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# PLANNING JUSTIFICATION REPORT

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Draft Plan of Subdivision &  
Rezoning Applications  
for  
Hanley Park North  
Part of Lot 14, Concession 1  
City of Belleville

Prepared for:  
Hanley Park Developments Inc.

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# 1 Introduction

## 1.1 Background

The purpose of this report is to provide a planning rationale in support of rezoning and subdivision applications on behalf of Hanley Park Development Inc. for lands referred to as Hanley Park North, which is a proposed residential development on the east side of Belleville. The subject site is located in Lot 14 Concession 1 north of Bell Creek formerly in the Township of Thurlow. It contains 34.3 ha (84.8 ac) and is contains trees, creeks and wetlands.

## 1.2 Context

Hanley Park North is located east of Haig Road and north of Victoria Avenue with proposed access from Tessa Boulevard and Spruce Gardens. The lands to the west of the subject site are currently developed with single detached and townhouse lots as well as a stormwater management pond and are referred to as the Mercedes Meadows development.

The lands immediately to the south of the subject site, which is referred to as Hanley Park Phase 1, are draft plan approved and zoned for single detached, semi-detached and townhouse dwellings as well as park, open space and stormwater management blocks but development of the lands has not commenced yet.

The lands to the north of the subject site are currently undeveloped and the lands to the east are within the rural area and appear to be vacant.

An air photo of the existing context is shown on Figure 1.

**Figure 1 Context Air Photo**



## 1.3 Proposed Development

The proposed Hanley Park North development will consist of 156 residential lots and includes:

- 60 single detached lots with 15 m (50 ft) frontages
- 39 single detached lots with 9.75 (32 ft) m frontages
- 57 townhouse lots with 6.0 m (20 ft) frontages
- 3 park blocks containing 0.542 ha (1.34 ac)
- 1 walkway /emergency access block which is 8 m (26 ft) wide
- 1 walkway block which is 3 m (10 ft) wide
- Stormwater management facility block containing 0.518 ha (1.28 ac)
- Wetland, buffer and open spaces blocks containing 23.9 ha (59.06 ac)
- 1 block of future development containing 0.634 ha (1.57 ac)

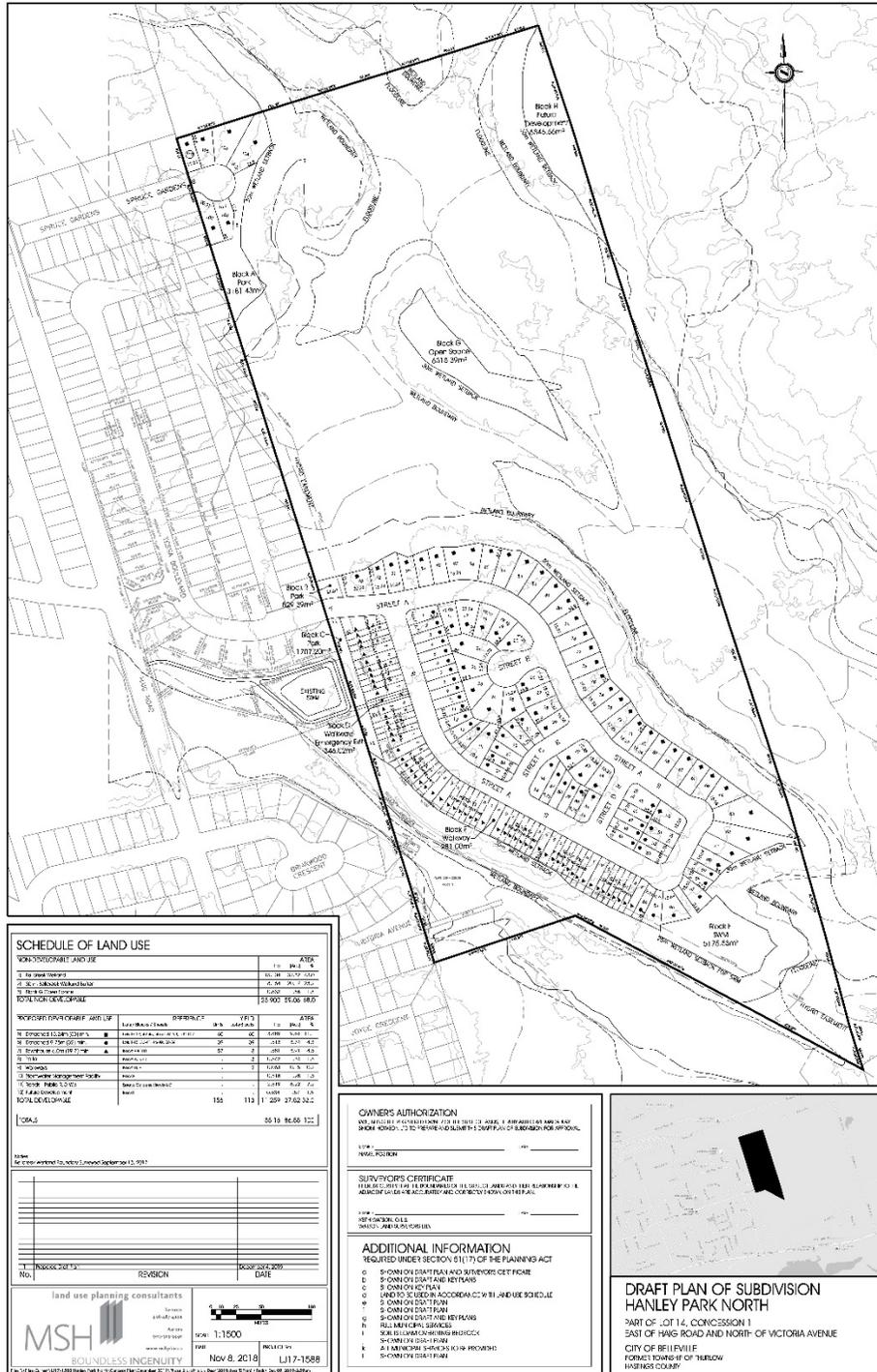
The proposed draft plan of subdivision is shown on Figure 2.

