the use and all related accessory uses, adequate ingress and egress, as well as buffering such as fencing, landscaping, and distance separation.
- e) Commercial and industrial uses should not be permitted within a Hamlet unless the lot is sufficiently large to accommodate the development on private water and sewer services with appropriate separation distances between water sources and septic systems, unless communal services are provided in which case it should be determined that sufficient capacity exists in the communal system to adequately service the proposed use.
- f) All new commercial and industrial development should recognize and respect the cultural heritage value or interest of the Hamlet; new development should be compatible with the historical scale, function, aesthetics and streetscape of the Hamlet.
- g) Adequate buffering should be provided between the commercial or industrial use and any adjacent residential areas.
- h) Large scale or extensive areas of open storage of goods or materials should be discouraged.
- i) Individual on-site sewage and individual on-site water services are only permitted in accordance with Section 5.4 (Private Individual Water and Sewage Treatment Services) of this Plan. Additionally, Ministry of the Environment, Conservation and Parks approval is required under the *Ontario Water Resources Act* for large sub-surface sewage systems with a design capacity of greater than 10,000 litres per day. Ministry of the Environment, Conservation and Parks Guideline B7 – Reasonable Use also applies in this case and a study should be completed. Where development is serviced by a subsurface sewage system with a design capacity of 10,000 litres per day or less, the Ministry of the Environment, Conservation and

Parks guideline “Technical Guideline for Individual On-Site Sewage Systems: Water Quality Impact Risk Assessment” applies. These studies are required to assess the cumulative impact of development on the water supply and to protect the quality of groundwater.

3.1.3 Community Facility and Parking Policies

- a) Community facility uses (public and private education facilities, churches, and institutional uses such as medical clinics, fire halls, museums, community centres, libraries, nursing homes, recreation/parks and similar) may be permitted in the Hamlet designation; the policies set out in Section 3.1.2 for commercial uses in Hamlets should be applied to community facilities as appropriate.
- b) Adequate off-street parking and loading spaces should be provided for all uses permitted in the Hamlet designation.

3.1.4 Servicing

- a) Provision of municipal sewer and water services in the preferred means of servicing uses within Hamlets.
- b) However, the ability of the Municipality to provide municipal services to Hamlets is limited, and communal services within Hamlets is encouraged by this Plan wherever possible. However, private services may also be considered through a servicing options study, subject to Section 5.4 (Private Individual Water and Sewage Treatment Services) of this Plan.
- c) Where a lot or lots are serviced with individual on-site water and on-site sewage services site conditions shall be suitable for the long-term provision of such services. This may require a hydrogeological and a groundwater impact assessment designed to assess the potential risk to groundwater. Reference shall be made to Ministry of the Environment, Conservation and Parks, guideline D-5-4, Technical Guideline for Individual On-Site Sewage Systems: Water Quality Impact Risk Assessment, in undertaking the appropriate assessment.

3.2 Agricultural Land Use

Lands designated Agricultural land use in the land use schedules are areas with a high potential for agricultural production, being lands predominantly comprised of classes 1, 2 and 3 in the Canada Land Inventory (C.L.I.) of Soil Capability for Agriculture, and which have the capacity for agricultural production. It is the principal intent of this Plan to preserve prime agricultural lands to ensure their availability on a long-term basis by protecting such lands from incompatible uses and preventing their fragmentation. The Ontario Ministry of Agriculture, Food and Rural Affairs may identify Prime Agricultural Areas using guidelines developed by the Province as amended from time to time. A Prime Agricultural Area may also be identified through an alternative agricultural land evaluation system approved by the Province.

This Plan encourages sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts and enhancing geographic continuity of the agricultural land base, providing opportunities to support local food, and maintaining and improving the agri-food network.

3.2.1 Permitted Uses

There are three types of permitted uses in Agricultural areas. These are:

- Agricultural Uses
- Agriculture-Related Uses
- On-Farm Diversified Uses

The Municipality may refine the list of permitted uses through the implementing Zoning By-law of this Plan. Development of any specific use shall be subject to the policies of this plan.

a) Agricultural Uses

The Agricultural land use designation permits many forms of agricultural activity including the raising and/or growing of crops, animals and fish, poultry, nurseries, market gardens, livestock operations, uses that produce value added agricultural products from the farm operation on the property (i.e. maple syrup production, pick your own operations, and seasonal roadside produce stands); and woodlots are also permitted uses. In prime agricultural areas, all types, sizes and intensities of agricultural uses and normal farm practices shall be promoted and protected in accordance with provincial standards.

On-farm buildings and structures are also permitted but they must be integral to the farm operation and located on the same property. This includes, but is not limited to livestock barns, feed storages, silos, grain bins, drive sheds, farm implement buildings, greenhouses, value-retaining facilities and housing.

On-farm housing includes one unit dwellings, accessory dwelling units, coach houses and accommodation for full-time farm help.

- One-unit dwellings: are permitted on a lot provided it is integral to the farm operations and located on the same property.
- Accessory dwellings and coach houses: these uses may be permitted in conjunction with section 3.10.2 m).
- Housing for farm help: this use is permitted on farms requiring additional on-site accommodation for labour if it has been determined to be an integral part of the farming operation. This may include a separate dwelling, an accessory dwelling unit within the main building, or a temporary structure. This may be permitted provided the workers are full-time workers or seasonally employed, the housing forms part of the main housing area on the lot, on-site servicing is confirmed, and the housing meets all other residential dwelling criteria outlined in this Plan. Severances are not permitted for housing for farm help or other forms of additional residential units.

b) Agriculture-Related Uses

Agriculture-Related Uses, including agriculture-related commercial and industrial uses, may be permitted in agricultural areas as long as they are compatible with, and shall not hinder, surrounding agricultural operations. Agriculture-related commercial uses may include uses that provide products or services to farms, including farm supply operations, repair shops and stock yards, sales operations such as farmers markets. Agriculture-related industrial uses include uses that process farm commodities, including abattoirs, feed mills, grain dryers, cold/dry storage facilities, fertilizer storage, and distribution facilities.

c) On-Farm Diversified Uses

Limited on-farm diversified uses, including home occupations, home industries, agri-tourism ventures, and uses providing value-added agricultural products, may be permitted in agricultural areas as long as they are compatible with, and shall not hinder, surrounding agricultural operations. Agricultural-related tourist commercial (agri-tourism) uses could be associated with activities such as markets, wagon rides, bed and breakfasts, and other farming and food activities that promote the enjoyment or education of the farming operation. Ground mounted solar facilities may be permitted in prime agricultural areas and specialty crop areas as an on-farm diversified use, where appropriate.

d) Non-Agriculture Related Uses

A residential dwelling is permitted on lots in a prime agricultural area (notwithstanding any other provisions of the Plan that may preclude a dwelling).

3.2.2 Policies

- a) All development, including new or expanding livestock facilities and anaerobic digesters, will comply with the minimum distance separation formulae established by the Province, as amended from time to time, in order to minimize odour conflicts between livestock facilities and development.
- b) All new development shall be compatible with its surrounding context and shall conform with the policies as written in this Plan.
- c) New agricultural lots may be permitted where the lots are intended for agricultural uses. The lots will be large enough to allow flexibility for future agricultural operations and will be subject to policies 7.2.3 a) and b) of this plan. New lots may also be permitted for agriculture-related uses provided that the lots are the minimum size needed to accommodate the use and appropriate sewage and water services, and will be subject to policies 7.2.3 a) and d) of this plan.
- d) Agriculture-related commercial and industrial land uses should generally be encouraged to consolidate into groups within or adjacent to Hamlets or existing clusters of similar uses or in areas of lower quality agricultural land.

- e) Agriculture-related commercial and industrial uses that are clearly supportive of and directly related to agricultural operations may be permitted subject to the following criteria:
- the use must be justified on the basis of being required near to the farm operation;
 - the proposed use is directly related to farm operations in the area and provides direct products and/or services to farm operations as a primary activity;
 - the proposed use shall be compatible with and not hinder surrounding agricultural operations;
 - the proposed use shall be appropriate to available rural services, such as road access, private water and waste water services, utilities, fire protection and other public services;
 - the proposed use maintains the agricultural character of the area;
 - the proposed use meets all applicable provincial emission, noise, water and wastewater standards and receives all relevant environmental approvals;
 - the cumulative impact of multiple agriculture-related uses in prime agricultural areas should be limited and not undermine the agricultural nature of the area;
 - the location of the proposed use shall provide for minimum sight distances from the access points in either direction along a municipal road;
 - the proposed use shall be located and designed to mitigate potential adverse impacts, including noise impacts, on adjacent residential and other incompatible uses by buffering measures such as landscaping, berming and building setback and layout;
 - the proposed use shall not be permitted in Provincially Significant Wetlands or Hazard Lands identified on Appendix 'C' (Natural Heritage Features) to this Plan;
 - the proposed use shall not be permitted in or on adjacent land to the Natural Heritage Features identified on Appendix 'C', unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with the policies of Section 3.5 (Environmental Protection and Natural Heritage Features); and
 - the proposed use shall be subject to site plan control, where warranted and as appropriate, in accordance with the policies of Section 8.2 (Site Plan Control) of this Plan.
- f) Encourage the establishment of farm-gate sales as an on-farm diversified use.
- g) Subject to the policies of this Plan, the municipality shall promote local employment initiatives including home occupations, home industries and on-farm diversified uses.

- h) On-farm diversified uses comprise a gainful occupation conducted in whole or in part of an accessory building (shed or farm building). On-farm diversified uses shall be subject to all of the following policies:
- the use is located on a parcel of land which has an existing farm operation established on it;
 - the use is secondary to the principal agricultural use of the property;
 - the use is limited in area in accordance with Section 3.2.2 j);
 - the use may include, but is not limited to, home occupations, home industries, agri-tourism uses including overnight tourist accommodation and uses that produce value-added agricultural products, including those that use crops from other producers;
 - the use is compatible with, and will not hinder, surrounding agricultural operations;
 - the use is appropriate to available rural services and infrastructure;
 - the use maintains the agricultural/rural character of the area;
 - the use meets all applicable environmental standards; and
 - outside storage areas, associated with the on-farm diversified use shall be included in the limited area calculations.
- i) Outside storage areas shall be screened from the road and residential buildings on adjacent properties.
- j) On-farm diversified uses shall be limited in size in accordance with the following policies:
- the acceptable area occupied by an on-farm diversified use is up to 2% of a farm parcel to a maximum of 1 ha (10,000m²);
 - the gross floor area of buildings used for on-farm diversified uses is limited to an approximate 20% of the acceptable land area;
 - the land area and the area of existing buildings used for on-farm diversified uses may be discounted at the rate of 50%. Where the on-farm diversified use occupies the same footprint as a demolished building, the land area for the use may be similarly discounted by 50%;
 - where the on-farm diversified use uses an existing farm laneway, the area of the laneway will not be included in the area calculations;
 - 100% of the area needed for parking and outdoor storage for the on-farm diversified uses will be included in the area calculation;
 - If more than one on-farm diversified use is proposed on a single property, the combined area of all on-farm diversified uses shall be within the land area and building area requirements
 - On-farm diversified uses that are proposed to grow beyond the area limits, either incrementally or otherwise, will not be permitted and will be encouraged to locate in areas of the County appropriately designated for the use;
 - On-farm diversified uses will be subject to site plan control, where warranted and appropriate (e.g. for those uses requiring outdoor storage areas, visitor parking and/or a new farm access, etc.), in accordance with the policies of Section 8.2 (Site Plan Control).

- Severances to separate the on-farm diversified uses from the farm property will not be permitted.
- k) Wineries, craft breweries, cideries and distilleries may be permitted in the Agricultural designation, subject to site plan control, where warranted and as appropriate, in accordance with the policies of Section 8.2 (Site Plan Control) of this Plan. These uses may be considered as an agriculture-related or an on-farm diversified use and subject to appropriate policies of the Plan and particularly to policies 3.2.2 e), h), i) and j).
- l) Agricultural events, that are beyond the scale of an on-farm diversified use, shall only be permitted on a temporary basis through a temporary zoning by-law amendment or where the event is of a reoccurring or permanent nature it can be justified in accordance with the criteria outlined in Section 3.2.2 r).
- m) Home occupations not related to farming shall be permitted within a dwelling provided the use remains clearly secondary to the farm operation or principal use of the lot. The actual range of home occupations permitted and the standards applying to them shall be set out in the zoning By-law. Examples of home occupations include an office, consulting room or studio for a profession, business or a trade, and a hairdressing establishment.
- n) Home farm industries shall be permitted provided that such activities are wholly conducted within a building, accessory to the main permitted use, and the use remains clearly secondary to the principal use of the resident of the property. In order to ensure that the scale of the business is clearly accessory to the main permitted use, the gross floor area of the home industry shall not exceed 50% of the gross floor area of the residential unit. Examples of home industries include small scale carpentry, electrical, welding machine and small engine repair or similar uses. Home industries shall be subject to the policies of Section 7.7 (Sensitive Land Uses) of this Plan.
- o) Nothing in this Plan shall prevent normal farm practices that are conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or make use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be consistent with the *Nutrient Management Act* and regulations made under that Act.
- p) Operators of agricultural uses are encouraged to undertake environmental management planning to:
 - minimize contamination risks to surface and ground water;
 - protect and enhance wildlife habitat in woodlots, fence-rows, and adjacent watercourses and wetlands; and
 - protect and enhance the agricultural capability of the land.
- q) Within areas designated Agricultural land use, drainage courses and streams, municipal drains, woodlots and small wetland areas exist. This Plan encourages the use of good land and resource management practices to ensure that such

resources are protected; fencing of streams to prevent bank erosion from livestock, sustainable woodlot management to encourage healthy tree growth, maintenance of wetland areas which enhances water quality are examples of the types of initiatives supported by this Plan. The Environmental Protection policies of this Plan should be applied to the natural heritage features and areas within lands designated Agricultural land use.

- r) New residential development is not permitted within Agricultural areas, except for lot creation for an existing residence surplus to a farming operation as a result of a farm consolidation, subject to the following policies in accordance with the Provincial Policy Statement, as well as section 7.2.3 a) and c) of this Plan:
- The new lot will be limited to the minimum size required to accommodate the appropriate sewage and water services.
 - New residential dwellings are prohibited on any remnant parcel of farmland created by the severance.
 - The extent of agricultural lands being removed from the remnant agricultural lot should be minimal.
 - There should be no unreasonable conflict created due to residential uses being established adjacent to agricultural activities and minimum distance separation formulae should apply.
 - There should be safe access to an open publicly maintained road that is designed to accommodate traffic generated by the residential use, generally having at minimum 50 metres of frontage on an open public road.
- s) In considering any application to amend this Plan to permit a non-agricultural use on Agricultural lands the Municipality will require a comprehensive review per the definition in the Provincial Policy Statement, and will only permit the proposed development or land use necessitating the amendment where it:
- has demonstrated a need within the planning horizon for additional land to be designated to accommodate the proposed use;
 - has demonstrated that the land does not comprise of a speciality crop area;
 - has demonstrated compliance with the minimum distance separation formulae;
 - has shown there are no reasonable alternative locations which avoid lands designated Agricultural land use;
 - has shown there are no reasonable alternative locations in the areas designated Agricultural land use that avoid Class 1, 2 and 3 agricultural soils;
 - has shown that appropriate conditions exist, or can be established, to mitigate or eliminate impacts from any new non-agricultural uses on surrounding agricultural operations and lands will be mitigated ; and
 - has shown the agricultural land base will not be fragmented to such a degree that the area is no longer useful for agriculture.

Within the Agricultural land use designation, there may be small pockets of land that are marginally productive or of lower priority for agriculture due to their size, shape, topography, soil, drainage and other physical characteristics. However, these physical limitations and site characteristics alone do not merit consideration for an amendment to this Plan to a non-agricultural designation.

- t) This Plan encourages the Municipality and the Conservation Authority to monitor groundwater conditions within areas designated Agricultural land use.
- u) This Plan supports maintaining and enhancing the agri-food network which includes infrastructure, on-farm buildings, agricultural services, farm markets, distributors, primary processing, and assets important to the viability of the agricultural and food sector.

3.3 Rural Land Use

Lands designated Rural land use in the land use schedules are characterized by a rural landscape which reflects the historical relationship between settlement areas and farm and rural community to which the settlement areas provide basic services. Lands designated Rural land use are predominantly comprised of soil classes 4, 5, 6, and 7 according to C.L.I. mapping for agriculture. These rural lands may include areas which have strong intermix of existing non-farm uses, and the agricultural land base may be fragmented to such a degree that it is no longer useful for agriculture. The amount and type of development in the Rural designation should be consistent with maintaining its rural landscape including maintenance of large open space areas.

3.3.1 Permitted Uses

Within areas designated Rural land use, a variety of land uses will be permitted including those permitted uses within the Agricultural land use designation provided that there is sufficient lot area to accommodate these uses, as well as limited residential, limited commercial/industrial and conservation and small-scale outdoor recreation uses. However, not all land designated Rural land use is appropriate for development; constraints to development or certain land uses include site specific conditions such as exposed bedrock, poor drainage, organic soils, steep and/or unstable slopes, high water table, natural areas, and groundwater recharge or discharge areas.

3.3.2 Agricultural Policies

- a) Retention of existing agricultural uses and the establishment of new agricultural uses, agriculture-related, and on-farm diversified uses is encouraged in areas designated Rural land use.
- b) The policies of the Agricultural land use designation set out in Section 3.2 of this Plan with respect to agricultural uses shall apply to such uses within areas designated Rural land use.

- c) The minimum distance separation formulae shall apply to rural lands where new land uses, including the creation of lots, and new or expanding livestock facilities and anaerobic digesters are proposed.

3.3.3 Residential Policies

- a) The majority of residential development will be directed to the urban serviced area and Hamlets. Residential development on lands designated Rural land use may be used for limited low density residential development on existing vacant lots in rural plans of subdivision and vacant rural lots.
- b) Only residential development that has minimal impact on natural environmental features and the rural character should be permitted. To that end, residential uses in areas designated Rural land use should reflect the character of existing development in the area, and should be encouraged on lots minimum 0.4 hectares in size with at least 50 metres of frontage on a public street.

Such development may be approved provided that:

- it is in accordance with the policies in Section 3.5 (Environmental Protection and Natural Heritage Features) of this Plan;
 - there is sufficient capacity in the natural systems to adequately service the residential use;
 - the development does not interfere unreasonably with the normal functioning and the quality of natural features such as drainage courses and wetlands;
 - the development fully complies with the minimum distance separation formulae discussed in Section 3.2.2 a) of this Plan;
 - there is safe access to an open publicly maintained road that is designed to accommodate traffic generated by the residential development;
 - it does not preclude or hinder aggregate extraction in areas designated Mineral Aggregate (licensed and reserve areas) according to the policies of Section 3.7.2 of this Plan; and
 - it can be accommodated in accordance with Section 5.4 of this Plan.
- c) Estate residential subdivisions within areas designated Rural land use are strongly discouraged by the Municipality and must be limited in scale both in the context of the amount of development in the municipality as a whole and in the context of specific proposals for specific sites. Estate residential subdivisions should only be permitted pursuant to an amendment to this Plan, based on an analysis of:
- the quantity and quality of the water supply, as per Section 5.4;
 - the means by which sewage will be managed, as per Section 5.4;
 - the necessity and advisability of using communal services, as per Section 5.5;
 - stormwater management;
 - the adequacy of roads leading to the development;
 - the impact upon the character of the rural landscape;

- the impact of the development on natural systems, in accordance with the policies of Section 3.5;
 - the need for the proposed development; and
 - the impact of the development on traditional rural land uses and mineral resource extraction according to Section 3.7.2 of this Plan.
- d) Notwithstanding the policies of Subsection 3.3.3 of this Plan, within the area described as Part of Lot 20, Registered Plan 21M-175, and Part of Lot 14, Concession 7, Township of Thurlow, now City of Belleville, County of Hastings, development of estate residential lots shall be permitted by registered plan of subdivision.
- e) In accordance with the provisions of Subsection 3.3.3 c) and the other pertinent policies of this Plan, an estate residential subdivision comprising a total five (5) lots may be permitted on approximately 7.8 hectares of land located on Sills Road in Part of Lots 18 and 19, Concession 6, Thurlow Ward, City of Belleville.
- f) In accordance with the provisions of Subsection 3.3.3 c) and the other pertinent policies of this Plan, an estate residential subdivision comprising a total of thirty-seven (37) lots may be permitted on approximately 20 hectares of land located in Part of Lot 13, Concession 7, Thurlow Ward, City of Belleville.

3.3.4 Rural Commercial/Industrial and Outdoor Recreation Policies

- a) While the majority of commercial/industrial development would be directed to the urban serviced area and Hamlets, there may be a need for small scale commercial/industrial development in the Rural area.
- b) Rural commercial uses which provide for the basic and immediate needs of the rural population and of tourists and the traveling public may be permitted as would such uses as small-scale resort and recreation commercial uses, tourist facilities, auction barns, farm related commercial and convenience commercial and other similar uses. Also permitted would be agricultural and food processing plants, including cheese factories, builder's supply yards, bulk storage yards, contractor yards, motor vehicle repair garage, saw mill and lumber yard, warehousing and other similar industrial uses; generally such uses would not include heavy water users.
- c) Outdoor recreation uses permitted in areas designated Rural land use should be restricted to small-scale uses such as small seasonal campgrounds and RV parks, small open spaces or parks that provide athletic facilities and passive recreational activities, and conservation areas.
- d) The following policies apply to rural commercial and outdoor recreation uses in areas designated Rural land use:
- i. The use should be appropriate for the proposed location and be compatible with surrounding land uses.
 - ii. Access to uses should be located to avoid creating any traffic hazard, with adequate off-street parking and loading spaces.

- iii. The use should be appropriately screened and buffered from adjacent lands with landscaping, fencing and/or distance separation as required.
- iv. Signage and outdoor storage of goods and materials should not detract from adjoining lands or be out of character with the setting.
- v. Appropriate servicing must be provided, as per Section 5.4.
- vi. The use does not preclude or hinder aggregate extraction in areas designated Mineral Aggregate (licensed and reserve areas) according to the policies of Section 3.7.2 of this Plan.
- vii. It should be determined that no suitable sites to accommodate the use are available within the urban serviced area or Hamlets.
- viii. The lands to be utilized for the proposed use will be rezoned as per the Zoning By-law.

3.3.5 Natural Areas

- a) Within areas designated Rural land use, drainage courses and streams, municipal drains, woodlots and small wetland areas exist. This Plan encourages the use of good land stewardship and resource management practices to help sustain natural resources and to ensure that such resources are protected; fencing of streams to prevent bank erosion from livestock, sustainable woodlot management to encourage healthy forest ecosystems and rapid tree growth, maintenance of wetland areas which enhances water quality are examples of the types of initiatives supported by this Plan. The Environmental Protection policies of this Plan must be applied to the natural heritage features and areas within lands designated Rural land use except where continuing agricultural uses may be limited.
- b) This Plan encourages the Municipality and the Conservation Authority to monitor groundwater conditions within areas designated Rural land use.

3.3.6 Rural Employment Area Reserve

In accordance with Section 1.3.2.7 of the PPS, the Rural Employment Area Reserve designation applies only to lands outside the Urban Boundary for which there are no plans for development during the life of this Plan, but could represent a logical future extension of fully serviced employment lands. The Rural Employment Area Reserve designated on Schedule “A” is an area that is largely undeveloped or under-developed, primarily consisting of rural and rural residential uses, and is currently serviced by private water and sewage disposal systems. This area may only be developed after the urban boundary has been changed to encompass these lands and after the entirety of the lands are redesignated to Strategic Employment Area. The ultimate employment development shall be on full municipal services in accordance with the staging policies of this Plan, and is not expected for development prior to the development of the adjacent lands designated as Strategic Employment Area.

3.3.6.1 Applications for Consent

Division of land through Consent to Sever within the Rural Employment Area Reserve designation is prohibited as these lands are to be protected for future growth and development. Consents which are required for agricultural uses within those areas designated Rural Employment Area Reserve may be permitted, where the Municipality is reasonably satisfied that such changes will not negatively impact the future viability of these lands for employment development. For further certainty, Consents for any type of residential dwelling shall not be granted.

3.3.7 Rural Land Use – Exception One

For the lands at the municipal address of 41 Thrasher Road that are located within the Rural Land Use designation on Schedule ‘A’ to this Official Plan, the lands are exempt from the limitation in Section 7.2.4 of this Plan on the number of lots that can be created by consent such that up to four (4) rural residential lots may be created, including the retained lot, subject to a zoning by-law amendment and subject to:

- a) A servicing options study prepared to the satisfaction of the City that determines the strategy for private services, subject to Section 5.4 of this Plan; and,
- b) A hydrogeological study prepared to the satisfaction of the City that supports any severance associated with the property, which demonstrates that any development occurring on private servicing results in no negative impacts to the quality and quantity of water, sensitive surface water features, or sensitive ground water features.

3.4 Recreation Commercial Land Use

Lands as shown on the land use schedules as Recreation Commercial land use are intended to be used for large scale or space extensive developments and land uses which are geared primarily towards providing recreation or tourism services and resources to visitors to the region, as well as local residents. As the City of Belleville has natural resources and amenities that lend themselves to such development, and since this form of land use can have significant economic benefits for the region, this Plan supports resource-based recreation commercial uses outside of the urban serviced area provided natural systems are adequate to support such developments.

3.4.1 Permitted Uses

Uses permitted in areas designated Recreation Commercial land use may include golf courses, sports and recreation clubs (i.e. tennis resorts, hunt clubs, soaring clubs, yacht clubs), large-scale campgrounds and recreation parks, theme parks, and other recreation or entertainment uses which are noisy or otherwise could have significant off-site impacts. Hotel developments in combination with and generally ancillary to such uses may be permitted. Limited residential development may be permitted in combination

with Recreation Commercial uses. Uses permitted in the Rural designation may be permitted within areas designated Recreation Commercial.

3.4.2 Policies

- a) The use intended for lands designated Recreation Commercial should be resource-based and appropriate for the proposed location (i.e. with regard to land base or resource access) and be compatible with surrounding uses. Not all uses allowed within the Recreation Commercial designation may be appropriate for all lands so designated; the natural setting, access, landscape characteristics, servicing options, available municipal services, and similar should be considered prior to determining the appropriateness of any parcel of land for any use allowed in the Recreation Commercial designation.
- b) Traffic generated by developments permitted in areas designated Recreation Commercial can be significant depending on the nature of the use. Main access roads to developments should be adequate to manage the generated traffic volumes and ingress and egress points should be located to avoid creating any traffic hazard. Where needed, necessary upgrades to existing roads that will function as primary access routes to such developments may be required as a prerequisite to such development proceeding.
- c) Developments should have adequate off-street parking and loading spaces to avoid conflict with traffic flow on adjoining roads.
- d) Uses permitted in the Recreation Commercial designation should be appropriately screened and buffered from adjacent lands with landscaping, fencing and/or distance separation as required, in keeping with the nature and characteristics of the use being screened and of the adjacent uses.
- e) Advertising signage, lighting, and outdoor storage of goods and materials should not detract from adjoining lands or be out of character with the setting.
- f) Some of the uses permitted in the Recreation Commercial designation can be heavy users of water or producers of waste; unless located where municipal services are planned or available, use of private or communal services may be required. The impact of such developments on natural systems and the ability of existing natural systems to provide or accommodate the services required should be determined through appropriate studies prior to development being permitted. Such studies shall include a servicing options study to determine the best means of servicing the site. The policies of Section 3.5 of this Plan apply when addressing natural heritage features and areas within this designation. Justification of the location of the new use will be required to ensure that there are no other locations within the municipality where the use could be accommodated on full municipal services. Groundwater quality and quantity should not be significantly impacted by such developments.

Under the *Ontario Water Resources Act*, Ministry of the Environment, Conservation and Parks approval is required in those instances that a development proposal will result in a water taking of 50,000 litres per day or more, furthermore

Ministry of the Environment, Conservation and Parks approval is required for sewage works where the development proposal has a design capacity of 10,000 litres or more.

- g) Environmental impacts of recreation commercial development adjacent to any water (Bay of Quinte or any river or stream) should be appropriately mitigated, in accordance with the policies of Section 3.5 of this Plan.
- h) Due to the size of development that may be undertaken in areas designated Recreation Commercial, stormwater management is important. The impact of runoff on natural systems and lands downstream of the use should be considered, and as such a stormwater management plan may be required prior to any development being allowed in areas designated Recreation Commercial.
- i) Within areas designated Recreation Commercial, drainage courses and streams, municipal drains, woodlots and small wetland areas exist. This Plan encourages the use of good land and resource management practices to ensure such resources are respected, in accordance with Section 3.5 of this Plan; plantings to prevent bank erosion, sustainable woodlot management to encourage healthy tree growth, maintenance of areas which enhances water quality are examples of the types of initiatives supported by this Plan.
- j) The Municipality will monitor development and the nature of development proposals in the Highway 37/Harmony Road area; if it becomes evident that development in this area could become significant, the Municipality should give consideration to appropriate amendments to this Plan and preparation of a secondary plan to guide future change and growth within this area.

3.5 Environmental Protection and Natural Heritage Features

The Environmental Protection designation on the land use schedules is intended to define those lands that require special care and regulation due to their inherent natural or physical characteristics. This designation applies to some of the following lands, while others require confirmation as indicated in section 3.5.6:

- natural hazards, being lands or areas that are potentially hazardous to human use or development; examples include floodplains, steep slopes, unstable slopes or soils and/or unstable bedrock, lands having organic soils, poor drainage or a high water table, hazardous forest types for wildland fire, karst topography; and
- natural heritage features, being lands that are important for their environmental and social values and which provide important ecological functions; examples include significant wetlands, significant coastal wetlands, other coastal wetlands, significant habitat of endangered and threatened species, significant woodlands and valley-lands, significant wildlife habitat, fish habitat, and significant areas of natural and scientific interest. The natural heritage features also include natural corridors which link natural features and

areas and are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems.

None of the policies in this section is intended to limit the ability of agricultural uses to continue.

3.5.1 Floodplains

- a) Floodplain management policies are intended to prevent the loss of life and to minimize property damage. Further, such policies encourage a co-ordinated approach to the use of land and the management of water to protect wildlife and fish habitat. Such lands are designated Environmental Protection on the land use schedules. A floodplain is defined as an area below the 100 year flood elevation (if known), plus the flood allowance for wave setup and wave uprush plus other water-related hazards (e.g. ice piling, ship generated waves) on the Bay of Quinte.
- b) As only a portion of drainage courses in the community currently have had engineered flood lines defined pursuant to the 100 year storm event, floodplains may be determined through historical records or visual evidence to determine the probable limits of flooding activity. When new or additional engineered flood line mapping becomes available, the Municipality shall amend this Plan if necessary to incorporate the mapping.

Minor changes to the boundary of floodplains illustrated on the land use schedules may be made without amendment to this Plan provided the variation can be justified through appropriate engineering or other analysis acceptable to the Conservation Authority.

Where no floodplain mapping exists, new development shall be prohibited within 30 metres from the top of bank or seasonal high water mark of a watercourse, unless it can be demonstrated that the development will not be subject to a natural hazard.

- c) No development, including the temporary or permanent placing or dumping of material of any kind (whether originating on or off site), shall be permitted within a floodplain except for flood or erosion control works, shoreline stabilization works, water intake facilities and passive recreational facilities (i.e. trails, boat docking/launching facilities). Permanent structures, the placement of fill or regrading will not be permitted in the floodplain. These activities may require a permit from the local conservation authority. Uses such as agriculture, forestry, conservation, wildlife management and similar activities may be permitted provided no associated buildings and structures are located in the floodplain. Retention and restoration of natural vegetation is encouraged in floodplains.
- d) Where new lots are proposed adjacent to water courses or drainage systems, and where part of the lot will be located in a floodplain, sufficient land above the flood line upon which to place buildings, yards and services in accordance with the policies of this Plan must be provided.

- e) The provisions of Section 9.3 b) of this Plan should be applied as necessary to the land use schedules to identify the limits of floodplains and establish which lands should be interpreted as being designated Environmental Protection land use.

There are numerous residential and other uses located within defined floodplain areas under this Plan. Such uses may be recognized as permitted uses; the following policy should be applied to existing uses within floodplains:

- i. If an existing building or structure within a floodplain is destroyed (unless the destruction is due to flooding) or requires restoration or reconstruction to make it safe, such restoration or reconstruction may be permitted subject to the approval of the Conservation Authority and in accordance with the policies of Section 7.9 of this Plan.
- ii. Further to the foregoing, should the existing building or structure be a built heritage resource, the Municipality shall obtain advice from the Municipal Heritage Committee (Heritage Belleville) prior to approving any plans for restoration or reconstruction.

3.5.2 Steep Slopes and Other Hazardous Lands

- a) Lands with slopes that are too steep to safely accommodate development or which are near their natural angle of repose are designated Environmental Protection to avoid development or use of such lands that might result in risk to humans or property, and to prevent steep slopes from becoming unstable. Generally, no development should be permitted on or immediately adjacent to such areas other than which can be safely managed on the lands. In most instances, uses should be restricted to natural conditions.
- b) Other lands that cannot safely be developed for human use or occupancy due to their unstable nature (i.e. areas of organic soils) or man-made environmental constraints (i.e. contamination) are designated Environmental Protection to prevent any development or use that might result in risk to humans or property.
- c) If an existing building or structure immediately adjacent to or on a steep slope or any other hazard is destroyed or requires restoration, such work may be permitted in accordance with the policies of Section 7.9 of this Plan.
- d) Development of such areas for an appropriate use, site alteration, or additions to existing buildings or structures may be permitted provided that:
 - the hazards can be safely addressed and the work carried out in accordance with sound engineering and design practices;
 - new hazards are not created and existing hazards are not aggravated;
 - no adverse environmental impacts would result;
 - safe access to such lands is available at all times; and
 - uses do not include institutional uses or emergency services, or the disposal, manufacture, treatment or storage of hazardous substances.
- e) To that end, the Municipality may require geo-technical and other studies that address the hazardous conditions to be prepared and agreements entered into prior

to permitting any such work to proceed. Conditions to approval for development of such areas should ensure that all appropriate actions are undertaken to accommodate the proposed work or development safely.

3.5.3 Wetlands and the Habitat of Endangered and Threatened Species

- a) All Provincially significant wetlands are designated as Environmental Protection on the land use schedules. Provincially significant wetlands and significant coastal wetlands identified through the provincial wetland evaluation process are indicated as such.
- b) Subject to consultation with the local conservation authority, no new development shall be permitted within any wetland feature, or the expansion or redevelopment of existing development within such areas (excluding established agricultural activities), nor within 30 metres of the feature. Conservation activities associated with maintaining and restoring wetlands and natural habitats of threatened species are strongly encouraged by this Plan.
- c) Development shall not be permitted on lands adjacent (within 120 metres) to Provincially significant wetlands or unevaluated wetlands or the habitat of threatened or endangered species, or on lands adjacent to other wetland features (within 30 metres) unless it has been or can be demonstrated through preparation of an environmental impact study (EIS) carried out in accordance with Section 3.5.6 of this Plan that there would be no adverse impact on the natural area or ecological functions.
- d) Development applications will be reviewed using the best available information on Endangered/Threatened Species location that is available from the Ministry of the Environment, Conservation and Parks . This information shall be reviewed in a confidential manner so as not to disclose the location information related to the particular species. The Municipality recognizes that available information regarding the locations of endangered and threatened species and their habitat is incomplete; this data, where it does exist, is also confidential. The Municipality will accept information regarding Threatened and Endangered species habitat from the Ministry of the Environment, Conservation and Parks as it becomes available and will use this information, in confidence, to screen all planning applications for potential development constraints. The municipality will consult with the Ministry of the Environment, Conservation and Parks as appropriate.

In order to determine the presence of Threatened or Endangered species and to assess the impacts that proposed activities may have on the habitat of Threatened and Endangered species, a site assessment by a qualified professional may be required to be completed at the appropriate time of year. The assessment must identify whether any endangered or threatened species are present and whether the proposed activities will have any impact on Threatened or Endangered species or their habitat. The Ministry of the Environment, Conservation and Parks can be contacted for further direction regarding site specific proposals.

- e) Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

3.5.4 Areas of Natural and Scientific Interest (ANSIs)

- a) ANSIs are lands and/or waters containing natural landscapes or features that have been identified by the Province on the basis of significant earth or life science values related to protection, scientific study, or education. Provincially significant ANSIs have been designated as Environmental Protection on Schedule 'A'. The two broad categories of ANSIs are:
- earth science areas which include significant rock and fossil locations and land forms; and
 - life science areas which include significant landscapes, environments, biotic communities and native plant life.

Together, these areas feature both typical and special areas that support rare, threatened and endangered species and plant life. ANSIs are designated Environmental Protection on the land use schedules.

- b) ANSIs should be protected to maintain the integrity, environmental health, social and economic benefits of these significant features.
- c) Development and/or site alteration shall not be permitted in or adjacent to Life Science ANSIs (within 120 metres), or Earth Science ANSIs (within 50 metres), unless it has been demonstrated through an environmental impact study (EIS) carried out in accordance with Section 3.5.6 of this Plan that the proposed development and/or site alteration would have no negative impact on the natural feature or ecological functions for which the specific area has been identified.

3.5.5 Woodlands, Valleylands, and Fish and Wildlife Habitat

- a) Significant woodlands, valleylands, and fish and wildlife include:
- significant woodlands that have a strong influence on the quality of the environment often providing significant wildlife habitat;
 - significant valleylands that are important fish and wildlife habitat and to the biodiversity of the area;
 - fish habitat that include spawning grounds and any other areas, including nursery rearing, food supply and migration areas upon which fish depend directly or indirectly in order to carry out their life processes; and
 - significant wildlife habitat that are important habitat for birds and animals, providing space needed to support their populations.

The Municipality recognizes that available information regarding the location of these features is incomplete and not shown in this Plan. The Municipality will accept information regarding these features from the local conservation authority and/or the Ministry of Natural Resources and Forestry as it becomes available and will use this information to screen planning applications for potential development

constraints. The Municipality will consult with the local conservation authority and/or the Ministry of Natural Resources and Forestry as appropriate. In particular, but without limitation, the screening will consider:

- valleylands;
 - woodlands;
 - fish habitat;
 - floodplains;
 - steep areas; and,
 - meanderbelts.
- b) The predominant use of such areas and lands in the vicinity should be related to conservation to preserve the natural qualities that have warranted designation. However, use of such areas or lands adjacent to these areas (within 120 metres of the tree dripline for significant woodlands, significant valleylands, and fish habitat) for other activities or land uses such as residential may be permitted, provided that it can be demonstrated through an environmental impact study (EIS) carried out in accordance with Section 3.5.6 of this Plan, and in accordance with Sections 2.1.5 and 2.1.8 of the PPS, that no negative impact on the natural features or ecological functions for which the specific area has been identified would occur.
- c) The lands located at Ox Point (located on the Bay of Quinte due west of Point Anne) are designated Environmental Protection on the land use schedules due to the unique environmental characteristics in the general area. At the time of adoption of this Plan, there were six existing residences and a large vacant parcel on Ox Point, all accessed by a private road extending westerly from Manley Drive in Point Anne. It is the policy of this Plan that a limited number of residences may be permitted on Ox Point, provided they are located at least 500 metres from the boundary of any licensed quarry or if supported by a noise assessment using provincial standards for a lesser distance, and the uniqueness of the area from an environmental perspective is protected.
- d) Significant wildlife habitat may include: seasonal concentrations of animals (e.g. deer wintering areas, heronries), specialized habitats and rare vegetation communities, and/or habitats of species of special concern. Ministry of Natural Resources and Forestry's Significant Wildlife Technical Guide and Ecoregion Criterion Schedules for the Identification of Significant Wildlife Habitat shall be used by proponents to help identify significant wildlife habitat.

Development and site alteration are not permitted in significant wildlife habitat except for the following types of development where proponents have demonstrated that there will be no negative impacts on the habitat or its ecological function:

- creation of more than three lots through either consent of plan of subdivision
- change in land use, not including the creation of a lot, that requires approval under the *Planning Act*;

- shoreline consent along a large inland lake or large river (denoted on 1:50,000 National Topographic System maps as being two lined) that is within 120 metres along the shoreline of an existing lot of record or a lot described in an application for subdivision or consent; and
- construction for recreational uses (e.g. golf courses, serviced playing fields, serviced campgrounds and ski hills) that require large-scale modification of terrain, vegetation or both.

3.5.6 Natural Heritage System and Environmental Impact Studies

- a) A Natural Heritage System protects natural heritage resources along with the ecosystems and biodiversity they support, as well as provides benefits to the people and communities living among them. This Plan identifies a Natural Heritage System on Appendix ‘C’ to this Plan, which delineates natural heritage features as defined by the Provincial Policy Statement, including: Provincially Significant Wetlands, significant woodlands, and Areas of Natural and Scientific Interest, as well as their linkages.

The data used to develop the Natural Heritage Features map, included as Appendix ‘C’ to this Plan, was prepared by Lower Trent Conservation and developed using a GIS landscape overlay modelling approach, as described in the Proposed Natural Heritage Strategy (2015). This Plan encourages the Municipality to undertake additional work to field verify the natural features and linkages among Provincially Significant Wetlands, significant woodlands, and Areas of Natural and Scientific Interest. Results should be incorporated into this Plan through an Official Plan Amendment.

The Natural Heritage System will require updates from time to time to incorporate the results of studies regarding natural heritage features, in conjunction with other public agencies, to designate the lands as Environmental Protection, as needed.

- b) The purpose of an Environmental Impact Study is to assess potential negative impacts which may be caused by a proposed development. An EIS may be triggered, in consultation with the Conservation Authority, for development proposed in or adjacent to features identified on Schedules ‘A’ and ‘B’ and Appendix ‘C’ to this Plan. In terms of developments in or adjacent to Natural Heritage Features and areas, the study will address potential negative impacts to the features or ecological functions for which the area has been identified (i.e. a provincially significant wetland).

Since an Environmental Impact Study is a site-specific determination of potential impacts within or adjacent to certain areas, it does not necessarily guarantee that any development application which is subject to an Environmental Impact Study will be approved. The Environmental Impact Study shall be prepared by a qualified professional. The applicant shall be required to pre-consult with the Municipality prior to commencing the Environmental Impact Study to ensure the document will be prepared to the satisfaction of the Municipality, in consultation with the Conservation Authority and the Ministry of Natural Resources and Forestry (where appropriate). In addition to an Environmental Impact Study, a

permit may be required from the Conservation Authority for development adjacent to regulated features. The scope of an Environmental Impact Study report should be determined by the Municipality in consultation with the Conservation Authority and should consist of:

1. A description of the proposed development including:
 - i. descriptions and maps of:
 - a. existing on-site and adjacent land uses (including official plan and zoning designations); and
 - b. proposed development activities including building location, site grading, landscaping, drainage works, roadway construction, paving, sewer and water servicing in relation to various environmental considerations.
2. Information on existing conditions including an environmental inventory of the subject and adjoining lands, including:
 - i. Identification and evaluation of the significance and boundaries of any natural heritage features and areas, associated natural heritage linkages, ecological functions, and values on and adjacent to the site;
 - ii. Identification and mapping, using Ecological Land Classification (ELC), of the vegetation communities identified on and adjacent to the site;
 - iii. Identification of any suitable habitat that exists on the site for known species at risk (those listed on the Species at Risk in Ontario List) as well as suitable habitat for any species at risk that were observed on site;
 - iv. Description of the survey methods and level of effort undertaken including the dates, weather conditions and number of field visits/surveys to demonstrate that assessments were conducted using appropriate methodologies at the appropriate time of year;
 - v. An appendix that contains complete lists of the flora and fauna species and features that were observed on site and which ELC community they were observed in; and
 - vi. An evaluation of any unevaluated wetlands in accordance with the Ontario Wetland Evaluation System.
3. Demonstration that efforts have been made to address all required setbacks and restrictions. Where impacts are unavoidable, a description of how environmental conditions will be affected directly and indirectly, including:
 - i. Identification and evaluation of the significance of all predicted negative impacts and positive effects on the various

- environmental conditions including impacts to natural features and their ecological functions;
- ii. Evaluation of the cumulative residual effects that the project (and any other known projects or activities) may have following implementation of any mitigation measures on the natural features and ecological functions identified for protection
 - iii. A description of the actions necessary to mitigate the unavoidable negative impacts which might occur as a result of the proposed development; and
4. A description of any future monitoring and evaluation which may be necessary to ensure no negative impacts.
- c) The Lower Moira River has been designated by the Ministry of Natural Resources and Forestry as a fish sanctuary for pickerel spawning. Where a development application is submitted on lands adjacent to the Lower Moira River, the Municipality with assistance of the Conservation Authority, the Ministry of Natural Resources and Forestry, and the Department of Fisheries and Oceans, should consider the impact of such development on the river and if deemed necessary require an Environmental Impact Study; the conclusions of the study should be incorporated into the design of the proposed development.