The parks and walkway blocks are intended to facilitate pedestrian connections that recognize existing informal paths and provide new pedestrian walkways along the western edge of development. A low impact wood chip path will be provided within Block C and within the edge of the wetland buffers along the west side of the development as shown on the development concept plan. Lands within the wetland will be dedicated to the City or Conservation Authority who may explore the opportunity to create further connections to the development to the south (Hanley Park Phase 1) which is also expected to have walkways through the park and open space areas. As that would require crossing the wetland, it has not been proposed by the owner.

Park Blocks A and B also provide the opportunity for tot lots or more passive recreational opportunities.

The buffers that are proposed around the wetland are 30 m wide except for adjacent to the stormwater management facility where they are proposed to be 25 m wide but will be landscaped with natural vegetation. Approximately 70% of the total land area will be protected from development and retained in a natural state.

Figure 2 Draft Plan of Subdivision



## 2 Provincial Policy Statement

The Provincial Policy Statement (PPS) 2020 provides policy direction on matters of provincial interest related land use planning and all decisions made under the Planning Act shall be consistent with the PPS. The following analysis addresses how the proposed development is consistent with the PPS:

### 1.0 Building Strong Healthy Communities

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

The proposed subdivision is located within the Settlement Area and Urban Serviced Area of Belleville and represents a logical extension of the existing development area. It provides for a mix of housing types within the community thereby increasing the range of options, which improves the opportunity for housing that is more affordable. It provides cost effective development patterns and efficiently uses land and resources by extending services within a residential area to create a compact form and contribute to a healthy, liveable and safe community. It supports active transportation by providing sidewalks and trails for pedestrian connections.

#### 1.2 *Coordination*

The Official Plan ensures a coordinated approach to the development and this development assists in addressing housing projections and housing needs.

A noise study has been prepared to ensure that land use compatibility can be achieved between the proposed sensitive residential uses and the railway lines to the north.

#### 1.4 *Housing*

The subdivision provides for a variety of lot sizes to facilitate an appropriate range of housing types and densities to meet projected requirements of current and future residents with an appropriate level of infrastructure and public service facilities that support the residents. The proposed development will assist in maintaining an ability to accommodate residential growth for 15 years as well as a three-year supply of land zoned to facilitate residential intensification and land in draft approved plans.

#### 1.5 *Public Spaces, Recreation, Parks, Trails and Open Space*

There is a substantial amount of open space that provides passive open space opportunities. The existing informal trail through Block C and within the wetland buffer on along the western edge of the development is proposed to be developed with a wood chip trail. The public park blocks provide small scale recreational

opportunities such as tot lots. The subdivision will promote healthy, active communities by providing sidewalks and walkways to meet the needs of pedestrians for active transportation, and parks and open space for active living and social interaction.

#### *1.6 Infrastructure and Public Service Facilities*

This development will be on full municipal services and will optimize use of existing municipal sewer and water services. A Municipal Servicing Capacity Report and a Stormwater Management Report have been prepared by Ainley Group which demonstrates that sufficient capacity exists to provide for the development and that the stormwater can be appropriately addressed through the proposed stormwater management facility. The subdivision layout and density will provide for the safe movement of people, the roads are sufficient to meet projected needs and the development will support current and future use of transit and active transportation. This proposed development will make efficient use of existing infrastructure.

#### *1.7 Long Term Economic Prosperity*

The proposed development helps with long term economic prosperity by optimizing use of land, infrastructure and public service facilities, providing residential uses that respond to market-based needs and provide a range of housing options.

#### *1.8 Energy, Air Quality and Climate Change*

The proposed development promotes active transportation, creates transit supportive densities, provides for tree plantings and for homes that include energy and water efficiency features.

### 2.0 Wise Use and Management of Resources

#### *2.1 Natural Heritage*

An Environmental Impact Study has been prepared for the subject site by Michalski Nielson Associates Ltd. The report addresses development on the subject site and within 120 m of the Bell Creek Provincially Significant Wetland (PSW). No development will occur within the PSW and the report indicates that the proposed retention of the wetland and the associated buffers as well as the recommended mitigation measures is sufficient to protect its ecological functions. There will be no negative impacts on the flora and fauna of the PSW and its contiguous upland woodlands. More details are provided in section 5.1 of this report. The development therefore protects the wetland for the long term and provides connectivity and linkages between the natural heritage features on the subject site and adjacent properties to support a natural heritage system.

## 2.2 Water

Water quality and quantity are addressed in the Stormwater Report prepared by Ainley and described in section 5.4 of this report. Water quality controls will be addressed through the use of stormwater management techniques and the creation of a stormwater management pond. Water quantity controls do not need to be provided due to the proximity of Bell Creek.

## 2.6 Cultural Heritage and Archaeology

A Stage 1 and 2 Archaeological Assessment has been undertaken by Abacus Archaeological Services which is described in more detail in section 5.5 of this report. No archaeological features or resources were recovered during the Stage 2 excavation and the report concluded that there were no areas of archaeological significance on the subject site. It was therefore recommended that no further archaeological assessment was required. No cultural heritage sites or landscapes have been identified on the subject site.

## 3.0 Protecting Public Health and Safety

### 3.1 Natural Hazard policies

The proposed development will be located outside of the 100 year floodline of the Bell Creek and as a result, will not be located within hazard lands.