3.5.7 Wildland Fire

- a) Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. Locations of potential wildland fire hazard areas have been identified by the Ministry of Natural Resources and Forestry and are shown in Appendix 'B'.
- b) Development may be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation best practices.

3.5.8 Karst Topography

Karst topography generally forms on limestone and dolostone plains and is marked by sink or karst holes, interspersed with abrupt ridges and irregular protuberant bedrock that is commonly underlain by caverns and solution-enhanced joints and bedding planes that influence the flow of surface and ground waters. Due to the nature of its formation, karst terrains are ephemeral and are controlled by past and present climatic and local weather conditions. Due to its geological nature, karst topography presents a potential hazard to human safety which must be mitigated through development controls and approvals.

Quinte Conservation Authority regulates development on or near unstable bedrock, including Karst. Areas shown on the Schedule 'F' to this Plan as being known, potential and inferred karst topography are considered to be potential development constraint areas. It is recognized that the mapping is approximate and identifies areas of potential

environmental constraint to development that must be addressed prior to development occurring. Development shall generally be directed to areas outside of karst topography unless the effects and risks to public safety are minor so as to be managed or mitigated. In areas suspected to have karst topography, the following shall be undertaken for any *Planning Act* application to assess for the presence of karst topography and to mitigate against any potential hazard:

1. Phase 1 – Desktop Study and Site Visit

A desktop evaluation and site visit, undertaken by a qualified geoscientist with knowledge and experience in identification of karst topography, shall be undertaken to determine the potential for the presence of karst hazard. The desktop evaluation shall include but not be limited to the search and review of the following information:

- Mapping that shows historic and present day karst, ground and bedrock topography, physiography, hydrology, Quaternary and Paleozoic bedrock geology, glacial tills and partial aquitards;
- Existing engineering, geological (including oil / gas and geotechnical well records), hydrogeologic, hydrologic, geographic, agricultural studies and land use publications;
- Surface water and groundwater well record data to determine the position of the water table and seasonal fluctuations, rainfall records, river discharge data, water chemistry data;
- Comparison of historic and recent air photos and / or satellite imagery to determine changes in the landscape that may have resulted from karstification and subsurface drainage and / or anthropogenic changes;
- A visit to the property to provide comparison to historic air photo and / or satellite imagery to evaluate changes in the landscape

If the Phase 1 evaluation determines that karst topography is not present, no further study of karst is required in support of a *Planning Act* or building permit application. Should the evaluation identify the presence of karst features and / or karst terrain characteristics, a Phase 2 evaluation will be required.

2. Phase 2 – Field-Based Karst Investigation

In areas where a Phase 1 evaluation has identified the presence of karst features and/ or karst formation characteristics, a field-based karst evaluation shall be required, to be undertaken by a qualified geologist.

A terms of reference shall be completed in consultation with the appropriate approval authority and / or any relevant agencies which outlines the investigation type that will be undertaken for the subject lands. The types of field work required will be determined based on the areal extent and complexity of the proposed development relative to the risk or potential impacts related to karst. The types of field work that may be required include, but are not limited to, the following:

- Passive Geologic/Geomorphologic Methods – primarily for the detection and mapping of sinkholes and caves;
- Soil Probing – to determine the risk of soil subsidence;
- Rock Drilling and Well Records – to determine the karstic nature of the bedrock groundwater;
- Dye-Tracer Studies – to determine the sources, speed and direction of shallow potable water movement within bedrock.

3. Phase 3 – Mitigation

In areas where a Phase 2 evaluation confirms the presence of a karst hazard, a geotechnical study and land use compatibility study shall be undertaken by qualified geologist. The studies shall be required to:

- Assess the impacts and risks to surface and groundwater contamination and / or construction restrictions due to unstable bedrock conditions;
- Identify compatible land use activities for which the karst topography does not pose a hazard, including identifying incompatible industrial and water management uses that may contaminate the groundwater and alter the water table;
- Establish any required development restrictions including limiting extensive blasting, intensive construction that would create excessive weight, and the alteration of drainage that could compromise underlying caves or buried sinkholes;
- Establish, where necessary, a karst feature buffer to restrict development around a specific hazard.

3.6 Open Space

Lands designated Open Space on the land use schedules apply to areas where the predominant use of land is for significant public outdoor parks and recreation uses. Some privately owned lands that have open space characteristics are also designated Open Space. This land use designation does not define all parkland areas that exist or that would be established within the community; some areas that would qualify as open space are located and are allowed to establish in other land use designations under this Plan.

3.6.1 Permitted Uses

Generally, open space uses would include local or neighbourhood parks, community parks, and regional parks. Parks can also be defined by their primary function, as either active or passive open space; many parkland areas have a combination of both active and passive functions. While the majority of open space lands and facilities would be publicly owned and operated, certain recreational facilities with commercial potential can be owned and operated privately, either in a commercial capacity or as non-profit ventures.

3.6.2 Policies

- a) The definitions of the various types of open space provided for within this Plan are as follows:
- i. Local or neighbourhood parks are open spaces located usually within residential areas that tend to serve the residents of that area. Uses are usually limited to small parks and playgrounds and include passive and active recreational activities such as outdoor sports fields (soccer or baseball) and children's playgrounds consisting of fixed play structures, with landscaped or natural open spaces and accessory uses incidental to local recreational uses.
 - ii. Community parks are open spaces that by reason of their location, access, use or potential for development tend to serve the population of the whole City, or serve a specific purpose for much of the community. Uses usually consist of parks and playgrounds and include passive and active recreational uses such as a wide range of outdoor sports fields, indoor sports facilities, picnic areas, botanical gardens, and landscaped or natural open space areas. Accessory uses such as parking lots, change rooms, concession facilities, and other service uses usually are located in such parks.
 - iii. Regional parks are open spaces that by reason of their location, access, development or functional use, serve a more extensive population than just the residents of the City. Uses usually consist of large scale parks and playgrounds which include both active and passive uses, and include picnic grounds, exhibition grounds, outdoor and indoor sports facilities, botanical and zoological gardens, and landscaped or natural open space areas which have a regional focus and often cater the needs of visitors to the community. Accessory uses such as parking lots, small retail shops and restaurants, and other service facilities can be found in such parks.
- Active open space areas consist of facilities where users participate in physical activities (baseball fields, soccer pitches); passive open space consists of space intended for quiet or more leisurely enjoyment (hiking trails and natural areas).
- b) Open Space lands along the Bay of Quinte may be used for public or private boat docking, yacht clubs and marina facilities provided such uses do not unreasonably impact natural and man-made amenities of the recreational area within which they are located. When determining the appropriateness of such developments, the Municipality in consultation with the Conservation Authority should consider:
- servicing of the site;
 - existing environment contamination conditions if warranted;
 - impact on fish and wildlife habitat, and the merits of remediation measures;
 - impact of development on access to the waterfront by the general public;
 - and

- integration of the use with the City’s open space system.
- c) Trails that support active transportation are an important component to the development of an open space system and the promotion of the community’s quality of life. Trails that connect shoreline areas, valleys, existing parks or other important physical or man-made features should be developed wherever possible but must be planned and designed in such manner that respects the interests of abutting property owners.

To facilitate the development of trails, this Plan encourages the Municipality and the Conservation Authority to acquire rights to or ownership of existing corridors (rail, hydro or other utility) whenever opportunities for acquisition arise.

- d) This Plan may permit the establishment of a single high quality recreational camping and RV park site within the immediate Belleville area. Certain lands designated Open Space may have potential for and be appropriate for this use. Prior to permitting such a use on any lands designated Open Space, Council should consider:
- servicing of the site, or the capacity of the site to address the impact of camping from a servicing perspective;
 - environmental issues;
 - land use compatibility including visual compatibility;
 - any existing issues from the lands previous use which may pose a risk to human health and the environment; and
 - access to the site from major transportation corridors.
- e) Points of ingress and egress for open space areas should be established to ensure safe movement of vehicular traffic on the public street and the subject and adjoining lands, and for pedestrian and cyclist traffic. Further, such uses should have sufficient parking on-site but it is recognized that reduced parking standards may be applied where there is sufficient parking off-site to address needs during times of peak usage.
- f) Generally, only buildings and structures necessary to establish and support the principal use should be established on lands designated Open Space as a means to retain as much of the open character of these lands as possible; this is particularly important when such lands support large indoor facilities such as pools, arenas, and community centres.
- g) The visual appearance of all parking lots and service areas in parks should be enhanced through appropriate landscaping. Appropriate lighting of such areas is required to ensure public safety and to accommodate certain uses; lighting should be oriented away from nearby residential properties as much as possible and from interfering with visibility on nearby public streets.

Parking lots, service areas, and areas of intense outdoor activity should be located to minimize the effects of noise on adjacent residential properties. Measures to mitigate impacts of such facilities on adjoining residential areas (i.e. plantings, fencing, berming and buffer strips, increased setbacks) should be employed as required.

- h) All open space areas should have safe pedestrian access and circulation on-site.
- i) The Municipality does not intend to acquire privately-owned lands identified as Open Space in the land use schedules.
- j) This plan supports the development of a Parkland and Recreation Master Plan to identify a comprehensive approach to parks, trails and open space. This Parkland and Recreation Master Plan should encourage the age-friendly design of public spaces. Following Council's adoption of the Parkland and Recreation Master Plan relevant policies of this Plan should be updated through an Official Plan Amendment.

In the absence of the Parkland and Recreation Master Plan, development that is not compatible with an open space environment will not be permitted in areas adjacent to existing public open spaces.

- k) This Plan encourages the Municipality to update the Waterfront Redevelopment Master Plan (2006) to encourage the protection and enhancement of the City's waterfront areas, including encouraging greater public use of the waterfront areas, access to and enjoyment of the waterfront, and supporting the development of privately owned lands along the waterfront where public access can be maintained or enhanced. The update to the Master Plan should consider the redevelopment potential of the Bayshore Planning Area, including a review of the opportunities and constraints for servicing residential development, and the potential for the Municipality to undertake Phase 1 Environmental Site Assessment(s) to improve the marketability of the lands.

3.7 Mineral Aggregate

The City of Belleville contains potential primary, secondary and tertiary sand and gravel resources. The lands designated Mineral Aggregate in the land use schedules include sand, gravel and bedrock resources and pits and quarries either licensed by the Ministry of Natural Resources and Forestry or identified as aggregate deposits by the Ministry of Energy, Northern Development and Mines. It is the intention of this Plan to protect wherever possible such resources for aggregate extraction and to ensure that the resources are utilized in accordance with proper controls.

3.7.1 Permitted Uses

In the areas identified as Mineral Aggregate, the principal uses will be pit or quarry operations together with accessory uses such as crushing facilities, recycling of aggregate materials, stockpiles, screening operations, asphalt plants, ready-mix concrete plants, and aggregate transfer stations. Within the reserve areas, agriculture and interim land uses such as forestry and outdoor recreation uses may be permitted provided that these do not include buildings or activities that would preclude or hinder the establishment of a pit or quarry.

3.7.2 Policies

- a) For the areas designated as Mineral Aggregate, the area to be used for resource extraction and related uses should be located within the boundaries of the designation shown on the land use schedules. Any proposal to expand beyond these limits would require an amendment to this Plan.
- b) The concept of influence areas is recognized as a means of protecting against incompatible land uses in the vicinity of Mineral Aggregate areas, and to protect existing pits and quarries (licensed areas) as well as deposits of sand and gravel and bedrock resources from encroachment by incompatible land uses. It is the policy of this Plan to discourage incompatible land uses in areas surrounding lands designated Mineral Aggregate and/or from licensed areas and/or from known aggregate deposits. This area of influence is considered generally 300 metres for a pit or sand and gravel deposit and 500 metres for a quarry or bedrock deposit. In these areas, development that would preclude or hinder the establishment of new operations or access to the resources should only be permitted if the:
 - resource use would not be feasible; or
 - proposed use or development serves a greater long term public interest; and
 - issues of public health, public safety and environmental impact are addressed.
- c) Generally, only licensed pit and quarry operations should be zoned to permit such uses; reserve areas should be zoned in such a manner so as to protect such lands from incompatible development.
- d) Pit and quarry operations that are subject to the *Aggregate Resources Act* (ARA) must be licensed by the Ministry of Natural Resources and Forestry. Through the ARA, the municipality may have input on ARA applications as part of the consultation process. Where the ARA applies, the depth of extraction of new or existing mineral aggregate operations shall be addressed in accordance with the ARA.
- e) All pits and quarries should be operated in such a manner so as to satisfy the requirements of the Ministry of the Environment, Conservation and Parks with respect to pumping and dewatering, water supply, waste water, solid and liquid waste disposal, dust and all emissions to the atmosphere including noise and vibrations. Environmental studies (noise, hydrogeology, air emissions etc.) should be required to assess the impact if development occurs within the influence area outlined above.
- f) Prior to removing a Mineral Aggregate designation from the land use schedules, justification for the change that clearly demonstrates the need for the alternate land use should be provided. In consideration of such amendments, the Municipality may consult with the Ministry of Natural Resources and Forestry and take into account:

- evidence provided by the applicant that aggregate extraction is not feasible due to quality, quantity or other development constraints;
 - the necessity of the alternate land use;
 - the reason for the choice of the location and consideration given to alternate locations on non-aggregate lands; and
 - the consideration given to the option of sequential land use in which the mineral aggregate is removed prior to development of land for another use.
- g) With the exception of wayside pits and quarries, the establishment of any new pit or quarry outside of areas so designated on the land use schedules will require an amendment to this Plan. In proposing any such amendment, the applicant must provide sufficient information to properly evaluate the proposal including:
- the type and location of any neighbouring land uses;
 - the location of access routes, including the need to upgrade existing roads;
 - the site plan for the pit or quarry;
 - heritage impact assessments;
 - assessment of noise, blasting, hydro-geology, drainage, environmental impact, archaeological conditions, and any other relevant matters.
- h) In areas where Class 1, 2 or 3 soils predominate on lands comprised of Class 1, 2 or 3 soils according to the C.L.I. of Soil Capability for Agriculture, extraction of mineral aggregates is permitted as an interim use provided that rehabilitation of the site for agricultural use with similar soil characteristics as existed prior to the extractive use being established is carried out; however, complete agricultural rehabilitation will not be required if:
- there is a substantial quantity of mineral aggregates below the water table warranting extraction; or
 - the depth of planned extraction in a quarry makes restoration of pre-extraction agriculture capability unfeasible; and
 - other alternatives have been considered and found unsuitable; and
 - agricultural rehabilitation in other areas will be maximized.
- i) Wayside pits and quarries and portable asphalt plants used on public authority contracts would be permitted as set out in Section 7.10 of this Plan.
- j) Council shall conserve cultural heritage resources when considering the establishment of new areas for mineral extraction or when considering the establishment of new operations or the expansion of existing operations. When necessary, Council will require satisfactory measures to mitigate any negative impacts on cultural heritage resources.
- k) Rehabilitation of mineral and mineral aggregate resource lands is required after mining or extraction operations have ceased, consistent with the provisions of the *Aggregate Resource Act*, or other provincial legislation.
- l) This Plan encourages the Municipality to undertake a planning exercise to evaluate its aggregate resources and identify appropriate levels of protection. The

results of such exercise when completed should be incorporated into this Plan through an Official Plan Amendment.

3.8 City Centre

The Provincial Policy Statement recognizes that maintaining and enhancing the vitality and viability of the downtown is important to the long term economic prosperity of a community. The City Centre is intended to be multi-functional; the business, professional, cultural, entertainment and administrative centre of the City; and the policies of this Plan are intended to attract new investment to the core area to enable it to prosper and grow as the business and administrative centre for the entire region. The City Centre is also targeted as a residential intensification area according to the Special Land Use Policies of Section 4.6.

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. To ensure that intensification is compatible with existing uses, the development of Intensification Design Guidelines are encouraged. This would provide developers, city staff and Council with a tool to determine whether new intensification development is compatible with the surrounding area.

The City Centre contains significant cultural heritage resources, 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.

Some areas within the City Centre land use designation also fall within Specific Planning Area # 1 - Bayshore Planning Area. Should any of the City Centre Policies conflict with the Bayshore Planning Area policies in Section 4.1, the policies of this Section shall prevail.

3.8.1 Permitted Uses

The uses permitted in the City Centre shall include a broad range of commercial, residential and community facility uses, as follows:

- 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 townhouses, stacked townhouses, low to high-rise multi-unit dwellings, and affordable housing either as primary uses or within mixed use developments. Limited amount of one unit dwellings may be permitted as part of a mixed density development that would otherwise achieve the intent of the Plan for density in the City Centre.
- c) Community facility uses including all government facilities and administrative offices, police station, places of worship, assembly halls, libraries, schools, nursing homes, museums, recreational facilities, day nurseries, parks and parking and transportation facilities.
- d) New automotive or industrial uses are discouraged from locating in the City Centre.

3.8.2 General Development Policies

- 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 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 encourage 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 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) 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.
- e) This Plan encourages the development of strong links of the City Centre to the waterfront and other commercial areas of the City. The Municipality will strive to create gateways to the City Centre at main vehicular and pedestrian access points.
- f) Due to the intensity of development desired for the City Centre, developments should be designed to minimize land use conflict between uses (i.e. noise, lighting, air emissions, activity patterns, character of use, location of outdoor facilities, and scale of buildings). The Municipality may employ the mechanisms outlined in Section 8 of this Plan to help manage potential conflicts.

- g) Site specific urban design studies may be required as part of any development proposal to ensure a design that is compatible with surrounding uses, pedestrians and character, in accordance with Section 3.8.7 of this Plan.
- h) Existing automotive sales, gas stations/gas bars, and drive-throughs are anticipated to be phased out over time. New drive-throughs will not be permitted in the City Centre.
- i) The use of ground floor space is intended to add activity to the street, therefore the conversion of existing ground floor non-residential uses to residential uses is discouraged.
- j) Commercial uses are generally encouraged to locate along main streets and key corridors, however other uses which may activate the street are also encouraged, such as, but not limited to, some institutional uses, and flexible work spaces.
- k) This Plan encourages development at transit-supportive densities and intensification where transit is planned, exists or may be developed.

3.8.3 Heritage

- a) The historic architecture in the City Centre will be maintained by preserving, rehabilitating and restoring existing heritage buildings. Development or redevelopment of lands shall be encouraged to reflect the heritage characteristics of the immediate area in accordance with the heritage conservation policies of this Plan.
- b) Views of the City Hall clock tower and heritage churches are important landmarks of the City and will be protected by respecting limitations to future building heights as outlined in the Policies in Section 4.6 of this Plan.
- c) Where demolition of significant heritage buildings is proposed, alternatives that avoid demolition should be investigated by the Municipality with the owner, the Belleville Downtown Improvement Area (BDIA), Heritage Belleville and other interested parties.

3.8.4 Parking Strategies

- 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 8.1.6 a) of this Plan may be employed at the discretion of the Municipality.

- c) New parking structures will be located along Pinnacle Street and will be carefully designed to enhance the at-grade streetscape and pedestrian function.
- d) This Plan encourages the Municipality to undertake a Comprehensive Parking Assessment Study for the City Centre to identify short and long term needs and identify appropriate strategies to manage parking demand and assess the need for new parking facilities.
- e) Existing surface parking lots along the Moira River should be redeveloped for mixed-use purposes wherever possible. New surface parking areas along waterfront are discouraged. Where necessitated, their impacts should be minimized through increased landscaping.

3.8.5 Pedestrian Circulation

- a) Safe and convenient pedestrian circulation is critical to the success of the City Centre. This Plan encourages:
 - the maintenance of safe and clean sidewalks along all streets in the City Centre;
 - direct pedestrian access from the main commercial streets in the City Centre;
 - the establishment of attractive pedestrian links between Front (and other) Streets with the Bayfront and Riverfront Trails;
 - adequate lighting of all pedestrian ways in the City Centre for public safety; and, the use of street furniture (benches, waste receptacles) along pedestrian corridors.
- b) To substantially improve pedestrian access to the Bay of Quinte waterfront and to contribute to the beautification of the City Centre, a continuous Trail along the Moira River and Bay of Quinte is intended to be linked with the City-wide Trail network, including the Trans-Canada Trail to the north. Land dedication required for the Trails and not currently owned by the Municipality may be obtained:
 - as a condition of site plan, subdivision or condominium approval, subject to section 7.11.2 of this plan;
 - as a dedication from private land owners for walkway development as a credit against future parkland requirements associated with redevelopment, subject to section 7.11.2 of this plan;
 - through donation by private land owners; or
 - through purchase by the Municipality.

3.8.6 Community Lands and Infrastructure

- a) 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 community use unless deemed surplus to the needs of the Municipality and no appropriate community use can be identified;
 - promotion to senior levels of government for the establishment of government administrative offices and other public facilities which are appropriate in the City Centre; and
 - development of the City Centre as a cultural district through the location of facilities for the visual and performing arts in the City Centre.
- b) Council, at its discretion, may acquire any lands within the City Centre under any procedure permitted by law to achieve objectives for:
- redeveloping underutilized or poorly developed and configured lands within the City Centre, including consolidating lands for resale and redevelopment purposes, either independently or in partnership with land developers;
 - resolving environmental contamination issues;
 - expanding the range and type of appropriate public uses in the City's core; or
 - expanding the City's open space system.
- c) The Municipality will undertake infrastructure improvements to streets and public spaces in the City Centre to enhance the function and appearance. These improvements will include replacement of water and sanitary sewer mains, storm sewers, and upgrades to underground utilities. These upgrades will be coordinated with road and streetscape improvements.
- d) The Municipality intends to enhance cycling opportunities in the City Centre through the provision of bicycle parking, cycling lanes and routes.

3.8.7 Urban Design

- a) In addition to the Urban Design policies set out in Section 7.6 of this Plan, the following urban design and built form guidelines should be considered when undertaking any development or improvement project in the City Centre:
- building setbacks from public roads should be minimized except where lands are required for sidewalks, road widening, or landscaping, in order to frame the street;
 - large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be provided;
 - where appropriate, a building's first storey should be taller in height to accommodate a range of non-residential uses;
 - rooftop mechanical equipment should be screened with architectural features;
 - outdoor patios should be encouraged, and ideally located adjacent to pedestrian corridors;

- building entrances should be oriented to streets, parking facilities and Trails;
 - major parking and delivery areas should be confined to the rear or side of buildings. Loading and garbage enclosure areas are to be screened from public view;
 - electrical servicing should be installed underground wherever possible;
 - tree planting along roads should include large specimen dense foliage trees appropriately spaced with clumped planting of mixed species at focal points;
 - parking lots should be properly demarcated, landscaped and lighted;
 - laneways providing access to parking lots should be well lighted and landscaped where feasible;
 - signs should not impact the heritage attributes of a built heritage resource and be consistent with the scale of the building upon which they are placed;
 - lighting of prominent buildings and monuments to accentuate civic and architectural design is encouraged;
 - accessibility and visitability should be actively promoted and improved where possible through new development;
 - landscaping and green open space should be provided at appropriate locations to complement buildings, and as relief from concrete and asphalt surfaces; and
 - the upper storeys of higher rise built form should be incrementally stepped back to reduce shadowing.
- b) Development within Courthouse District shall be consistent with the Courthouse Urban Design Guidelines (2010), which provides urban design guidelines for the area.

3.9 Commercial Land Use

The purpose of the Commercial land use designation as illustrated on the land use schedules is to recognize and encourage the concentration of commercial uses into nodes or areas of commercial activity defined by size, function and/or intended market. While there are a number of areas designated Commercial land use throughout the City, there are four distinct areas of major commercial activity located generally within the urban serviced area outside of the City Centre where specific policies are required, as follows:

- Bell Boulevard Corridor
- Bayview Mall/Dundas Street East Corridor
- Dundas Street West Corridor
- North Front/Highway 62 Corridor

This Plan recognizes 3 categories of commercial activity in the City, which are differentiated by the role, function, location and intended market of the commercial use:

- Uses intended to serve the neighbourhood within which they are located are referred to as neighbourhood commercial uses;

- commercial uses intended to serve the City as a whole are referred to as community commercial;
- large commercial developments or clusters intended to serve an entire region are referred to as regional commercial uses.

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.

3.9.1 Policies Applicable to All Lands Designated Commercial Land Use

- a) 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.
- b) The following design and built form policies should be applied to all commercial 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.
 - v. Where two commercial lands share an adjoining lot line, the municipality may require an easement between the two commercial land uses as a condition of development approval to improve circulation where street access is limited.
- c) Developments adjacent to Highway 401 should ensure that the side of the property facing the highway are 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 industrial/commercial activities shall be encouraged to locate within enclosed buildings unless it is essential for an activity to locate outdoors, in which case the industrial/commercial use will be suitably screened and buffered from the highway.

- d) This Plan encourages the consolidation of small lots with poorly organized buildings and parking areas into larger more efficient development parcels to enable developments to more easily and effectively achieve the policies set out in this Plan for commercial areas; however, this policy is not intended to suggest that the consolidation of these lots is intended for the sole purpose of creating large format retail stores.
- e) In some instances, particularly in the vicinity of residential areas, existing Municipal transit routes, and community services, mixed use development consisting of residential and commercial uses may be appropriate. However, not every property designated Commercial land use is suitable for mixed use development. Mixed use development should take into account the site location and compatibility with adjacent land uses. Priority for mixed use development shall be given to areas within the City Centre Intensification Area as identified in Schedule 'E' and the Additional Intensification Areas as identified in Appendix 'A'. Mixed use development along the Bell Boulevard Corridor as defined in Section 3.9.2 of this Plan shall not be permitted until a study is completed to determine servicing feasibility for mixed use development.

3.9.2 Bell Boulevard Corridor

- a) Lands designated Commercial land use in the Bell Boulevard corridor are suitable for commercial uses that serve the regional and community markets. As such, it is important that development of these lands be guided by appropriate land use policies to avoid future land use conflicts, traffic congestion and servicing problems, ensuring ease of access and maximizing development potential. The Bell Boulevard corridor's role as a major focus of employment and retail activity within the region would be enhanced through development of retail, highway commercial and recreational commercial uses. As a gateway to the community, the image of the Bell Boulevard corridor should be enhanced through policies emphasizing a high level of urban design, co-ordination of separate developments to function cooperatively, landscaping and efficient traffic circulation.
- b) Uses permitted on lands designated Commercial land use in the Bell Boulevard corridor should include a wide array of commercial uses, including motels/hotels, conference facilities, restaurants, retail stores, personal service uses, day cares, automotive service uses, business, professional and administrative offices, recreational uses, places of entertainment, private clubs, theatres and all types of commercial services and parking lots, which may be developed either in clusters (such as plazas or malls) or on a standalone basis.

- c) Developments on specific lots should be co-ordinated as much as possible with developments on adjacent lands to limit the number of accesses onto roadways to:
 - ensure safe traffic flow on adjoining streets, and
 - promote efficient and convenient traffic circulation between uses.
- d) Where significant stands of trees must be removed to accommodate new development, or where sites have limited vegetation, landscaping consisting of tree planting should be established as part of the development process.
- e) Outdoor storage areas should be limited primarily to sales and display areas; where general storage areas are required, such areas should be adequately screened from the public street.

3.9.3 Bayview Mall/Dundas Street East Corridor

- a) The Bayview Mall/Dundas Street East Corridor, located generally along Dundas Street East, east of the City Centre to Haig Road, is a significant commercial area, characterized by a mix of commercial, industrial and low, medium and high residential density land uses, generally geared to service the community.

This area's role as a focus of employment and retail activity within the region should be strengthened through the consolidation and intensification of existing land uses while maintaining the character of adjacent residential neighbourhoods. Expansion of commercial uses will be permitted on Herchimer Avenue south of Dundas Street to take advantage of the waterfront as a location for public recreational activities. New medium or high density residential uses either as independent uses or in concert with commercial uses would be appropriate also.
- b) Uses permitted on lands designated Commercial land use in the Bayview Mall/Dundas Street East Corridor include motels/hotels, conference facilities, restaurants, retail stores, personal service uses, day cares, automotive service uses, business, professional and administrative offices, recreational uses, places of entertainment, private clubs, theatres, community facilities, and all types of commercial services and parking lots.
- c) Development of lands located south of Dundas Street East along Herchimer Avenue should be oriented towards recreation commercial uses to take advantage of the redevelopment of the Bayshore as a major public recreational resource area.
- d) Redevelopment of residential properties located on the north side of Dundas Street East and in the vicinity of Bleecker and Dufferin Streets should be geared to uses that have minimal impact upon adjacent residential areas. Uses such as medical and business offices should be encouraged, but should be allowed through the appropriate assembly of lands to protect the interests of adjacent residential property owners.
- e) Development or redevelopment of all lands in the Bayview Mall/Dundas Street East Corridor for commercial purposes should be designed to minimize adverse impacts on adjacent residential land uses. In this regard, vehicular ingress and

egress points should be oriented in such a manner so as to minimize traffic on adjacent residential streets.

- f) Mixed use development may be permitted in accordance with the policies of Section 3.9.1 e) of this Plan.

3.9.4 Dundas Street West Corridor

- a) The Dundas Street West Corridor is located generally along Dundas Street West, generally west of Wilkie Street to Avondale Road. This area has a mix of commercial uses generally intended to service the community, along with institutional and residential uses.
- b) Uses permitted on lands designated Commercial in the Dundas Street West corridor include motels/hotels, conference facilities, restaurants, retail stores, personal service uses, automotive service uses, business and professional offices, information services, recreational uses, places of entertainment, clubs and theatres, community facilities, day cares, commercial services and parking lots. New medium or high density residential uses either as independent uses or in concert with commercial uses would be appropriate also.
- c) Development along the Dundas Street West corridor should be designed in recognition of the area's location along a main entry to the City from the west, and to minimize adverse impacts on nearby residential areas.
- d) Mixed use development may be permitted in accordance with the policies of Section 3.9.1 e) of this Plan.

3.9.5 North Front/Highway 62 Corridor

- a) The North Front/Highway 62 Corridor represents the major existing and developing arterial commercial strip that is intended to serve regional and local markets, as well as provide specialty services for the tourism sector. A variety of commercial land uses, ranging from highway commercial to general commercial and non-retail uses are located in this area.

As the major arterial entrance to the City from the north, it is important that the North Front/ Highway 62 Corridor be as attractive and accessible as possible to both the citizens of Belleville and the traveling public. Therefore, development and redevelopment of this area should focus not only on future land use but also on relevant urban design policies that address issues such as road width, intersection improvements, ingress and egress, landscaping, signage and services.

- b) The uses permitted on lands designated Commercial in the North Front/Highway 62 Corridor shall include those commercial establishments offering goods and services which primarily serve the whole of the community's market area, including business and professional offices, retail commercial uses, assembly halls, places of entertainment, restaurants, hotels and motels, automotive sales and service, personal service uses, day cares, community facilities, public uses, recreational uses, either in the form of individual stores or in plazas or clusters.

- c) It is important that the Municipality undertake a corridor study as soon as possible for the North Front/Highway 62 corridor to address issues pertaining to land use, traffic flow, servicing of the north end of the corridor, and the manner by which private developments occur along the corridor to ensure the corridor is developed in a safe, attractive and functional manner. This study may be completed in two parts (one south of Highway 401 and one north of Highway 401) due to the different physical characteristics of these areas.
- d) Developments should be co-ordinated as much as possible with adjacent uses and those on the opposite side of the street in order to limit the number of and establish effective locations for accesses onto the roadway to ensure safe traffic flow and to promote efficient traffic circulation between uses.
- e) Where possible, parking areas should be located in the rear or side yards in an attempt to improve the visual appearance of the corridor from the street.
- f) Outdoor storage areas should be limited primarily to sales and display areas; where general storage areas are required, such areas should be adequately screened from the public street.
- g) While the entire corridor is to be fully serviced in time, the northerly portion of the corridor is not currently serviced with sewer and water. Some limited development may be permitted in the northerly portion of this corridor without connection to full services provided that natural systems can adequately address the needs of such uses. Care should be exercised to ensure provision is made to connect such uses to full services when available. If any development is required to be on individual on-site sewage and individual on-site water services, the development must be capable of accommodating such services for the long-term with no negative consequences. If any development on individual on-site sewage and individual on-site water services is within a settlement area, it may only be used for infilling and minor rounding out of existing development.
- h) The existing industrial use (ready-mix plant) located at the north-east corner of the intersection of Highway 62 and Cloverleaf Drive should be recognized as a permitted use, and the policies of this Plan should not apply to prevent its continuation or future expansion and improvement.
- i) Parts of this corridor are under the jurisdiction of the Ministry of Transportation. Within such areas, development shall take place in accordance with Ministry policies and standards, and developers shall obtain approval prior to development projects being initiated.
- j) Notwithstanding the policies of Subsection 3.9.5 b) for the parcel described as 7-9 Evans Street and comprising an area of 0.5 hectares, residential uses shall be permitted in addition to the permitted uses of Subsection 3.9.5 b).
- k) Mixed use development may be permitted in accordance with the policies of Section 3.9.1 e) of this Plan.

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. Accessory residential uses may also be permitted in these areas. 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, day cares, automotive uses, community facilities, recreational uses, and accessory residential uses, where 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, in accordance with Section 7.6, and sustainability.
- d) Notwithstanding any other provision of this Plan to the contrary, for the southern 1.28-hectare portion of the lands known as 40 Yeomans Street as it existed on August 9, 2021 that are located within the Commercial Land Use Designation on Schedule 'B' of this Official Plan, the following policies shall apply in addition to the Commercial Land Use policies and all other relevant policies of this Plan:
 - i. The lands shall generally develop in accordance with the site concept plan, as shown in Figure 1;

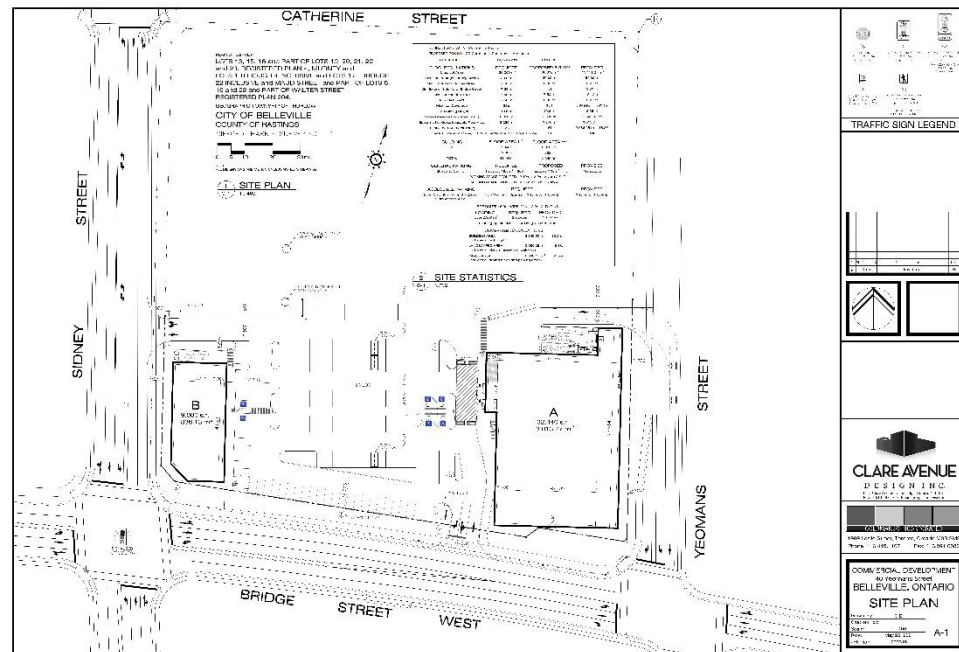


Figure 1: Site Concept Plan for the Southern Portion of 40 Yeomans Street (Image source: Clare Avenue Design Inc.)

- ii. The design of the subject property shall be context-sensitive, in consideration of the adjacent low-rise residential neighbourhood to the east;
- iii. The design of the subject property shall be consistent with the Traffic Analysis completed in support of the City's Schedule B Municipal Class Environmental Assessment process for the widening of Sidney Street (from Bridge Street West to south of Wilkins Street), and improvements to the Sidney Street and Bridge Street West intersection;
- iv. In addition to any other application requirements for a site plan approval, the proponent shall undertake a site-specific Urban Design Brief, in accordance with Policy 3.8.2 g) of this Plan, to demonstrate how the development is compatible with surrounding uses and character, and creates a pedestrian-friendly environment; and,
- v. In addition to any other application requirements for a site plan approval, the proponent shall undertake, either separately or through a single report:
 - a report by a qualified professional to demonstrate how there will be adequate protection and functionality of the nearby monitoring wells to the north that are part of an active groundwater monitoring program;
 - a landscape plan to the satisfaction of the City demonstrating how landscaping has been applied to the Yeomans Street frontage that achieves an appropriate visual aesthetic experienced by the residential development on the east side of

- Yeomans Street that are looking toward the back of the grocery store;
 - an Illumination Plan demonstrating that all exterior lighting is oriented away from residential properties and adjoining streets;
 - a functional servicing report to demonstrate adequate water and wastewater servicing capacity to support the proposed development; and,
 - a stormwater management report demonstrating adequate onsite retention, and quality control; and,
- vi. Notwithstanding Sections 6.1.3 d) and 3.9.6 b), commercial access onto local roads may be considered where other policies of the Plan are met.

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 one unit dwellings to various types multiple unit dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). Specialized housing such as group homes and long-term care homes will also be permitted.

Certain secondary uses of land of a non-residential nature may be permitted. Such uses would be restricted to those that are compatible with residential uses and which often perform a service function in support of the residential area within which they are located, or otherwise have such a minor impact that location within residential areas is of little or no consequence. Examples would include small convenience retail and service shops and offices, bed and breakfasts, churches, day care centres, branch libraries, and home occupations. Schools are permitted subject to a zoning by-law amendment and site plan approval.

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 including market-based and affordable housing that meets the needs of all citizens is provided. The densities that are supported by this Plan are as follows:

- i. Low density residential uses would normally include one unit dwellings, developed up to 25 units per hectare net residential density¹.
- ii. Medium density residential uses would normally include various types of multiple unit dwellings or townhouse dwellings, and small low-rise multi-unit complexes, developed up to 60 units per hectare net residential density².
- iii. High density residential uses would normally include various types of multiple dwellings such as mid-rise and high-rise multi-unit complexes, developed up to 115 units per hectare net residential density².

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

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

- 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.

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

¹ *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.*

- d) In addition to the policies of this Plan, when considering proposed high density residential development within the City Centre designation on Schedule 'B', Council may allow high density residential uses in the form of a high-rise multi-unit complex to develop at density above 115 units per net hectare if the development:
- i. Includes a podium with sufficient ground floor commercial use to enliven the streetscape;
 - ii. Incorporates a level of urban design and architectural expression that is significantly higher calibre than other high-rise development in Belleville;
 - iii. Does not cause negative shade or shadow cast impacts (as determined by a sun/shade analysis); and,
 - iv. Meets the Zoning By-law requirements for parking space, loading space, bicycle parking space, and amenity area provision.

When considering proposed high density residential development outside the City Centre designation on Schedule 'B', Council should be guided by the following principles:

- i. The lands should have direct frontage on or immediate access² to arterial or major collector roads; developments with access only to collector streets should generally be smaller scale.
- ii. The main access routes to such developments should not be through areas of low density residential development.
- iii. The preferred locations for large scale high density residential developments would be along major arterial roads or at major intersections where access to two or more major transportation corridors is available.
- iv. High density residential development should be directed to areas which are adequately serviced with open space and other required community facilities and services, all of which should be of sufficient size to meet the needs of the residents of the housing development.
- v. While not a prerequisite, a preferred location for large scale high density residential development would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, churches).
- vi. As the potential impact of high density residential uses on adjacent or nearby residential uses can be significant, care should be exercised when determining building heights, setbacks, buffering, and building

² *Fronts onto a local street which leads directly to a collector or arterial street but which does not run through significant areas of sensitive land uses leading to the collector or arterial street (i.e. significant areas of low density residential uses).*

orientation (fenestrations) to ensure the impact of such development on residential areas of lower density is minimized; however, where unreasonable land use conflict between high density residential development and areas of lower density would be unavoidable, high density residential development should not be permitted. Further, Council should carefully consider the character of a neighbourhood when determining the appropriate locations for high density residential development.

- 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 access³ to either an arterial or collector road.
 - ii. The main access routes to such developments should not be through significant areas of low density residential development.
 - iii. Where located along collector streets, the preferred locations for medium density residential developments would be at intersections or where access to two or more transportation corridors is available.
 - iv. Medium density residential development should be directed to areas which are adequately serviced with open space and other required community facilities and services, all of which should be of sufficient size to meet the needs of the residents of the housing development.
 - v. A preferred location for medium density residential development would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, churches).
 - vi. Medium density residential development is a preferred housing form to be established immediately abutting a non-residential land use in another land use category, or along very high traffic corridors.

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

- f) Low density residential developments should be permitted in all areas designated Residential land use except in locations where low density uses would not be appropriate. The following principles should be employed by Council to determine the preferred locations for low density residential uses:
- i. Low density residential uses should not be permitted in any area where access to the roadway from individual driveways would create a traffic hazard.
 - ii. Low density residential uses should not be permitted in any area where the impact of adjoining non-residential uses would be excessively

- disruptive to the quiet enjoyment of the low density residential development.
- iii. Low density residential uses are appropriate along arterial streets, but where there is concern about safe and/or efficient traffic movement along the arterial street, or where there is concern of unacceptable impacts on the low density residential development, use of reverse fronting lots should be considered, or where necessary development should be limited to medium or high density residential uses.
- g) In considering the appropriateness of residential development or redevelopment, issues of built form and density should be considered separately where necessary (i.e. a medium density form such as a townhouse dwelling complex developed at a low density, or a low density form such as one unit dwelling developed in clusters at a medium density). More specifically, if any residential development outside the City Centre designation on Schedule 'B' is proposed at a density greater than 25 units per net hectare on a site that has one or more lot lines shared with an abutting single-detached residential development, then the redevelopment will only be approved subject to a rezoning to incorporate:
- i. the addition of an angular plane requirement applicable from the side lot lines shared with the single-detached residential development, with the angular plane drawn at the lot line at a minimum angle of 45 degrees from vertical; and,
 - ii. the addition of a minimum rear setback of 13 metres from the rear lot line shared with the single-detached residential development, if the provisions of the zoning by-law would otherwise allow a lesser setback.
- h) The conservation and rehabilitation of existing housing stock is encouraged by this Plan in order to maintain the supply of older housing and to preserve the character of existing neighbourhoods. New development, and expansions to existing dwellings, which are proposed within existing neighbourhoods, should not detract from neighbourhood character. Infill housing should be encouraged in existing neighbourhoods to maximize land utilization and efficiency of municipal infrastructure, provided such development does not detract from the character of the neighbourhood. In some instances, conversion of larger existing residential dwellings into multiple use is warranted provided sufficient parking can be provided and the character of the existing dwelling is not significantly altered.
- Where intensification is proposed adjacent to an existing neighbourhood, development must conform to the neighbourhood character of those areas and provide an appropriate transition between the mature neighbourhood and the intensification site. Intensification development proposed for mature neighbourhoods must conform to the relevant provisions of any Intensification Guidelines.
- i) This Plan supports the development of all forms of housing in all forms of tenure, being freehold, rental, cooperative, and condominium.