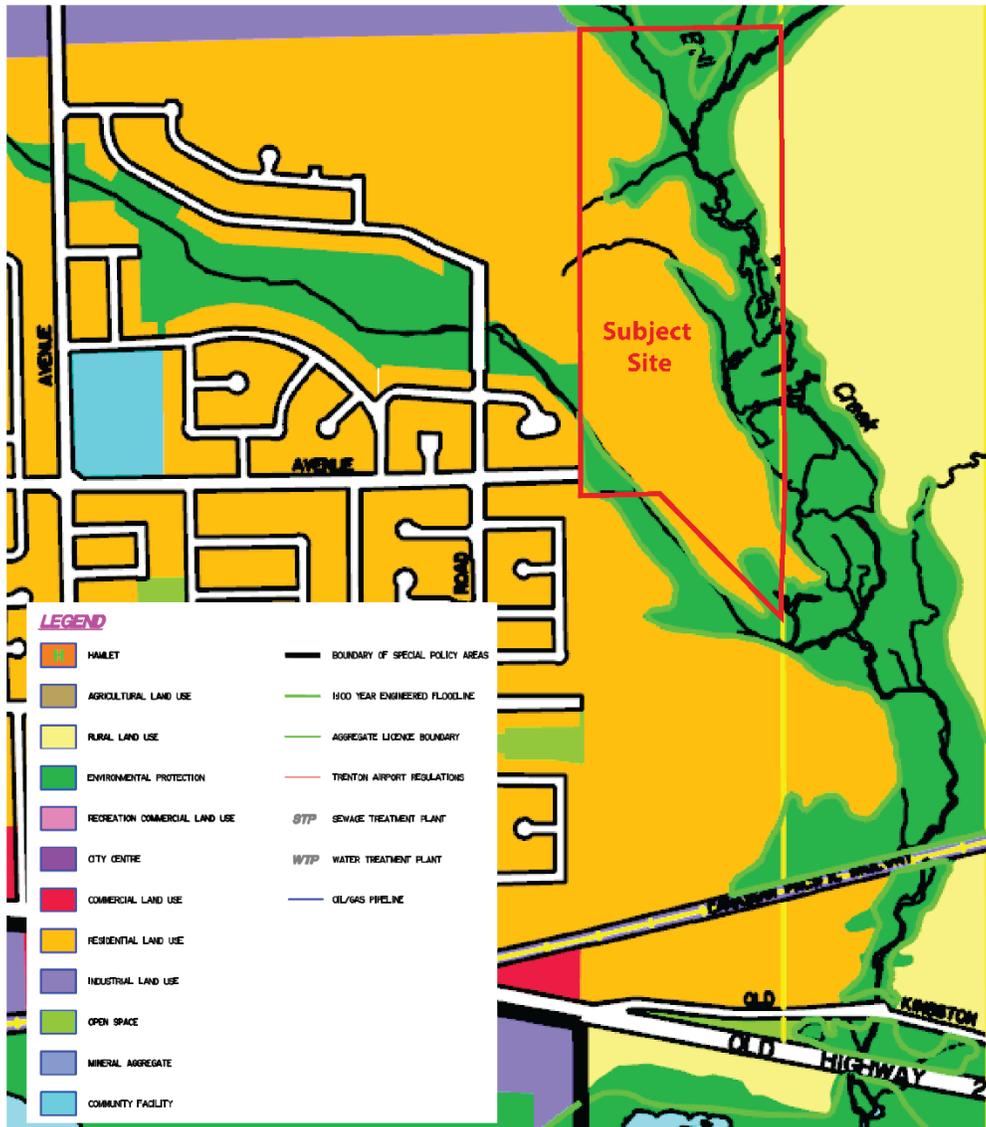
## **Summary and Conclusions**

In summary, the proposed development of the subject site will provide a range of housing types that meets future needs and makes efficient use of existing infrastructure and public services. It will support active transportation and transit and the existing road network is able to accommodate the development with no upgrades required. It will provide extensive open space areas, and appropriately address water resources through stormwater management facilities. It will protect natural heritage features as no development will occur within the provincially significant wetland and its buffer, and it will avoid natural hazards as development will occur outside of the floodplain. Noise attenuation will be provided to ensure that the development is compatible with the railway to the north. As a result, the proposed development is consistent with the PPS.

### 3 Belleville Official Plan

The subject site is currently designated Residential, Environmental Protection with a small area of Rural in the northeast corner in Official Plan (OP) as shown on Figure 3. The lands designated Rural are not proposed for development at this time. The land designated Residential is also located within the Urban Serviced Area.

**Figure 3 Existing Official Plan designations – Excerpt of Schedule B from City of Belleville Official Plan**



## Residential

The Residential designation permits low, medium and high densities with built forms that range from single detached dwellings to a variety of attached and multiple dwellings and the proposed single detached dwellings and townhouses (row dwellings) are therefore permitted.

The densities that are permitted in the OP are:

- i) Low density residential uses which would normally include single detached and attached two-unit dwellings, developed up to 18 units per hectare gross residential density or 25 units per hectare net residential density.
- ii) Medium density residential uses which would normally include various types of attached, multiple or cluster housing projects such as row dwellings and small low-profile apartment complexes, developed up to 60 units per hectare net residential density.

The policies state that ideally all neighbourhoods should contain a mixture of dwelling types at different densities. It also supports the development of all forms of housing in all forms of tenure.