- j) The City may approve an application to convert rental housing to condominium tenure, only if the rental vacancy rate for the City of Belleville, as defined and reported yearly through the Canada Mortgage and Housing Corporation Rental Market Survey, has been at or above 3 per cent (3%) for the preceding two-year reporting period, and conditional on the following:
- i. The completion of an independent engineering study, funded by the developer, to determine:
 - The structural integrity of the building;
 - Any Building Code and maintenance deficiencies;
 - An appropriate replacement reserve, pursuant to the *Condominium Act*; and
 - The need for landscaping and site servicing improvements.
 - ii. An agreement with the City by the developer to:
 - Undertake all remedial work identified in the engineering study prior to registration;
 - Create and fund a replacement reserve in accordance with the engineering study; and,
 - Enter into a new site plan agreement to upgrade all site improvements to current design standards; and
 - iii. The completion of any other conditions of approval in accordance with the Council decision.
- k) Where any residential development is proposed to be established adjacent or in close proximity to uses or facilities which could have significant impact on such development (i.e. due to noise, light, or visual impact), Council should ascertain and provide for the most appropriate means of mitigating such impacts, including:
- buffering through use of plantings, fencing, berming;
 - increased setbacks;
 - solid structural barriers; and/or
 - architectural design (orientation of building fenestrations).
- Council may require the preparation of noise and vibration attenuation studies as set out in Section 7.7 of this Plan to ascertain the extent of the potential impact and to identify the most effective mitigative measures. Reference should also be made to the Ministry of the Environment, Conservation and Parks' D-series guidelines which provides environmental considerations and requirements for employment land uses, sensitive lands, sewage and water services.
- l) Residential uses in rural areas must comply with the setback provisions outlined in the minimum distance separation formulae.
- m) Notwithstanding the policies of Subsection 3.10.2 e), for the property described as 165 Foster Avenue and comprising an area of approximately 1,010 square metres, six (6) residential units shall be permitted.

- n) Accessory dwelling units shall be permitted in a one-unit dwelling, two-unit dwelling, or townhouse, as well as in a building or structure ancillary to a one-unit dwelling, a two-unit dwelling, or townhouse, subject to the following:
- a maximum of one accessory dwelling unit, and coach house dwelling, is permitted;
 - the accessory dwelling unit must be in compliance with the Ontario Building Code and/or Fire Code;
 - the accessory dwelling unit must be compliant with zoning provisions related to the adequate provision of parking and municipal servicing; and
 - the accessory dwelling unit should conform to the character of the primary dwelling and the surrounding neighbourhood.

3.10.3 Non-Residential Policies

- a) Neighbourhood commercial uses within areas designated Residential land use should be restricted to uses that cater to the needs of the immediate residential neighbourhood, or which are of a minor nature (similar impact to a comparable residential use). As a guiding principle, such uses should be restricted to areas which are considered appropriate for large scale high density residential development as set out in Section 3.10.2 d) of this Plan. Generally, uses should be:
- limited in size to no more than 200 square metres floor area;
 - compatible with adjoining residential uses;
 - only permitted in areas which are capable of adequately servicing the needs of the neighbourhood or otherwise be inconsequential; and
 - where grouped, generally limited in size to a cluster of no more than three to four separate uses.

Where commercial development is permitted, site development criteria to be applied should ensure that:

- safe access from the public street is provided;
- all outdoor storage areas for garbage are fenced or screened from adjacent uses and preferably located away from the public street;
- the visual appearance of the property is enhanced through landscaping;
- all exterior lighting is oriented away from residential properties and adjoining streets; the impact of loading facilities, parking lots and service areas on adjacent residential uses is minimized through fencing or plantings, berming and buffer strips, or increased setbacks;
- safe pedestrian access and circulation is provided on-site; and
- the architectural approach recognizes the character of the surrounding neighbourhood.

Community scale commercial uses are encouraged along arterial roads to service residential areas.

Residential uses in combination with such development may be permitted provided both land uses are designed to exist compatibly on the same lot.

- b) Institutional and open space uses within areas designated Residential land use should be restricted generally to residential-type institutional uses which cater primarily to the needs of the immediate residential neighbourhood within which they are located; examples would include churches, day care centres, and neighbourhood parks. Community gardens are permitted on vacant or underutilized lands except where the cultivation of crops might have negative impacts on existing natural features or might pose a risk to human health.

Residential-type institutional uses should be restricted to areas which are considered appropriate for medium or high density residential development as set out in Section 3.10.2 d) and e) of this Plan, whereas open space uses may be permitted within any area designated Residential land use.

The impact of such uses on adjoining residential uses should be considered and mitigative measures taken to ensure impact on such adjoining uses is not excessive; the site development criteria set out in Section 3.10.3 a) should be applied to such situations.

Non-residential-type institutional uses should be developed on lands designated as commercial and industrial.

- c) Notwithstanding the policies of Subsection 3.10 of this Plan, within the area described as Part of Lot 21, Government Plan, and Lot E, Registered Plan No. 296 (177 Church Street), a business, professional and/or administrative office shall be a permitted use.

3.10.4 Residential Land Use – Exception One

Notwithstanding any other provision of this Plan to the contrary, for the lands described as Part of Lot 6 and Part of Lot 7, Registrar's Compiled Plan No. 1819; Lot 15, 16 27 & Part of Lot 26 Registered Plan No. 135, City of Belleville, as described in Plan 21R-8344 and located within the Residential Land Use designation on Schedule 'B' to this Official Plan, the following policies shall apply in addition to the Residential Land Use policies and all other relevant policies of this Plan:

- a) Additional study is required to determine the strategy for servicing this area with sanitary sewer services. A sanitary sewer servicing study will be required to investigate the capacity of the existing sanitary sewer delivery system, identify options for the delivery of sewage from the this area to the sewage treatment plant and to assess the sewage treatment plant's capacity to process expected flows;
- b) A water distribution study will be required to determine the most appropriate methods for ensuring that adequate water pressures and capacities, including fire flows are available for future development;
- c) A stormwater management study will be required with all future development applications, to be reviewed and approved by the Municipality and local conservation authority prior to development approval; and,

- d) A traffic impact study will be required to determine the impact of future development on the existing and future road network.

3.11 Community Facility

The purpose of the Community Facility designation as shown on the land use schedules is to recognize the most significant community or institutional uses located throughout the community, generally within areas predominantly used for residential purposes. This land use designation does not define all establishments that would qualify as community facilities or institutional land uses; institutional uses are located in, and are allowed to establish in a number of other land use designations established by this Plan. Community Facilities are encouraged to be located such that they sustain Belleville as a complete community, and contribute to complete neighbourhoods, thereby helping residents access services in close proximity to where they live and work.

3.11.1 Permitted Uses

The predominant uses of the land in areas designated Community Facility are uses which exist for the benefit of the residents of the community and which are operated for the most part by the City, senior levels of government, school boards, non-profit organizations such as church groups and public service agencies. The uses permitted would include education facilities including schools (including staff and student housing), churches, cemeteries, hospitals, fire halls, day nurseries, police stations, libraries, museums, galleries, theatres, community centres, service clubs, nursing homes, homes-for-the-aged, parks and playgrounds, and similar uses. It is recognized however that not all areas so designated are appropriate for all forms or types of community facility uses. Also, commercial uses may be permitted where accessory, incidental or complementary to the community facility use.

To enhance access to local food sources and increase opportunities for community and urban agriculture, community gardens, edible landscaping, and roof top gardens shall be permitted as accessory uses for community facilities.

3.11.2 Policies

- a) Uses permitted in the various areas designated Community Facility should be defined according to:
- the function for which the area is designated;
 - the nature of access to the subject lands;
 - the servicing limitations of the subject lands; and
 - the nature of adjoining lands uses and the potential for land use conflict.

Facilities should be located where they are capable of adequately servicing their principal user groups and on lots which are adequately sized to accommodate buildings, parking, and landscaping.

Where lands designated Community Facility are located in predominantly residential areas, residential uses may be permitted where it has been determined:

- there are no appropriate government or other institutional uses apparent for such lands; and
 - the residential land use is appropriate in keeping with the policies of Section 3.10 of this Plan.
- b) Development of the majority of institutional or public facility uses is dependent upon vehicular access to function properly. 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, such uses should have sufficient parking on-site but a reduced parking standard may be applied where there is sufficient parking off-site to address the needs of such establishments during peak usage periods.

- c) This Plan encourages the joint or multiple use of community facilities to provide the most efficient and effective use of physical resources in the community. This Plan also encourages grouping of community facilities to maximize use of related services and to provide convenience to the public.
- d) The visual appearance of all parking lots and service areas should be enhanced through appropriate landscaping. Appropriate lighting of such areas is required to ensure public safety; lighting should be oriented however away from nearby residential properties and from interfering with visibility on public streets.
- Parking lots, service areas and outdoor activity areas should be located so as to minimize the effects of noise and fumes on nearby residential properties. Measures to mitigate the impact of such facilities on adjoining residential areas by fencing or plantings, berming and buffer strips, or increased setbacks should be employed as required.
- e) Community facilities should provide for safe pedestrian access and circulation on-site, and provide, as necessary, facilities such as bus drop-off areas and outdoor pedestrian crush spaces which do not conflict with vehicle movements.
- f) The exhibition grounds located north of Bridge Street along Sidney Street have potential for redevelopment. The size of this site restricts expansion of large scale exhibition and similar activities, and relocation of the exhibition grounds to larger and more appropriate lands is supported by this Plan.
- g) 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.
- h) The City's existing wastewater treatment facilities are designated Community Facility and may be required to expand in the future according to the Wet Weather

and Waste Water Master Plan. When new development is proposed within 300 meters of waste water treatment facilities/sites, the Municipality will seek to ensure land use compatibility of development to both the existing and expanded sewage treatment facilities identified in the Wet Weather and Waste Water Master Plan by referencing applicable the Ministry of the Environment, Conservation and Parks Guidelines..

- i) Community facilities should be provided in a coordinated and efficient manner which considers the impacts which may emerge from climate change while simultaneously addressing the projected needs of the area.
- j) Municipally-owned community facilities should be financially viable for the duration of their life cycle and available to meet the current and projected needs of the area. This may be demonstrated through asset management planning.

3.12 Employment Lands

Areas designated Employment land use on the land use schedules are intended to serve as the major concentrations of industrial activity and employment in the City. The Municipality is committed to protecting and preserving employment lands. Industrial areas are considered to be 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 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.

3.12.1 Permitted Uses

Uses permitted in areas designated Employment land use 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. Other compatible uses such as commercial uses accessory to industrial uses, commercial uses which primarily serve the industrial area, wholesale establishments, office uses, equipment rental uses, data processing establishments, other quasi-industrial, service or business uses such as automotive services uses and utility or service companies, training facilities, and commercial uses which require large sites for storage are permitted. Unless otherwise provided, retail uses that do not service the industrial area or do not have characteristics that warrant a location in an industrial area should not be permitted.

Uses that are complementary to employment uses may be permitted in Employment areas. Complementary uses may include office and business services (printing, equipment repair), day care facilities (that do not create land use compatibility issues with an employment area's principal land uses), restaurants, financial institutions, personal services, convenience commercial uses and recreational facilities.

3.12.2 Policies

- a) This Plan encourages diversification of the types and sizes of industrial activities in the City. 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.
- b) Certain lands designated Employment land 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 uses considered obnoxious may be prohibited from being established in the community, or alternatively may be directed to areas that are secluded and located considerable distance from areas that may be impacted by such uses.

Where Employment Land Uses are proposed adjacent to agricultural operations, impacts will be mitigated to the extent feasible based on the proposed employment use. This could include measures such as the use of vegetative screening, or other forms of buffering, and storm water management systems to ensure proper water infiltration.

- c) 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 the Environment, Conservation and Parks' 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.

Where an existing Employment land use is located in close proximity to sensitive land uses, the Municipality should encourage the establishment of mitigative measures to reduce the impact of the industrial use on adjoining land uses (i.e. fencing, landscaping, berming, limited building fenestrations oriented towards the sensitive land uses). The Municipality should attempt also to protect such industrial uses from further development of incompatible land uses in close proximity to the industrial use that would increase the degree of incompatibility, and employ appropriate mitigative measures (i.e. setbacks, berming, screening and landscaping, fencing).

- d) Dry industrial uses may be permitted without connection to full municipal services (sanitary sewer and water) where it can be demonstrated that such a use can be appropriately developed without connection to full municipal services; care should be exercised in such situations to ensure adequate road access and soft services (i.e. police and fire protection) can be provided to the development.

Generally, this would only be employed to accommodate small enterprises or space extensive uses (i.e. trucking depots or storage yards, recycling uses, and

contractors yards), and similar, where such uses do not require access to full services, and where municipal services are not yet available and are not intended to be extended to such lands in the immediate future.

- e) All industrial uses should meet the guidelines and requirements of the Ministry of the Environment, Conservation and Parks with respect to solid and liquid waste disposal and all emissions to the environment.
- f) Adequate off-street parking should be provided to accommodate employee parking requirements. Adequate off-street loading facilities should also be provided. Outdoor storage areas should be appropriately buffered from adjacent roads and properties that may be impacted by such areas through use of landscaped strips, plantings of trees, and berming.
- g) General commercial, and convenience or service commercial accessory uses may be established within areas designated Employment land use to provide services to workers within the industrial areas of the City and to those who may be passing through, provided that such developments are generally limited in scale and do not detract from the general purpose of such areas to provide for intensive industrial activities. This development is limited to 250 square metres of gross floor area on any given property, and no development proposing greater gross floor area will be permitted unless it is accompanied by a market analysis by a qualified professional confirming that the trade area being served is predominantly the Employment area within which the development is situated.
- h) The lands located in the industrial area west of Sidney Street along Bell Boulevard are designated an enterprise zone as defined in this Plan, wherein a broad range of uses (including certain compatible commercial uses) may be permitted in addition to industrial uses.
- i) Within certain areas designated Employment land use that have not yet been developed, natural drainage courses, wetlands and natural areas exist. When development of these areas is proposed, this Plan encourages the retention of such areas in their natural state. However, where site modification is necessary, steps to mitigate environmental impacts of developing such areas should be incorporated in development plans; new planting areas, engineered wetlands, and naturalized drainage courses are among the options that should be considered.
- j) Certain lands designated Employment land use are used for railway purposes, either as rail corridors, spur lines or marshalling yards, together with maintenance and support uses. The following policies apply to areas designated Employment land use which are used for railway purposes:
 - i. 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.
 - ii. 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.

- iii. As railway corridors and marshalling yards are a major source of noise and vibration, the policies of this Plan set out in Section 7.7 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.
- iv. Should any railway corridor be abandoned, the Municipality should endeavour to acquire the right-of-way or otherwise assure its protection as an open space corridor for such activities as recreation trails, service corridors, and transportation linkages. Where no appropriate use for an abandoned rail corridor is determined and acquisition of the corridor by the Municipality is not undertaken, the rail corridor may be used for uses consistent with adjoining land use designations in this Plan without amendment to this Plan.
- k) Commercial uses that are accessory to uses permitted in employment areas, but which shall not include destination-oriented commercial and shopping uses such as Large Format Retail uses, are permitted.
- l) A zoning by-law amendment is required to permit non-accessory commercial development (e.g., standalone restaurants, standalone personal service business, etc.) in employment areas.
- m) Where commercial development is proposed in employment areas, it must be limited in scale and be complementary to the existing employment uses in the area.
- n) Development of Employment Lands should be phased so they are fully serviced to support the future projected needs of the area.
- o) The conversion of Employment lands to other uses may be permitted through a comprehensive review where it is demonstrated that the land is not required for employment uses in the long term and that there is a viable need for the conversion.
- p) Notwithstanding policy n), and in accordance with Section 1.3.2.4 of the PPS, lands within existing employment areas may be converted to a designation that permits non-employment uses provided the area has not been identified as provincially significant through a provincial plan exercise or as regionally significant by a regional economic development corporation working together with the Municipality and subject to the following:
 - there is an identified need for the conversion and the land is not required for employment purposes over the long term;
 - the proposed use would not adversely affect the overall viability of the employment area; and
 - existing or planned infrastructure and public services facilities are available to accommodate the proposed uses.
- q) Where isolated Employment sites (not in an employment area) are proposed to be converted to non-Employment uses, they should also be reviewed against the following criteria to determine the merits for conversion:

- the site is located outside an established or proposed industrial/business park;
 - the site is isolated from surrounding designated employment lands;
 - the site is surrounded by non-employment land uses on at least three sides;
 - the conversion would not create incompatible land uses;
 - the conversion of site will not negatively affect employment lands in the area;
 - the conversion would be consistent/supportive of City policy planning objectives;
 - the conversion does not contravene any City policy planning objectives;
 - the site offers limited market choice for employment lands development due to size, configuration, physical conditions, other; and
 - the site does not offer potential future expansion on existing or neighbouring employment lands.
- r) Where parcels designated as Employment lands share an adjoining lot line, the municipality may require an easement between the parcels as a condition of development approval.

3.13 Strategic Employment Area

In accordance with Section 1.3.2.7 in the PPS, the Strategic Employment Area designation applies only to future employment lands within the Urban Boundary for which there are no immediate plans for development (i.e., these lands are not designated for development) but the long term rationale for these lands is to be employment lands. The Strategic Employment Area designated on Schedule 'B' is an area that is largely undeveloped or under-developed, primarily consisting of rural and rural residential uses, and is currently serviced by private water and sewage disposal systems. This area is intended for long term employment growth and development on full municipal services in accordance with the staging policies of this Plan, and is not expected for development prior to 2038, unless the Belleville East Arterial Road (BEAR) is constructed within this period of time. It is the intent of this Plan that development within the Strategic Employment Area will only be permitted when a secondary plan designated the lands for development has been prepared to the satisfaction of the Municipality.

It is recognized that changing circumstances within the Municipality, with respect to supply and availability of land to accommodate development, and construction of the BEAR may trigger the need to begin more detailed planning of those areas designated as Strategic Employment Area prior to 2038. Where Council for the municipality recognizes the need for more detailed planning of those lands within the Strategic Employment Area prior to 2038, Council may initiate the preparation of the secondary plan.

3.13.1 Applications for Consent

Division of land through Consent to Sever within the Strategic Employment Area designation is prohibited, as these lands are to be protected for future growth and development. Consents which are required for agricultural uses within those areas

designated Strategic Employment Area may be permitted, where the Municipality is reasonably satisfied that such changes will not negatively impact the future viability of these lands for employment development. For further certainty, Consents for any type of residential dwelling shall not be granted.

3.13.2 Zoning

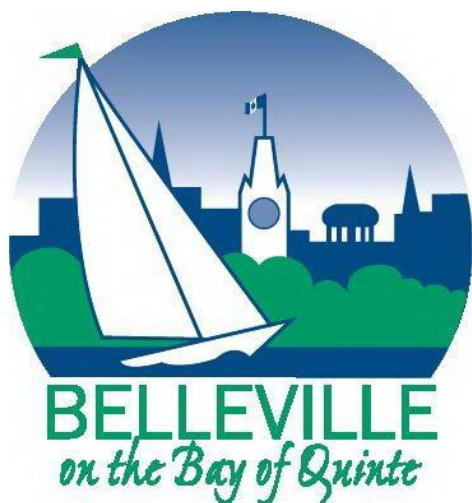
Prior to development on full municipal services, lands designated as Strategic Employment Area will be zoned to permit existing uses, and may also be zoned to permit uses of a temporary nature that do not require municipal servicing and generally do not involve buildings or significant structures. Uses such as agriculture, forestry, open space and outdoor recreation will generally be permitted, and compatible public uses that do not require municipal water or sewer services will also be permitted.

3.13.3 Secondary Plan

The Municipality may prepare a secondary plan (or require development proponents to prepare a secondary plan for the Municipality's review) for the Strategic Employment Area prior to development. The secondary plan will be prepared, presented for public consultation, and adopted as an Official Plan Amendment. The secondary plan will address and coordinate at a minimum, but not necessarily be limited to:

- a) identifying the study area boundaries for land use, environmental, and servicing studies;
- b) recognizing that all new development in this area should respond to an identified need for employment lands and complement the planned construction of the BEAR;
- c) providing for, and identifying the location of proposed land uses;
- d) assigning a mix of non-residential land uses (related to jobs, employee density, and floor space);
- e) designing the road and pathway systems including all modes of active transportation, transit and vehicular movement within the study area including consideration of access points, design, traffic calming measures and any major off-site transportation improvements;
- f) ensuring compatibility with existing, planned or adjacent land uses;
- g) protecting the natural heritage system;
- h) protecting cultural heritage resources as required by the policies of this Plan;
- i) identifying and protecting prime agricultural land where possible;
- j) Minimum Distance Separation formulae requirements;
- k) providing for adequate and cost-effective municipal infrastructure, including fulfillment of any municipal class environmental assessment requirements;
- l) timing and phasing of proposed development; and,

- m) ensuring adequate public, stakeholder, and First Nations consultation.



SECTION 4 - SPECIFIC POLICY AREAS

In addition to the land use policies set out in Section 3 of this Plan, it is necessary to establish additional policies and guidelines for certain areas which require particular care or attention. These areas are illustrated on the land use schedules as specific policy areas. Broad based plan policies, including those related to servicing requirements, also apply to Specific Policy Areas. Where there is a conflict between area-specific policies and other policies of the Official Plan, the area-specific policies will prevail, with exception to Sections 3.5 and 5.3. Where any policies set out in this Section specify land use boundaries, roadway locations, or servicing corridors, variations would be permitted without an amendment to this Plan provided that:

- the general intent and purpose of the policies of the specific policy area are not compromised;
- such variations do not adversely affect the development potential of adjoining lands; and
- servicing parameters, including traffic circulation, are not compromised.

4.1 Specific Policy Area #1 – Bayshore Planning Area

The Bayshore of the City of Belleville contains a mixture of many different land uses, some having existed for many years, and others comparatively new. Some uses exhibit a high degree of urban design, while others are not visually attractive. There are conflicts between these different land uses, and environmental contamination issues exist for some of the existing and former industrial areas and adjoining lands. While the Bayshore

contains a number of existing industrial uses, the area is envisioned as a mixed-use waterfront, and no new industrial uses should be located in the area.

The Bayshore has potential to become a major destination for recreational purposes, and a preferred location in which to live or establish a business. The Bayshore trail and other park development has opened the area for public recreation and solidified the perception that the Bay of Quinte has the potential to define the character of the City and improve the quality of life for residents of the entire region. This Plan establishes policies to encourage redevelopment of Bayshore lands in a manner that enables the City to achieve maximum benefit from the area's inherent characteristics and opportunities.

4.1.1 Policies

a) The main objective for the Bayshore Planning Area is:

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

b) Through the redevelopment of the Bayshore area, this Plan encourages the Municipality to identify opportunities to enhance public access to the waterfront by establishing additional open space areas within the Bayshore Planning Area. To maximize the utility of open space areas, the Municipality may acquire additional lands to:

- retain for park or other public recreational purposes;
- connect with other lands acquired for park or other public recreational purposes; or
- exchange as a means to consolidate areas of open space into larger more usable tracts.

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

c) The Municipality may acquire any lands within the Bayshore Planning Area under any procedure permitted by law to achieve objectives for:

- redeveloping underutilized or poorly developed and configured lands within the Bayshore Planning Area, including consolidating lands for resale and redevelopment purposes, either independently or in partnership with others;
- resolving environmental contamination issues;
- expanding the range and type of public uses along the waterfront; or
- expanding the City's open space system.

The Municipality may enter into partnership or other agreements with landowners to facilitate redevelopment of lands within the Bayshore Planning Area through

joint initiatives to address environmental, servicing or other issues that must be addressed prior to development being undertaken.

- d) Building heights within the Bayshore Planning Area should be carefully managed to ensure that the waterfront is not visually barricaded from the rest of the community. Ideally, buildings immediately adjacent to the waterfront should be low profile, with taller buildings located further away from the waterfront.
- e) Access to the Bay of Quinte is an important component to the success of redeveloping the City's waterfront. This Plan encourages the Municipality to develop trails and public access points to the shoreline where feasible.

Should the CP Rail corridor through the Bayshore Planning Area be abandoned for railway purposes, this Plan strongly encourages the Municipality to acquire the corridor for development as a public recreation trail, and/or for reuse as a mechanism to encourage the redevelopment of adjoining lands for uses in keeping with the main objective for the Bayshore Planning Area.

- f) Urban design guidelines may be established by the Municipality as set out in Section 8.13 of this Plan as a means to encourage and guide the redevelopment of lands within the Bayshore Planning Area using appropriate architecture and landscaping to create an environment interesting to residents and visitors.
- g) The Municipality may expand on the policies of this Plan through amendments or may establish other strategic initiatives to assist with evolution of the Bayshore Planning Area in keeping with the main objective for the Bayshore Planning Area.
- h) The Municipality may consider height or density bonusing for brownfield sites in the Bayshore Planning Area that are eligible under a Community Benefit Charge By-law.
- i) Development in the area described as East Bayshore in Belleville's East Bayshore Final Report (2003) should have regard for:
 - the twenty-five year vision which envisions the East Bayshore area as more diverse and interesting place to live, work, visit and play, with:
 - nodes of redevelopment at the Downtown Bayshore and the former Bakelite property, which will be lively, urban places, with a rich mix of housing, recreation, tourism and commercial opportunities;
 - protected natural heritage features;
 - parks and stormwater management facilities which are linked to natural areas and create a greenway that provides for environmental protection and enhancement, recreation and tourism; and
 - a continuous trail set in the greenway that links Belleville's West and East Bayshores and connects north to the Parrott Riverfront Trail, neighbourhoods and business districts, as well as to other Lake Ontario communities via the Waterfront Trail.
 - the principles, and concepts contained therein, including:
 - the area should be healthy, accessible, green, usable, attractive, affordable, connected, and diverse; and

- The Downtown Bayshore area should create a waterfront extension of the downtown core, with new low to medium-rise housing, small-scale retail such as shops, boutiques, cafes, a restaurant, tourist attractions and a waterfront commons to serve Belleville residents and visitors, including boaters.

4.2 Specific Policy Area # 2 – The Hamlet of Point Anne

Point Anne, located on the Bay of Quinte, has a long and important history. It is located in a high quality natural area along the Bay in the immediate vicinity of extensive rock quarry operations. Shallow soil cover, waterfront location, extensive nature of nearby incompatible land uses, and uniqueness of the location in close proximity to extensive natural areas warrant the establishment of policies for this hamlet.

4.2.1 Policies

- a) Development within the Hamlet of Point Anne should reflect its cultural heritage value. In approving development or redevelopment, Council should consider:
 - building heights which generally should be limited to 1 to 2 storeys;
 - the retention of existing buildings where suitable for adaptive reuse; and
 - buffering in the form of open space and/or landscaping between existing, proposed or planned development, and in particular between non-compatible land uses and residential and other sensitive land uses.
- b) Prior to any significant development being permitted within Point Anne, a special study should be completed for Point Anne to address land use and servicing issues. Such a study should recognize the historic importance of the community. The study should have regard for the Belleville to Point Anne Significant Areas Strategic Plan, 1997 and address among other things:
 - the extent of current and future aggregate extraction;
 - the protection of natural features including wetlands and the alvar;
 - provision of public access to the Bay of Quinte;
 - adequacy of water supply and sewage treatment services; and
 - opportunities for development and redevelopment in the Hamlet.

At the completion of such study, amendments to this Plan to incorporate policy initiatives may be warranted.

- c) Due to the close vicinity of an extensive licensed quarry adjacent to Point Anne, the policies of Section 3.7.2 of this Plan must be considered when addressing issues pertaining to development in the Hamlet of Point Anne. This should form a critical component of the special study referred to in Section 4.2.1 b) of this Plan.

4.3 Specific Policy Area # 3 – Corbyville Village

Corbyville Village, as identified in Schedule ‘E’, applies to the historic Corby distillery site on the Moira River. It is intended that this area be redeveloped as a village accommodating a broad range of housing with supporting and complementary uses, while recognizing existing non-residential uses.

4.3.1 Permitted Uses

Uses permitted in Corbyville Village include a combination of low and medium density residential uses, commercial uses geared primarily to service the residential community, and open space, recreational and community facility uses. It is intended that these uses combine to create a largely self-contained village providing a broad range of housing types and styles, recreational opportunities and ancillary uses. The existing industrial use would be recognized also, but could be redeveloped for residential purposes.

4.3.2 Residential Policies

- a) The maximum residential development within Corbyville Village should not exceed 850 dwelling units on the basis that the industrial area is redeveloped for residential purposes. If the industrial area is retained for non-residential uses, the maximum number of residential units should not exceed 700 units. Development would consist of low and medium density residential uses.

The actual number of residential units is dependent upon a number of factors, most importantly the issue of servicing as set out in Section 4.3.5 of this Plan.
- b) Uses allowed as low density residential would include one unit dwellings. It is intended that lot sizes be relatively small, permitting the clustering of residential units in a woodlot or garden setting with abundant provision of open space. The density of development at low density would approximate 12 units per net hectare³.
- c) Uses allowed as medium density would include low density uses as well as townhouse dwellings and low-rise multi-unit dwellings. Further, to provide for some residents and to maintain stability in the community, multi-unit dwellings would be permitted. The density of development at medium density would approximate 26 units per net hectare⁴.
- d) Dwellings should be designed and constructed to high standards of quality.
- e) Residential units may be developed in a series of self-contained clusters connected by a series of small parkettes and continuous walkway systems.

⁴ Net hectare in this context means lands intended for residential use but not including public and private open spaces, public road allowances, recreational facilities, environmental protection or commercial areas.

4.3.3 Commercial and Industrial Policies

- a) Commercial uses permitted within the Corbyville Village would include facilities and services that are ancillary to and supportive of the village concept including a hotel/motel/inn, retail convenience stores designed to serve the needs of the community, speciality type retail stores, postal services, bank, medical and dental clinics, restaurants and other similar uses.
- b) In the design of the Corbyville Village, the following guidelines should be considered for commercial land uses:
 - minimal setback of commercial uses from street lines should be encouraged;
 - parking areas should be located in the rear and side yards and buffered by the use of perimeter landscaping;
 - provision should be made for a sidewalk and landscaping between the road and commercial buildings where appropriate;
 - signage should be integrated into the building facade and/or landscape design;
 - buffering, such as setbacks and/or fencing, should be required adjacent to residential/open space uses; and
 - garbage and loading areas should be screened from streets by buildings and landscaping.

4.3.4 Community Facilities, Open Space, and Recreation Use Policies

- a) Community facilities necessary to support the village (churches, nursing homes, government offices, public uses) would be permitted in Corbyville Village.
- b) Open Space and recreational uses should consist of recreational and open space uses including passive recreational uses, and would include health/fitness and/or activity centres, playgrounds and athletic fields, indoor swimming pools, tennis courts, recreation trails, parks and other similar compatible recreational uses.
- c) Use of the historic Corby Distillery administrative buildings for general business, government, and professional offices, restaurants and businesses that rely upon the character of these buildings would be permitted.
- d) Open space areas should be designed for both passive and active recreation use; wherever possible, existing natural features including stormwater management facilities should be enhanced through landscaping and buffer areas.
- e) Where possible, Moira River frontage should be acquired by the Municipality or Conservation Authority for public use.

4.3.5 Servicing and Site Conditions

- a) Subject to the provisions of clause b) of this Section, it is intended that the site of the Corbyville Village be serviced by municipal water through extensions to the

Cannifton Road watermain and by municipal sanitary sewage, subject to Section 5.3 of this Plan.

- b) Council, at its discretion, may determine that servicing the Corbyville Village through extension of municipal services is not feasible, and may permit development of the Corbyville Village to proceed on communal servicing. Prior to permitting development to proceed on the basis of communal servicing, the overall maximum residential density should be determined on the basis of servicing studies prepared by the developer and approved by the Municipality in consultation with the Ministry of Environment, Conservation and Parks and other appropriate authorities.
- c) Facilities associated with the water supply and sanitary waste disposal systems in the Corbyville Village would be subject to compliance with the regulations of the Ministry of Environment, Conservation and Parks and local authorities and should be appropriately distanced and buffered from adjacent residential and open space uses.
- d) Hazard areas adjacent to the Corbyville Village may be used for storm water management facilities, which should be developed in accordance with the Bay of Quinte Remedial Action Plan; however, stormwater management facilities should not be located below the 1:100 year flood-line.
- e) Prior to obtaining final approval to develop the Corbyville Village, the owner should undertake and provide to the Municipality:
 - a servicing report addressing the provision of sanitary sewage and municipal water services, stormwater management facilities, and other utilities;
 - an environmental report and record of site condition indicating the site is free of hazardous wastes and is suitable for the proposed uses in accordance with Ministry of the Environment, Conservation and Parks Guideline for Use at Contaminated Sites in Ontario;
 - a development phasing plan;
 - heritage impact assessments;
 - an urban design study; and
 - an archaeological assessment of the property.

4.3.6 Urban Design and Heritage Policies

- a) This Plan encourages the development of urban design guidelines for the Corbyville Village that reflect a common urban design theme, to reflect the historical character of the area. The theme should reflect the architecture of the late 19th century and should be incorporated into the design for both residential and commercial land uses.
- b) In addition to the above historical urban design criteria, the urban design guidelines that should be considered include:

- building heights which generally should be limited to 1 to 2 storeys for commercial uses and one and two unit dwellings or townhouse dwellings, 3 storeys maximum for low-rise multi-unit dwellings;
- retention of existing buildings for adaptive reuse; and
- buffering in the form of open space and/or landscaping between existing, proposed or planned development located outside of the Corbyville Village, and the Corbyville Village, and in particular between non-compatible land uses and residential and other sensitive land uses.

4.4 Specific Policy Area # 4 – Loyalist Secondary Plan

The Loyalist Secondary Plan area is a special study area that is located to the west of the urbanized area of the City adjacent to the Bay of Quinte. It is intended to form the westerly extension of the urban community in accordance with the most appropriate and efficient systems for sewage disposal, water supply, transportation and utility servicing.

- The Loyalist Secondary Plan continues as part of this Official Plan, however it is currently under review. Therefore, development applications in conformity to the existing Loyalist Secondary Plan may be deemed complete and the development will be approved in accordance with the policies in effect at the time that the City grants its approval.
- Notwithstanding the foregoing clause a), the lands known as Part Lot 31, Concession 1, Part 1, Registered Plan 21R-19789 may be used as Community Facility, in accordance with Section 3.11 of this Plan.

4.5 Specific Policy Area # 5 – Cannifton Planning Area

The Cannifton Planning Area, as identified in Schedule ‘E’, is within the Urban Area, north of Highway 401, bisected by Highways 62 and 37, and the Moira River. It is approximately 1,215 hectares in size and includes the existing settlement known as Cannifton. There are portions of this planning area that are fully developed for urban uses, but significant development potential exists for a variety of land uses throughout the planning area. This planning area is intended to accommodate a significant portion of the City’s future residential, commercial and industrial development.

4.5.1 General

- To guide the servicing and development of the Cannifton Planning Area in a cost-effective and efficient manner, the Municipality may prepare more detailed land use plans and servicing strategies to identify proposed land uses and municipal infrastructure alignments to guide development as set out in Section 8.12 of this Plan. Details on specific residential densities, municipal sewer and water extensions, road networks, stormwater management strategies, and recreational and park systems may be included.

- b) Development of the Cannifton Planning Area should occur in stages in accordance with the logical extension of services into and through the planning area. Except as otherwise provided, stages should be approved only as servicing infrastructure is capable of being extended to accommodate new development in accordance with Section 5.3 of this Plan.
- c) Within this Planning Area, there are a number of traditional rural or agricultural land uses. The policies of this Plan will not apply to prohibit the continuation of such uses, and such uses may continue subject to the Rural land use policies of this Plan, however the policies of Section 7.2.4 are not applicable for lands within the Urban Serviced Area, as shown on Schedule 'B' of this Plan. The intent of the foregoing is to ensure that designation of lands within the Cannifton Planning Area for urban development does not infringe upon the right of current rural or agricultural land uses to continue operating unencumbered by urban land use designations.

4.5.2 Residential Land Use Policies

- a) Residential development in the Cannifton Planning Area would occur at all densities provided for in this Plan as set out in Section 3.10 of this Plan, but would consist primarily of low density residential uses.
- b) It is anticipated that the Cannifton Planning Area will provide housing for up to 7,500 persons once fully developed, consisting of approximately 2,000 low density residential units and 1,000 medium/high density residential units.
- c) In the settlement area known as Cannifton, residential development of a nature that preserves the character of the area should be encouraged.

4.5.3 Commercial and Employment Land Use Policies

- a) Major commercial development would be permitted along the Highway 62 corridor and immediately north of Highway 401 in areas easily accessible from Highway 401 interchanges. Uses permitted in such areas would be as set out in Section 3.9.5 of this Plan.
- b) Neighbourhood commercial uses would be permitted in areas designated Residential land use in accordance with the policies of Section 3.10.3 a) of this Plan.
- c) Uses permitted in the area designated Employment land use in the Maitland/Parks Drive area may include various types of industrial uses but should generally be oriented to quasi-commercial and industrial uses, such as contractors yards, discount retail outlets, equipment rental establishments, truck terminals and depots, home improvement businesses, and similar uses that often exhibit both industrial and commercial characteristics. This area may be designated an enterprise zone by Council due to the variety of land uses within this area.

In other areas designated Employment land use, development should be established pursuant to the policies set out in Section 3.12 of this Plan.

- d) While it is intended that in time all lands within this Planning Area would be serviced with full municipal services, the policies of this Plan will permit the lands designated Employment land use to be developed for certain industrial uses without access to municipal water and sewer services subject to the following criteria:
- i. Such uses should have limited demand for services; natural systems must be capable to managing the servicing demands of the use for the long-term with no negative impacts.
 - ii. Adequate municipal road access is available.
 - iii. Provision is made for future servicing through the establishment of servicing easements and/or agreements respecting payment for municipal services and connection thereto whenever such services are to be provided.
 - iv. The means to provide effective fire fighting services would be available.

4.5.4 Community Facility and Open Space Policies

- a) Community facility uses that maintain and enhance the social, cultural and educational services within this area should be permitted. Community facility uses such as schools and churches should be permitted as needed. Such uses should be developed as provided for in Section 3.10.3 b) of this Plan within areas designated for Residential land use.
- b) Recreational land uses within the Cannifton Planning Area would consist mainly of a network of active and passive parks and trail systems that complement the Municipality's efforts to provide a variety of recreational opportunities to area residents. The Parkland and Recreation Master Plan referred to in Section 7.11.1 a) of this Plan should identify major open space requirements and new trail locations. Development of parks within areas designated Residential land use should be undertaken in accordance with Section 3.10.3 b) of this Plan.

4.5.5 Transportation Policies

- a) The proposed major road network for the Cannifton Planning Area is identified on Schedule 'C' to this Plan, and consists of existing and proposed collector and arterial roads that would ensure safe and efficient vehicular access to and through the area. The proposed road network should provide guidance to developers and the Municipality when preparing and reviewing applications for development.
- b) In context with the detailed land use plans referred to in Section 4.5.1 a) of this Plan, the Municipality may define more specific locations for major roads set out in Schedule 'C' of this Plan.

- c) Access points along Highways 62 and 37 should be spaced in accordance with Ministry of Transportation policy and standards so as to protect the safe and efficient movement of vehicles along these Provincial highways.

4.5.6 Municipal Servicing Policies

- a) It is the intent of this Plan that the Cannifton Planning Area be fully serviced by municipal sanitary sewage and water supply, and by other utility systems.
- The location, sizing and design of sewer and water systems should be in accordance with the requirements of the City in accordance with specifications designated by the Municipality. The Municipality has established guidelines and standards on the extension of services that should be employed to guide all future works.
- b) Portions of the Cannifton Planning Area are serviced presently, and minor extensions of existing systems (sanitary and storm sewers, and water) can be used to service additional lands. Some systems must be oversized to accommodate the long term servicing of lands on the outer areas of the Planning Area.
- c) At the time of preparation of this Plan, the means by which lands located generally east of Highway 37 within the Cannifton Planning Area would be serviced with sewer and water services has not been ascertained. Until servicing strategies are determined and the preferred method for extending services to these lands has been established, the policies of Section 5.3 of this Plan should be employed. A portion of the area can be serviced with water services without major expansion of the water system, including establishment of an elevated water tank and water booster stations. Development should only be approved and allowed to proceed in accordance with the available service capacity, and Section 5.3 of this Plan.
- d) To ensure that development proceeds in an orderly and economical manner, lands to be developed and/or which require development approval should be:
- evaluated with respect to sewer and water capacity;
 - allocated sewer and water capacity at approval; and
 - required to execute separate development agreements containing provisions outlining the number of lots to be developed or the extent of development to be undertaken, and an estimate of the sewer and water usage.
- e) Due to the servicing limitations for this area, some limited form of development may be permitted without access to full services, in accordance with Section 5.4 and the following:
- i. In areas designated Residential land use, the Rural land use policies set out in Section 3.3.3 of this Plan should be employed as appropriate.
 - ii. In areas designated Commercial land use, the policies set out in Section 3.9.5 g) of this Plan should be employed.

- iii. In areas designated Employment land use, the policies set out in Section 4.5.3 d) of this Plan should be applied.
- f) Stormwater management within the Cannifton Planning Area should be implemented as follows:
 - i. Master drainage plans should be prepared for each drainage basin within the Cannifton Planning Area in accordance with Municipal requirements prior to any significant development being permitted. Such plans should identify stormwater management systems including locations and sizes of storm sewers, swales, and retention/detention ponds, and means to limit phosphorus loading on the Moira River and to protect near-shore fish habitat.
 - ii. As a guiding principle, master drainage plans should be prepared on the basis of 0% increase in peak runoff through use of a variety of stormwater management techniques supported by this Plan.
 - iii. Master drainage plans should include methods to address stormwater quality.
 - iv. Prior to any significant development being approved or proceeding, a stormwater management report should be prepared setting out the means by which stormwater management objectives for the site would be achieved.

4.6 Specific Policy Area #6 – City Centre Planning Area

4.6.1 City Centre Districts

- a) The City Centre Specific Policy Area provides more detailed policies to guide intensification and redevelopment of the City Centre. There are seven (7) distinct neighbourhoods or districts within the City Centre as identified on Schedule ‘E’. Four (4) of these areas are districts: Downtown, Church Street, The Flats, and East Gate, since these areas are predominately mixed use, while the other three are predominately residential neighbourhoods with commercial uses: Riverview, West Village, and The Harbour. This differentiation between district and neighbourhood is not critical to the opportunities for intensification, however the development of the three (3) surrounding neighbourhoods for residential uses is important to the revitalization efforts.
- b) The existing residential development just beyond the City Centre in the East Hill and West Hill already contribute to the vitality of the City Centre; however there are fewer opportunities for intensification in these neighbourhoods, which are relatively stable, fully built-out areas.
- c) While the City Centre Districts are all identified as key intensification areas, low density residential development is still permitted within these areas. As long as the overall intent of mixed use is achieved, low density residential dwellings are permitted in all residentially zoned areas of the City Centre.

- d) Development within the City Centre should contribute to a range of uses within each of the City Centre districts and neighbourhoods.
- e) Mixed use development is encouraged where residential units are provided in conjunction with ground floor retail use fronting onto the main street.
- f) High rise developments should be sympathetic to existing development and should not be significantly taller than adjacent buildings. The upper storeys of high rise buildings should be set back to reduce shadowing of the street or neighbouring buildings.
- g) New developments within the City Centre should be located close to the street edges to frame public streets and to ensure a consistent rhythm.
- h) Commercial uses should be located on main streets and along key corridors. Other uses that contribute to providing activity on the street may also be permitted at ground level.
- i) If an existing purpose-built commercial building is proposed for redevelopment or reuse, and the building is located on a main street or along a key corridor, then the future building should retain commercial uses on the ground floor.
- j) The use of podium built form that contributes to the creation of an active public façade at street level, is encouraged.
- k) Surface parking areas should generally only be permitted as accessory uses, but may be permitted as a primary use subject to a temporary use zoning by-law.

4.6.2 Intensification Plan

- a) The Provincial Policy Statement obligates municipalities to identify and promote intensification where it can be accommodated. It has been determined that the City Centre provides opportunities for intensification that, if realized, will contribute to revitalization of this area.
- b) The City Centre Intensification Plan is shown on Schedule 'E2'. This Plan has evaluated the opportunities for redevelopment, including the reuse of brownfield sites; the development of vacant or underutilized properties; infill development; and the expansion or conversion of existing buildings within the City Centre at a higher density than currently exists. The intent of Schedule 'E2' is to actively encourage the intensification and redevelopment of these lands within the City Centre.
- c) The Municipality may consider height or density bonuses for brownfield sites within the City Centre which are eligible under a Community Benefit Charge By-law.

4.6.3 Intensification Targets

- a) Intensification targets define the potential for additional development by 2030. These targets have taken into account the development proposals that have the

highest level of realization, sites with existing approvals or are currently vacant, or where there is greater likelihood of redevelopment occurring.

Neighbourhood/ District	Potential Dwelling Units	Commercial/Employment GFA (ft ²)
Downtown	350	144,548
The Flats	368	83,270
West Village	117	5,479
Riverview	330	-
East Gate	63	-
The Harbour	52	174,375
TOTALS	1280	407,672

4.6.4 Building Intensification Sites

- a) Future intensification opportunities in the City Centre are conceptually shown as building footprints in colour overlay on Schedule 'E2'. It is intended that the intensification of these areas generally proceed according to the special neighbourhood or district policies; and to the Land Use Policies of this Official Plan.

4.6.5 Development Approvals

- a) Land use approvals for intensification sites will occur through the rezoning and site plan approval process. The Municipality will encourage development of these properties provided that the development proposal meets the policies of the Official Plan and relevant design guidelines; there is sufficient municipal servicing capacity available; planning for pedestrian and community needs has been taken into account; and all environmental matters related to flood proofing, soils, noise impact or traffic safety have been addressed.

4.6.6 Limitation on Building Heights

- a) Approved building heights within the City Centre are illustrated on Schedule 'E2'. These recommended heights are based on previous planning studies of the downtown area and are intended to protect the heritage character and prominence of landmarks such as the City Hall clock tower and to ensure land use compatibility in established areas.
- b) These height controls will be governed by the height provisions of the Zoning By-law.
- c) To vary from these provisions and permit a greater building height, a site specific urban design study must be prepared that clearly indicates to the satisfaction of the City that a taller building is compatible with the massing of the surrounding buildings and neighbourhood, and does not create shadowing or block important view corridors.

4.6.7 Gateway Areas

- a) Gateway Areas are shown on Schedule 'E2' at visually prominent major entrances to the City Centre and at the intersections of arterial or collector streets. Gateways create a sense of entrance, and contribute to the image and identity of the City Centre.
- b) Taller buildings that incorporate high standards of architectural design are encouraged to be built in these locations.
- c) Buildings located at corners shall provide distinct architectural appearance and a high level of detailing to ensure that the design continues around the corner with articulated facades towards both streets.
- d) Taller buildings in Gateway Areas should generally be stepped back from the street level above four (4) storeys, unless located across from open space areas, where the street wall can be up to five (5) storeys.

4.6.8 The Flats

- a) The Flats is a mixed use district on the west side of the Moira River south of Bridge Street extending to the Bay of Quinte. The Quinte Consolidated Courthouse (QCC) and surface parking occupies a significant portion of the district.
- b) The Billa Flint House is a protected heritage property south of the Courthouse and directly across the Moira River from City Hall. It will be preserved with a civic plaza and landscaped courtyard.
- c) Urban design guidelines for the Courthouse District (2010) will guide future redevelopment of the area surrounding the Courthouse that is delineated on Schedule 'E2'.
- d) There are opportunities for higher density residential development on the west side of Coleman Street, and south of the rail line on the Bay of Quinte. Development at these locations takes advantage of waterfront views and arterial road access. Extension of the Waterfront Trail and public access along the Bay of Quinte through these lands should be provided in the future.
- e) Intensification of The Flats will serve as the west anchor of Downtown and as another connection to the Bay of Quinte. Dundas Street is the gateway for tourists from Bay Bridge and Prince Edward County. As development unfolds in this district:
 - A pedestrian bridge will be provided to connect Billa Flint House to a civic plaza in front of City Hall; and
 - Dundas Street West will be improved by burying hydro lines, adding a multi-purpose Trail and street tree planting on the south side and landscaping of the parking lots on the north side.

- f) The property at 26 Colbourne Street (northwest corner of Coleman Street and Dundas Street West), comprising a land area of 0.31 hectares, shall be permitted to develop at a density of 310 units per hectare.
- g) In addition to the Policies of Section 4.6, the Policies of Section 4.1 also applies to The Flats district, provided that, in the event of a conflict, these intensification policies take precedent.

4.6.9 West Village

- a) The West Village neighbourhood is on the west side of the Moira River north of Bridge Street with older industrial and warehousing uses. Some of the intensification opportunities are:
 - Conversion of the historic industrial buildings that back onto the River into loft condominium multi-unit dwellings or live/work spaces;
 - Wherever possible, turning new infill development to face the river and add decking or terraces;
 - Reclaiming or preserving public access to the River; and
 - Maintain and upgrade the street housing along Coleman Street.

4.6.10 Riverview

- a) The Riverview neighbourhood has potential as a desirable high-density neighbourhood, fronting onto the Riverfront Trail and parkland, and Memorial Park. It is a gateway from the train station into Downtown. Many of the existing properties are vacant or with derelict buildings; some require remediation.
- b) Intensification of new residential development with higher densities fronting onto Station Street, lower densities fronting onto the side streets, parking in interior central blocks and a pedestrian trail at the base of the escarpment is envisioned for Riverview.
- c) The property at 111 Great St. James Street, comprising a land area of 0.51 hectares, shall be permitted to develop with up to 32 dwelling units.

4.6.11 Downtown

- a) Intensification in Downtown must ensure that:
 - New buildings are of a scale and massing that is complementary to buildings in the surrounding area;
 - Historic facades are to be preserved and restored during intensification; and
 - In order to encourage increased pedestrian activity and to maintain a traditional streetscape, mixed use development on Front Street between Dundas Street and the Sagonaska Bridge should provide for non-residential uses at street level with residential uses directed to upper floors

or to areas of the building where the use will not detract from an active streetscape.

- b) General intensification opportunities in Downtown are:
- Infill on smaller vacant lots along Front Street for commercial ground floor uses and residential units on upper floors;
 - The new infill buildings should be consistent with the massing and heights of adjacent buildings. They should be built at the street edge or align with the facade of the adjoining building; and
 - Conversion of the upper floors of existing commercial buildings to residential multi-unit dwellings is encouraged wherever proper access, amenity area and parking can be provided.
- c) A major opportunity for intensification on lands south of Bridge Street, along Pinnacle and Front Streets, and north of Dundas Street, is shown as the Downtown-South Redevelopment Plan on Schedule 'E2'. Further details are provided in the Intensification Plan report.
- The Plan capitalizes on the City-owned lands including the surface parking lots, the Memorial Arena, former City Recreation Centre, and property on the east side of Pinnacle Street;
 - This area forms a major gateway to the Downtown and should be promoted for redevelopment for commercial, office and residential uses at higher densities;
 - The riverfront parking areas would be developed for commercial and residential uses that overlook the Riverfront Trail with enhanced surface parking offered on the east side of Front Street;
 - A new mid-block connection would be provided through the improved parking area from Front Street to Pinnacle Street. This mid-block connection helps to link the land uses along Pinnacle and Front Streets;
 - Redevelopment of the Memorial Arena would anchor the future development phases. The frontage of the Memorial property along Pinnacle Street would be improved with landscaping to enhance views to Market Square; and
 - Street improvements are necessary along Pinnacle Street to widen sidewalks and provide street tree planting
- d) The existing riverfront parking lots north of the footbridge could be redeveloped for residential development as shown on Schedule 'E2'. The new buildings would be combined with ground-floor enclosed parking and/or commercial units for restaurants and retail uses.
- A service corridor for vehicular access/loading areas would be provided between the existing commercial units on Front Street and the new buildings;
 - The rear additions to existing commercial buildings should be removed to improve access, parking and aesthetics;
 - The architectural style of new buildings along the riverfront should reflect the natural setting and historic character; and

- The Riverside parking lot south of the footbridge could be converted to a multi-use “flex” space for public events when needed, and parking space for the remaining time.
- e) The City Hall and Market Square are key elements to the civic identity of the City. This cultural heritage value or interest will be enhanced in the future with a new public square on a portion of the Riverside parking lots directly across from City Hall on the west side of Front Street. The existing historic façade would act as the street wall, defining the space. The Riverfront Square will serve as the forecourt to City Hall with a pedestrian link to the Court House precinct on the west bank of the Moira River. It will be a green space with large trees and seating areas. Wide sidewalks along the perimeter of the Square would connect to Front Street and the Riverfront Trail.
 - f) The Market Square will continue as the historic outdoor Farmers’ Market and as an outdoor public venue. Market Square occupies a central location and attracts shoppers and visitors to the area, providing an outlet for locally produced products and fulfilling an important role in terms of education, social interaction, tourism and cultural heritage. It provides a venue for cultural/arts festivals and events, and for civic functions. This Plan encourages the enhancement of the Market Square and surrounding community facilities.
 - g) The implementation of the intensification plans in Downtown will require coordination with private landowners; property acquisition and assembly; a call for development proposals; detailed design and servicing plans; the provision of site services and flood proofing; and addressing lost surface parking.
 - h) This Plan encourages the Municipality and the Belleville Downtown Improvement Area (BDIA) to initiate or support programs and projects, either directly or through the efforts of community groups, towards the beautification of Downtown through enhanced landscaping and improved streetscapes, and the provision of street furniture, lighting and public art.
 - i) Development on lands designated as Belleville Commons on Schedule E of this Plan should be in conformity with the recommendations of the Belleville Downtown Commons Feasibility & Economic Impact Study (2019).

4.6.12 Church Street

- a) Church Street is an institutional district with historic architecture and larger properties. These institutional uses include education, worship and professional offices. It is at a higher elevation and serves as a transition to the East Hill neighbourhood.
- b) A three (3) storey height restriction is recommended in this area, given the elevation relative to Downtown, to protect the predominance of the landmark buildings. Potential for some intensification exists on the east side of Church Street.

4.6.13 East Gate

- a) East Gate is a small mixed use district along Dundas Street north of the CP rail line. It extends to the Kinsmen Park as an eastern gateway to the City Centre. There is opportunity for some higher density residential infill development that is oriented towards Dundas Street, with parking to the rear.

4.6.14 The Harbour

- a) The Harbour neighbourhood is a residential neighbourhood interspersed with industrial, commercial and high density residential uses. It fronts onto Victoria Harbour and the Meyers Pier basin. It is juxtaposed between the Bayfront and Riverfront Trails. Future efforts to properly connect these Trails are encouraged along South Front Street.
- b) The redevelopment and intensification of this neighbourhood should recognize and preserve the unique qualities of this area, and should be undertaken in a manner sympathetic to the qualities of the existing residential community.
- c) New structures should be sympathetic to the massing and scale of existing uses, maximum building heights may be identified in the implementing Zoning By-law of this Plan.
- d) This neighbourhood has existing industrial activities and the potential for more employment uses near the rail line and sewage treatment plant. It is not the intent of this Plan to require existing industrial uses to relocate from this area. Adding employment uses is desirable provided that it can coexist with the existing low density neighbourhood. Continuation of existing industrial uses is supported by this Plan, but reuse of industrial sites for appropriate commercial, residential or mixed use projects is also encouraged.
- e) In addition to the Policies of Section 4.6, the Policies of 4.1 also applies to The Harbour neighbourhood, provided that in the event of a conflict, these intensification policies take precedent.

4.6.14.1 Special Policy Sub-Area: 105 Pinnacle Street

The lands municipally known as 105 Pinnacle Street is a special policy sub-area located in *The Harbour* neighbourhood within the City Centre, and the development of 105 Pinnacle Street shall conform to the policies set out below:

- a) The lands shall generally develop in accordance with the site concept plan, as shown in Figure 2;

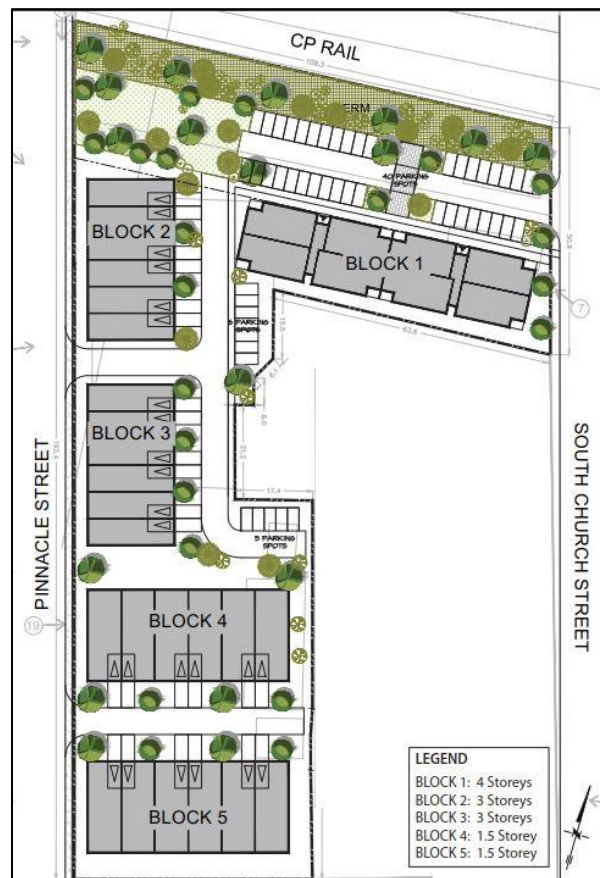
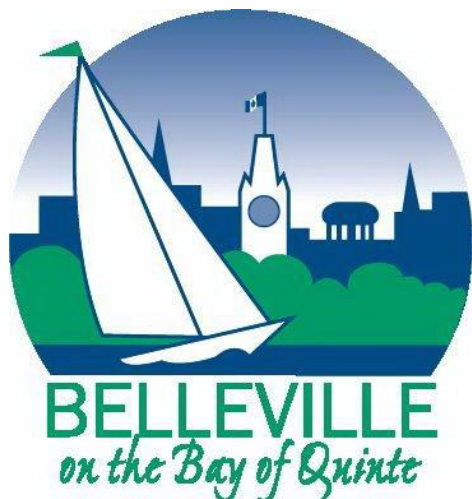


Figure 2: Site Concept Plan for 105 Pinnacle Street (not to scale; image source: Hobin Architecture Incorporated)

- b) The development shall address the following neighbourhood transition and proximity to heritage requirements:
- i. The design of the subject property with regard to building height and form shall be context-sensitive, in consideration of:
 - The adjacent built heritage property to the west;
 - The single-detached residential dwellings to the south and east; and,
 - The CN Rail line to the north; and,
 - ii. The subject property shall respect the heritage characteristics of the built heritage property to the west, in accordance with Policy 3.8.3 a) of this Plan;
- c) The design of the subject property shall conform to the urban design guidelines outlined in Sections 3.8.7 and 7.6 of this Plan;
- d) In addition to any other application requirements for a site plan approval, the proponent shall undertake a site-specific Urban Design Brief, in accordance with Policy 3.8.2 g) of this Plan, to demonstrate how:
- i. The development is compatible with surrounding uses, pedestrians, and character;

- ii. Building façades that face Pinnacle Street have been designed to be pedestrian-oriented at grade;
- iii. Buildings with ground-oriented residential uses have their privacy maintained through a combination of architectural design and landscape design;
- iv. The apartment building block height is justified, in consideration of the pre-existing single-detached residential dwellings to the south and east; and,
- v. The development maintains strong physical and visual connections to:
 - The waterfront and adjacent commercial areas;
 - The gateway area immediately north of the subject property; and,
 - The Downtown district in the north (refer to the Downtown-South Redevelopment Plan on Schedule D2 to OPA 23);
- e) Outdoor amenity area for each residential unit shall be required and the size of the required outdoor amenity area shall be tailored to the particular requirements and needs of the residents of the proposed development, in accordance with Policy 7.11.3(b) of this Plan (e.g., a townhouse would have a functional private yard and an apartment would have a functional balcony);
- f) In addition to any other application requirements for a site plan approval, the proponent shall undertake, either separately or through a single report:
 - i. a Noise Impact Study, including a specific analysis on how all outdoor amenity areas of the development are appropriated located and designed; and,
 - ii. a Vibration Impact Study;
- g) Notwithstanding anything in this Plan to the contrary, the proponent for the subject property shall include on-site parking, given that there are no public parking lots in close proximity, and further:
 - i. The minimum amount of parking shall be one (1) space per unit;
 - ii. Should the proponent include on-site parking, it may take the form of surface parking and it may be located within the 30-metre building setback area from the CP rail line; and,
 - iii. Underground parking shall be prohibited, as excavation below one (1) metre is restricted in the Harbour neighbourhood due to the presence of bedrock and contamination from the former coal gasification plant; and,
- h) The proponent for the subject property shall include a Planning Justification Report and a Functional Servicing Report as part of the zoning application for the development.



SECTION 5 - SERVICING POLICIES AND UTILITIES

The provision of services and utilities throughout the City is essential in achieving the objectives of this Plan. All lands in the City of Belleville within any land use designation except Agricultural Land Use designated lands established by this Plan may be used for any plant associated with the provision of any public roadway, service or utility provided that such location is either essential for the said service or represents the preferred location. The following policies together with the policies set out in Section 6 pertaining to roads and other transportation systems will provide guidance on the requirements for and the provision and use of services and utilities.

5.1 General Policies

- a) Urban development shall be provided with the necessary support services and facilities including:
 - sanitary sewers and storm drains, piped water, gas, power, telephone utilities, and water and sewage treatment;
 - fire protection, garbage collection and other municipal services;
 - access to transportation; and

- access to schools, parks and related community facilities.
- b) The location of infrastructure and public service facilities shall consider natural hazards policies of the Province and be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety.
 - c) The co-location of linear infrastructure (water, wastewater, and stormwater infrastructure, highways, electricity transmission) is encouraged to promote cost-effectiveness and coordination.

5.2 Access to Public Roads

- a) All new development must have frontage on and direct access to an improved public road which is maintained on a year round basis by the Municipality or the Ministry of Transportation, with sufficient capacity to accommodate traffic generated by new development.
- b) Exceptions to the above-noted policy will be allowed for:
 - conservation uses not having an accessory dwelling or any building or structure to which the public would have access; and
 - individual units within condominium developments provided the development as a whole has access to a public road.

5.3 Municipal Sanitary Sewer and Water Systems

- a) Development within the urban serviced area identified on Schedule B of this Plan should proceed in an orderly and phased manner and only be permitted where adequate municipal services or communal facilities exist or can be provided within the financial capacity of the municipality and where orderly and compact development will result. Municipal sewage services and municipal water services are the preferred form of servicing for lands within the urban boundary.
- b) This Plan encourages an ongoing program of reconstruction and rehabilitation of the municipal water and sanitary sewer systems, including the separation of sanitary and storm sewers.
- c) Municipal services should only be extended when existing built-up areas are substantially developed or where new development can be coordinated with the extension of existing services.
- d) The extension of municipal services for new development should occur adjacent to existing built-up areas, and new development shall have a compact form, mix of uses and densities to allow for the efficient use of land, infrastructure, and municipal services.
- e) Extensions of water and sanitary sewer services generally should be borne by private development and paid for either through direct contribution or other means such as development charges, with the Municipality assuming responsibilities in

assisting with the costs of service extensions only as necessary to ensure equitable allocation of costs to all who benefit.

- f) Prior to approving any significant infill development or redevelopment within built-up areas of the City, the Municipality should ensure that trunk water or sewer mains are adequate to service the development, or that provisions to upgrade such services can be established.
- g) As it is important that water and sewage treatment capacity exists to meet the needs of growth within the urban service area, the Municipality should prepare an annual update on the residual capacity in the water and sewage systems in accordance with Ministry of the Environment, Conservation and Parks guidelines as a planning tool to manage growth and undertake effective capital planning.
- h) Partial servicing will only be permitted where individual on-site sewerage services and on-site water services within existing developments have failed, or within settlement areas where infilling or minor rounding out of existing development on partial services is proposed, so long as the site is capable of supporting this infrastructure for the long term with no negative impacts.
- i) This Plan encourages the prioritization of infrastructure upgrades in intensification areas, where the condition of existing infrastructure has been identified as a constraint to development, such that the area has adequate infrastructure to support public health and safety.
- j) This Plan encourages the phased extension of servicing to the Employment Lands east of Jamieson Bone Road. Lands that currently have access to servicing should be developed first followed by adjacent lots, as servicing capacity is extended, to avoid the development of lands that are not immediately serviceable but are expected to be developed over the horizon of this Plan. New lot creation should only be permitted where confirmation of sufficient servicing capacity is provided. This Plan encourages the development of an Infrastructure Phasing Strategy to identify priorities for infrastructure upgrades over the horizon of this Plan. The results of such studies when completed should be incorporated into this Plan through an Official Plan Amendment.
- k) This Plan supports the minimization of erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure and low impact development.
- l) This Plan encourages investment in adaptable solutions when planning or replacing infrastructure in order to enhance resiliency and reduce vulnerability to prepare for the impacts of a changing climate. Life cycle costing of potential options is encouraged in order to identify green infrastructure alternatives.
- m) The co-location of linear infrastructure (water, wastewater, and stormwater) is encouraged to promote cost-effectiveness and coordination. This plan supports the integration of stormwater management and planning for water and sewage services to encourage system optimization and long-term viability.

5.4 Private Individual Water and Sewage Treatment Services

- a) Where municipal sewage and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided site conditions are suitable for the long-term provision of such services with no negative impacts. Within the urban serviced area, and in hamlets outside of the urban serviced area these services may only be used for infilling and minor rounding out of existing development.

Negative impacts refers to potential risks to human health and safety and degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through environmental studies including hydrological or water quality impact assessments in accordance with provincial standards.

- b) All development to be undertaken using private services must receive approval from the appropriate approval authority as required by Provincial statute or regulation, in accordance with municipal procedures as applicable.
- c) The minimum lot size for development using private services should be in accordance with relevant sections of this Plan. However, the minimum lot size for any development parcel may be increased to ensure natural systems are adequate to provide the required services; servicing studies may be required to be provided by the proponent by the approval authority prior to the approval of any proposed development.

5.5 Communal Services

- a) Communal Services shall include private communal sewage services and private communal water services, the definitions of which shall be consistent with those provided in the Provincial Policy Statement, as amended.
- b) Lands within the Hamlet or Recreation Commercial designation may be developed on the basis of communal services, where municipal sewage services and municipal water services are not available, planned or feasible.
- c) Prior to installation, the design of such systems must address the requirements of the Municipality and the Ministry of the Environment, Conservation and Parks, as well as any applicable approval processes pursuant to the *Environmental Assessment Act* and the *Planning Act*.
- d) Where privately owned communal services are to be provided, the Municipality may enter into operating agreements to address the operating responsibilities for such systems or to ensure effective operating procedures will be established and maintained for such systems.

- e) The Municipality, in approving any communal system, should have particular regard for the documented performance of the proposed systems, financial securities to be provided, long-term maintenance requirements and operation and administration requirements for the systems. In general, Council should only agree to accept communal systems where it can be demonstrated that such systems would not create an unacceptable financial burden on the Municipality.
- f) The Municipality should ensure that communal servicing systems are upgraded and appropriately maintained when and as necessary to ensure the continuation of adequate service levels to those connected to such systems and to ensure there is no adverse impact to the environment.
- g) Approval from the Ministry of the Environment, Conservation and Parks is required for a large communal system (>10,000 litres per day). Appropriate studies outlining demand and capacity shall be completed to demonstrate that a planned development can be accommodated by a planned sewage/water system.

5.6 Stormwater Management

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

In establishing requirements for stormwater management systems, the Municipality should have regard to:
 - the Remedial Action Plan for the Bay of Quinte;
 - relevant guidelines of the Ministry of the Environment, Conservation and Parks; and
 - the recommendations of the City of Belleville Pollution Control Planning Study 1997.
- b) Due to the necessity of planning on a watershed basis, the Municipality should work with other agencies in preparing appropriate watershed studies for areas deemed by the Municipality to require such studies. The Municipality should have regard to the recommendations and conclusions of such studies; specifically, sub-watershed plans may be used as a mechanism to co-ordinate the installation of new and the improvement of existing stormwater management facilities. This Plan encourages the development of Master Drainage Plans, where relevant.
- c) Prior to approval of any development, the Municipality may require that stormwater management plans be prepared for review by the Conservation Authority, the Municipality, and other agencies that may be affected. Such plans should include a description of the stormwater management practices to be applied, and be in keeping with all relevant policies and guidelines of the Municipality, the Conservation Authority, and the Province. The Municipality may approve development conditional upon the recommendations of such studies being instituted.

The policies that should be applied to the preparation of such studies are as follows:

- i. Increases in peak runoff from development should be controlled so as to reduce the impact of development on lands downstream, generally ensuring that peak post-development flows do not exceed pre-development rates. The Municipality may establish standards to which developments must adhere to achieve such objectives.
 - ii. Stormwater quality should be considered in all stormwater management studies and plans, and means to address issues of quality instituted where feasible.
 - iii. Stormwater management strategies may be employed on either a site-by-site basis or on an areas basis, as circumstances warrant. Where addressed off-site on an area basis, approval of site-specific developments may provide for payment of monies to assist with the provision of area-wide solutions.
 - iv. Stormwater management strategies shall endeavor to mitigate risks to human health, safety, property and the environment.
 - v. On-site detention should be encouraged for large scale developments.
 - vi. Prior to the approval of any development, the Municipality in consultation with the Conservation Authority should be satisfied that adequate stormwater drainage outlets are available or can be provided.
- d) To minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, techniques supported by this Plan for stormwater management include but are not limited to:
- green infrastructure solutions and Low Impact Development (LID);
 - detention ponds (normally dry flow-through ponds) which serve to detain water during significant storm events, used primarily to control peak runoff;
 - retention ponds (normally designed to retain water to support vegetation) which are used primarily to achieve water quality objectives;
 - artificial or man-made (engineered) wetlands which can be employed to achieve water quality objectives; and
 - on-site detention using site features such as appropriately designed parking areas or rooftops for detention, and landscaped areas where natural attenuation is possible, used primarily to control peak runoff.
- e) In order to control flooding, ponding, erosion and sedimentation and to protect water quality and aquatic habitat or other natural habitat which depend on water courses and other water bodies for their existence, stormwater management plans shall be required for any new development consisting of more than four lots or for commercial or industrial developments with large amounts of impervious area. Stormwater management plans will be prepared in accordance with Ministry of the Environment, Conservation and Parks Guideline “Stormwater Management Planning and Design Manual, 2003”, or as updated from time to time.

The municipality shall require the use of stormwater management facilities downstream of new developments, where appropriate, in those rare circumstances where it is necessary to mitigate downstream development impacts on stormwater management facilities, constructed with gentle slopes. Applications for development shall be required to be supported by a stormwater quality/quantity management study.

- f) Stormwater management planning shall be integrated with planning for sewage and water services in all new development applications, where feasible to ensure the systems are optimized, feasible and financially viable over the long term.

5.7 Private Utilities

- a) Development throughout the City relies upon the provision of a number of utilities including telephone, cable television, internet, electric, and natural gas. Further, a number of major utility corridors or pipelines extend through the community. Many of these utilities are located on roads or other public rights-of-way, with service sites located throughout the City. Additionally, some stormwater management facilities only service private property.
- b) The improvement of utilities is an ongoing process requiring replacement of existing facilities and creation of new sites for utility related functions such as transformer stations, pumping stations, and valve stations. This Plan encourages the co-operation of utility companies in order to avoid duplication and unnecessary disruption to the public through the co-ordination of the siting of utilities within rights-of-way and easements and the scheduling of works such as maintenance.
- c) This Plan encourages the placement of utilities and all plants related thereto underground where possible.
- d) Utility companies should be consulted during the design and approval process for new development or redevelopment to ensure adequate provision is made for essential utilities.

5.8 Telecommunication Facilities

- a) Telecommunication facilities play an important role in the maintenance and improvement of quality of life for business, education, public health, individuals, commercial radio and television broadcasting and emergency communications.
- b) Existing telecommunication facilities sites should, where possible, be protected from incompatible uses. New telecommunication facilities should be encouraged where possible to locate adjacent to existing facilities.

Prior to the installation of new telecommunication facilities, Council and the utility company should consider:

- the visual impact on adjacent land uses;

- whether the location or the site is effective in achieving required service objectives; and
 - the nature of access from a publicly maintained road allowance for construction and ongoing maintenance.
- c) This Plan encourages the placement of telecommunication infrastructure and plants related thereto underground, where possible, within all new subdivisions.

5.9 Educational Facilities

- a) Educational facilities are considered an important component of any community. As such, the location of schools should be considered in the context of their importance to meeting the needs of the community.
- b) Elementary and secondary schools are under direct control of local school boards. This Plan should serve as a general guide for Council and school boards for future development of the public and separate school systems.

In considering the location for future schools, the school boards should consider:

- the appropriate school size in relation to the size of the neighbourhood or catchment area which the school is intended to serve;
 - the appropriate site size, topography and shape and its relationship to current or future abutting land uses;
 - the geographical area the school is intended to serve, and suitability of locations to provide convenient and safe service to the greatest number of children;
 - the nature and appropriateness of other facilities to be established in conjunction with the school;
 - the timing of the construction of the school relative to development intended to occur in the school's vicinity; and,
 - the nature of existing and future transportation systems and their suitability to meet the needs of the community for access to the school.
- c) Loyalist College is a critical part of the educational system within the community. This Plan encourages the growth and expansion of this college to:
- extend its reach as a regional facility providing unique educational services;
 - expand the range of educational programs to meet the needs of the community;
 - establish services and programs as needed to meet the needs of local industry and commerce; and
 - develop innovative ways of expanding the range of services (i.e. student housing) and business ventures (i.e. technology park) to strengthen the college and increase its importance as an important post-secondary educational facility in the Province of Ontario.

A master plan study for the Loyalist College was underway at the time of adoption of this Plan. Once completed, the Municipality should amend this Plan to incorporate the recommendations that conform to the intent of this Plan.

5.10 Pipelines

- a) Major trunk pipelines transporting petroleum products and natural gas extend through the City of Belleville, as illustrated on the land use schedules. This Plan recognizes the necessity of these pipelines for the well-being of the City and the Province and supports the development and upgrading of such facilities as required from time to time.
- b) Pursuant to the *Canadian Energy Regulator Act*, the Canada Energy Regulator has established regulations pertaining to development in the vicinity of pipelines (generally within 30 metres from the pipeline centreline). This Plan recognizes that structures (including fences and retaining walls), roadways and driveways, walkways, railways, drainage works, buried communication or power lines, and utility works are subject to such regulations.
- c) Pipelines, including their rights-of-way and appurtenances to pipelines, are permitted in all land use designations established under this Plan. Such rights-of-way may be used for passive open space uses subject to approval of the owner of the pipeline.
- d) Prior to the establishment of a compressor station, or where a compressor station is in existence, the owner of the pipeline should provide for such buffering as is required by regulation or is otherwise necessary to provide public safety.

5.11 Development to Have Servicing Feasibility

- 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.



SECTION 6- TRANSPORTATION POLICIES

A safe, convenient and functional transportation network is of great importance to the City. The transportation network includes roads, railways, recreational trails, sidewalks, cycle routes, airport facilities, and parking. This Plan recognizes that in order to achieve a healthy and livable community, the transportation system, now and in the future, will need to reduce reliance on the automobile in favour of more sustainable forms of connective transportation such as walking, cycling and transit.

The Municipality should maintain and improve the public road systems and related facilities within the financing capability of the Municipality and in co-operation with the private sector and the Ministry of Transportation.

The 2014 Transportation Master Plan (TMP), as may be amended from time to time, should guide the provision of transportation infrastructure and services in Belleville over 20 years.

The TMP is comprehensive, integrated, and multi-modal, addressing the needs of all Belleville residents both now and in the years to come.

6.1 Roads

The road system in the City is under the jurisdiction of two levels of government, the Ministry of Transportation who is responsible for Provincial highways, and the Corporation of the City of Belleville who is responsible for all other public roads.

6.1.1 Provincial Highways

- a) Highway 401 is subject to Ministry of Transportation policies and regulations. The Ministry of Transportation regulates building and land uses within 45 metres of the highway right-of-way and areas within 395 metres of the centre point of the intersection of Highway 401 and any intersecting road and areas within 800 metres for any land use that causes persons to congregate in large numbers through issuance of permits.
- b) The Province also has jurisdiction over Highways 37 and 62 in the City. The Ministry of Transportation regulated area (MTO Permit control area) for Highway 37 is the same as for Highway 401, although the MTO Permit control area around road intersections with Highway 62 is 180 metres.
- c) Development adjacent to these highways under the jurisdiction of the Province would be regulated by the *Public Transportation and Highways Improvement Act* (PTHIA). Early consultation with the Ministry of Transportation, who control the location and size of entrances onto the highway to protect public safety and maintain the function of the highway as a traffic carrier, is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. The Ministry also regulates signage along such highways to protect public safety.

Traffic studies may be required for any development proposal within the Ministry of Transportation regulated area. All development proposals within these limits should be circulated to the Ministry of Transportation for comment. A drainage study may also be required to address the impacts of stormwater management from the proposed development.

- d) For access connections along municipal crossroads in the vicinity of a provincial highway intersection or interchange ramp terminal, any proposed municipal road must meet MTO's access management practices and principles. MTO approval will be required and the appropriate intersection spacing requirements of MTO must be met.

6.1.2 Municipal Roads

- a) All public roads other than Provincial highways are under jurisdiction of the Municipality. Generally, all public roads are maintained year round, although roads which are not essential and which do not provide access to developed lands may not be maintained in an open condition during winter months.
- b) Direct access to municipal roads will only be permitted in locations that can accommodate traffic in a safe manner. Where sight deficiencies exist because of curves or grades, no new access should be permitted unless the deficiency is corrected in a manner acceptable to the Municipality. New entrances should not be established unless the Municipality issues an entrance permit.

6.1.3 Functional Road Classification

The road network in the City should be developed and maintained in accordance with the defined functional classification while having regard for the policies of the Ministry of Transportation and the Municipality. The functional classification of the existing and proposed road network is identified on the Road System Plan on Schedule 'C' and as defined in accordance with the hierarchy as set out below.

a) Provincial Controlled Access Highways

Freeways and highways are intended to provide links between various communities and the City of Belleville, or to provide links between communities through the City. Generally, such highways carry very high volumes of traffic at high speeds, with expressways carrying the greatest amount of traffic.

Freeways are divided, usually with four to six travel lanes. Access to such roads is strictly controlled, restricted to public grade-separated interchanges with extensive acceleration and deceleration lanes. These highways are intended to handle traffic at a constant high rate of speed with minimal interference.

Highways are intended to carry lower volumes of traffic than expressways and usually are designed to function at lower speeds. Highways can be two to four travel lanes wide but generally are not divided, and do not commonly have grade separated intersections or extensive acceleration and deceleration lanes. Entrances to provincially controlled access highways will be subject to Ministry of Transportation policies and standards to ensure public safety and protection of the highway's function.

Highways perform an arterial road function as defined in this Plan.

b) Arterial Roads

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

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

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

c) Collector Roads

- i. A collector road is a roadway that collects traffic from local streets to provide access to an arterial road. A collector provides a combination of mobility and land access.
- ii. A major collector refers to a collector road with a right-of-way width of at least 26 metres, with no permitted lot frontage and restricted access. Major collectors are intended to carry moderate to high volumes of traffic, linking neighbourhoods to arterial roads. These roads commonly carry significant levels of non-local traffic. Typically, major collectors carry up to 1,200 vehicles per peak hour.

These roads may be two or four travel lanes wide, and undivided. The rights-of-way may be widened depending on local circumstances to accommodate needs such as wider right lanes to enable safe and proper side-by-side sharing of the road with bicycles, sidewalks, noise abatement features or landscaped boulevards. When reasonable, bicycle lanes may be constructed as part of the major collector road right-of-way.

- iii. A minor collector is a collector road typically with a right-of-way width of between 20 metres and 26 metres, with permitted lot frontage and direct access other than at major intersections where approved urban design guidelines, traffic concerns, or safety concerns require restrictions within 35 metres of the intersection. Minor collectors typically carry moderate volumes of traffic linking neighbourhoods to major collector and arterial roads. These roads commonly carry only small amounts of non-local traffic. Typically these roads carry between 300 to 500 vehicles per peak hour.

These roads are usually two travel lanes wide, and undivided. The rights-of-way may be increased in width to accommodate needs such as sidewalks, wider right lanes to enable safe and proper side-by-side sharing of the road with bicycles, sidewalks, utility services and landscaped boulevards.

d) Local Roads

Local roads typically carry low volumes of traffic from individual properties within neighbourhoods to minor collectors, major collectors and arterials. Non-local traffic on these streets is intended to be at very low levels. Typically these roads generally carry less than 1,000 vehicles per day (approximately 100 vehicles in the peak hour).

Local roads are usually two travel lanes in rights-of-way of up to 20 metres wide.

e) Rural Areas

The same road classifications (arterial, collector and local) would apply in rural areas, but the traffic volumes traditionally would be less than defined above. As a result, the number of travel lanes for higher functioning roads may be less than

defined. It is the functionality of such roads that is critical, and care should be exercised to ensure the road's principle function is protected regardless of volume.

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. Development approvals will encourage a complete streets approach, in which the design of the road should provide for the safe movement of all users, including vehicles, pedestrians, cyclists, and transit, and ensures accessibility for people of all ages and abilities.
 - iii. Development approvals will encourage good principles of active transportation in the project design, including the provision of convenient, high-quality connections to the City's pedestrian and cycling network.
 - iv. The carrying capacity of the adjacent roads should be sufficient to accommodate the anticipated traffic generated by the proposed development, as well as anticipated growth in levels of background traffic.
 - v. 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.
- b) The regulation of entrances onto roadways is required to ensure that public safety is achieved and the function of the roadway is not compromised. In considering the nature of access to be permitted to roads from abutting lands, Council should consider the following criteria:
 - i. No direct access to an expressway from any abutting lot would be permitted; direct access to highways is permitted with the approval of the Ministry of Transportation. For highways under local jurisdiction, the Municipality would issue entrance permits.
 - ii. Direct access to major arterial roads should be permitted only from lots with large frontages; lots having narrow frontages should be developed using reverse frontages (i.e. onto an internal local road) or through consolidation of entrances. While not preferred, direct access from lots

having narrow frontages to less significant arterial roads may be permitted provided the impact of entrances on the ability of the road to function as required would be minimal.

iii. Direct access to major collector and collector roads should be permitted from lots with large frontages and from lots with narrow frontages provided the impact of entrances on the ability of the road to function as required would be minimal.

iv. Direct access from abutting lots to local roads should be permitted.

The design of entrances onto any road is critical to the function of the road and the safety and convenience of the public. When approving entrances onto any road, the Municipality should consider:

- whether the entrances would have an adverse impact on the ability of the road to perform its primary function;
- whether the entrances promote safe movement of traffic on the public street and on the adjoining lot through provision of adequate sight lines, and relationship with entrances on adjoining lots and lots on the opposite side of the road;
- traffic characteristics of the use on the lot, and the adequacy of throat storage and turning lanes to manage anticipated traffic flows;
- the safe movement of cyclists and pedestrians along the road; and
- the provisions for lighting, drainage, and signage.

c) The Municipality should consider the following guidelines when designing arterial or collector roads or considering development applications that include arterial or collector roads as part of the development:

- i. In areas of new development where heavy traffic volume is projected, residential lots shall be encouraged to back onto arterial or major collector roads, or be accessed by a local road parallel to and intersecting such roads.
- ii. Traffic controls should give priority to travel on arterial and collector roads over travel on local roads; synchronized and vehicle actuated traffic signals should be employed as appropriate.
- iii. Street lighting should be provided and a sidewalk shall be located along arterial and collector roads where there pedestrian traffic is anticipated.

d) The Municipality should ensure that all roads under its jurisdiction are maintained in a safe condition. Priority for road repair should be given to those roads where such repair reduces the need for major reconstruction of the roads, as determined through the capital budgeting process.

- e) The Municipality shall consider various traffic calming and management measures (e.g. narrowing streets, roundabouts, on street parking) to reduce through traffic and to promote safer streets.

6.1.5 Road System Plan

- a) The Road System Plan attached to this Plan as Schedule ‘C’ sets out the existing and proposed road system for arterial and collector roads in the City. Such roads should be improved or established in accordance with the policies of this Plan in keeping with the principles of the Road System Plan. The precise location of proposed arterial and collector roads can only be determined following detailed study, and minor departures from the locations shown on Schedule ‘C’ but which maintain the intent of this Plan will be permitted.
- b) The Road System Plan illustrates a proposed arterial road on the east side of the urban area, extending from Airport Parkway across Highway 401 to Highway 37 (referred to as the BEAR ‘Belleville East-side Arterial Route’). The BEAR would perform an important function in providing a new access to Highway 401 from the City’s north-east industrial park. Alignment of the BEAR as illustrated on the Road System Plan should be considered conceptual for purposes of this Plan. This Plan considers the development of this arterial a priority.

Further, the design of Highway 37/401 interchange is subject of investigation by the Ministry of Transportation. A possible new BEAR interchange with Highway 401 may remove a substantial amount of truck traffic from the Highway 37/401 interchange. The Municipality and the Ministry should work cooperatively on plans for the BEAR and Highway 37 interchange to ensure that in future, the most effective means of establishing a north-south arterial on the east side the urban area is achieved at the most economical cost with minimal impact upon current users of the existing Highway 37 interchange.

6.1.6 Complete Streets

- a) This Plan encourages the Municipality to develop Complete Streets guidelines to set out guiding principles for the accommodation of pedestrians, cyclists, transit riders, passenger vehicles, and trucks in the construction of new roads and re-construction of existing roads.

6.1.7 Freight Audit

- a) This Plan encourages the completion of a Freight Audit, as described in the Freight-Supportive Guidelines prepared by the Ministry of Transportation study, through the update to the TMP. Recommendations from this audit should be incorporated into this Plan through an Official Plan Amendment.

6.2 Road Widening

- a) The Municipality may require land to be conveyed to the appropriate road authority at no cost for the purpose of widening the existing road right-of-way as a condition of severance, subdivision, or site plan approval. Plans of Subdivision and Site Plan Approval should be the mechanism in which the Municipality will obtain any necessary road widening for implementation of Complete Streets, including cycle lanes, sidewalk widening, central medians, green boulevards, and street tree plantings.

Generally, widening should be sought equally from both sides of the right-of-way, but conditions may exist which makes this unachievable; exemptions or modifications to the requirements may be necessary to reflect site constraints, existing physical development or encroachments, placement of buildings, heritage structures, scale of proposed development and pedestrian safety.