In determining the neighbourhood densities, consideration should be given to:

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

The proposed single detached lots fall within the density range for low density residential and the townhouses fall within the medium density range. The density of the development as defined by the Official Plan is shown below.

	Units	Area	Units/Ha
Gross Density	156	11.259	13.9
Single Detached Net Density	99	5.402	18.3
Townhouse Net Density	57	1.581	36.1

The OP policies state that the preferred locations for medium and high density residential development should be guided by the following principles:

- The lands should have direct frontage on or immediate access to collector roads.
- The main access routes should not be through substantial areas of low density residential development.
- 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.
- A preferred location would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, churches).
- Medium density residential development is a preferred housing form immediately abutting a non-residential land use in another land use category, or along very high traffic corridors.

In this case, the subject site is in close proximity to Haig Road which is a collector road so traffic will not have to travel through large areas of low density residential and there are already townhouses within the neighbourhood on Spruce Gardens. The proposed townhouses will be immediately abutting parkland (a non-residential land use) and will have access to extensive open space areas. They will also be located within good proximity to schools, parks, places of worship and the YMCA which are within approximately 1.6 km. There is regular bus service along Haig Road through the neighbourhood which connects the area to Bayview Mall and the downtown. Servicing and flow monitoring reports have been prepared for these applications that indicate that there is servicing capacity available to accommodate the development.

As a result, proposed subdivision and rezoning will contribute to a range of housing types and sizes within the community and the proposed townhouses address the intent of the OP policies for the location of medium density residential uses.

### **Environmental Protection**

The policies state that lands within the Environmental Protection designation “require special care and regulation due to their inherent natural or physical characteristics” due to be hazard lands or containing natural heritage features. On the subject site, the Environmental Protection designation applies to lands that are wetlands and within the floodplain.

The OP policies state that no new development will be permitted within provincially significant wetlands and that development may be permitted within 120 m where it has

been demonstrated through an Environmental Impact Study (EIS) that there would be no adverse impact on the natural area or ecological functions. As noted above, an Environmental Impact Study has been prepared which assesses the impact of the proposed development on the wetland. It concludes that on the subject site, a 30 m buffer surrounding the residential development and a 25 m buffer around the stormwater management pond that is supplemented with natural plantings is sufficient to protect its ecological functions. A greater description of the findings in the EIS is provided in section 5.1 below. The EIS concludes that there will be no negative impacts on the flora and fauna of the PSW and its contiguous upland woodlands.

There is an existing informal trail along the western edge of the subject site that follows the hydro corridor and that trail will be incorporated into the open space and park system that is proposed. It will be partly located within the 30 m wetland buffer in close proximity to the rear of the lots.

As a result, the proposed development meets the requirements of the Environmental Protection policies.

### **Servicing**

The OP does not permit development unless there is adequate servicing available and as discussed in further detail in section 5.3 below, a flow monitoring test was undertaken to confirm that there is adequate capacity in the sanitary sewer system to accommodate the proposed development. A servicing report, as discussed in further detail in section 5.2 below, indicates that services can be extended from the Mercedes Meadows subdivision to the west and there is sufficient capacity within the pipes to accommodate the development.