- b) Further to the foregoing, as a condition of the approval of a proposed development within a site plan control area, the owner of the property may be required to convey to the Municipality without compensation land for the purpose of widening any public road abutting on the land, including land required for day-lighting triangles at the intersection of roads abutting the land, and for turning lanes and bus layovers. The following policies represent the maximum extent of road widening that may be required as a condition of site plan approval:
- i. The maximum dedication for road-widening purposes for arterial roads designated under this Plan is 5 metres from each side, up to a maximum road allowance width of 36 metres.
 - ii. The maximum dedication for road-widening purposes for collector roads designated under this Plan is 4 metres from each side, up to a maximum road allowance width of 30 metres.
 - iii. The maximum dedication for road-widening purposes for local roads designated under this Plan is 3 metres from each side, up to a maximum road allowance width of 20 metres.
 - iv. Where it is determined through traffic studies conducted for large scale developments that turning lane(s) on any abutting arterial, collector or local road are required to:
 - facilitate safe movement of traffic in and out of the lot proposed for development; and
 - ensure the public road continues to function as intended notwithstanding heavy traffic volumes generated by the development,

the maximum dedication for road-widening purposes above any other road dedication required by this Section is 3.5 metres, provided that such widening should only be required for the length of the necessary turning lane(s).

- v. Where it is determined that a bus layover is required along any arterial, collector or local road, the maximum dedication for road-widening purposes over and above any other road dedication required by this Section is 3.5 metres to a maximum length of 25 metres.
- vi. Where a sight triangle abutting an arterial, collector or local road is required, the maximum dedication abutting the arterial or collector road is 9 metres, and abutting the local road is 5 metres. Where a turning lane is to be provided between two arterial roads or between an arterial road and a collector road, the maximum dedication abutting both roads may be increased to 18 metres.
- vii. Notwithstanding the foregoing, additional land takings may also be required for sight triangles and/or intersection configurations.

6.3 Parking and Loading Facilities

The provision of vehicle parking and loading facilities is essential to the proper functioning of the municipality and the operation of its road transportation network.

6.3.1 Parking Facilities

- a) As parking is an integral component of the transportation system, this Plan encourages the location and design of parking facilities that support the efficient and safe functioning of the transportation system.
- b) On-street parking may be permitted on any road upon where such parking would not cause any hazard and not adversely impact the functionality of the road. Where the issue of functionality applies to only peak traffic periods, on-street parking may be permitted in non-peak periods. Where on-street parking is permitted, care should be exercised to ensure:
 - good sight lines are maintained;
 - access to abutting lands is not adversely impacted; and
 - traffic flow along the street is not unreasonably impacted.

To ensure these conditions are met, the Municipality may restrict parking to only one side of any road, establish no-parking zones, or limit the time during which parking is permitted. To assist with winter maintenance of roads, over-night on-street parking may be restricted.

Generally, on-street parking would be prohibited on most arterial roads, and would only be permitted on major collector and collector roads if interference with traffic flows would not be unreasonable. Typically, on-street parking on local streets would be permitted.

- 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. Accessible parking spaces must be provided in accordance with the provincial standards under the *Accessibility for Ontarians with Disabilities Act*. These spaces should be located on a barrier-free path of travel to the entrance of the facility they serve, being mindful of such things as surface treatment, grading, ramps, street furniture, and landscaping. 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.
- iii. 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.
- iv. Pedestrian circulation routes through parking areas should respect natural pedestrian travel routes, minimize hazards and inconvenience and maximize pedestrian security.
- v. Council shall, when appropriate for specific development proposals, consider excluding designated heritage resources from the parking requirements of the Zoning By-law to facilitate the retention of heritage resources. This Plan encourages the review of the minimum parking requirements provided in this Plan's implementing Zoning By-law to ensure the requirements promote compact built form and walkable development patterns. The review should consider a reduction in historic parking requirements for multiple unit dwellings, and significant reductions for developments near high frequency transit if justified. The review should also consider requirements for bicycle parking for certain land uses.

6.3.2 Loading Facilities

- a) The Municipality should require the provision of on-site loading facilities for development that may regularly receive or dispatch goods. This would not be typically required in the City Centre or in concentrations of uses where the establishment and use of common loading areas is possible.

- b) All development that does not receive curbside solid waste collection shall have appropriate on-site solid waste loading facilities.
- c) Loading facilities should be located to minimize the effects of noise and fumes on adjacent uses and not interfere unreasonably with customer/employee parking areas or pedestrian circulation.

6.4 Railways

- a) Both the Canadian Pacific Railway (CPR) and the Canadian National Railway (CNR) companies maintain mainline rail services through the City. In the instance of the CNR, a marshalling and maintenance yard is established in the City's north-east industrial park. VIA Rail operates commuter rail service and also has a station in Belleville.

Maintaining an excellent railway service is important to the continued health and expansion of the City's industrial sector. This Plan supports the continuation of both rail services in the City and encourages development in the vicinity of the rail corridors that is either compatible with rail operations or that is undertaken using such mitigative measures as are appropriate to reduce the impact of rail operations on such uses.

- b) This Plan encourages the establishment of facilities that serve to eliminate points of conflict between railway operations and activities in the City. Facilities that can be developed to achieve this objective include:
 - grade separated interchanges between the City's road network and rail lines;
 - development of pedestrian overpasses or tunnels;
 - barrier fencing along the corridors to discourage trespass;
 - noise attenuation barriers and fencing; and
 - effective infrastructure to manage storm water runoff in a controlled manner.
- c) The Municipality should seek the co-operation of railway companies as necessary to reduce the need to employ whistling through the urbanized portions of the community. To assist, the Municipality should ensure that plans for new development take into account issues of safety with respect to railway operations, and take measures as may be possible to reduce the number of at-grade interchanges and discourage pedestrian trespass onto railway lands.
- d) As railway lands and corridors are prominent and within easy view from public areas, this Plan encourages railway companies to maintain their lands in an attractive condition through use of landscaping and ground maintenance.
- e) This Plan encourages the completion of a study to determine the most appropriate way to deal with new and existing development adjacent to railway lines. Recommendations from this study should be incorporated into this Plan through an Official Plan Amendment.

6.5 Trails and Pedestrian/Cycling Systems

- a) It is the intent of this Plan that the concept of recreational trails connecting various parts of the City be considered as an integral part of the City's active transportation system. Recreation trail systems are a unique community resource providing opportunities for public waterfront access, outdoor leisure and recreational activities, interpretation of the natural environment and historic context of the community, and diversity of tourism activities, but also provide an important transportation resource to residents of the community.
- b) It is important that private property rights be respected during the planning, design and development processes for trails. The impact of trails on adjoining sensitive land uses must be considered, and where necessary appropriate mitigative measures incorporated into the design. In some instances, relocation of proposed trail alignments may be necessary to prevent unreasonable impacts upon adjoining sensitive land uses.
- c) Trail locations on Schedule 'D' to this Plan are approximate, and their final locations will be determined by the City of Belleville. Development of a trail shall not be permitted in or on adjacent land to the Natural Heritage Features identified on Appendix 'C', unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with policies of Section 3.5 (Environmental Protection and Natural Heritage Features).
- d) This Plan encourages the Municipality to prepare a comprehensive and continuous active transportation network plan throughout the community to provide a framework for developing trails and for acquiring lands for such purposes. This plan should identify a trail network in the region and include provisions to expand and link the City's Bayshore Trail and Moira River Trail to the Hastings Heritage Trail, the Waterfront Trail, and the Trans-Canada Trail system. This plan should also designate any water-based trails (canoe routes) that would be available for public recreational use.
- e) This Plan encourages the development of sidewalks along all new and reconstructed roads as follows:
 - i. sidewalks on both sides of an arterial road;
 - ii. sidewalks on both sides of a collector road; and,
 - iii. sidewalks on at least one side of a local road.
- f) This Plan encourages the development of a sidewalk strategy for addressing gaps in the existing pedestrian network
- g) Development of dedicated cycling corridors or lanes along arterial and collector roads is encouraged where feasible, either on the dedicated roadway or on the boulevard perhaps as an adjunct to pedestrian facilities. Where located on the

travelled portion of the public street, this Plan encourages the delineation of such lanes through line painting and signage.

- h) This Plan encourages the development of active transportation design guidelines to provide guidance on the selection and implementation of cycling facilities, including bicycle parking, signalization and grade separation, and pedestrian amenities such as tree cover, under different road conditions.
- i) In the event the CP Rail line through the urbanized area of the City is abandoned or relocated, Council should initiate procedures to either acquire the corridor for development of a trail, or enter into negotiations with appropriate authorities to ensure this corridor remains intact and in public control.
- j) Any proposed pedestrian trail to cross beneath or above a provincial highway requires prior approval from the Ministry of Transportation.
- k) The City will encourage connections between its active transportation network and the Province-wide Cycling Network.

6.6 Public Transit

- a) Public transit provides the primary transportation alternative to the private automobile. This Plan encourages the retention and improvement of the public transit system to provide a viable alternative to use of the private automobile, including for those with disabilities.
- b) To accommodate the operation of a public transit system, planning for community development should include consideration of requirements for public transit, which would include:
 - allocations for bus bays;
 - restrictions on street parking to accommodate bus stops to reduce impact on traffic flow;
 - streets planned and designed to accommodate transit vehicles;
 - placement of bus shelters at critical locations, including in close proximity to new residential developments, and in existing underserved areas; and
 - the careful location, design and site planning of higher densities along and in the vicinity of transit routes.
- c) The use of transit will be supported and encouraged through the development and intensification of mixed use areas and mixed use buildings and through the increase of densities within newer areas, compatible uses and infill with complementary uses, and appropriate redevelopment of underutilized and brownfield sites.

6.7 Air Transportation

- a) Air transportation is important to the success of business and industry due to globalization of the economy and the need to move goods and people in and out of

the community quickly. Recreational flying is also an important activity within the community.

- b) This Plan recognizes the importance of air transportation services, and encourages Council to ensure that adequate facilities are available within the Quinte region to meet the needs of business and the recreational pilot.
- c) Illustrated on Schedule 'G' to this Plan is the regulated bird hazard and surface approach area for the Trenton air force base under the jurisdiction of the Federal Government. Within this regulated area, no use of land or development would be allowed that does not conform to the applicable regulations.
- d) The operation of the privately operated Belleville Aerodrome is under the authority of the *Aeronautics Act*.



SECTION 7- GENERAL DEVELOPMENT POLICIES

The policies of this Section deal with development considerations that are common to the community as a whole or to a number of land use categories. These policies apply, where relevant, in addition to the policies under the specific land use designations and specific policy areas identified on the land use schedules.

7.1 Community Improvement Policies

- a) The Municipality encourages improvement to the quality of public services, community facilities and existing development, particularly within hamlets and the urban serviced area, and provide those additional community facilities as circumstances and finances permit.

Community improvement may include:

- upgrading and provision of improved municipal hard services (i.e. sewers, water systems, roads, hydro, sidewalks, etc.);
- upgrading of municipal soft services (i.e. parks, playgrounds, community centres) and improvement to the amenity of public lands;

- acquisition of lands to protect natural heritage areas (i.e. significant areas of flora and fauna or wildlife habitat such as the alvar or the Moira River caves);
- upgrading and provision of transit and traffic control systems;
- encouraging development in areas and corridors targeted for intensification;
- encouraging the development of affordable housing in all forms, including medium and high density residential development;
- encouraging the development of employment lands;
- rehabilitation of existing buildings and structures which result in greater accessibility and visitability; and
- replacement of inappropriate uses which have a serious negative impact upon an area with alternative uses and/or more appropriate buildings.

b) Criteria used to define community improvement areas include:

- opportunities to provide affordable housing;
- opportunities to rehabilitate sites and/or buildings;
- deficiencies in or lack of adequate municipal hard and soft services;
- poor building conditions due to age, design, construction, or neglect;
- suspected or known existence of contamination;
- existence of conflicting land uses; and
- lack of public services (i.e. parking areas, pedestrian services).

Council may by by-law designate the whole or any part of the municipality as a community improvement project area. This Plan recognizes that of particular importance for community improvement initiatives are:

- the lands designated City Centre;
- Specific Policy Area #1 – Bayshore Planning Area;
- Specific Policy Area #2 – Point Anne; and
- areas identified for intensification.

c) Where a community improvement area is designated by by-law, Council may adopt a community improvement plan to provide for works necessary to achieve the objectives of this Plan for community improvement, which may include:

- the funding of improvements to or the extension of municipal hard services (i.e. sewer systems, storm water management works, water services, hydro services, roads, sidewalks);
- the funding of improvements to or the expansion of municipal soft services and community facilities (i.e. parks/playgrounds, trails, community facilities);
- the acquisition of significant areas of natural heritage;
- the funding or acquisition of privately owned lands to eliminate incompatible land uses or promote reuse and redevelopment in keeping with the objectives of this Plan, including the expansion of the City's open space system or resolution of environmental contamination issues; and
- the financing in part through grants, loans or other financial incentives of improvements to privately owned buildings and properties.

- d) Council shall ensure that community improvement plans and programs encourage the preservation, rehabilitation, renewal and reuse of heritage resources.

7.2 Subdivision of Land

The subdivision of land has significant implications on how the community develops, and the provision of services to meet the needs of current and future residents. Further, there are two primary procedures for subdividing land, the plan of subdivision process and the consent process, each of which is best suited to different situations. Policies set out in this Section are intended to provide direction on the nature of the subdivision of land and the circumstances for use of the two primary procedures for subdividing land.

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

- a) When any application to subdivide land is considered, the approval authority should employ the following policies and principles:
- i. No subdivision of land should be approved which would contravene the policies of this Plan.
 - ii. The approval authority should be satisfied all development parcels would be appropriate (i.e. sufficient frontage and area, configuration, alignment) for their intended uses.
 - iii. No subdivision of land should be granted which would result in any landlocked parcel being created.
 - iv. New development parcels should not be created where an entrance permit cannot be issued due to site deficiencies or traffic safety concerns.
 - v. New development parcels that require new private level crossings should be discouraged.
 - vi. Development parcels should have direct access to an open municipal road (excluding individual units within condominium developments).
 - vii. New development parcels should not be created without access to services adequate to meet the needs of the use anticipated for the lot, including access to fire and police services, hydro, telephone and other utilities.
 - viii. New development parcels should not be created in residential neighbourhoods where the proposed lot size and/or configuration is not similar in scale to its surroundings and the proposed architectural design is not in keeping with the character of the area.
 - ix. There should be no significant negative impact upon the environment, either directly or through the cumulative impact of development in the area; where private services are proposed (i.e. septic system and well), the adequacy of natural systems to provide required services should be

confirmed. The means by which cumulative impacts are to be assessed should be addressed.

- x. No development parcel should be created such that buildings, structures or private services would have to be located in very close proximity to or within areas of natural heritage or hazard; where any lot includes lands designated Environmental Protection, there should be sufficient area outside such areas to accommodate buildings, sewage disposal systems and accessory uses with appropriate setbacks.
- xi. Development parcels for residential uses should be located an appropriate distance from designated aggregate resource areas.
- xii. No development parcel should be created which would create a hazard to any person using the lot, adjoining lands, or an abutting road.
- xiii. Where approvals or certificates are required from other agencies or government departments (i.e. access permit from the Ministry of Transportation), no subdivision of land should be granted unless such approvals or certificates are first obtained or otherwise assured.
- xiv. Subdivision of land adjacent to a provincial highway should be designed such that the lots back onto the provincial highway and front onto a local internal street.
- xv. The approval authority may impose any conditions to the subdivision of land that it believes are necessary and prudent to ensure the policies of this Plan are addressed adequately, which may include but not necessarily be restricted to:
 - laying out and naming of roads and the provision of road widenings;
 - installation or upgrading of municipal services (i.e. sewers, water lines, streets, curbs and sidewalks, street lights) and private utilities;
 - establishment of stormwater management facilities;
 - provision of open space, including trails and pedestrian links;
 - allocation of sufficient lands for community facilities (i.e. schools);
 - completing studies to address issues such as noise attenuation, traffic and traffic control, servicing capacity, soil conditions and archaeological remains;
 - heritage impact assessments; and
 - establishment of appropriate land use controls.
- xvi. Conditions of the approval authority to the granting of any subdivision of land may be secured through execution of agreements and posting of securities.
- xvii. Lands proposed to be dedicated to the Municipality for park or other public recreational purposes must be acceptable for use as open space;

Council retains the option to require cash-in-lieu of the provision of land for open space.

- xviii. When reviewing subdivision proposals, consideration should be given to the need for commercial uses to service the proposed neighbourhood.
 - xix. The minimum distance separation formulae will apply to the creation of lots within the rural area.
 - xx. The creation of new lots shall only be permitted if there is confirmation of sufficient reserve servicing capacity in the municipal sewage system and water system or private communal sewage system and water system. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.
- b) The Municipality may establish procedural guidelines and municipal standards as set out in Section 8.13 to provide direction and clarity on the Municipality's requirements for the subdivision of land. Of critical importance in such guidelines would be:
- standards for the design and installation of services;
 - the requirements for service over-sizing;
 - methods of calculating service capacities and stormwater management requirements;
 - landscaping and fencing requirements;
 - the manner by which costing of required services would be determined; and
 - the manner by which legal issues relating to the development would be addressed by the Municipality.
- c) The Municipality may require the completion of a hydrogeological study for any consent application that would result in a new development parcel on private services if the subject land is within an area of known constraint where groundwater quantity or quality may be of concern, or if it is in an area constituting 5 or more existing dwellings/lots occupying 4 hectares of land or less within 300 metres of the new lot boundary. The detailed hydrogeological study shall be undertaken by a qualified professional and shall demonstrate that an adequate water supply exists and that no adverse impacts will result to the surface and groundwater.

7.2.2 Plans of Subdivision vs. Consents

- a) Except as set out below pertaining to industrial and commercial land uses, the plan of subdivision approval process should be used to accommodate the subdivision of land whenever:
- the division of land results in the creation of a new municipal road;

- the development would create generally more than five separate development parcels; or
 - there are significant concerns respecting environmental issues or servicing capacities.
- b) Subject to policies pertaining to specific land use designations set out in other paragraphs of this Section, the consent approval process should be employed to accommodate the subdivision of land whenever:
- there is no new municipal road being created by the division of land;
 - the number of development parcels being created is generally five or less; and
 - there are no significant concerns respecting environmental issues or servicing capacities.

Consents that create more than five development parcels may be considered where there would be insufficient justification to employing the plan of subdivision process to address issues (i.e. creating separate lots within a townhouse dwelling development which has been previously approved through other procedures).

The consent process should also be employed to deal with technical issues with regard to land titles and lot line adjustments.

- c) For any subdivision of land intended to accommodate industrial or commercial land uses, the subdivision of land may be undertaken using the consent process provided that the approval authority is satisfied that:
- a plan of subdivision application is not necessary in the public interest;
 - provision has been made to provide all necessary municipal services, including the provision of roads and stormwater management facilities; and
 - appropriate and necessary studies have been or will be undertaken to resolve issues related to servicing capacities and environmental issues.

The staging or phasing of such development should be considered to ensure services (i.e. roads, sewers, municipal water and stormwater management systems) are installed logically and sequentially while ensuring development is managed in a cost-effective manner.

7.2.3 Consents in Areas Designated Agricultural Land Use

- a) It is the policy of this Plan that the subdivision of land within areas designated Agricultural land use be through the consent process only.
- b) New lots for agricultural purposes would be permitted provided they are of a size appropriate for the type of agricultural uses common in the area and are sufficiently large to maintain flexibility for future changes in the type and size of operation. The minimum lot size shall be 40 hectares.

- c) The creation of new residential lots in agricultural areas is not permitted, except in the case of a consent to enable disposal of a residence surplus to a farm operation occurring as a result of a farm consolidation may be permitted, provided that:
- the new lot will be limited to a minimum size needed to accommodate the use and appropriate sewage and water services;
 - new residential dwellings are prohibited on any remnant parcel of farmland created by the severance;
 - with the exception of existing buildings, any accessory buildings included on the severed lot should be smaller than the house;
 - inappropriate fragmentation of agricultural land is not promoted; and
 - the Provincial minimum distance separation formulae has been met.

Lot adjustment consents may only be permitted for legal or technical reasons.

- d) Lots to be used for agriculture-related use may be created provided that:
- the use is directly related to farm operations in the area;
 - the use supports agriculture
 - the use benefits from being in close proximity to farm operations;
 - the use provides direct products and/or services to farm operations as a primary activity;
 - the new lot will be limited to a minimum size needed to accommodate the use and appropriate sewage and water services;
 - inappropriate fragmentation of agricultural land is not promoted;
 - the viability of adjacent agricultural operations is not compromised; and
 - the Provincial minimum distance separation formulae has been met.

7.2.4 Consents in Areas Designated Rural Land Use

- a) It is the policy of this Plan that the subdivision of land within areas designated Rural land use be through the consent process only.
- b) New lots for agricultural purposes would be permitted provided they are of a size appropriate for the type of agricultural use intended. The minimum lot size for an agricultural use is 40 hectares.
- c) Rural Area consents shall not permit the creation of more than a total of 3 residential lots (2 severed, 1 retained) to be established from Lots of Record existing on January 1, 1998. The minimum lot size for a residential use is 0.4 hectares, provided that the individual on-site water and on-site sewage services can be accommodated, as per Section 5.4. The creation of irregularly shaped lots is to be avoided where possible.

No consent that creates a number of development parcels in excess of the foregoing shall be granted during the life of this Plan.

- d) A consent to enable disposal of a surplus dwelling created through the consolidation of lands may be permitted, as would a technical severance to correct a lot boundary or separate two lots to which titles have merged. The lot created by a surplus dwelling shall meet the standards outlined in the Zoning By-law.

- e) New lots for residential purposes shall only be created where there is sufficient separation from livestock facilities according to the Provincial minimum distance separation formulae, and the minimum lot area for residential purposes shall be 0.4 hectares.
- f) Lots to be used for rural commercial, industrial and outdoor recreational uses may be created provided that:
- the severance is to provide for a use permitted in the Rural land use designation;
 - inappropriate fragmentation of land is not promoted;
 - no land use conflicts with adjoining land uses would be created;
 - there is sufficient separation of the lot from adjacent farm-related structures according to Provincial policy; and
 - the Provincial minimum distance separation formulae has been met.

7.3 Group Homes

- a) Group homes are defined as residential uses providing long term housing for three to ten persons (excluding staff or receiving family) who by reasons of their emotional, mental, social or physical condition or legal status require a supervised living arrangement for their well-being. Often, support services such as counselling is provided in the group home. Group homes are generally licensed or approved for funding pursuant to provincial statutes or regulations.

Group homes may be permitted in all areas of the community with the exception of areas designated Environmental Protection, Employment land use, Mineral Aggregate or Open Space land use.

- b) Transition homes are defined similarly to group homes except accommodation is provided for more than 10 persons.

Transition homes may be permitted in areas designated Rural land use, Commercial land use, and Community Facility. Transition homes may be permitted in areas designated Residential land use and in Hamlets provided they can be successfully integrated with neighbouring development.

7.4 Cultural Heritage and Archaeological Resources

Cultural heritage contributes to the Municipality's identity, economic prosperity, quality of life, and overall sense of place. This Plan recognizes the importance of conserving cultural heritage resources so that they may be experienced by current and future generations. Significant cultural heritage resources shall be conserved. This Plan encourages the identification, conservation, protection, management, restoration, maintenance and enhancement of cultural heritage resources, which include built heritage resources, cultural heritage landscapes and archaeological resources. The processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Heritage Act*. While some cultural heritage resources may

already be identified and inventoried by official sources, the significance of others can only be determined after evaluation.

7.4.1 Cultural Heritage Resources

- a) All new development shall have regard for cultural heritage resources and wherever possible, incorporate such resources into development plans. This Plan encourages all new development to be planned in a manner that enhances the context in which cultural heritage resources are situated.
- b) Pursuant to the provisions of the *Heritage Act* and in consultation with the Municipal Heritage Committee (Heritage Belleville), the Municipality may designate by by-law properties or areas to be of cultural heritage value or interest as set out in Section 8.6 of this Plan.

In addition to designation, Council may recognize properties by resolution and list them on the Municipality's Register of Cultural Heritage Properties. Prior to alteration of such properties, the Municipal Heritage Committee (Heritage Belleville) should endeavour to assist the owner in developing plans sympathetic to the heritage attributes.

- c) The Municipality may participate in the protection, preservation, or development of significant cultural heritage resources, which have been determined to have cultural heritage value or interest, through acquisition, assembly, establishment of covenants, heritage easements or joint ventures.
- d) Council shall have regard for cultural heritage resources in the undertaking of municipal public works. When necessary, Council will require a heritage impact assessment by a qualified heritage consultant, which will identify any mitigation measures once the heritage value is known, the heritage attributes have been listed and the impacts adequately assessed by a qualified professional.
- e) This Plan encourages Council to demonstrate proper stewardship of cultural heritage resources by conserving, restoring, enhancing and maintaining such resources under its direct control.
- f) Council may require a conservation plan and/or a heritage impact assessment to be conducted by a qualified professional whenever a development has the potential to affect a protected heritage property/cultural heritage resource.
- g) Council shall ensure that it has accurate and adequate architectural, structural and economic information to determine the feasibility of rehabilitation and reuse versus demolition when considering demolition application of designated heritage properties.
- h) In considering applications for waterfront development Council shall ensure that cultural heritage resources both on shore and in the water are not adversely affected. Council will require satisfactory measures to mitigate any negative impacts on significant cultural heritage resources.

- i) Council shall support the reduction of waste from construction debris as a result of the demolition of buildings by promoting and encouraging the adaptive reuse of older building stock and built heritage resources.
- j) Under the *Heritage Act* the Municipality may designate an area as a heritage conservation district. Prior to designating an area as a heritage conservation district, the Municipality must undertake a heritage conservation district study. During the study period, alteration works on the properties within the heritage conservation district study area, including alteration, demolition or removal may be regulated. For each designated heritage conservation district, a heritage conservation district plan must be prepared in compliance with the requirements of the *Heritage Act*.
- k) This Plan supports the 10 Year Cultural Plan for Hastings County + Quinte Region and encourages the strengthening of cultural heritage conservation, including protecting and preserving cultural heritage features and identifying opportunities to integrate these features into the City in a way which enriches the City and community.
- l) This plan encourages the development of a Cultural Plan for the City of Belleville.

7.4.2 Archaeological Resources

- a) Areas of archaeological potential are determined through the use of provincial screening criteria, or criteria developed by a licensed consultant archaeologist based on the known archaeological record of the municipality and its surrounding region. Such criteria may include a range of environmental, physiographic and historical features, information from local stakeholders and the effects of past land use. Any alterations to known archaeological sites shall only be performed by licensed archaeologists, as per Section 48 of the *Heritage Act*.
- b) Council views the preservation of archaeological sites in an intact condition as the preferred means for mitigating impacts to archaeological sites. Archaeological excavation as a means for mitigating impacts will only be considered when it is demonstrated that preservation is not possible.
- c) Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. Prior to the approval of development in areas known to contain an archaeological site or considered to have significant potential as an archaeological site, the Municipality shall require archaeological assessments by qualified licensed archaeologists. Such reports must be completed in compliance with guidelines and licensing provisions set out by the Ministry of Heritage, Sport, Tourism and Culture Industries.
- d) The Municipality may develop archaeological zoning by-laws pursuant to the *Planning Act* for the protection of significant archaeological sites and features.
- e) The Municipality may undertake the preparation of an Archaeological Management Plan. This plan would identify and map known archaeological sites

registered with the Provincial archaeological sites database, as well as areas within the City having archaeological potential. The Management Plan can include further policies, guidelines and strategies to protect significant archaeological sites within the City.

- f) Council should ensure adequate archaeological assessment and consult appropriate government agencies, including the Ministry of Heritage, Sport, Tourism, and Culture Industries and the Ministry of Government and Consumer Services when an identified historic human cemetery, marked or unmarked human burial is affected by land use development. The provisions under the *Heritage Act* and the *Funeral, Burial and Cremation Services Act* shall apply.
- g) The Municipality may require a marine archeological assessment to be conducted by a licensed marine archaeologist pursuant to the *Heritage Act* of partially or fully submerged marine features such as ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft and other items of cultural heritage value are identified and impacted by shoreline and waterfront developments.

7.4.3 Protection of Resources

- a) The Municipality should utilize available government or non-government funding programs to assist with implementation of cultural heritage resource policies.
- b) The Municipality should co-operate with other levels of government and private agencies and individuals in the conservation of significant cultural heritage resources. The Municipality should co-ordinate its heritage plans and programs with heritage plans and programs of senior levels of government.
- c) The Municipality shall maintain a register of all property designated under Part IV and Part V of the *Heritage Act*. This register may also contain properties that have heritage conservation easements placed upon them as well as properties that are not designated, but which are considered by Council to be of cultural heritage value or interest.
- d) Council shall encourage the identification, protection, management and conservation of cultural heritage landscapes which are defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their relationship, meaning or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Heritage Act*, or have been included on federal and/or international registers.
- e) Council shall encourage the identification and conservation of roads with historical and/or cultural heritage landscape qualities.

- f) Council shall make every effort to conserve and protect known cultural heritage resources and areas of archaeological potential when undertaking municipal public works, such as roads and infrastructure projects that are carried out under the Municipal Class environmental assessment process. Council will require heritage impact assessments and satisfactory measures to mitigate any negative impacts affecting cultural heritage resources.
- g) Council shall, when appropriate for specific development proposals, consider excluding designated heritage resources from the parking requirements of the Zoning By-law to facilitate the retention of heritage resources.
- h) The Municipality shall engage with Indigenous communities and consider their interests when identifying, protecting and managing cultural heritage and archaeological resources.

7.5 Home Occupations

- a) Home occupations are defined as commercial or occupational activity within a dwelling operated by the principal residents of the dwelling.

Home occupations may be permitted as accessory to residential uses provided:

- the external character of the dwelling is not significantly altered;
- the impact upon adjoining residential dwellings is not unreasonable;
- traffic generated by the home occupation does not disrupt the quiet enjoyment or the safety of the neighbourhood; and
- the main use of the property for residential purposes remains and hazards to the occupants of the dwelling are not created.

Limitations should be established on such uses to ensure that the foregoing matters are appropriately addressed by controlling:

- the percentage of floor area of a dwelling or accessory buildings that could be exclusively devoted to the home occupation;
- the range of uses that qualify as home occupations to prevent uses that generate significant levels of traffic or create noise or other disruptions;
- the number and size of commercial vehicles allowed for the home occupation;
- the numbers of employees permitted;
- the nature of external advertising; and
- the use of yards for commercial vehicles and storage.

- b) The range of uses permitted as home occupations within areas designated Agricultural and Rural land use may be broader than in settlement areas. However the necessity of ensuring the residential character of properties that accommodate rural home occupations remains paramount. The quality of the rural landscape and the potential impacts of home occupations on natural systems and adjoining lands should be considered in determining the range of uses that should be permitted. Care should be exercised to ensure there is sufficient separation of home occupations that may have off-site impacts from adjacent residential land uses.

- c) All home occupations proposed within the permit control areas of the Ministry of Transportation require that appropriate permits from the Ministry of Transportation be obtained.

7.6 Urban Design

Good urban design is a key planning tool to create sustainable communities. Safe and attractive neighbourhoods contribute to the overall community health of the City. Therefore, it is important that this Plan ensure the application of high standards of urban design wherever possible. The City's general objectives for urban design are:

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

7.6.1 General Policies

- a) The design policies contained in this section shall be considered in the review and approval of all infrastructure projects, public realm improvements, and development applications, including plans of subdivision and site plans.
- b) The design policies contained in this section shall apply to all land uses designations in accordance with Schedules A and B.
- c) In accordance with Section 8.12.3 of this Plan, proponents of development applications may be required to prepare and implement an urban design study or brief to the satisfaction of the City, prepared by a qualified person, that demonstrates how the proposed development meets the policies of this Plan and addresses the relevant design guidelines.
- d) Where appropriate, the Zoning By-law will be used to implement the urban design policies of this Plan and include regulations that promote compatibility in built form and appropriate infill projects.
- e) Urban design guidelines and/or standards may be developed for the City as a whole or for specific geographic areas, land uses, or built form typologies to provide further details on the Design Policies in this Section of the Plan.

7.6.2 Design Policies

7.6.2.1 Street System

- a) Streets shall be designed as public spaces by accommodating sufficient and accessible space for active transportation users of all abilities, and vehicles, public transit, and utilities.
- b) New neighbourhood development shall generally be designed with block and street patterns to:
 - i. promote walkability for pedestrians and connectivity for all modes of travel;
 - ii. provide connections to neighbourhood focal points;
 - iii. incorporate significant views and vistas; and
 - iv. minimize cul-de-sacs, dead-ends, and other street patterns which inhibit such street networks.

7.6.2.2 Streetscapes

- a) Streetscapes shall be designed to provide sufficient space for attractive landscaping, lighting, and street furniture, as well as weather protection and wayfinding information, where appropriate.
- b) The City will coordinate street infrastructure elements such as lighting, parking areas, landscaping, transit shelters, trash containers, bicycle racks, and signage to enable the continuity in character and function of the streetscape.
- c) Tree planting along streets shall use species native to this climatic region and which are suited to streetscapes in urban and rural environments. Conflict shall be avoided with overhead wires and to ensure that selected species do not grow beyond what is appropriate based on the location.
- d) The use of enhanced landscaping features and treatments shall be encouraged at road intersections, provided there is no impairment of sightlines or daylight triangles.
- e) New development and redevelopment shall contribute to achieving an attractive, pedestrian-oriented streetscape by generally locating buildings close to the street, orienting principal entrances towards the street, and locating active uses at street level.
- f) New development and redevelopment shall be designed to minimize blank building façades along streets, and provide variation in façade details.
- g) In residential areas, garages shall be designed to appropriately integrate with the streetscape. Garages shall not dominate the frontage of the lot, unless plans are submitted by the applicant to demonstrate to the satisfaction of the City that the garages can be appropriately integrated with the streetscape.
- h) Reverse lotting on arterial and collector roads shall be avoided wherever possible.

- i) Utilities shall be located underground to reduce their visual impact wherever possible.

7.6.2.4 Public Spaces

- a) Public facilities, parks, trails, seating areas, play equipment, open spaces, and recreational facilities shall be of universal design, and integrated into neighbourhoods to facilitate healthy and active lifestyles for all ages and abilities.
- b) Development and redevelopment adjacent to parks and other public open spaces shall compliment the design of the parks and public open spaces, provide safe and accessible connections, where appropriate, and protect natural features from any negative impacts of development.
- c) Public spaces shall be designed to accommodate tree planting and growth, and assist in achieving any goals that may be established by Council through the development of urban tree policies.
- d) Enhanced landscape treatments and other features such as seating areas, low masonry walls, rockery, special building and roofline treatments, landmark features (e.g. clocks, towers, cupolas, bays, pergolas, weather vanes, art), outdoor activities areas (e.g. patios, plazas, squares) that define the street and public open space, frame important views and vistas, direct pedestrian movement, and contribute to a strong sense of place and character are encouraged within the City Centre, areas designated Open Space, and the Bayshore Planning Area, and other appropriate areas of the City.
- e) The City will strive for a public art policy to provide guidance on the methods of acquiring public art, themes to be pursued, and the conditions of acceptance. A committee to provide advice and guidance on the use of public art may be established by Council.

7.6.2.5 Site Layout

- a) The site layout of a new development should be designed to respond to the existing built form, surrounding uses and the existing and planned character of the surrounding area.
- b) Driveways, aisles, walkways, and the layout of parking areas shall be designed to achieve an efficient, safe, and accessible on-site vehicular and pedestrian circulation system that minimizes conflicts between pedestrian and vehicular movements.
- c) Clear access for emergency vehicles should be provided and where required, fire routes of sufficient size should be designated and appropriately signed.
- d) Development and redevelopment shall be designed to contribute to a safe and comfortable environment for pedestrians by providing walkways that are well lit, accessible, attractive, and safe and that are connected to the public sidewalk and parking areas.

- e) New developments and redevelopments, where possible, are encouraged to be situated to minimize the visual exposure of parking areas to the street.
- f) Buffering should be employed as necessary to mitigate the effects of uses upon other adjacent properties and sensitive uses. Techniques that may be appropriate and requested at a planning approval stage include barrier and boundary fencing, berming, extensive tree and shrub planting, and physical separation (i.e. the placement of a parking area between two buildings containing conflicting land uses), subject to the City's discretion. Use of existing natural features is preferred for buffering where possible.
- g) Fencing, curbing, sidewalks, landscaped strips, planting areas, berms, and other landscape features as appropriate to clearly delineate different functional areas on development sites.
- h) Unitary equipment, including switch boxes, transformers, electrical and gas meters, ground-mounted air conditioning units, and other above-ground or building mounted mechanical equipment for residential and commercial development shall be located at the side or rear of buildings and avoid frontages, entrances, street intersections, and public spaces.

7.6.2.6 Built Form, Scale, and Massing

- a) New buildings shall be attractive, functional, and compatible with nearby existing buildings and planned development in relation to massing, scale and design, and with the overall streetscape.
- b) Building design for non-residential, mixed-use, and multi-residential uses shall consider the following:
 - i. locating buildings close to the street with greater massing at major intersections and in central areas;
 - ii. orienting primary façades and pedestrian entrances to public street frontages;
 - iii. avoiding blank façades along public streets and public spaces;
 - iv. incorporating architectural elements and design features to add visual interest and to enhance the streetscape, particularly on corner lots, at gateways, at vista terminations, and along arterial roads;
 - v. incorporating exterior design elements such as fenestration, building articulation, weather protection, rhythm of façades, and the use of high quality materials;
 - vi. providing screening of parking areas, service areas, and utilities;
 - vii. minimizing the appearance of rooftop mechanical equipment and providing screening where applicable;
 - viii. minimizing shadows on adjacent properties and wind conditions on pedestrian areas;

- ix. exhibiting a bird-friendly design;
 - x. creating private and shared amenity areas in multi-residential and mixed-use developments; and
 - xi. incorporating universal design principles.
- c) An appropriate transition in scale shall be provided between buildings, the public realm, and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass.
 - d) Specific built urban form requirements will be added through any applicable urban design guidelines, and/or area or site specific urban design concepts or plans, as approved by the Municipality.
 - e) Maximum building heights shall be established by the Zoning By-law.

7.6.2.7 Landscape Design

- a) Landscaping should be used to:
 - i. define spaces;
 - ii. highlight prominent features and landmarks;
 - iii. add visual interest;
 - iv. define pedestrian areas;
 - v. delineate public and private spaces;
 - vi. add comfort and improve health;
 - vii. offer visual screening; and
 - viii. improve the aesthetic quality of neighbourhoods.
- b) Specific landscape design requirements will be added through any applicable urban design guidelines, and/or area or site specific urban design concepts or plans, as approved by the Municipality.
- c) A landscape plan shall be required as part of the site plan approval and subdivision processes, at the discretion of the City.

7.6.2.8 Tree Planting

- a) Tree planting may be required pursuant to the approval of new subdivisions and site plans for new developments.
- b) Existing healthy trees shall be maintained and incorporated in the landscape design, where possible. A Tree Inventory and Tree Preservation Plan may be required for development applications in accordance with the relevant provisions of Section 8.12.3 of this Plan.

- c) Street trees shall be provided, wherever possible, within public rights-of-way to the satisfaction of the Municipality, through the development approval process.
- d) Owners of private lands are encouraged to undertake tree planting programs to improve the amenity of their lands and to complement tree plantings along public streets. On private lands, a wider variety of species can be employed, including many varieties of coniferous trees. Tree planting on private lands can be supplemented by effective use of shrubs, ground coverings, and other landscape features. It is essential that the design of landscapes for all lands be appropriate to prevent soil erosion.
- e) This Plan encourages the Council to adopt urban tree policies and a Tree Preservation By-law to protect trees on municipal rights-of-way and City-owned properties, and to prohibit the destruction of trees on certain private properties, unless and until such time as a tree cutting permit is obtained, where required.

7.6.2.8 Signage

- a) Provisions for signs within private development shall comply with the City's Sign By-law.
- b) Signage on buildings shall in keeping with the architecture and scale of the building.
- c) Free-standing signs on lots shall be positioned to achieve their intended function but not cause any hazard or obstruction due to their location, size or type.

7.6.2.9 Municipal Servicing and Utilities

- a) All wired or piped conduits for new development shall be installed underground to eliminate or avoid visual clutter, increase the level of public safety, and reduce the risk of service interruption through accident or natural disaster.
- b) Where any service, utilities or plant is located above-ground, such as a service access box, then the owner of such service is encouraged to appropriately design and landscape the grounds and maintain the site in a suitable manner.

7.6.2.10 Cultural Heritage

- a) Council shall encourage conservation, retention, and enhancement of cultural heritage resources, heritage, and heritage conservation districts through effective community design.
- b) Historic and long-standing buildings shall be renovated in a manner sympathetic to the original architectural style of the building.
- c) As set out in Section 8.13 of this Plan, Council may develop area-specific design guidelines, which shall encourage the protection of public views and sightlines to significant cultural heritage resources.

- d) Built heritage shall be upgraded in a manner that does not adversely impact the heritage attributes and in accordance with the *Heritage Act*.
- e) Development and redevelopment adjacent to designated cultural heritage resources or within a Heritage Conservation District shall be sensitively designed to complement and reflect the form and massing, and surrounding heritage character, including landscape features, through the selection of appropriate architectural features, materials, colours, and lighting in accordance with the provisions of a Heritage Conservation District Plan, where they exist, and/or Cultural Heritage Impact Assessment.

7.6.2.11 Accessible Design

- a) All new buildings and sites to which the public have access shall be developed so as to be accessible to people with disabilities through use of consistent and stable surfacing on pathways, sidewalks and ramps and railings that accommodate the needs of wheelchairs and walking aids.
- b) Sites should be adequately lighted to enable clear visibility of all features important to the movement on the site, and should include a combination of audible, visual, and tactile safety features where applicable.
- c) Owners of existing buildings and sites that were not developed with universal accessible design are encouraged to modify the site and the building accordingly.
- d) This Plan encourages the City to install accessible curb ramps at intersections and to align them across streets so that pedestrians can cross safely; wherever possible, the use of steps and other impediments to access for people using mobility devices should be avoided.
- f) Where demand warrants, use of consistent audible pedestrian signals should be employed to assist people who are Blind or have low vision.
- g) Universal accessibility shall be considered in the design of all new buildings.
- h) On City-owned property, the City shall endeavor to provide accessible solutions in a manner that respects the cultural heritage value or interest of a protected property. Heritage properties will require unique accessibility plans to ensure that alterations do not adversely affect the heritage attributes. Council encourages this practice for privately-owned heritage buildings that are open to and used by the public.
- i) This Plan encourages the development of age-friendly design guidelines for the incorporation of features that provide a basic level of accessibility and visitability into residential units.
- j) This Plan encourages all transit stations and stops to be designed, or upgraded to be, barrier-free, and promotes a transportation network that provides frequent access to public transit.

- k) During the review of development applications for residential units that support aging residents, consideration must be made for the adequate provision of parking spaces for visitors and caretakers.

7.6.2.12 Sustainable Design

- a) Development is encouraged to incorporate principles of sustainable design to minimize energy consumption while maximizing energy efficiency and emphasizes the use of renewable energy sources. In this regard, the City shall encourage:
- i. development sites to be designed for proper building orientation in relation to sun, wind, and site and grading conditions;
 - ii. development to be resilient and adaptable to climate change and natural hazards;
 - iii. landscaping that incorporates sustainable and low impact development techniques including rainwater harvesting, rain gardens, constructed wetlands, bio-retention, permeable paving where appropriate, and reduction of impermeable surfaces;
 - iv. the use and siting of vegetation that is drought-resistant, native, and non-invasive, that increases the urban tree canopy and that assists in reducing the energy consumption of buildings;
 - v. measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;
 - vi. safe and direct on-site connections to public transit where available;
 - vii. on-site bicycle facilities;
 - viii. measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;
 - ix. parking lot design and landscaping to minimize the urban heat island effect.
 - x. the adaptive reuse of buildings;
 - xi. the use of sustainable building materials and resources in new development and redevelopment;
 - xii. the use of green roof designs in new developments where appropriate; and
 - xiii. the use of energy-efficient construction and space heating techniques in new development and renovations.
- b) This Plan encourages the creation of sustainable development guidelines for new development and redevelopment to reduce infrastructure costs and demands,

environmental impacts, greenhouse gas emissions, and long term building operating costs.

- c) The City may require specific studies at the time of a planning application to demonstrate the sustainable design features.

7.7 Sensitive Land Uses

- a) Certain land uses can be impacted significantly by odour, noise, vibration, and other contaminants generated by rail lines, rail yards, major highways, airports, and similar major facilities. Sensitive land uses shall be planned and developed to avoid any potential adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of major facilities in accordance with all applicable provincial guidelines, standards, and procedures and all municipal by-laws and policies.

Where avoidance is not possible, planning and development of proposed adjacent sensitive land uses are only permitted if the following are demonstrated in accordance with provincial guidelines, standards and procedures:

- there is an identified need for the proposed use;
- alternative locations for the proposed use have been evaluated and there are no reasonable alternative locations;
- adverse effects to the proposed sensitive land use are minimized and mitigated; and
- potential impacts to industrial, manufacturing or other uses are minimized and mitigated.

The planning approvals of new major facilities will be coordinated with processes and approvals required under other provincial statutes or regulations, including Environmental Compliance Approvals under the *Environment Protection Act*, to ensure compatibility with existing and planned sensitive land uses within the vicinity of any new major facility is achieved.

- b) For the purposes of highways, sensitive land uses include passive recreation, certain public assembly and residential land uses. Lands that are sensitive to noise generally are within 250 metres of major Provincial highways and 100 metres of other major thoroughfares.
- c) Development of noise sensitive land uses, in the vicinity of the CN Belleville Rail Yard and the rail line shall comply with all applicable provincial guidelines, regulations and standards and all municipal by-laws and policies.
- d) Any required noise or vibration study shall be prepared by a qualified professional, preferably a professional engineer with experience in environmental acoustics, in accordance with recognized noise and vibration measurement and prediction techniques, in accordance with all applicable provincial guidelines, regulations and standards and all municipal by-laws and policies.

- e) Development applications including Official Plan amendments, Zoning By-law amendments, Plans of Subdivision, and Consents, proposing residential or other noise sensitive land uses between 300 metres and 1000 metres from the limits of the CN Belleville Rail Yard or within 300 metres of the limits of a railway line shall include a noise feasibility study and such study shall be to the satisfaction of the Municipality and the appropriate railway company. The Municipality may also require, in addition to a noise feasibility study, a detailed noise study and if such is required it shall be to the satisfaction of the Municipality and the appropriate railway company. Residential and other sensitive land uses are prohibited within 300 metres of the limits of the CN Belleville Rail Yard.
- f) As determined by the Municipality in consultation with the appropriate railway company, a vibration study may be required to be submitted for development proposed within 75 metres of the CN Belleville Rail Yard or a railway line.
- g) Any required noise feasibility study, detailed noise study, or vibration study, shall be submitted prior to or at the time of application submission, and shall be completed to the satisfaction of the Municipality and the appropriate railway company. The required studies shall provide recommendations for noise and/or vibration mitigation, as appropriate, to ensure that predicted maximum sound levels do not exceed, and are in accordance, with the maximum noise level limits established by provincial guidelines, regulations and applicable municipal by-laws or policies.
- h) In compliance with other policies, the Municipality shall ensure that land use arrangements which minimize the impact of noise and vibration be considered in the review of any development proposal.
- i) Where a noise study completed to the satisfaction of the Municipality identifies and recommends appropriate mitigation measures, the recommendations shall be implemented as a condition of approval. Measures may include:
- sound isolation or sound reduction measures, construction techniques, and materials including the acoustical performance of exterior walls, windows and doors;
 - layout and design of the structure including the size and location of windows and doors, or outdoor living areas and the location of non-habitable space within the structure to further mitigate noise impacts;
 - spatial separation from the source, including the insertion of permitted sound-insensitive uses between the source and receivers; and/or,
 - acoustical barriers such as berms, sound barrier versions of living walls, walls, favourable topographic features, or other intervening structures, where appropriate and according to all other policies of this Plan.
- j) Where a noise study completed to the satisfaction of the Municipality in consultation with the appropriate railway company identifies and recommends that potential noise impacts should be indicated to future tenants or purchasers, the recommendations shall be implemented as a condition of approval and registered agreements and may include noise impact advisories such as warning clauses, agreements such as subdivision and condominium agreements, agreements under

the *Industrial and Mining Lands Compensation Act*, covenants, and environmental easements granted by the proponent of sensitive land uses in favour of the appropriate railway company.

- k) A Class III Industrial Facility is defined as a place of business for large scale manufacturing or processing characterized by: large physical size, outside storage of raw and finished products, large production volumes and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.
- l) New residential and other sensitive land uses are prohibited within 300 metres of the CN Belleville Rail Yard.
- m) All proposed development adjacent to railways or the CN Belleville Rail Yard shall ensure that appropriate safety measures such as setbacks, berms, and security fencing are provided to the satisfaction of the Municipality and in consultation with the appropriate railway company.
- n) For purposes of this Subsection 7.7, "noise sensitive land uses" means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from noise or vibration discharges generated by the CN Belleville Rail Yard. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, educational and health facilities.

7.8 Hazardous Uses and Contaminated Lands

The policies of this Section are intended to address uses and lands that pose risk to human use and activity.

7.8.1 Salvage Yards

- a) A salvage yard includes premises where derelict, discarded, abandoned or inoperable motor vehicles and/or other goods, wares, merchandise or articles are stored wholly or partly in the open, including junk yards, scrap yards, recycling depots, and automobile wrecking yards.
- b) Salvage yards should be located a significant distance away from any existing or proposed residential, commercial, community facility, natural heritage and hazard, or open space uses to ensure that there would be no adverse impact from salvage yards on such land uses. The actual separation distance may vary depending on topography, intervening land uses or natural buffering.
- c) Salvage yards should be adequately screened on all sides either naturally or by artificial means so that no portion of the operation, including the storage area, is visible from a public road. Solid fencing and berming of sufficient height should be employed as required.

- d) Salvage yards should not cause or contribute to the pollution of any ground or surface water or natural heritage areas and must operate in compliance with all pertinent federal and provincial legislation. The Municipality may require studies identifying impacts on ground or surface water or natural heritage features prior to approval of any new or the expansion of any existing salvage yard.

7.8.2 Waste Management Sites

- a) Waste management sites are depicted on land use schedules and for the purposes of this Plan, waste management sites include:
- sanitary landfill sites which may be either closed or operative;
 - recycling depots and transfer stations within which wastes are collected, stored, sorted and/or packaged for shipment to markets;
 - composting facilities upon which materials are managed to permit decomposition;
 - depots for the storage of industrial or toxic wastes pending transfer to recycling or disposal sites; and
 - depots for the temporary storage of used tires.

Waste management sites need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse and recycling objectives.

All uses noted above generally would require an Environmental Compliance Approval issued by the Ministry of the Environment, Conservation and Parks.

- b) Sanitary landfill sites are not permitted as-of-right under the policies of this Plan, and the establishment of a new landfill site would require an amendment.

If contemplated, sites considered for such a use should be located an adequate distance away from natural heritage features and significant areas of existing or proposed residential or commercial land uses, community facilities, hamlets, open spaces and outdoor recreation uses in order to avoid excessive negative impacts (i.e. noise, traffic, visual, environmental). The Ministry of the Environment, Conservation and Parks has recommended that impacts be assessed within 500 metres of the perimeter of a landfill area; the guideline entitled ‘D-4 Land Use on or Near Landfills and Dumps’ should be referenced. An assessment of need and suitability of sites and waste management options should be undertaken pursuant to the *Environmental Assessment Act* prior to any site being selected.

Any proposed sanitary landfill site should be:

- located and operated so that the contamination of any ground or surface water would not occur;
- set back a sufficient distance from a public road so that all functions related to the operation of the site can be carried on so that there is no unsightly appearance visible from any public road;
- subject to a substantial impact zone (with appropriate compensation) being created around the actual disposal footprint to buffer adjoining land uses;

- and
 - located so that ingress and egress points do not create a traffic hazard with good access from the road system.
- c) Sanitary landfill sites no longer in use should be rehabilitated to the standards required by the Ministry of the Environment, Conservation and Parks. Use of such sites for passive open space and in some instances active parkland is preferred. No use or development of the site other than what was authorized at the time of site closure should be made of closed landfill sites for a period of twenty-five years from the year in which use of the site ceased without prior approval of the Ministry of the Environment, Conservation and Parks.
- d) Waste transfer stations, industrial or toxic waste storage depots, recycling depots, and composting facilities may be permitted in various areas of the community provided that impacts upon adjacent land uses is considered prior to approval. Generally such uses should be directed to areas designated Employment land use but may be permitted in areas designated Agricultural and Rural land use, subject to the policies pertaining to such areas.
- e) Sites used for storage of tires are strongly discouraged by this Plan but where permitted, should be restricted to sites that are:
 - small and can accommodate only a limited amount of external storage;
 - well buffered from adjoining lands and would not create any land use conflict;
 - well drained and would pose no risk to contamination of groundwater resources; and
 - capable of being used in accordance with applicable criteria of the Ministry of the Environment, Conservation and Parks.
- f) When new development is proposed adjacent to waste management sites, the Municipality will seek to ensure land use compatibility of development by referencing to applicable guidelines, such as the Ministry of the Environment, Conservation and Parks D Series Guidelines.

7.8.3 Contaminated Lands and Brownfield Sites

Brownfield sites are undeveloped or previously developed properties that may be contaminated and are typically underutilized, derelict or vacant. Rehabilitation and redevelopment of these sites is important to achieving the land use, economic development and environmental goals of this Plan. The following policies apply to all lands within the Official Plan, particularly those located within the Community Improvement Project Area which includes all of the Urban Serviced Area shown on Schedule B.

- a) Certain sites and lands in their vicinity within the community are known or suspected to have soils contaminated with residues of current or previous industrial or commercial land uses (i.e. hydrocarbons, heavy metals) which would preclude reuse of such lands for other purposes without first eliminating or reducing the contamination levels to acceptable levels. The Municipality shall

encourage the rehabilitation and redevelopment of these sites as a means to achieve environmental enhancement, neighbourhood revitalization, efficient use of existing urban services and to remedy the urban blighting effects of vacant and derelict properties. Where sites may be contaminated, such sites could have the potential for adverse effects on human and/or the natural environment and their remediation is a principal goal of this Plan.

- b) Reuse or redevelopment of contaminated land is subject to the provisions of the Ministry of the Environment, Conservation and Parks *Environmental Protection Act* and Regulation 153/04 and other standards/documents in force.
- c) In managing development on potentially contaminated sites, the Municipality will:
- utilize available sources of information on known or suspected contaminated lands. This can include the requirement for conducting Phase I and Phase II ESA as part of applications for change of use or development of lands, as provided for under other policies of the Official Plan and relevant legislation;
 - inform the applicant upon receipt of an application for development of any such site where contamination is suspected or where proposed development would trigger a need to assess the environmental condition of the subject site;
 - secure conditions and/or agreements as part of the development review process to ensure an environmental site assessment as set out in Section 7.8.3 d) of this Plan is conducted; and
 - receive a Record of Site Condition (RSC) either prior to development approval, at the time of release of conditions of approval, or at the time of issuance of building permits, as required or stipulated by the Municipality.
- d) When considering applications for development which includes sites suspected or known to be contaminated, the Municipality will:
- i. Require, at its discretion, a Phase I Environmental Site Assessment (ESA) be undertaken by the applicant in accordance to the Ontario Regulation 153/04 as may be amended from time to time. This requirement is in addition to Ontario Regulation 153/04, which prescribes those uses for which a Phase II ESA is required;
 - ii. In addition to any regulatory requirements that necessitate a Phase II ESA, the Municipality may require, at its discretion, a Phase II ESA to be conducted to further investigate the potential environmental contamination of a site where the results of a Phase I ESA recommend that a Phase II ESA be undertaken.
 - iii. Require, where necessary as a result of a Phase II report, a Phase III remedial action plan be undertaken and implemented by the applicant to meet, at a minimum, the regulatory requirements of the Ministry of the Environment, Conservation and Parks, and where relevant, the Federal Government. As a condition of approval, the Municipality will require that

remediation, where required, is undertaken to the appropriate site condition or risk assessment standards, as specified in Ontario Regulation 153/04 Records of Site Condition, Part XV.1 of the Environmental Protection Act or, if superseded, other regulatory requirements of the Province of Ontario, as amended from time to time.

- iv. Require applicants to prepare and submit a Record of Site Condition (RSC) to the Ministry of Environment, Conservation and Parks as obligated under Ontario Regulation 153/04. In such instances, final approval of the application, or waiving of conditions of approval, is contingent on Ministry of the Environment, Conservation and Parks acknowledgment of the RSC as well as any Certificate of Property Use issued by the Ministry of the Environment, Conservation and Parks in respect of the property.
 - v. The Municipality, at any stage of completion of an environmental site assessment, may require an independent peer review of the work being conducted, and may require the costs of such review to be assumed by the proponent.
- e) Where the Municipality is deeded land for public highways, road widenings, parks, stormwater management, easements, or for any other purpose, the Municipality will require that such transfers are conditional upon the verification, satisfactory to the Municipality, that the environmental condition of the property meets provincial legislation, regulations and guidelines. Where required by the Municipality or the Ministry of the Environment, Conservation and Parks, this may include the filing of a Record of Site Condition (RSC) on the Environmental Site Registry by a Qualified Person as defined by legislation and regulation, and its acknowledgement by the Ministry of the Environment, Conservation and Parks.
 - f) Within the designated risk management area shown as Former Industrial Lands in Schedule G, all development requiring *Planning Act* approval must comply with applicable terms and conditions of the applicable Risk Management Measures (RMM) Plan under By-law 2020-21 in order to identify if there is an environmental or health and safety risk or concern associated with the proposal. If such risks are identified, measures to adequately minimize or address such risks must be implemented in compliance with the RMM Plan.
 - g) This plan encourages studies to be undertaken for known contamination sites, such as the former Hastings County/Thurlow Salt Dome, the results of which should be utilized in planning for the remediation and redevelopment of these sites.

7.9 Non-Conforming Uses

- a) Any existing use of land, buildings, or structures that does not comply with the relevant policies contained in this Plan would be deemed non-conforming in terms of this Plan.

- b) Under certain circumstances, non-conforming uses may be zoned in recognition of the present use provided:
- the zoning would not permit any change of use or performance standard that will aggravate any situation detrimental to adjacent complying uses;
 - such uses do not constitute a danger to surrounding uses and persons by virtue of their hazardous nature or the traffic flow they generate;
 - such uses do not pollute the air, water or soil to the detriment of health and safety of residents; and
 - they do not interfere with the development or enjoyment of adjacent areas in accordance with this Plan.

Where an existing use meets the above criteria, such zoning may provide for the current use and any other uses which are deemed to be similar to or more compatible with adjacent complying uses than the current use.

While applicable throughout the community, the foregoing policy is most applicable in older residential areas of the City where numerous non-residential uses which otherwise do not conform to the policies of this Plan have been established in the past and are likely to continue throughout the term of this Plan.

- c) Where a non-conforming use is destroyed by fire or other accidental cause, such building or structure may be reconstructed to its former dimensions and location provided work is commenced within twelve months of the date of destruction. Prior to the issuing any permit to reconstruct, the Municipality should consider:
- whether the lands should be acquired to prevent the non-conforming use from being re-established;
 - requiring the owner to conduct studies (i.e. geo-technical) to assess the advisability and implications of re-constructing the non-conforming use; and
 - requiring the owner to enter into an agreement to confirm building size and dimensions, siting, landscaping, the provision of parking and loading areas, entrances to public streets, and the exterior design of the building.
- d) Existing uses that do not conform to the minimum distance separation formulae should refer to guideline 12 of the minimum distance separation formulae I and II.

7.10 Wayside Pits and Quarries

- a) Wayside pits and quarries are temporary operations established by or on behalf of a public road authority on short notice solely to fulfill an immediate road construction or maintenance need. Portable asphalt plants would be included under this definition.
- b) Wayside pits and quarries are generally permitted throughout the community without the need to amend this Plan or Zoning By-law, provided no severe environmental disruption will occur and the site is not within a wetland, floodplain or watercourse, or areas designated Residential land use.

- c) Prior to the establishment of a wayside pit or quarry, the Municipality should be advised by the applicable Provincial Ministry that the proposed operation qualifies as a wayside pit or quarry, and a rehabilitation plan and estimate of capacity should be filed with the Municipality.
- d) Where the wayside pit or quarry is on land designated Agricultural land use, the lands will be rehabilitated as per Section 3.7.2 h) of this Plan.

7.11 Open Space System

The City's open space system constitutes all publicly and privately owned parks, recreational lands and facilities, natural areas, cemeteries, and similar which contribute to the provision of leisure time services for public recreation. It is important that policies be established to encourage the appropriate development of the City's open space system for the benefit of residents of and visitors to the community. Components of the open space system generally include:

- public park system and other lands owned and/or managed by the Municipality to which the public have access for recreational purposes;
- school and college lands and playgrounds to which the public have access for recreational purposes;
- lands owned by the Conservation Authority to which the public have access for recreational purposes;
- lands owned by the Crown (Provincial or Federal) to which the public have access for recreational purposes; and
- lands owned privately or under private lease from the Crown to which the public have access for recreational purposes, such as golf courses, lawn bowling clubs, marinas, tennis clubs, utility corridors, and similar.

7.11.1 Parkland and Recreation Master Plan

- a) The Municipality should prepare and adopt a comprehensive Parkland and Recreation Master Plan in conformity with the policies of this Plan, which should:
 - incorporate guidelines to plan and provide for a full range and equitable distribution of publicly-accessible built, and natural settings for recreation, including facilities, parklands, public spaces, open/green space areas, trails and linkages which shall include providing an appropriate supply and distribution of community facilities and programs to meet the social, health and recreation needs of existing and future residents in a manner that maximizes accessibility regardless of age, physical ability and financial means;
 - develop and identify recreational and leisure time goals for the City;
 - inventory the existing open space system;
 - provide direction in development, improvement and expansion of the public park system and recreational facilities;
 - provide direction and recommendations for development of school sites,

- and other lands in the open space system not owned by the Municipality;
 - identify deficiencies in the open space system and specifically the public park system;
 - provide recommendations for improvements to the park system and recreational facilities;
 - articulate a sustainable and long term vision for cultural vitality in the City.
 - support the arts and preservation of our heritage; and
 - promote beautification of the community through excellence of urban design.
- b) The Parkland and Recreation Master Plan should be developed in context with the nature of the total open space system, and account for present and future recreational needs of the citizens of the region including visitors to the community.
- c) While it is preferable that all areas of the community be adequately serviced with all types of parks, this Plan recognizes that providing a range of all types of parks in all areas of the City is not possible, which should be reflected in the parks system plan.

In developing areas, the Municipality should ensure that open space meeting the needs of such areas is adequately provided. In developed areas of the City within which deficiencies exist, this Plan encourages the Municipality to attempt to remedy such deficiencies as opportunities and financial circumstances permit.

7.11.2 Standards for the Dedication of Parkland

- a) As a condition of the approval of subdivision of land, Council may require:
- in the instance of subdivisions for primarily residential purposes, dedication of up to 5% of the land area for park or other public recreational purposes; and
 - in the instance of subdivisions for primarily commercial or industrial purposes, dedication of up to 2% of the land area for park or other public recreational purposes.
- b) The dedication of land for open space may be waived or reduced if Council is of the opinion that:
- adequate open space facilities are provided by the owner to a standard that is satisfactory to the Municipality;
 - adequate open space facilities are in close proximity to the proposed development; or
 - such dedication is not required for industrial or commercial subdivisions.
- c) Council may adopt a by-law applicable to any part or the whole of the City stipulating that pursuant to the approval of residential, commercial or industrial development, parkland should be dedicated to the Municipality.

The by-law may require dedication of up to 2% of the land area proposed for industrial or commercial development, and in all other cases up to 5% of the land area proposed for development, for park or other public recreational purposes. Council may waive or reduce such requirements if in Council's opinion:

- adequate open space facilities are provided by the owner to a standard that is satisfactory to the Municipality;
- adequate open space facilities are in close proximity to the proposed development; or
- such dedication is not required for industrial or commercial subdivisions.

d) Council, at its discretion, may elect to require cash-in-lieu of park land where:

- the allowable land dedication fails to provide an area of suitable shape, size or location for appropriate parkland development;
- the required dedication of land would render the remainder of the site unsuitable or impractical for development;
- there is adequate parkland provided in the vicinity of the development; or
- the existing parkland and recreational development in the vicinity of the site are adequate to serve the needs of existing and future residents of the area.

Such payment should be based on an appraisal by a qualified land appraiser, to the value of the land otherwise required to be conveyed as determined as of the day before the day the building permit is issued in respect of the development or redevelopment or, if more than one building permit is required for the development or redevelopment, as of the day before the day the first permit is issued. Where, in the opinion of the Municipality, the cost to prepare a land appraisal would be unreasonable given the anticipated cash-in-lieu value, the Municipality may utilize a standard for cash-in-lieu of parkland. In establishing such a standard, the Municipality should ensure that application of such a standard would not result in cash requirements exceeding the maximum permitted.

Money acquired as cash-in-lieu is to be placed in a fund specifically for parkland acquisition and development of recreational facilities.

e) As an alternative to the requirement to dedicate 5% of the land within a residential subdivision or development for park or other public recreational purposes, Council may require the dedication of lands as follows:

- up to 40 units per hectare of land, park dedication will be calculated based on 1 hectare of land for every 300 dwelling units;
- between 40 units and 80 units per hectare of land, parkland dedication will be calculated based on 1 hectare of land for every 400 units;
- exceeding 80 units per hectare of land, parkland dedication will be calculated based on 1 hectare of land for every 500 dwelling units.

f) The Municipality should not accept any lands as parks dedication that would not be suitable for parkland . Conditions including but not limited to the following, may be deemed by the Municipality to be unsuitable for parkland:

- areas of steep hillsides, ravines, wetlands, or other constraining topographic features;
- lands lacking suitable topsoil for the establishment of lawns, shrubs or trees;
- Environmental Protection areas, natural hazard lands, buffers, and natural heritage features and areas;
- lands that are encumbered or part of an easement or right-of-way; and
- lands that are contaminated or overly degraded by the construction process.

This same policy should be applied with respect to configuration and location, dimensions and other matters that affect the suitability of lands for recreational purposes.

- g) Council may elect to accept lands for parks purposes for resale or trade in order to consolidate lands of acceptable size, shape and location for park purposes.

7.11.3 Recreation Facilities on Private Lands

- a) The Municipality may require the provision of on-site recreational facilities in large multi-unit residential developments. The facilities should be oriented to the recreational need of the residents of such development. Such areas should not be considered as part of the land dedication requirements for parkland purposes.
- b) On-site recreational facilities should be tailored to the particular requirements and needs of the residents of the proposed development, and should be proportionate in size and scale of the development they serve. Particular emphasis should be given to the establishment of playground equipment for young children.

7.12 Water Resources

- a) This Plan recognizes the importance of groundwater resources to rural lifestyles and to fish and wildlife habitat. Efficient and sustainable use of water resources shall be promoted, including practices to conserve water and protect or enhance water quality. Groundwater quality and quantity should not be adversely impacted by development. When possible and where necessary groundwater quality should be improved. Groundwater studies should be utilized as necessary to determine whether development that would rely upon groundwater or would use excessively large quantities of groundwater should be permitted. Sensitive groundwater features, such as significant groundwater recharge areas, should be protected.

The taking of water for commercial purposes is subject to regulation by the Ministry of the Environment, Conservation and Parks. The policies of this Plan do not preclude such enterprises, but strongly encourage that prior to any enterprise being endorsed, the potential impact of such business on the water source, the aquifers and long term supply of groundwater be considered. Where approved,

groundwater resources should be monitored to ensure such activities do not have adverse impacts.

Any development which occurs on private servicing should result in no negative impacts to the quality and quantity of water, sensitive surface water features or sensitive ground water features. The impacts of development should be assessed through environmental studies including hydrogeological or water quality impact assessments to ensure there are no negative impacts. Ground water studies or impact assessments should be required for any development that could potentially impact the quality of groundwater resources.

- b) Other than land uses which by necessity must be located immediately adjacent to the water's edge (i.e. marinas and related uses, boat dockage/launching facilities, dams/hydroelectric facilities), buildings and structures should be adequately set back from the high-water mark in order to minimize visual disruption and to help avoid water pollution and property damage. The appropriate setback distances shall be determined in consultation with the Conservation Authority, at a minimum of 15 metres, taking into account issues such as engineered flood-lines, potential for erosion, wave up-rush potential, fish and wildlife habitat, and public access to the water.
- c) An impact assessment of a large development proposal on a site abutting a water body shall be required to ensure water quality protection. The study should take into consideration the existing water quality of the water body, surface water run-off, impact and loadings of phosphorus from septic systems, type of soils, stormwater management and nature of vegetation. For new lot creation, development, including the septic system tile bed, must be set back a minimum of 30 metres from the high water mark of any permanent waterbody with non-disturbance of the native soils and very limited removal of shoreline vegetation. For existing lots of record, new development should be set back 30 metres if possible, otherwise as far back as the lot permits.
- d) The International Joint Commission has identified the Bay of Quinte as a Great Lakes area of concern; water quality impairment is related to eutrophication, bacteriological contamination, persistent toxic contaminants, and destruction of fish and wildlife habitats. A remedial action plan was prepared to address this problem, and the Official Plan supports all initiatives that would lead to the eventual de-listing of the of the Bay of Quinte as an area of concern.

To restore and enhance the Bay's ecosystem, the Bay of Quinte Remedial Action Plan encourages the Municipality to:

- protect fish and wildlife habitat and shoreline along the Bay;
- develop in co-operation with other agencies, strategies for achieving and maintaining nutrient loading limits to approved levels;
- ensure in co-operation with other government agencies, the quality of stormwater runoff from development does not further reduce the quality of the waters of the Bay with respect to nutrient, bacterial and toxic contaminants;

- participate with senior levels of government and community groups in implementing remedial action and abatement programs;
- support measures to reduce the negative impact of agricultural, industrial and municipal land uses and activities on the Bay;
- establish stormwater management works with other public works projects; and
- support watershed remediation programs.

7.12.1 Source Water Protection

The primary purpose of a Source Protection Plan is to protect municipal drinking water sources from contamination and overuse. As part of the applicability and analysis of Source Water Protection policies in this Section, reference should also be made to the approved 2019 Quinte Region Source Protection Plan. The Plan, created under the *Clean Water Act*, outlines a set of policies developed by the Quinte Region Source Protection Committee. Additionally, a small portion of the municipality is subject to the Lower Trent Source Protection Area.

- a) The Municipality will assist the Source Water Protection Committees, where appropriate, on the identification and assessment of threats to drinking water sources in order to protect and where appropriate, enhance the quality of the City's drinking water sources.
- b) The Municipality will protect all municipal drinking water supplies and designated vulnerable areas which are so designated because of their importance as a drinking water source. The Quinte Region Source Protection Plan identifies the following types of vulnerable drinking water areas:
 - Surface Water Intake Protection Zones (IPZs);
 - Wellhead Protection Areas (WHPAs);
 - Highly Vulnerable Aquifers (HVAs); and
 - Significant Groundwater Recharge Areas (SGRAs).

The Quinte Region Source Protection Plan contain policies that address significant, moderate and low threats to source water. Policies within the Plans may restrict or even prohibit drinking water threat activities, or they may address threat activities through provincial instruments, education, outreach, or incentives.

- c) The Municipality will update the implementing Zoning By-law of this Plan to implement policies and recommendations outlined in the Quinte Region Source Protection Plan, which may be updated from time to time. The following IPZs and WHPAs have been identified in Belleville and are shown on Schedule G:
 - Belleville IPZ 1
 - Belleville IPZ 2
 - Point Anne IPZ 1
 - Point Anne IPZ 2
 - Point Anne WHPA A
 - Point Anne WHPA B
 - Point Anne WHPA C

Note that there are areas of overlap within the areas designated as IPZs and WHPAs in Point Anne.

The IPZs are classified based on the following factors:

- IPZ 1: the area of land and water closest to a water intake pipe. This is the area of highest concern surrounding the intake because within this area pollutants and contaminants could reach the intake pipe very quickly and with little or no dilution; and
- IPZ 2: a secondary protection zone of land and water, outside the IPZ 1, that surrounds a municipal water intake pipe. The IPZ 2 shows the area where pollutants and contaminants could reach the intake pipe within several hours.

The WHPAs are classified based on the following factors:

- WHPA A: the area within a 100 metre radius from a wellhead that is considered the most vulnerable area for ground water intakes.
- WHPA B: the area in which a pollutant released in this area could reach the well within two years (excluding WHPA-A)
- WHPA C: the area in which a pollutant released in this area could reach the well within five years (excluding WHPA-A and WHPA-B)

The implementing Zoning By-law of this Plan will prohibit land uses in the Intake Protection Zones and Wellhead Protection Areas that may present a risk of contaminating this drinking water intake source.

- d) In the event of a conflict between this Plan and the significant threat policies of the approved Quinte Region Source Protection Plan, the Source Protection Plan prevails in accordance with the *Clean Water Act* (2006).
- e) All development and planning applications within any areas designated as IPZ 1, IPZ-2, WHPA A, WHPA B, and WHPA C will be reviewed in the context of vulnerability to the associated municipal water supply and may require a Section 59 Restricted Land Use Notice issued under the *Clean Water Act* (2006) or a risk management plan from Quinte Conservation's Risk Management Official for an application to be deemed complete in accordance with Section 8 of this Plan.
- f) Applications for development within 300 metres of the IPZs identified in the approved Quinte Region Source Protection Plan, shall be circulated to Quinte Conservation for comment and reviewed in the context of source water protection.
- g) The Municipality is required to implement the Quinte Region Source Protection Plan in this Plan, the Zoning By-law and through development review. Certain land use activities that pose a threat to municipal drinking water within WHPAs or IPZs identified on Schedule 'G' may be restricted or prohibited.
- h) The Zoning By-law will restrict land uses that have the potential to cause contamination of the groundwater resources and surface water supply in the areas identified on Schedule 'G' as WHPAs or IPZs consistent with the Quinte Region Source Protection Plan.

7.13 Tourist-Related Development

- a) The Quinte region has many qualities that support a strong tourist industry, and the City is in a position to benefit from this opportunity.
- b) This Plan encourages development of uses that attract and provide services to tourists (i.e. restaurants, hotels and motels, theatres, trails and beaches, parks, golf courses, recreation complexes). The land use policies for the downtown, Bayshore Planning Area, commercial districts, open space and recreation commercial areas provide for the development of many uses that achieve those objectives.

In addition, this Plan supports the establishment of bed & breakfasts in areas designated City Centre, Commercial, Residential, Agriculture and Rural land use and in Hamlets provided that:

- the residential character of the home is retained;
- impact of the use upon abutting residential properties is minimal;
- the lot has sufficient space to accommodate the parking off the street without detracting from the character of the neighbourhood;
- the home meets minimum standards for health and fire; and
- there is good access to the property from the City's road system.

Preference should be given to use of homes that are large and have architectural or locational attributes that lend themselves to such a use.

- c) In order to provide appropriate service for tourists, this Plan encourages effective use of directional signage and information kiosks in critical locations.
- d) This Plan recognizes the importance of the sports fishery to the region's tourist industry, and encourages the maintenance and enhancement of the fishery. Public access to the Bay of Quinte and Moira River should be provided as appropriate.
- e) This Plan recognizes the importance of culture in the City's tourism sector. The recommendations related to developing cultural related tourism from the "10 Year Cultural Plan for Hastings County + Quinte Region" should be referenced when determining the most appropriate way to encourage cultural related tourism growth within the City.

7.14 Energy Conservation and Climate Change

- a) This Plan shall encourage and support energy conservation through the development of innovative hydro and thermal energy projects, innovative wind energy projects, and area wide heating and solar energy projects.
- b) The Municipality shall promote innovative subdivision and site plan design that minimizes energy consumption through road design and lot layouts which maximize passive solar energy opportunities and other alternative energy sources.
- c) The Municipality will encourage and facilitate the application of energy conservation measures in the design and construction of new buildings and in the

rehabilitation and upgrading of existing buildings and structures. Standard municipal requirements for building orientation, landscaping design, lot coverage, and other site or building characteristics may be varied to provide for increased energy efficiency.

- d) The Municipality shall consider the installation of green or light reflecting roofs in the feasibility and design phase of all municipal buildings.
- e) The Municipality shall consider the installation of solar panels, geothermal heating/cooling systems and other sustainable energy practices in the feasibility and design phase of all municipal buildings.
- f) Retrofits for achieving energy efficiency will only be undertaken in a heritage building where it is demonstrated that retrofitting can be accomplished without compromising the heritage integrity of the building.
- g) Land use and development implications as set out in the policies of this Plan should be considered prior to approval or installation of any such projects.
- h) Energy conserving features supported by this Plan include:
 - upgraded insulation levels and improved construction techniques;
 - energy conscious design of buildings;
 - siting of buildings to maximize passive energy potential, including predisposition towards east/west street orientation;
 - landscaping for wind shelter in winter and control of overheating in summer;
 - limitations on excessive scattered low density residential development;
 - infill development on lands suitable for such development;
 - mix of land uses to encourage multi-purpose trips;
 - neighbourhood facilities to provide convenient and easily accessible services to residential areas;
 - development of higher density uses adjacent to transit routes;
 - use of traffic management measures to reduce energy consumption, emissions and congestion (i.e. synchronized and vehicle actuated traffic signals);
 - development of trail systems to provide alternative transportation services;
 - reuse or intensification of existing buildings;
 - on-site and local re-use of excess soil; and
 - expanded use of public transit services as demand warrants.

This Plan recognizes these features cannot be provided in all circumstances; it is intended that the Municipality consider the foregoing when developing plans and granting approvals for development.

This Plan will encourage and support the reduction of greenhouse gas emissions and increase the City's resiliency and adaptability to climate change. This Plan has the following objectives and goals related to climate change:

- to consider environmental, social, cultural and economic factors when making decisions around land use;

- to support efforts to reduce greenhouse gas emissions within the City of Belleville;
- to consider the impacts of climate change when assessing risks associated with natural hazards; and
- to support climate-resilient architectural design of buildings.

To meet the above stated goals and objectives, this Plan encourages the Municipality to:

- demonstrate leadership in reducing greenhouse gas emissions including through municipal demonstration projects and corporate procurement;
- support the efforts made by developers and residents to reduce greenhouse gas emissions;
- consider the anticipated impacts of climate change when designing and planning infrastructure upgrades;
- encourage the integration of land use planning and infrastructure planning to achieve cost effective development;
- encourage LID to maximize the amount of permeable surfaces and vegetation within settlement areas to reduce the urban heat island effect and minimize the impacts of storm events;
- encourage sustainable design standards such as Leadership in Energy and Environmental Design (LEED) for development, and incorporation of sustainable development forms, technologies and techniques;
- develop incentives to encourage sustainable building and landscape design;
- promote an orderly and compact urban development pattern maintaining a convenient commuting distance to the City Centre and employment areas;
- encourage intensification to support the efficient use of existing infrastructure;
- encourage greater use of active transportation options;
- encourage retrofitting of existing buildings to make them more sustainable;
- consider how proposed developments/redevelopments may be contributing to the mitigation of climate change by utilizing appropriate systems/techniques and adaptation considerations including but not limited to:
 - the reduction of greenhouse emissions;
 - the improvement of air quality;
 - the promotion of compact development form;
 - the orientation of development to increase exposure to sun;
 - the amount of impervious landscape being proposed and its potential impact on stormwater runoff;
 - the promotion of green infrastructure;
 - the promotion of design and orientation which;
 - maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation;
 - maximizes opportunities for the use of renewable energy systems and alternative energy systems.

- encourage the use of natural building materials with notable energy retention and thermal mass properties; and
- support for development that encompassing sound construction principles and techniques meeting or exceeding the legislative code standards of the Province.

7.15 Housing Policies

The purpose of this Section is to provide guidance on the provision of housing to meet the needs of current and future residents of the City.

7.15.1 Supply of Residential Lands

- a) It is the policy of this Plan that at minimum:
 - a 15 year supply of lands designated for residential growth be maintained through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
 - land with servicing capacity sufficient to provide a 3 year supply of lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans be available at all times.
- b) Council should ensure that the above objectives are achieved by:
 - planning for future residential development to ensure sufficient lands are appropriately designated;
 - developing plans for extension and financing of municipal services to ensure capacity exists to accommodate new residential development;
 - monitoring housing trends to define housing targets and to ensure planning policies and strategies reflect changing conditions; and
 - monitoring the status of applications for the approval of building lots and housing developments.

7.15.2 Housing Renewal and Innovation

- a) This Plan supports innovative residential development; Council should endeavour to increase awareness of innovative approaches to housing to foster exceptional solutions to the City's housing needs.
- b) Council should encourage maintenance, rehabilitation and renewal of the existing housing stock by:
 - providing a high standard of municipal service;
 - avoiding or reducing where possible adverse effects from incompatible land uses and traffic, including relocating incompatible uses and redevelopment of such lands for housing where possible; and
 - using federal and provincial programs when available to fund the upgrading within older neighbourhoods.

7.15.3 Affordable and Special Needs Housing

- a) This Plan encourages the creation of sufficient affordable and special needs housing to meet the current and future needs of the community. The majority of such housing would be created through new residential construction. To achieve this objective, Council should:
- ensure that a minimum of 25 percent of all new housing in the City be affordable to low and moderate income households;
 - target the development of 1,000 rental units by 2025;
 - ensure sufficient lands are zoned for a variety of housing types including one unit dwellings, multi-unit dwellings, accessory dwelling units, boarding houses, and long-term care homes;
 - provide opportunities for development of small dwelling units in the City;
 - encourage developers to build and market portions of their developments for affordable and special needs housing;
 - facilitate where appropriate conveyance of lands or units within housing developments to co-operative, private or non-profit housing corporations;
 - consider granting density bonuses described in this Plan in appropriate locations where affordable or special needs housing would be provided where eligible under a Community Benefit Charge By-law;
 - support and participate in programs of higher levels of government such as, but not limited to any applicable Housing and Homelessness Plans;
 - support the development of not-for-profit housing by not-for-profit organizations;
 - consider reducing parking requirements for affordable housing developments;
 - consider the use of surplus lands owned by the municipality for affordable housing;
 - provide financial incentives through a CIP, or other programs;
 - monitor the housing market, including the rental housing supply and vacancy rates, on an ongoing basis, to ascertain whether sufficient affordable and special needs housing is available or able to be provided; and
 - develop a City of Belleville Affordable Housing Strategy to further identify and support initiatives to increase the supply of housing that is affordable for low and moderate income households; the results of such studies when completed should be incorporated into this Plan through an Official Plan Amendment.
- b) Housing for the elderly, supportive housing for people with special needs and long-term care homes shall be located, wherever possible, in proximity to transit routes, medical, social service and community facilities, open/green spaces, recreational facilities, and shopping areas.

7.16 Residential and Non-Residential Intensification

- a) This Plan supports compatible housing intensification and infill development, such as:
- accessory dwelling units or conversions of large residential structures to mixed use in appropriate areas;
 - infilling on existing lots of record and maximizing use of underutilized lots;
 - subdivision of oversized residential lots;
 - conversion of upper floors above commercial uses in the City Centre to residential use;
 - conversion of a portion of first floor commercial uses, that is not street-facing, in the City Centre to residential uses;
 - establishment of boarding houses in neighbourhoods of mixed land uses; and
 - conversion of non-residential buildings to residential use in appropriate areas.
- b) Infill development is considered a form of intensification and is encouraged on underutilized sites.
- c) Additional Intensification Areas, as shown on Appendix A, indicate areas where residential and non-residential intensification will be focused outside of the City Centre, and where greater densities of residential development may be permitted.
- Intensification may also be permitted on sites which are consistent with the Provincial Policy Statement's definition of intensification, consistent with the policies of this Plan, and are aligned with the intensification targets included in Section 2 of this Plan.
- d) The Municipality will consider the impact of intensification on the character of existing neighbourhoods, along with the availability and adequacy of existing municipal infrastructure to service the increased density, in accordance with Section 5.3.
- Intensification areas shall be subject to site plan control, in accordance with Section 8.2, to ensure that the design of new intensification sites, including building massing and design, relationship to surrounding uses, site access, landscaping and grading, servicing etc. are context-appropriate.
- e) This Plan encourages the development of Intensification Design Guidelines, in consultation with the public, stakeholders and Indigenous communities to provide direction regarding the compatibility of intensification, including consideration for massing and design, the relationship to adjacent land uses, site access, landscaping and grading, servicing, as well as the transition areas between intensification sites and existing neighbourhoods.
- f) This Plan encourages the intensification of commercial areas, such as Bay View Mall and Quinte Mall, as mixed use areas, subject to the Secondary Plan policies

of Section 8.12, where the redevelopment is consistent with other vision and policies set out in this Plan.

- g) The Zoning By-law shall prescribe a minimum density for sites that represent the best opportunities for the City to achieve its intensification targets. When a proposed development does not comply with the minimum density prescribed in the Zoning By-law, the proponent shall provide an analysis through a planning justification report to support the Official Plan Amendment and zoning by-law amendment.
- h) This Plan encourages the consolidation of small lots into larger more efficient development parcels in order to create parcels of a size that more easily and effectively enable intensification through redevelopment.

7.17 Petroleum Resource Operations, Resources and Deposits

- a) The Municipality shall consult the online Oil, Gas and Salt Library to identify the location of wells and petroleum resources within the City of Belleville.
- b) Petroleum resource operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety or environmental impact.
- c) New development shall be setback a minimum of 75 metres from well operations, in accordance with Provincial Standards.
- d) Development and activities in known petroleum resources or on adjacent lands which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:
 - Resource use would not be feasible; or
 - The proposed land use or development serves a greater long-term public interest; and
 - Issues of public health, public safety and environmental impact are addressed.
- e) Development on, abutting or adjacent to lands affected by oil, gas and salt hazards or former mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measure to address and mitigate known or suspected hazards are under way or have been completed.



SECTION 8- IMPLEMENTATION

The purpose of this Section is to provide general policies respecting the applicability and appropriate use of the principal means of implementing this Plan. All methods of implementing this Plan set out in this Section should be employed by the Municipality in accordance with the provisions of the *Planning Act*, *Municipal Act*, *Heritage Act* and other statutes that may apply.

8.1 Land Use Control By-laws

Council shall adopt land use control by-laws to regulate development and define areas within which certain uses of land may occur subject to appropriate development criteria.

8.1.1 Zoning By-laws

- a) Council shall 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, Council shall consider the objectives and policies of this Plan.

8.1.2 Deferred Development Zones and Holding By-laws

- a) Where Council wishes to delay final implementation of zoning for any lands, Council may:
- zone such lands in a ‘deferred development’ category until such time as conditions appropriate to accommodate development are in place; or
 - establish holding provisions to the zoning for such lands by placing an ‘H’ alongside the zoning category label as it applies to such lands.
- b) The Municipality may employ these techniques to:
- prevent or limit the use of land to achieve orderly phasing of development;
 - ensure private or municipal servicing and design criteria established by the Municipality would be met;
 - ensure any required studies are completed prior to development proceeding;
 - prevent development from proceeding until arrangements respecting the installation of services (i.e. sewers and water mains, storm water management systems or roads) have been made;
 - provide for the implementation of special design features in specific locations or developments;
 - ensure that an environmental site assessment as set out in Section 7.8.3 d) of this Plan is undertaken; or
 - ensure all conditions of development including financial requirements and agreements in accordance with the provisions of this Plan have been met.
- c) Before rezoning lands designated ‘deferred development’ to an appropriate zoning category or before removing the holding provisions, Council shall be satisfied that the conditions which necessitated use of either technique have been or are assured of being satisfactorily addressed.
- d) Any application to rezone lands zoned ‘deferred development’ or remove the holding symbol shall be reviewed by the Municipality considering whether:
- the proposed use of lands is in conformity with the policies of this Plan;
 - the required services are provided or can be provided;
 - any required reports have been completed to the Municipality’s satisfaction;
 - the financial requirements of the Municipality have been fulfilled;
 - the phasing and design of the proposed development is acceptable; or
 - any required agreements have been satisfactorily completed.

8.1.3 Interim Control By-laws

- a) Council may adopt interim control by-laws to restrict the use of land, buildings or structures to limit development until detailed planning studies for the lands subject

of the by-law are completed and accepted by the Municipality, and any appropriate amendments to zoning by-laws are in effect.

- b) Council shall only employ this form of land use control where it is of the opinion that allowing development to proceed or new land uses to be established without first addressing planning issues could have significant negative implications to the lands in question, abutting lands, or the City as a whole.
- c) Any interim control by-law adopted by Council may initially be in effect for a period of up to one year from the date of passing but may be extended for a maximum of one additional year. During this period, the Municipality shall employ due diligence to complete all appropriate planning studies to address issues that necessitated the interim control by-law being adopted.

8.1.4 Temporary Use By-laws

- a) Council may adopt by-laws to authorize the temporary use of land, buildings or structures for any purpose otherwise prohibited by applicable zoning by-laws.
- b) The temporary use may be authorized initially for a period of time up to three years from the date of the passing of the by-law, except in the case of coach houses that may be authorized for up to twenty years, but temporary uses may be extended by by-law for further periods of not more than three years each. Upon the expiry of a temporary use by-law, the use authorized by the by-law would cease unless extended by by-law.
- c) A temporary use by-law shall generally conform to the policies of this Plan and the following principles:
 - The use to be established shall be of a temporary nature where the investment to establish the use is not to such an extent that the owner would be put to undue hardship upon termination of the temporary use.
 - It is not considered appropriate to zone for such use on a permanent basis, taking into account issues such as access, traffic impacts, and potential long-term land use conflicts.

Temporary service/maintenance yards for utility companies or their contractors may be permitted where Council believes the implications are reasonable.

8.1.5 Community Benefit Charge By-law

- a) Council may adopt a Community Benefit Charge By-law which provides for an increase in the maximum height and/or density of a development in exchange for the provision of such facilities, services or matters as are set out in the by-law.

In all cases, the facilities, services or matters provided in exchange for increased height or density of a development project shall be directly linked to the nature of the development on the subject lands. Bonusing shall be encouraged within the City Centre. The transfer of increased height and density provisions from one area

of the City to another area of the City, or from one project to another project should not be permitted.

Before passing any by-law to allow an increase in height or density of any development, Council shall have regard to:

- the types of development to which bonuses may apply;
- the areas of the City where these provisions should be applied;
- the facilities, services or matters which may be provided in exchange for increased height or density (including but not limited to facilitating the retention of heritage resources);
- the extent of the increases in height or density which may be granted; and
- land use and servicing implications of permitting increases in height or density.

In all cases, development resulting from the application of increased height or density provisions shall be compatible with adjacent uses and meet the general intent and purpose of this Plan. The facilities, services and matters that are to be provided shall be commensurate with the increased height or density that may be granted for each development project.

As a condition to applying increased height or density provisions to a proposed development, the owner of the subject land may be required to enter into an agreement with the Municipality to be registered against the title to the land to address the facilities, services or matters that are to be provided, the timing of their provision, and the increase in height or density to be given.

8.1.6 Special Zoning Provisions

- a) Where the 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 shall only be used in areas where there is sufficient concentration of uses and demand for the establishment of public parking facilities.

- b) Council may in conjunction with a Zoning By-law passed pursuant to Section 34 of the *Planning Act*, apply conditional zoning on the use, erection or location of buildings or structures, and may require an owner of land to which the by-law applies to enter into an agreement with the Municipality relating to the condition(s). This agreement may be registered against the lands to which it applies, and the Municipality may enforce the agreement against the owner and any and all subsequent owners of the land.
- c) Where a proponent proposes a reduction in density in an intensification area where a minimum density has been prescribed in the Zoning By-law, the proponent shall be required to provide an analysis through a planning justification report to support the Official Plan Amendment and Zoning By-law Amendment.

8.2 Site Plan Control

- a) Site plan control should be used where proposed development or features of a particular site or district require:
- consistent standard of development;
 - safe and efficient vehicular and pedestrian movement;
 - installation of features that ensure compatibility between land uses; and
 - appropriate placement and provision of services and drainage.

The Municipality will use the process of site plan control to:

- provide a safe, functional and visually attractive environment;
 - minimize impacts on abutting uses;
 - encourage proposed development to relate compatibly of the scale, character and siting of abutting development;
 - encourage development on intensification sites that are adjacent to mature neighbourhoods to be sympathetic to neighbourhood character;
 - provide for pedestrian security, convenience and amenity with special considerations for people with disabilities, including facilities designed to have regard for accessibility;
 - enhance accessibility to community facilities and services such as transit;
 - provide a high standard of landscape amenity and buffering of service areas while retaining natural features wherever possible;
 - provide for control of stormwater;
 - incorporate sustainable design elements such as trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities on any adjoining municipal road; and
 - protect the heritage attributes of any cultural heritage resource on or adjacent to the development property.
- b) The entire City is designated by this Plan as a site plan control area. Council may adopt by-laws to define the City in its entirety or any portion of the City as a site plan control area.

Within the site plan control area, Council may define all development with the exclusion of low density residential development and farm-related development as subject to site plan control procedures. Also exempted would be aspects of licensed aggregate operations that fall under Provincial control Through the *Aggregate Resources Act (ARA)*, the municipality may have input on ARA applications as part of the consultation process. Exemptions may be achieved by defining these classes of development in the site plan control area by-law rather than defining specific areas.

- c) Site plan control area by-laws may require any person proposing development within a site plan control area to submit to the Municipality for approval:

- plans showing the location of all buildings and structures to be erected and showing the location of all facilities and works (including landscaping and grades and elevations) to be provided in conjunction with the project; and
- drawings showing plan, elevation and cross-section views for each building to be erected, illustrating the massing and conceptual design of the proposed buildings, the relationship of the proposed buildings to adjacent lands, and interior areas to which the public have access; all of which requirements are more specifically set out in the *Planning Act*.

This Plan designates the City in its entirety as an area for which drawings that show plan, elevation and cross-section views for residential buildings less than twenty-five units may be required.

- d) Council may apply such conditions as provided for in the *Planning Act* to the approval of a site plan and may ensure the fulfilment of conditions of approval and the implementation of the Municipality's policies through execution of a development agreement which may be registered against the title to the lands. Such agreement may address issues such as timing of development, future obligations, security and default provisions, and financial matters respecting the provision of services. Among these conditions may be the requirement to provide road widenings to the Municipality as set out in Section 6.2 of this Plan. Agreements may also provide for the completion of an environmental site assessment as set out in Section 7.8.3 d) of this Plan.
- e) Applications for areas identified for intensification on the Schedules of this Plan may be eligible for fast tracking through the site plan control process.

8.3 Sign By-laws

- a) Council may adopt by-laws pursuant to the *Municipal Act* to regulate the type, form, size, placement, and standards for the placement or alteration of signs.
- b) A sign by-law may set out requirements for the provision of details on structural matters to ensure compliance with the Building Code, the provision of engineering reports and certificates, and the payment of appropriate fees.

8.4 Property Standards By-laws

- a) Council may adopt property standards by-laws pursuant to the provisions of the *Ontario Building Code Act*.
- b) Property standards by-laws, among other matters, may:
 - define the standards for maintenance and occupancy of property;
 - prohibit the occupancy or use of any property that does not conform to the standards set out in the by-law;
 - require repairs to be effected to any non-complying property;
 - require debris, refuse, and derelict vehicles be removed from property; and

- require that non-complying buildings or structures be demolished if repairs are not effected, leaving the lands in a graded and levelled condition.
- c) Property Maintenance and Occupancy Standards By-law provisions will be utilized for the protection of cultural heritage resources. Council may also amend this by-law to prescribe minimum standards for the maintenance of heritage attributes for properties designated under the *Heritage Act*.

8.5 Sewer Use and Waste Collection By-laws

- a) Council may adopt sewer use by-laws that, among other matters would:
- regulate the nature of wastes that may be permitted to be discharged into the municipal sewer system; and
 - require the installation of inspection maintenance holes for certain land uses at the point that sewer systems discharge from private lands to the public system.
- b) Council may adopt by-laws to regulate the collection and disposal of waste that, among other matters, may define the nature and quantities of waste that may be accepted by the Municipality for disposal.

8.6 Heritage By-laws

Cultural heritage resources are an important component of the City's history and community identity and shall be preserved and enhanced.

- a) Council may adopt by-laws pursuant to the provisions of the *Heritage Act* to:
- designate properties which have sufficient cultural heritage value or interest to warrant specific recognition and protection; and
 - designate any area of the City as a heritage conservation district.
- b) Prior to adopting any heritage by-law, Council shall obtain advice from the Municipal Heritage Committee (Heritage Belleville). Where any property or district is so designated, the Municipality shall process plans respecting any renovation or demolition in accordance with the provisions of the *Heritage Act* and obtain the advice of the Municipal Heritage Committee.
- c) Council may maintain the integrity of archaeological resources by adopting zoning by-laws to prohibit any land use activities or the erection of buildings or structures on land which is a site of a significant archaeological resource.

8.7 Other By-laws

- a) By-laws may be adopted under the authority of the *Municipal Act* or any other Act to implement the policies of this Plan with respect to:
 - derelict motor vehicles, wrecking yards, pits and quarries, outside storage, storage of wastes (including tires), fences, removal of topsoil, protection of trees and forest management, conditions of property, kennels and animal control, and trailers; and
 - adoption and implementation of nutrient management plans;
 - adoption and implementation of Risk Management Measures Plans.
- b) Financial by-laws such as local improvement by-laws (pursuant to the *Municipal Act*) and development charge by-laws (pursuant to the *Development Charges Act*) which are necessary to raise funds to pay for infrastructure may be adopted as necessary to implement any policy or provision of this Plan.

8.8 Subdivision of Land

- a) All lands within the City are subject to subdivision control by virtue of the provisions of the *Planning Act*.
- b) The Municipality shall ensure the plan of subdivision and consent approval processes are employed appropriately to ensure division of land is undertaken in accordance with the policies of this Plan.
- c) Council, where circumstances warrant, may adopt by-laws to:
 - exempt certain lots within registered plans of subdivision from subdivision control (generally referred to as part-lot control by-laws); and
 - deem registered plans that have been in existence for eight years or more to no longer be a registered plan of subdivision as defined in the *Planning Act*.

8.9 Capital Works

- a) Certain policies of this Plan would be implemented through the construction of public works. No public work can be undertaken that is not in conformity with the policies of this Plan.
- b) This Plan encourages Council to adopt a multi-year capital works budget to provide guidance on the allocation of monies to extend and upgrade municipal services to achieve the objectives of this Plan.

8.10 Land Acquisition

- a) The Municipality may acquire and hold land within the City for the purpose of meeting any objective of this Plan. The Municipality may also sell, lease or otherwise dispose of such lands when no longer required in accordance with the *Municipal Act* and other relevant provisions of this Plan.
- b) Without limiting the generality of the above statement, the Municipality may acquire lands for the purpose of:
 - providing roads, road extensions, road widenings, and pedestrian linkages;
 - providing servicing and utility corridors and sites;
 - providing parks and lands for recreation uses, facilities, and trails;
 - providing cultural facilities (i.e. libraries, theatres, art galleries, halls);
 - eliminating non-conforming land uses;
 - controlling access to roads or public thoroughfares;
 - consolidating lands for redevelopment;
 - controlling hazardous lands (i.e. lands subject to flooding or erosion);
 - protecting natural heritage features;
 - protecting significant heritage sites (architectural or historical);
 - providing administration facilities and services;
 - establishing industrial land banks and enterprise centres;
 - providing transportation services (i.e. airports, marinas and boating facilities);
 - providing off-street parking areas and facilities; and
 - any other purpose which implements the policies of this Plan.

8.11 Boards and Committees

Council has established special committees and boards to oversee certain procedures and processes that implement portions of this Plan. Committees may be established as standing committees or special ad hoc committees to address specific issues.

8.11.1 Committee of Adjustment

- a) Development shall comply with the provisions and requirements of the Zoning By-law and other by-laws that implement the Official Plan. The Committee of Adjustment may grant a minor variance from the provisions of the Zoning By-law or any other by-law that implement the Official Plan if it is satisfied that the application meets the tests of the *Planning Act*. The Committee may consider applications for:
 - i. minor variances from the provisions of zoning by-laws (including bonus, holding, temporary use and interim control by-laws), and any other by-laws which implement this Plan; and
 - ii. enlarging, extending or changing the use of non-conforming uses.

When considering an application for minor variance, the Committee must be satisfied that:

- i. the general purpose and intent of this Plan is maintained;
- ii. the general purpose and intent of the by-law being varied is maintained;
- iii. the variance would constitute a minor departure from the by-law being varied; and
- iv. the variance is desirable for the appropriate development or use of the land, building, or structure.

In considering whether a variance is desirable for the appropriate development or use of the land, building or structure, the Committee of Adjustment will have regard for, but will not necessarily be limited to the following:

- i. the proposed development meets the intent of Section 2, and all other applicable policies of this Plan;
- ii. whether there is a clear and demonstrable hardship in meeting the requirements of the by-law being varied due to the physical or inherent conditions of the site involved;
- iii. the proposed development will be compatible with surrounding uses, buildings or structures and development standards associated with adjacent properties, and if necessary, incorporate means of alleviating adverse effects on abutting land uses;
- iv. comments from City Departments;
- v. comments from adjacent landowners or residents;
- vi. the ability of the site to function in an appropriate manner in terms of access, parking for vehicles and bicycles or any other matter and means of improving such function including considerations for universal accessibility;
- vii. the conformity of the proposal to any applicable urban design policies endorsed by Council, particularly if the site includes or could impact a built heritage resource or is within a Heritage District;
- viii. if the site is designated under the *Heritage Act*, the application shall be reviewed by Heritage Belleville for approval. If the property is adjacent to a designated property under the *Heritage Act*, then a heritage impact statement may be required to assist staff to determine if the resulting development is desirable;
- ix. the resulting development has adequate municipal water and sewage services within the Urban Boundary, or is capable of providing individual on-site water and sewage services outside the Urban Boundary;

- x. whether the application and the cumulative impact of the proposed variances would be more appropriately addressed by a zoning amendment to the applicable Zoning By-law;
- xi. the Committee of Adjustment may attach such conditions as it deems appropriate to the approval of the application for a minor variance including any reasonable requirements, recommendations of City departments, or the submission of studies as listed in Section 8.12.3 of this Plan that may be required to properly evaluate the application; and,
- xii. the degree to which such approval may set an undesirable precedent for the immediate area.

The Municipality will maintain a registry of all minor variance applications and all applicable Committee of Adjustment and Ontario Land Tribunal (OLT) decisions.

- b) This Plan encourages the Committee of Adjustment to approve minor variances to parking requirements for proposed affordable housing developments that include access to amenities such as transit, car sharing, and/or bicycle facilities.
- c) Any land use which was lawfully in existence on the day of the passing of the Zoning By-law may continue to exist and shall be considered as a legal non-conforming use provided that it continues to be used for its original purpose. It is the general policy of the Municipality to encourage the long term use of land to be in conformity with the policies of the Official Plan and the regulations of the Zoning By-law and to ultimately encourage sites containing non-conforming uses to be converted to uses in conformity with the Plan and Bylaw. In certain circumstances, it may be appropriate for the Committee of Adjustment, to consider a minor enlargement, extension or alteration to a legal non-conforming use in order to avoid undue hardship. When considering an application for an enlargement, extension or a change of use to a non-conforming use, the Committee should consider:
 - if it is possible to relocate such a use to a place where it will conform with the By-law;
 - if such land, building or structure will continue to be used in the same manner and for the same purpose as it was used on the day that the Bylaw was passed;
 - whether the enlargement or extension is likely to create or aggravate any problems created by the existence of the use;
 - when a change in use is proposed, whether the proposed use is similar to the existing use or is more compatible with the uses permitted in the by-law applicable to the area in which the non-conforming use is located;
 - whether adequate parking, loading and on-site amenities and facilities are provided;
 - measures are taken to protect neighbouring uses and properties;
 - whether the non-conforming use is not located within Natural Hazards areas;

- whether the proposed enlargement, extension or alteration will negatively impact the natural environment; and
 - whether all other applicable provisions of this by-law are satisfied.
- d) The Committee of Adjustment may also be assigned the responsibility for granting consents for any part or the whole of the City.

8.11.2 Belleville Downtown Improvement Area Board of Management

- a) The Municipality has created a Belleville Downtown Improvement Area pursuant to the *Municipal Act* covering a portion of the City's core area, and a board of management has been established. This area is referred to as the BDIA.
- b) This Plan encourages the board of management for the BDIA to:
- undertake initiatives which improve the appearance and amenity of public lands within the BDIA;
 - initiate promotional programs that attract investment and business activity to the City's core; and
 - provide recommendations to Council on matters that affect the planning and development of the City's downtown.

8.11.3 Municipal Heritage Committee

- a) Council has established a Municipal Heritage Committee (Heritage Belleville) to provide advice on matters pertaining to the identification, recognition, alteration, demolition, and preservation of significant heritage resources in the community.
- b) This Plan encourages Heritage Belleville to:
- conduct research into the City's built heritage and history and provide recommendations to the Municipality on initiatives which recognize and preserve important heritage resources;
 - work with owners/tenants of heritage properties to facilitate the adaptive reuse and sympathetic restoration of such properties; and
 - provide advice to Council and other decision-making bodies on matters pertaining to the alteration, demolition or preservation of designated properties and other heritage resources.

Council may expand the duties and responsibilities of Heritage Belleville to address heritage issues that necessitate consideration.

8.11.4 Planning Advisory Committee

- a) The Municipality will establish and maintain a planning advisory committee with at least one member who is not a member of Council, or a City employee, in accordance with the *Planning Act*.

8.11.5 Other Committees

- a) Council may establish ad hoc and advisory committees periodically to undertake specific initiatives to achieve any objective or implement any policy of this Plan (i.e. environmental advisory committee, or task forces to address defined issues).

8.12 Plans and Plan Review

This Plan is not specific by its nature and provides general direction and guidance on the development of the community. Periodically it will be appropriate to establish more specific policies to address issues pertaining to the development or improvement of the City. It is also important that all plans be reviewed periodically to ensure their relevance to issues that must be addressed respecting the community's development.

8.12.1 Plans

- a) Council may adopt Community Improvement Plans to address the community improvement policies set out in this Plan.
- b) Council may adopt secondary plans for any area of the community to provide further guidance on density, type, form, timing and servicing of future development in the defined area. Such plans should be adopted in the same manner as amendments to this Plan, and either as plans separate from this Plan or processed as amendments with policies added to Section 4 of this Plan. All Secondary Plans, being amendments to this Plan, shall comply with relevant *Planning Act* requirements for public consultation and notification.

Secondary Plans shall conform to the Official Plan, including the goals, land use designations and vision. The more specific policies of a Secondary Plan shall guide development in the area covered by the Secondary Plan.

As an alternative to the adoption of more detailed secondary plans, Council may adopt policy guidelines for any area, addressing issues such as servicing strategies, road systems, land use allocations, parks and trails. Such policy guidelines would be used to provide general direction and guidance on the resolving of developmental and servicing issues.

Secondary plans may be prepared by the Municipality, or may be required from development proponents for the Municipality's review, for portions of the City where major development is planned and where more detailed policy guidance is required such as areas planned to undergo fundamental changes in terms of planned function, land use pattern, land ownership/tenure, abandonment/underutilization, and/or, areas planned for major public or private investment.

In some circumstances, Council may request that a Secondary Plan be prepared for an area before any development has occurred, based on the need to have more detailed servicing, staging and infrastructure studies completed. This may include

servicing studies, transportation facilities, the location of major uses, the impact of new development, or environmental constraints.

8.12.2 Plan Review

- a) The council shall revise this Plan at least every 10 years from the date of this Plan's approval, and every five years thereafter unless the plan has been replaced by another new official plan. The *Planning Act* requirement to hold a public meeting to determine the need for revisions to this Plan shall be fulfilled.
- b) The Municipality should monitor this Plan to determine if its objectives are being met. If any of the assumptions on which this Plan is based were to change substantially, a partial or complete review of the Plan may be undertaken at that time in order to determine whether the policies of the Plan remain appropriate.
- c) During the review process, Council should hold a public meeting to discuss the need for revisions to this Plan, and if changes are warranted, appropriate amendments should be made following the review.
- d) Any expansions to the urban boundary, as delineated by Schedule 'B' of this Plan, will require a comprehensive review as defined by the Provincial Policy Statement. Any expansions are required to be in conformity with the requirements of 1.1.3.8 a) through e) and all other relevant sections of the Provincial Policy Statement.
- e) Adjustments to the urban boundary, as delineated by Schedule 'B' of this Plan, may be adjusted outside of a comprehensive review provided the following:
 - i. there would be no net increase in land within the settlement areas;
 - ii. the adjustment would support the City's ability to meet intensification and redevelopment targets;
 - iii. in prime agricultural areas:
 1. the lands do not comprise speciality crop areas;
 2. alternative locations have been evaluated;
 3. there are no reasonable alternatives which avoid prime agricultural areas;
 4. there are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas;
 5. the new or expanding settlement area is in compliance with the minimum distance separation formulae; and
 6. impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.

- iv. the settlement area to which lands would be added is appropriately serviced and there is sufficient reserve infrastructure capacity to service the lands.

8.12.3 Applications

- a) Applications to amend this Plan may be submitted to Council for consideration.
- b) The Municipality must provide a copy of the proposed Official Plan Amendments to the Ministry of Municipal Affairs and Housing at least 90 days prior to giving notice of a public hearing.

Consultation with the Municipality is required prior to the submission of an application for an Official Plan amendment, zoning by-law amendment, draft plan of subdivision, draft plan of condominium, consent or site plan control, unless the Director of the Engineering and Development Services Department or designate determines that pre-consultation is not necessary based on the scale of the development or the complexity of planning issues associated with the proposed application.

Mapping, drawings, reports and technical studies shall be required to support any application requiring a *Planning Act* approval. The supporting information and materials required shall be determined by the Municipality in consultation with other appropriate agencies, and the applicant prior to the submission of the application as part of the pre-consultation process.

In addition to the information and materials required under the *Planning Act* and any other legislation or regulation, additional information in the form of studies or assessments listed in this section may be required to consider a planning application complete.

The additional information will be required as part of a complete application under the *Planning Act* in order to ensure that all the relevant and required information pertaining to a development application is available at the time of submission to enable the Municipality to make informed decisions within the prescribed time periods. It also ensures that the public and other stakeholders have access to all relevant information early in the planning process.

The additional information or material that may be required includes, but is not limited to the following:

Planning

- justification report
- land use needs assessment
- economic impact study
- market study
- green space/trail needs assessment

Environmental and Resources

- agricultural impact assessment

- environmental assessment
- environmental impact study
- ecological site assessment
- mineral aggregate resource study
- hydrogeological study
- soil, environmental audit, record of site condition
- slope stability study
- tree inventory and preservation study
- energy assessment report
- air quality report
- natural features restoration plan
- noise, vibration, shadow, wind study
- Section 59 Notice from the Risk Management Official

Servicing/Infrastructure

- servicing study
- grading and drainage plan
- stormwater management study
- hydrology, soils and/or geotechnical study
- sub-watershed study

Transportation

- traffic/transportation impact study (all modes)
- parking demand analysis
- transportation needs assessment

Urban Design/Culture

- archaeological assessment
- First Nations Consultation and/or Métis Consultation
- streetscape design study
- building elevations
- heritage impact assessment
- conservation plan

The information and material provided shall be prepared by a qualified professional to the satisfaction of the Municipality, retained by and at the expense of the applicant. The Municipality shall review all reports and studies and may also require a peer review by an appropriate public agency or professional consultant retained by the Municipality at the applicant's expense.

Any application that has previously been denied under the current Official Plan and Zoning By-law will be deemed to be an incomplete application.

8.13 Procedural Guidelines and Municipal Standards

- a) Council may establish documents that set out procedural guidelines or municipal standards to assist land developers in effectively dealing with matters subject of

this Plan. These documents, while not forming a part of this Plan, would assist with its interpretation and implementation.

- b) Documents setting out procedural guidelines or municipal standards may address matters such as:
- plans of subdivisions and consent procedures and requirements (i.e. determining and allocating servicing requirements and costs);
 - requirements for complete applications for official plan or zoning amendments;
 - site plan control and urban design standards; and
 - engineering standards (i.e. stormwater management).

8.14 Public Consultation

Public consultation shall be regarded as an essential part of the municipal planning process, this includes matters related to Official Plan Amendments, zoning by-laws, plans of subdivision and consents.

- a) The Municipality shall consider written and oral submissions from the public on proposed Official Plan amendments, zoning by-law amendments, plans of subdivision, consents, and minor variances prior to the preparation of a staff report.
- b) In accordance with the *Planning Act*, public meetings must be held before Council may make decisions on proposals for Official Plan amendments, zoning by-law amendments, and draft plans of subdivision.
- c) Notice of public meetings must be provided in accordance with the *Planning Act*, and where possible, the Municipality should endeavor to provide advanced notice, beyond the minimum requirements of the *Planning Act*, to provide the public with additional time to prepare submissions. In addition to traditional means of providing notice, the Municipality may consider the use of alternate notice procedures, such as social media, municipal website(s), traditional print media, mail-out and email notices, and open houses, in accordance with the *Planning Act*.
- d) A Public Consultation Strategy is required for applications for Official Plan Amendments, zoning by-law amendments and/or for Plans of Subdivision. The Development proponent must satisfy the minimum requirements of the *Planning Act*. The Municipality may require additional public consultation measures in order to deem an application complete, determined on a case by case basis.
- e) The Municipality shall engage with Indigenous communities on land use planning to help inform decision-making, build relationships, and address issues upfront in the approvals process. The contribution of Indigenous communities' perspectives and traditional knowledge shall be considered in land use planning decisions.
- f) The Municipality may forego public notification and public meetings for amendments to the Official Plan, community improvement plans, and the Zoning By-law, if such amendments relate to matters that will not affect the policies and

intent of the Official Plan or community improvement plans, or the provisions of the Zoning By-law in any material way, such as to address the following matters:

- minor alteration of punctuation or language to obtain a uniform mode of expression;
- correcting clerical, grammatical, or typographical errors;
- altering the number and arrangement of any provision;
- inserting annotations to indicate the origin and approval of any provision;
- changing the format of a document;
- consolidating amendments; and
- transferring official plan, community improvement plan and Zoning By-law information to new base map formats.



SECTION 9 - INTERPRETATION

The purpose of this Section is to provide guidance on interpretation of this Plan with respect to terminology, boundaries and values employed in its policies.

9.1 General Interpretation

- a) Any significant departure from the policies of this Plan requires an amendment to this Plan.
- b) Where any Act or portion of an Act or regulations adopted pursuant to any Act is referred to in this Plan, such references will be interpreted to include any subsequent legislation that may replace the specified Act or regulations.

9.2 Values and Quantities

- a) All figures specifying values and quantities contained in this Plan should be considered approximate and illustrative only. This policy would not apply to the road widening provisions set out in Section 6.2 b) of this Plan; these values should be considered maximums.
- b) Amendments to this Plan would not be required for any minor variation from values and quantities used provided the general intent of this Plan is maintained.

9.3 Land Use Boundaries

- a) It is intended that the boundaries of any land use areas shown on the land use schedules be considered approximate only, except where bounded by such features as existing roads, railways, rivers or similar features.
- b) Where a boundary reflects the limit of a hazardous or natural feature, the edge of the hazardous or natural feature should be interpreted as the boundary.
- c) Amendments to this Plan for minor variations in boundaries would not be required provided that the general intent of this Plan is preserved.
- d) Roads generally are not given a land use designation. Where any road is to be developed or incorporated with abutting lands for development purposes, the land use designations prevailing on either side of the road would apply.

9.4 Main and Accessory Uses

- a) Buildings, structures and uses that are normally incidental, accessory and essential to a permitted use will also be allowed even though not specifically stated in the land use policies.
- b) Where examples of permitted uses are provided, such listing is intended to indicate the possible range of uses considered appropriate and should not be interpreted as all-encompassing unless otherwise stated. All permitted uses should be in conformity with the policies of this Plan.

9.5 Definitions

- a) For the purposes of this Plan, all terms defined in the PPS have the same meaning when used in this Plan.
- b) For the purposes of this Plan:
 - ‘existing’ when used in this Plan means existing as of the date of the adoption of this Plan by the Municipality;
 - ‘date of adoption of this Plan’ when used in this Plan means the date upon which Council gives final reading to the by-law to adopt this Plan; and
 - ‘development’ when used in this Plan means the creation of a new lot, a change in land use, the alteration of lands to accommodate a building or structure, or the construction of buildings and structures requiring approval under the *Planning or Building Code Act*, but excluding activities that maintain infrastructure or works subject to the *Drainage Act*.
- c) For the purposes of this Plan:
 - ‘Municipality’ when used in this Plan means the Corporation of the City of Belleville;

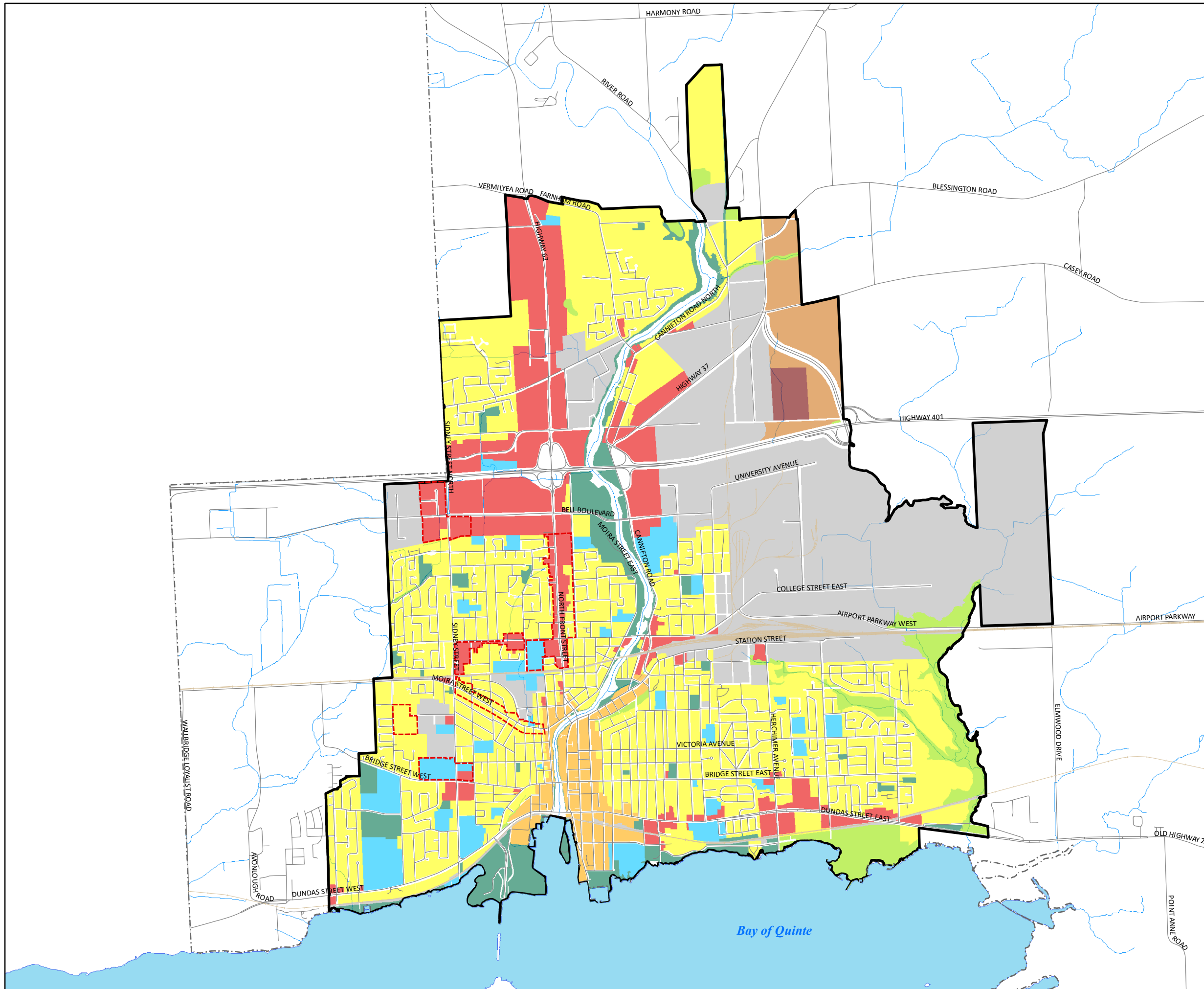
- ‘Council’ when used in this Plan means the Council of the Corporation of the City of Belleville; and
- ‘City’ and ‘community’ when used in this Plan mean the City of Belleville.



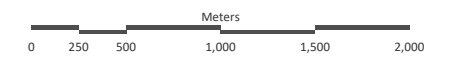
**CITY OF BELLEVILLE
OFFICIAL PLAN**

**Appendix A
Additional Intensification Areas**

- Legend**
- Additional Intensification Areas
 - Urban Boundary
 - Municipal Boundary
 - Railways
 - Roads
 - Watercourses
 - Bay of Quinte
- Land Use Designations from Schedule B**
- CITY CENTRE
 - COMMERCIAL LAND USE
 - COMMUNITY FACILITY
 - EMPLOYMENT LAND USE
 - ENVIRONMENTAL PROTECTION
 - MINERAL AGGREGATE
 - OPEN SPACE
 - RESIDENTIAL LAND USE
 - STRATEGIC EMPLOYMENT AREA



By-law 2021-180



SCALE 1:40,000

MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018), Quinte Conservation

MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°

PROJECT: 199902

STATUS: DRAFT

DATE: 2021-10-19





**CITY OF BELLEVILLE
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**Appendix B
Wildland Fire Hazard Areas**

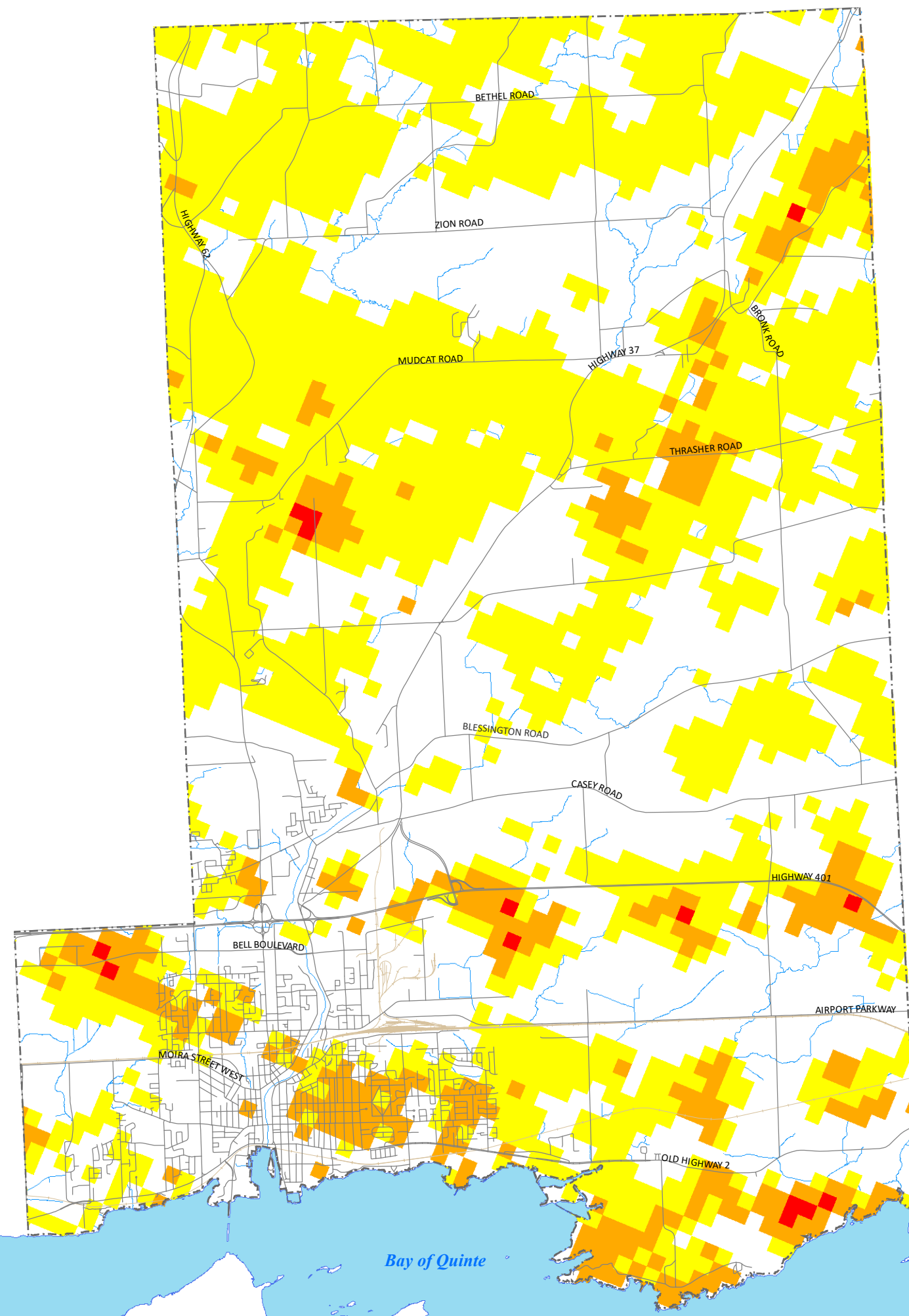
Legend

Potential Hazardous Fuel Types for Wildland Fires

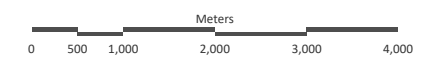
-  Extreme
-  Moderate
-  Low

Other Features

-  Municipal Boundary
-  Roads
-  Railways
-  Watercourses
-  Bay of Quinte



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SCALE 1:82,500

MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018)

MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°

PROJECT: 199902

STATUS: DRAFT

DATE: 2021-10-19



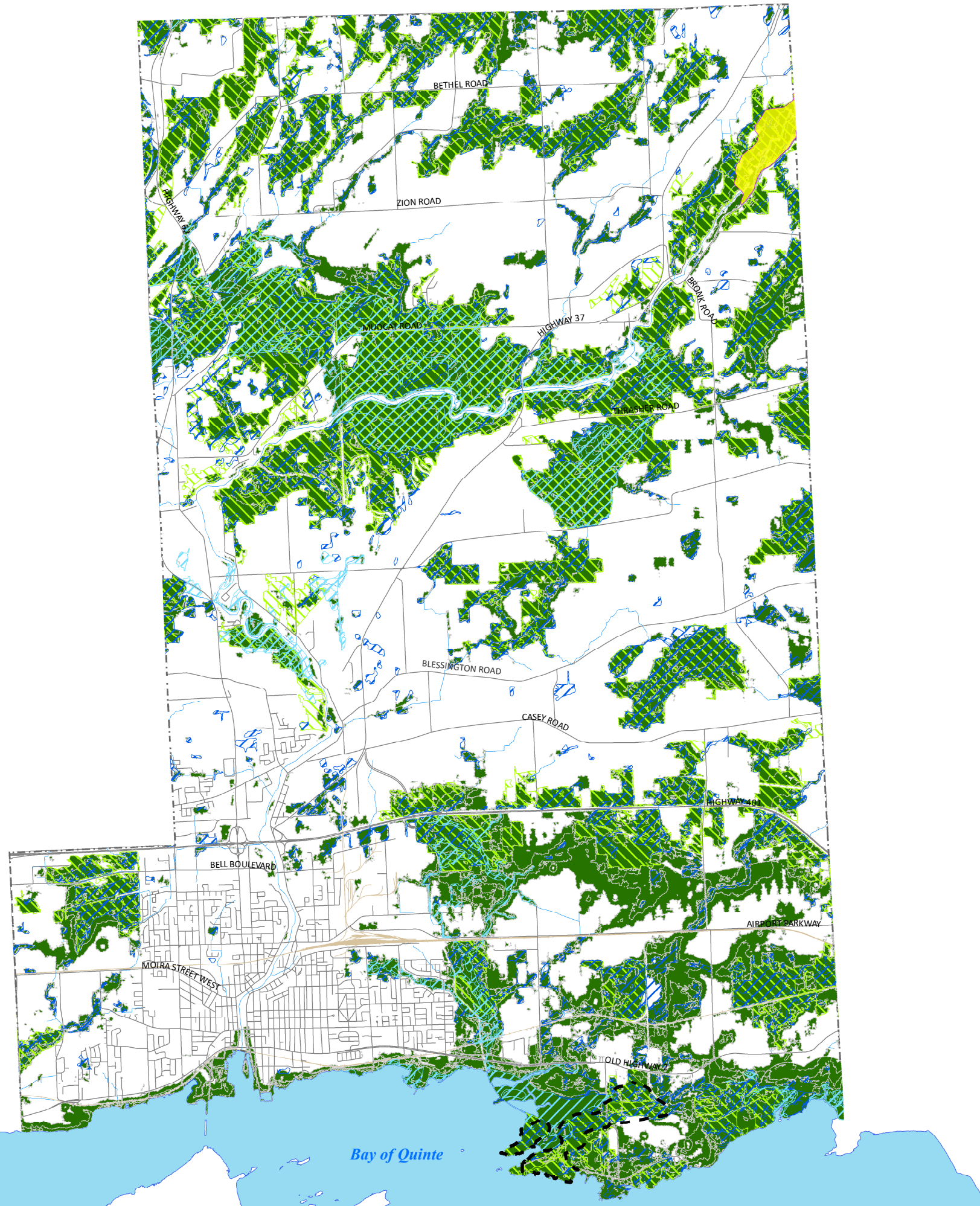


**CITY OF BELLEVILLE
OFFICIAL PLAN**

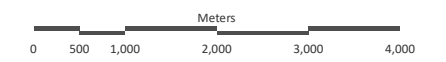
**Appendix C
Natural Heritage Features**

Legend

- Areas of Natural Scientific Interest - Earth Science
- Candidate Area of Natural Scientific Interest - Life Science
- Provincially Significant Wetland
- Other Wetlands
- Proposed Significant Woodland
- Proposed Natural Heritage System
- Municipal Boundary
- Roads
- Railways
- Watercourses
- Bay of Quinte



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SCALE 1:82,500

MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018), Land Information Ontario

MAP PROJECTION: NAD 1983 UTM Zone 18N, ROTATED 15°

PROJECT: 199902

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DATE: 2022-01-26


















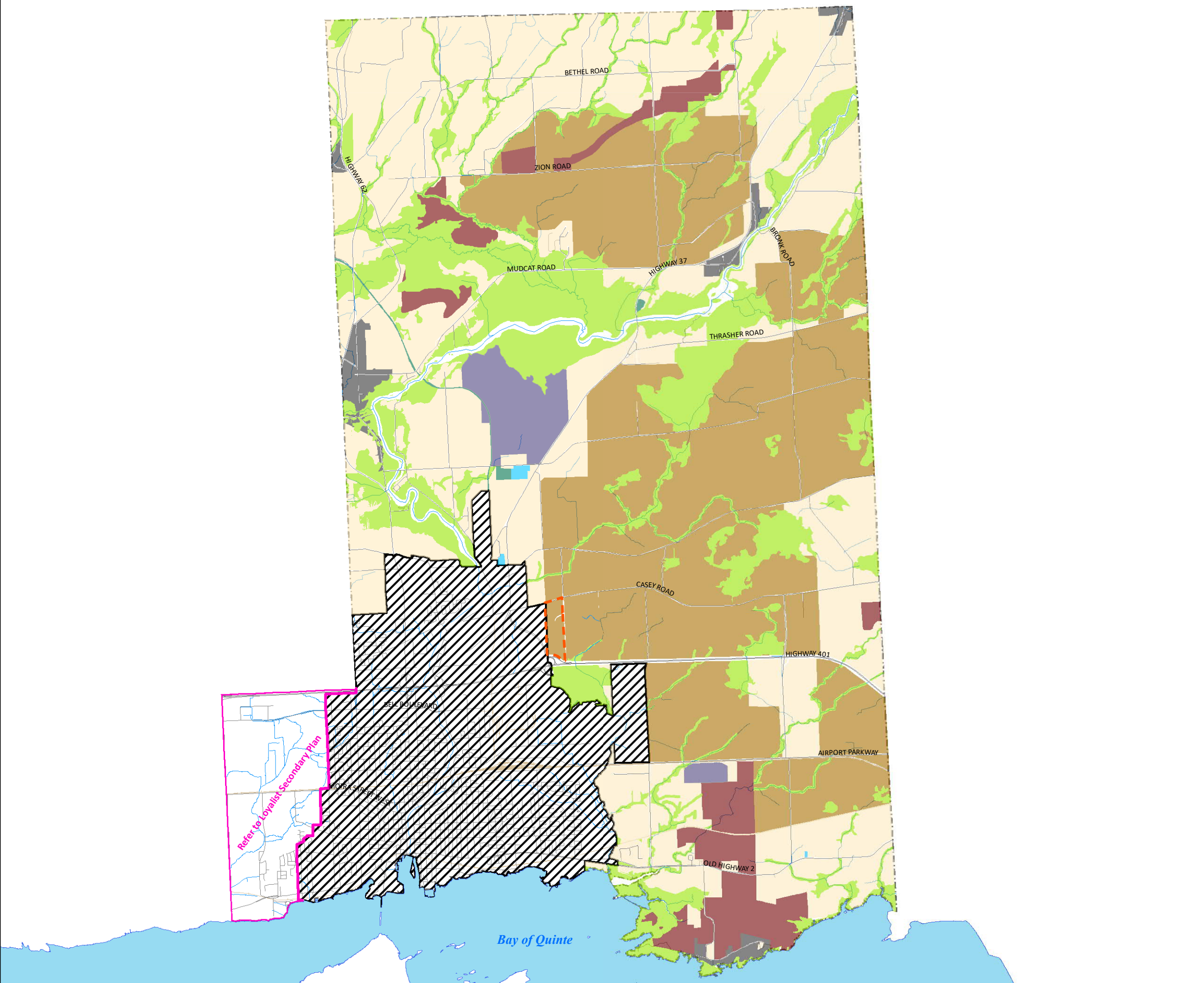


**CITY OF BELLEVILLE
OFFICIAL PLAN**

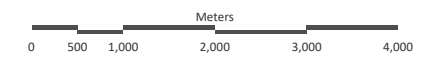
**Schedule A
Land Use Plan - Rural Area**

Legend

-  Rural Employment Area Reserve
-  Urban Serviced Area
-  Municipal Boundary
-  Roads
-  Railways
-  Watercourses
-  Bay of Quinte
- Land Use Designations**
-  AGRICULTURAL LAND USE
-  COMMUNITY FACILITY
-  ENVIRONMENTAL PROTECTION
-  HAMLET
-  MINERAL AGGREGATE
-  OPEN SPACE
-  RECREATION COMMERCIAL LAND USE
-  RURAL LAND USE



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SCALE 1:82,500

MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018)

MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°

PROJECT: 199902

STATUS: DRAFT

DATE: 2021-10-21





**CITY OF BELLEVILLE
OFFICIAL PLAN**

**Schedule B
Land Use Plan - Urban Serviced Area**

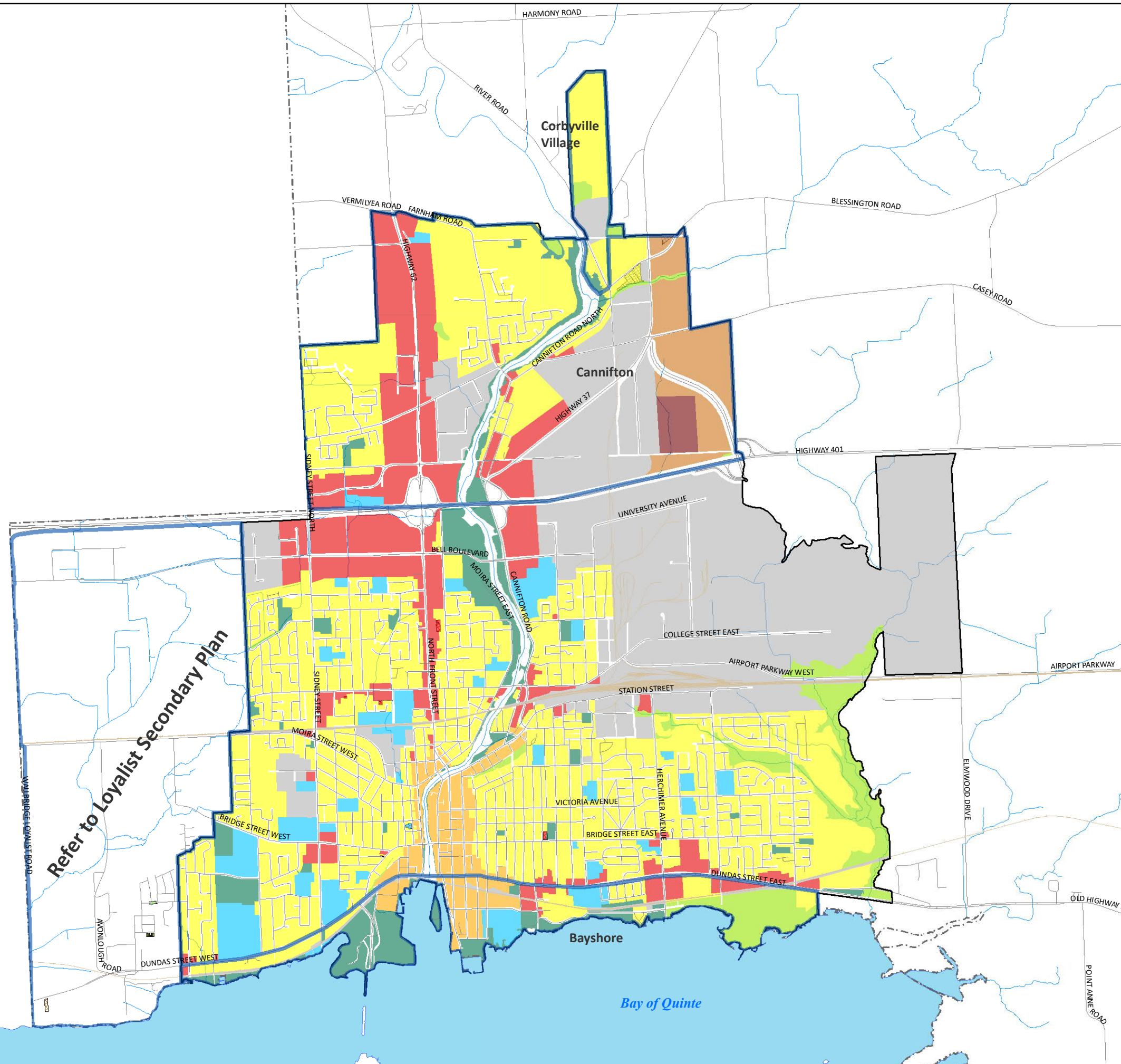
Legend

- Planning Areas
- Urban Boundary
- Municipal Boundary

- Railways
- Roads
- Watercourses
- Bay of Quinte

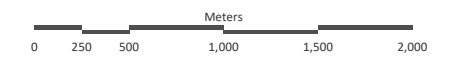
Land Use Designations

- CITY CENTRE
- COMMERCIAL LAND USE
- COMMUNITY FACILITY
- EMPLOYMENT LAND USE
- ENVIRONMENTAL PROTECTION
- MINERAL AGGREGATE
- OPEN SPACE
- RESIDENTIAL LAND USE
- STRATEGIC EMPLOYMENT AREA



Refer to Loyalist Secondary Plan

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SCALE 1:40,000
MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018), Quinte Conservation
MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°
PROJECT: 199902
STATUS: DRAFT
DATE: 2021-10-19










**CITY OF BELLEVILLE
OFFICIAL PLAN**





**Schedule C
Road System Plan**

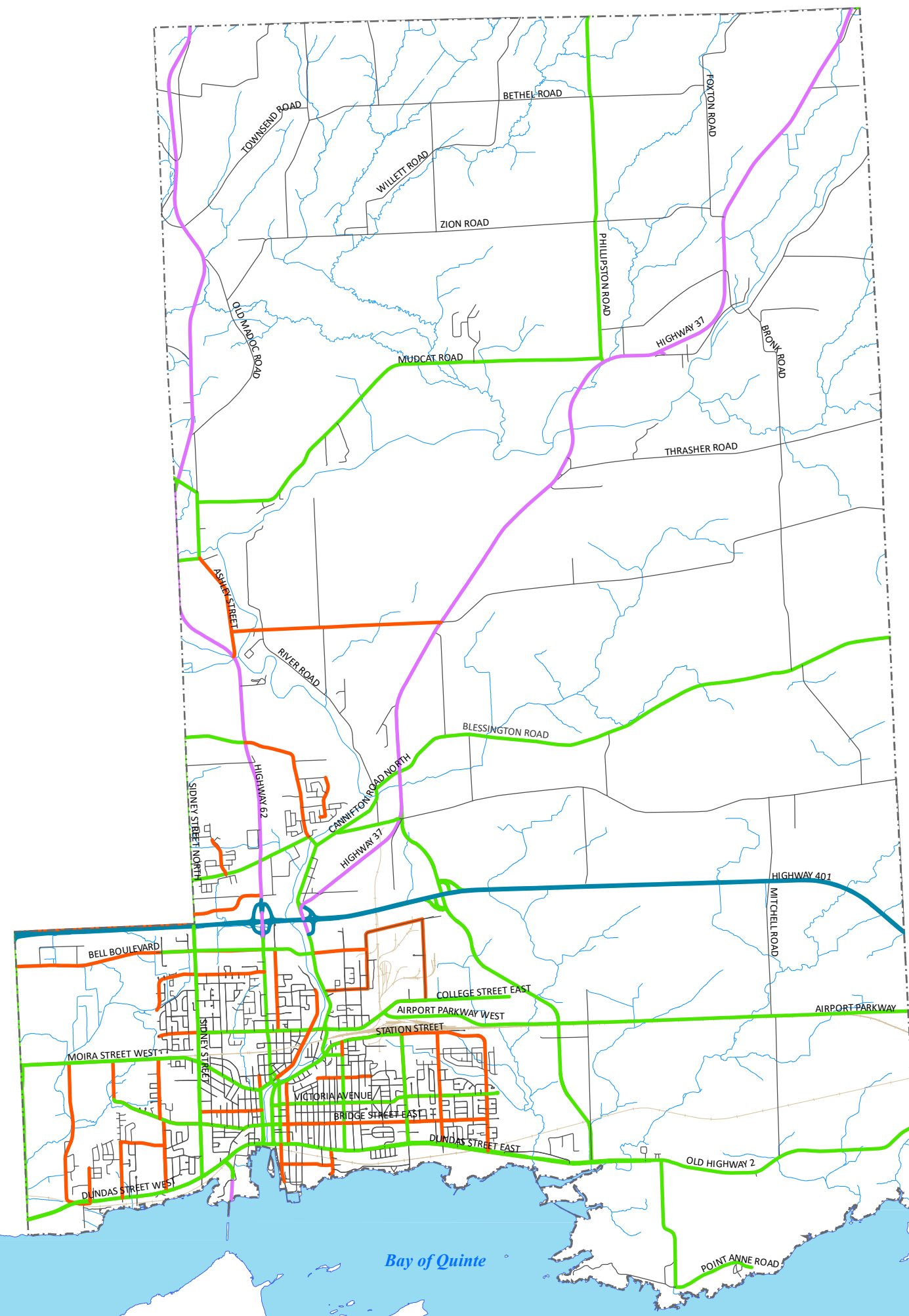
Legend

Proposed Road Network Classification

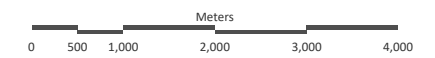
-  Freeway
-  Provincial Highway
-  Arterial
-  Collector
-  Local

Other Features

-  Municipal Boundary
-  Railways
-  Watercourses
-  Bay of Quinte



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SCALE 1:82,500

MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018)

MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°

PROJECT: 199902

STATUS: DRAFT

DATE: 2021-10-19

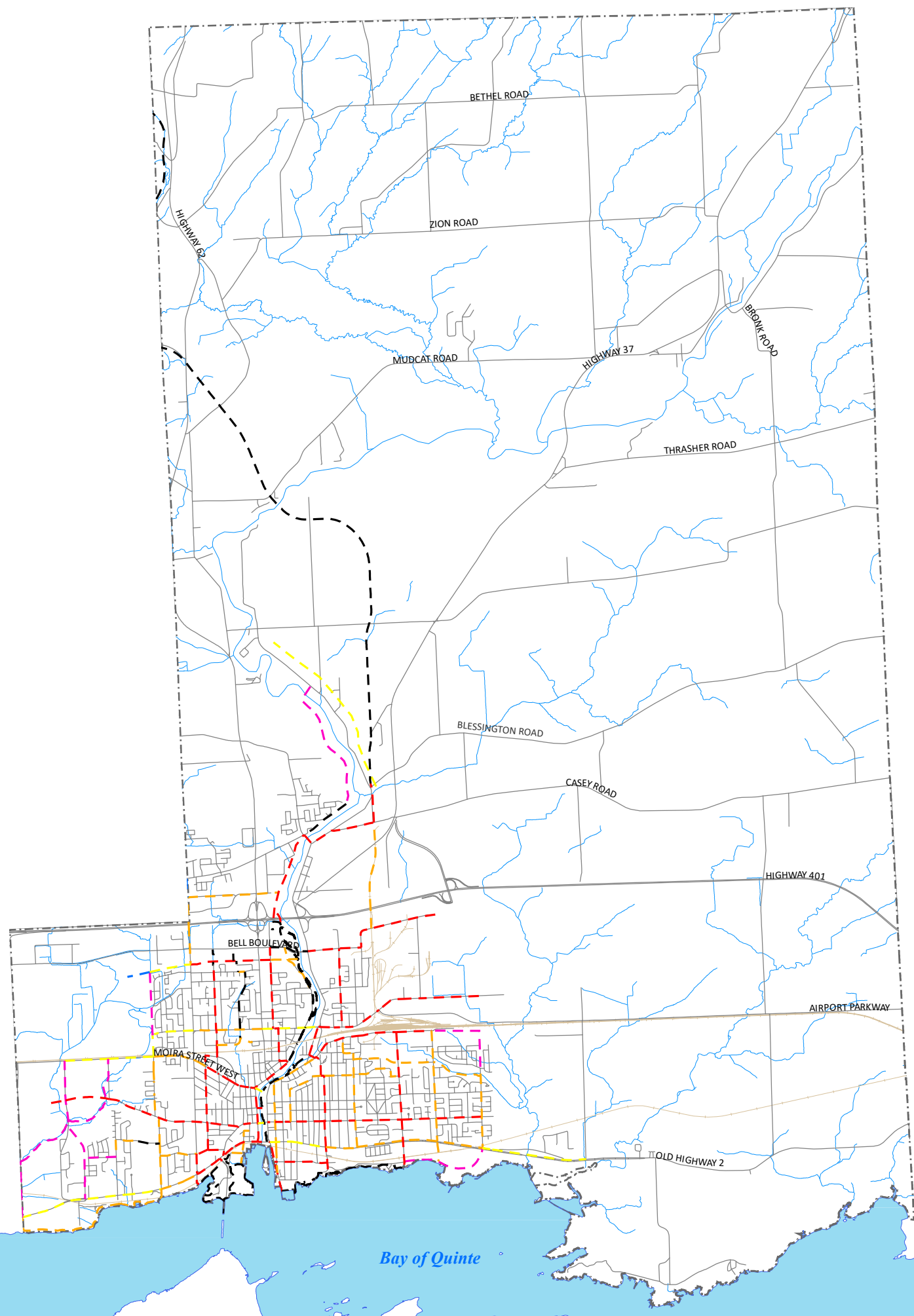




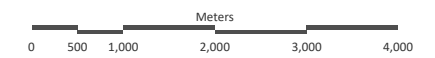
**CITY OF BELLEVILLE
OFFICIAL PLAN**

**Schedule D
Cycling and Trails Plan**

- Legend**
- Cycling Network**
- Existing
 - Proposed Short-Term
 - Proposed Long-Term
 - Proposed Beyond 2031
 - Conceptual
 - With Development
- Other Features**
- Municipal Boundary
 - Roads
 - Railways
 - Watercourses
 - Bay of Quinte



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MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018)

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PROJECT: 199902

STATUS: DRAFT

DATE: 2021-10-19

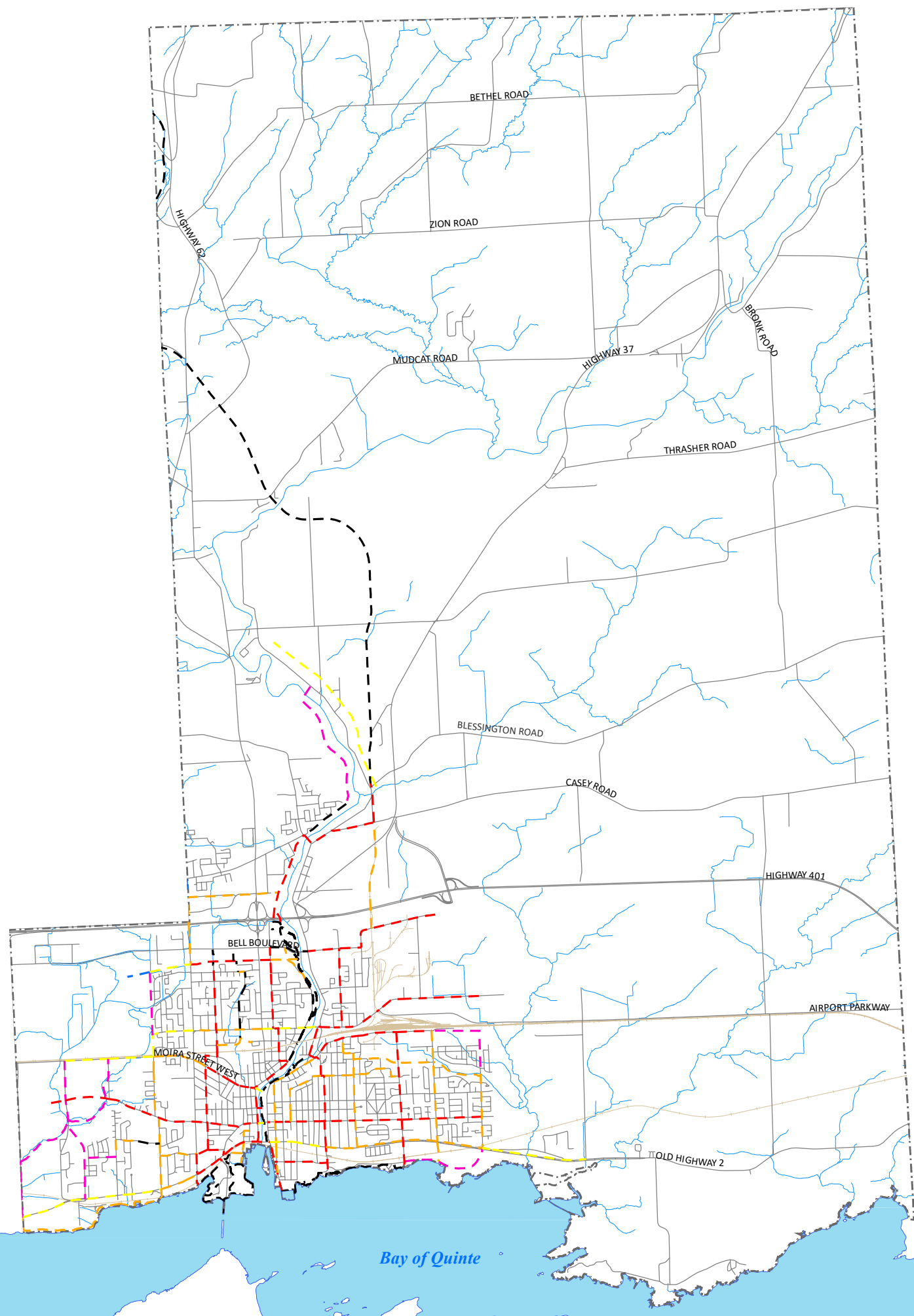




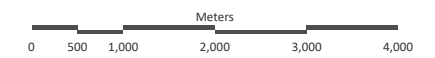
**CITY OF BELLEVILLE
OFFICIAL PLAN**

**Schedule D
Cycling and Trails Plan**

- Legend**
- Cycling Network**
- Existing
 - Proposed Short-Term
 - Proposed Long-Term
 - Proposed Beyond 2031
 - Conceptual
 - With Development
- Other Features**
- Municipal Boundary
 - Roads
 - Railways
 - Watercourses
 - Bay of Quinte



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SCALE 1:82,500

MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018)

MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°

PROJECT: 199902

STATUS: DRAFT

DATE: 2021-10-19










**CITY OF BELLEVILLE
OFFICIAL PLAN**

**Schedule E
Detailed Planning Areas**

Legend






Planning Areas

-  Bayshore
-  Cannifton
-  City Centre Intensification Area
-  Corbyville Village
-  Loyalist Secondary Plan Area

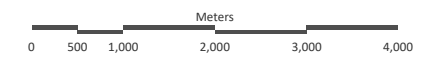
City Centre Intensification Districts and Neighbourhoods

-  Belleville Commons
-  Church Street
-  Downtown
-  East Gate
-  Riverview
-  The Flats
-  The Harbour
-  West Village

Other Features

-  Municipal Boundary
-  Roads
-  Railways
-  Watercourses
-  Bay of Quinte

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SCALE 1:82,500

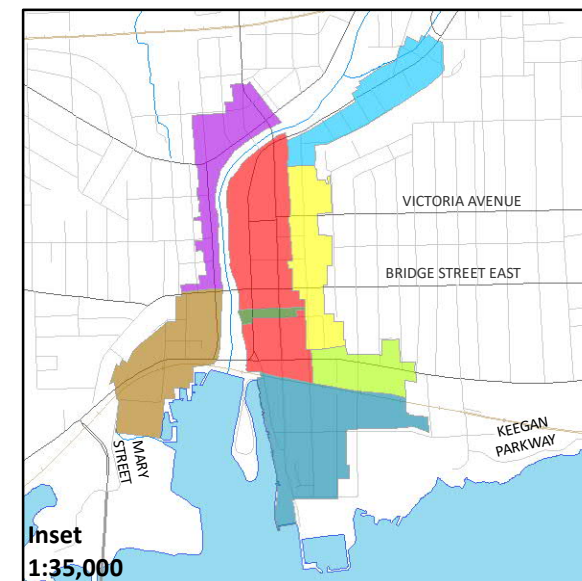
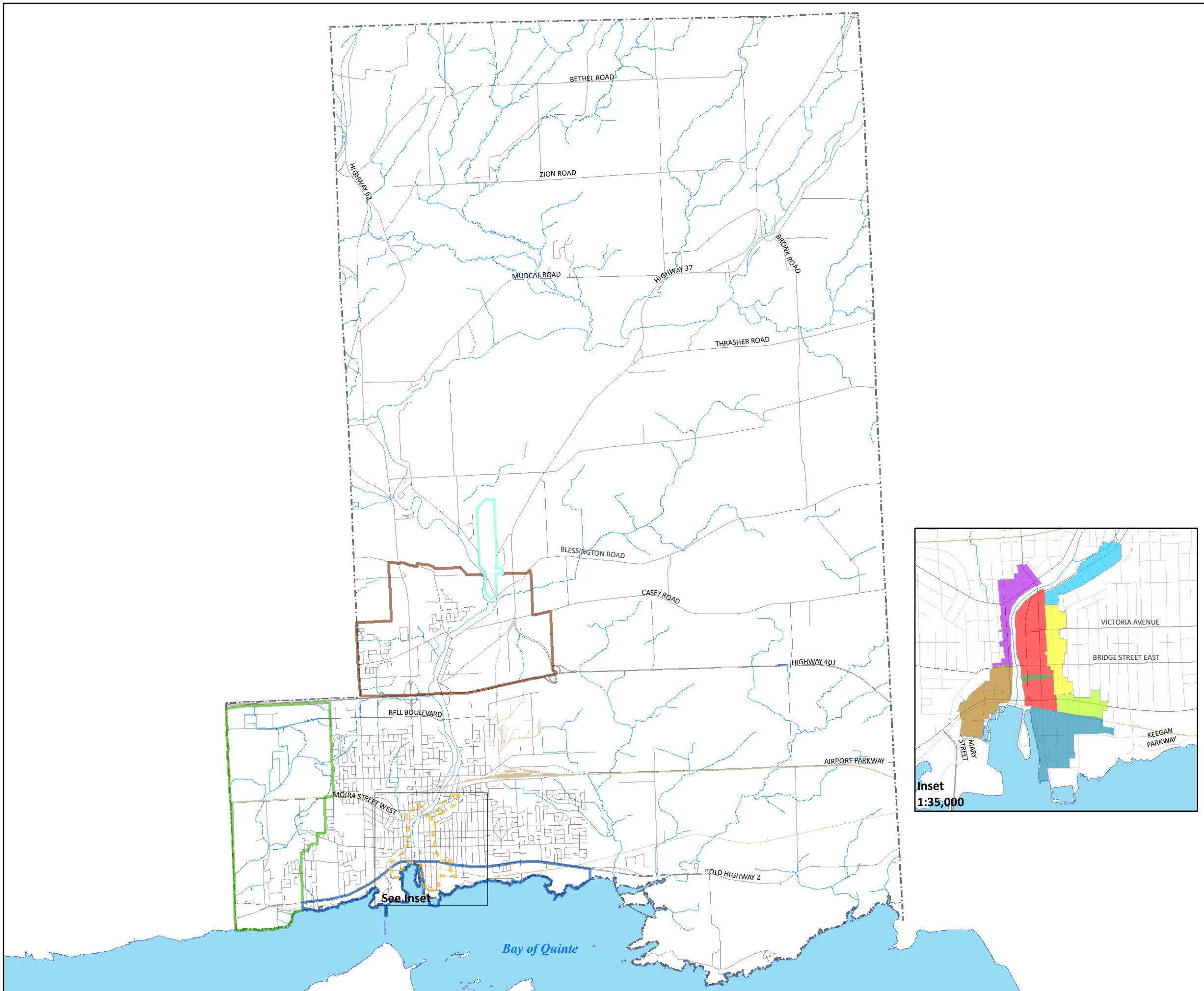
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MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°

PROJECT: 199902

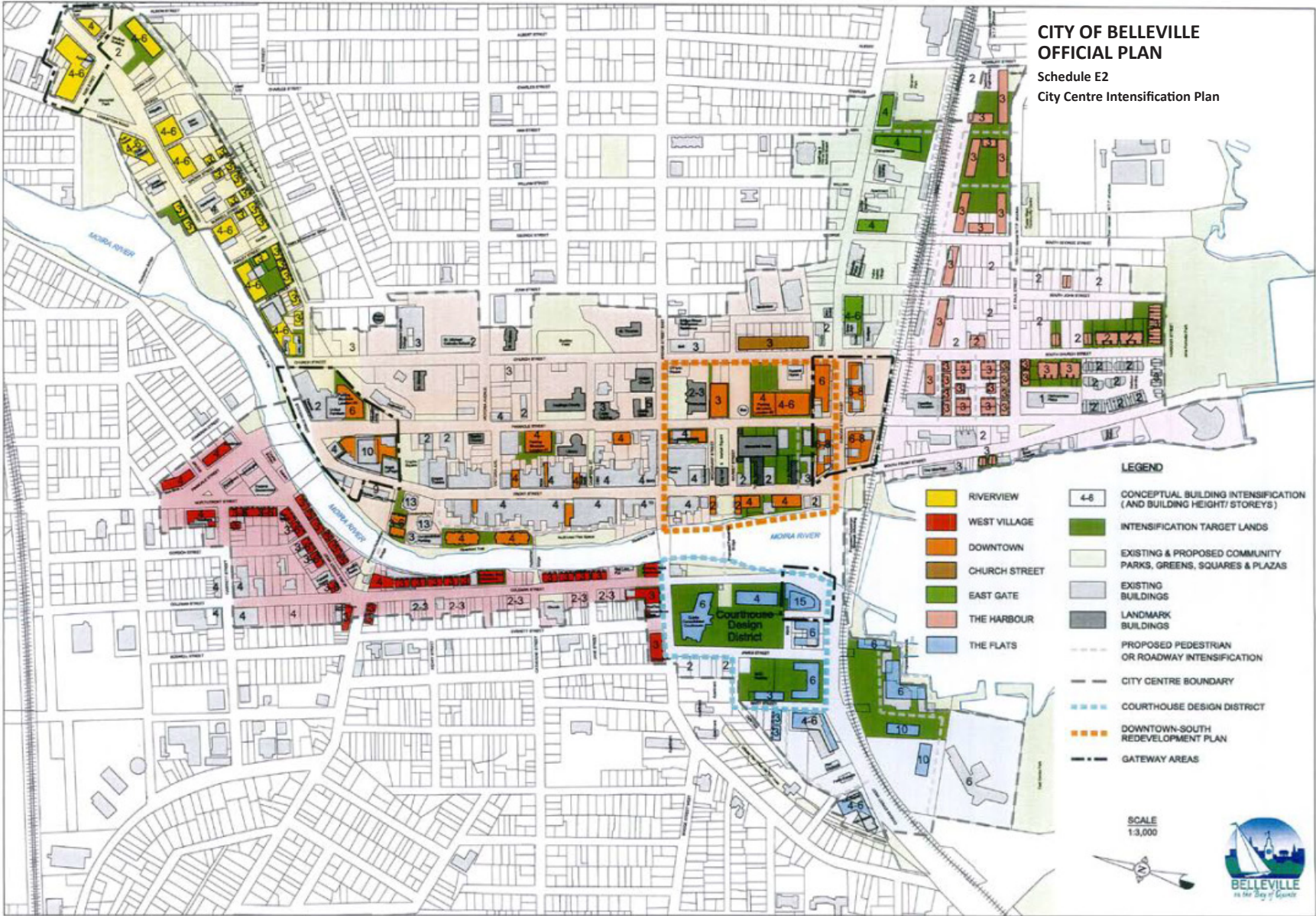
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DATE: 2021-10-19



See Inset

**CITY OF BELLEVILLE
OFFICIAL PLAN**
Schedule E2
City Centre Intensification Plan



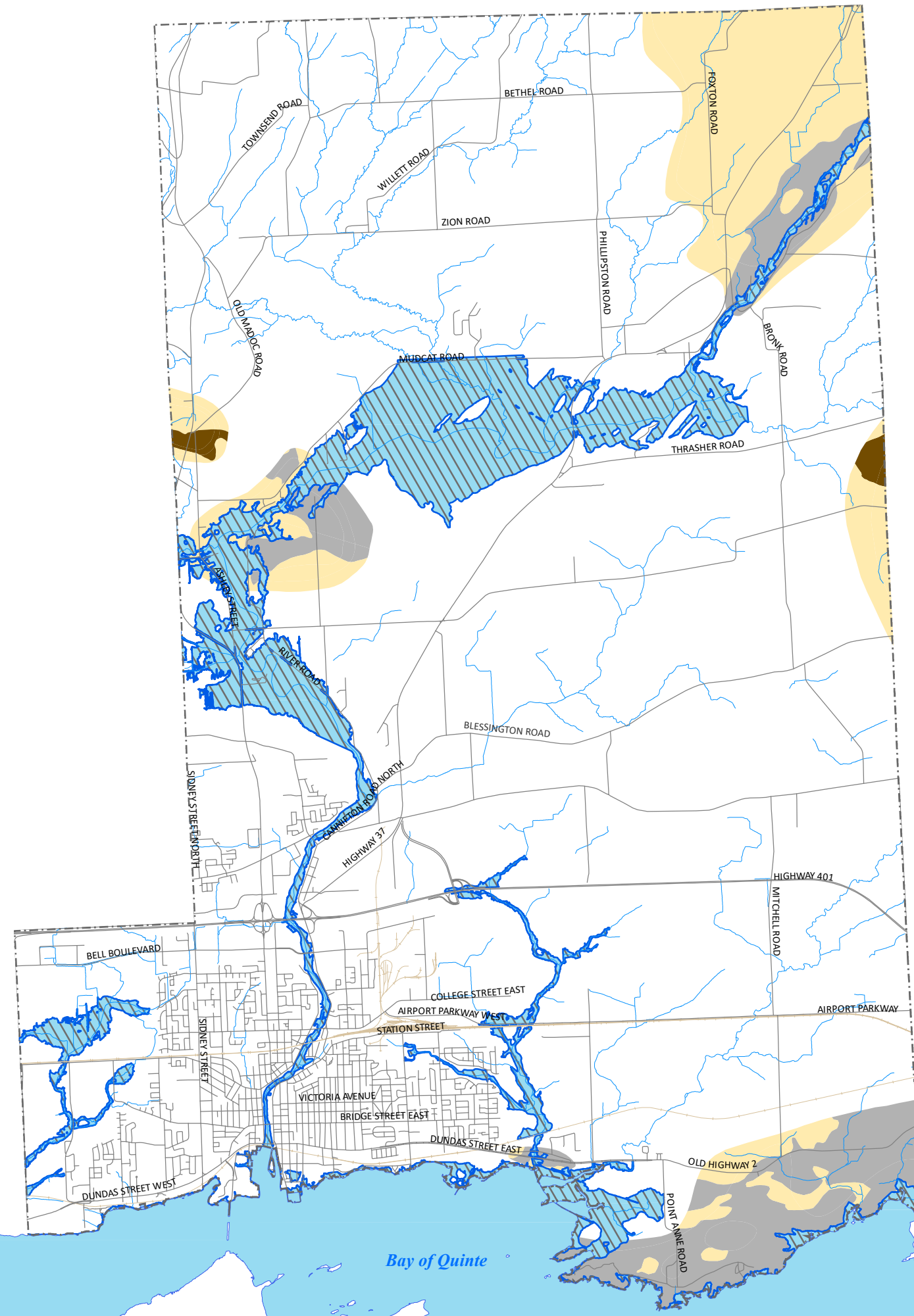
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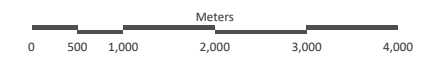
**CITY OF BELLEVILLE
OFFICIAL PLAN**

**Schedule F
Natural Hazard Features**

- Legend**
- Municipal Boundary
 - Roads
 - Railways
 - Watercourses
 - Bay of Quinte
 - Natural Hazard Features**
 - Floodplain
 - Karst**
 - Known
 - Inferred
 - Potential



By-law 2021-180



SCALE 1:82,500

MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018)

MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°

PROJECT: 199902

STATUS: DRAFT

DATE: 2021-10-19



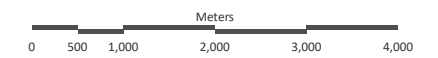


**CITY OF BELLEVILLE
OFFICIAL PLAN**

**Schedule G
Constraint Areas**

- Operating Waste Management Site
 - Closed Waste Management Site
 - Crown Land (Official Plan policies not applicable)
 - Mineral Aggregate
 - Mineral Aggregate Licenced
 - Significant Groundwater Recharge Areas
 - Highly Vulnerable Aquifers
 - Wellhead Protection Area A
 - Wellhead Protection Area B
 - Wellhead Protection Area C
 - Intake Protection Zone 1
 - Intake Protection Zone 2
 - Regulated Bird Hazard and Surface Approach Area for the Trenton Air Force Base
- Gravel Deposits**
- Sand and Gravel Resource Area (Primary)
 - Sand and Gravel Resource Area (Secondary)
 - Sand and Gravel Resource Area (Tertiary)
- Bedrock**
- Paleozoic bedrock outcrop; areas of exposed bedrock partially covered by a thin veneer of drift. Drift thickness is generally less than 1 metre.
 - Paleozoic bedrock covered by drift; drift thickness is generally 1 to 8 metres. Bedrock outcrops may occur.
 - Paleozoic bedrock covered by drift; drift thickness is generally 8 to 15 metres. Isolated bedrock outcrops may occur.
- Other Features**
- Drinking Water Intakes
 - Municipal Boundary
 - Former Industrial Lands
 - Roads
 - Railways
 - Watercourses
 - Bay of Quinte

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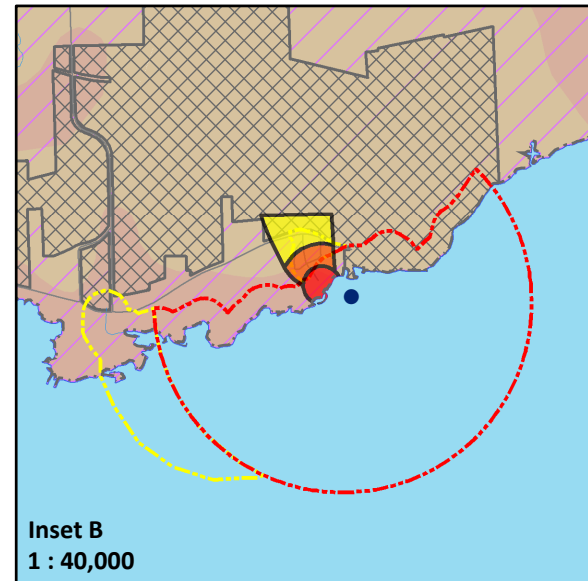
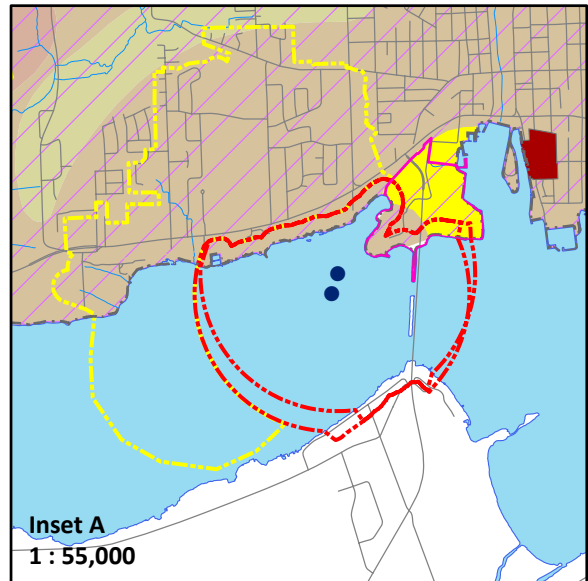
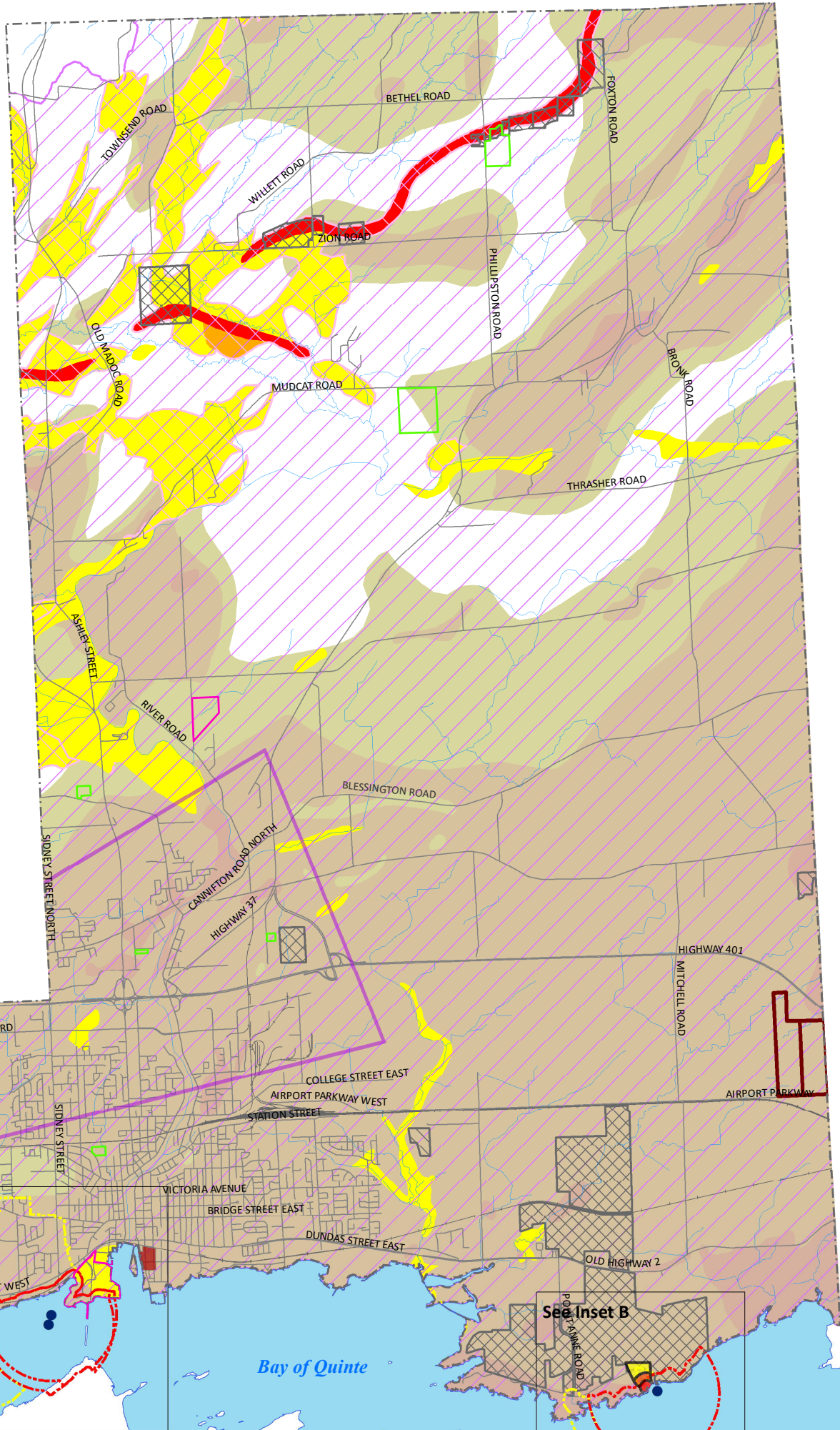
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MAP DRAWING INFORMATION:
ESRI Basemaps, City of Belleville, MNRF (2019), Canvec (2018), Ministry of Energy, Northern Development and Mines & Quinte Conservation

MAP PROJECTION: NAD 1983 UTM Zone 18N , ROTATED 15°

PROJECT: 199902

STATUS: DRAFT

DATE: 2021-10-19



See Inset A

See Inset B

Bay of Quinte