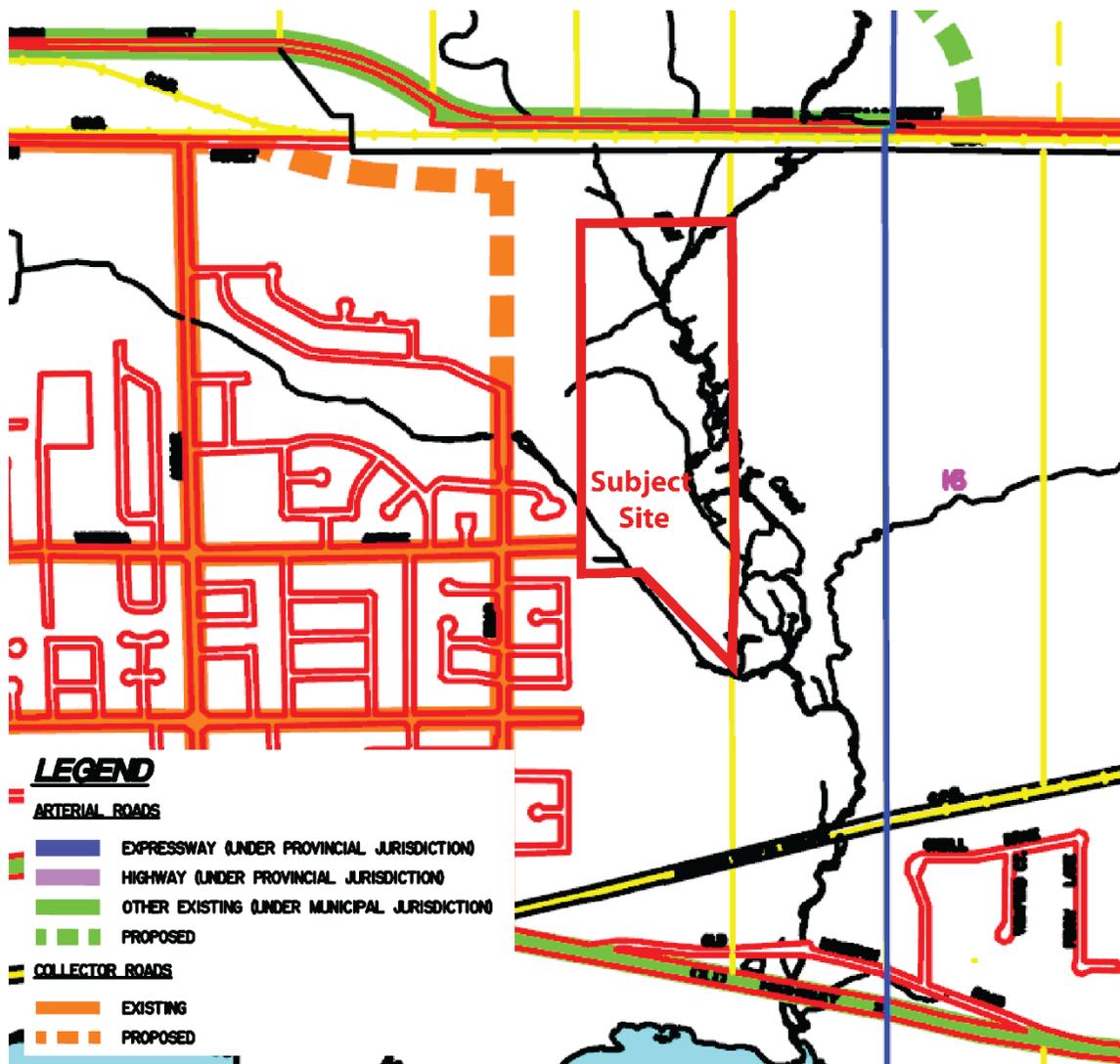
Policies also state that adequate consideration must be given to stormwater management prior to permitting development to proceed and preliminary watermain design brief as discussed in further detail in section 5.4 below has also been prepared. It states that the proposed stormwater management facility will provide appropriate water quantity and quality controls.

### **Transportation**

Policies indicate that all development should have frontage on and access to a public road and that direct access to municipal roads will only be permitted in locations that can accommodate traffic in a safe manner. All of the proposed lots will have access to local roads with good sight lines that can safely accommodate them. There are two access roads into the subdivision. One is the extension of Spruce Gardens and the other is the extension of Tessa Boulevard. Give the number of units that are proposed on the Tessa

Blvd extension, a second access point will be developed for emergency access purposes. Although it appears that Victoria Avenue was originally intended to be extended further east (given the lack of cul de sac at the end of it), it is not proposed to provide a second access into the subdivision by extending Victoria Avenue due to the existence of wetlands at the end of the existing road. As a result, an emergency access is proposed through a walkway / emergency access that connects to the Mercedes Meadows stormwater management pond access road located immediately west of the subdivision. The stormwater pond access road connects to directly to Haig Road.

**Figure 4 Official Plan Transportation designations – Excerpt of Schedule C from City of Belleville Official Plan**



As discussed in greater detail in section 5.7 below, a Traffic Impact Study has been prepared which indicates that there is sufficient capacity on the existing roads to accommodate the forecast traffic.

The OP policies state that recreational trails connecting various parts of the City are considered an integral part of the City's transportation system and provision has been made for a trail open space along the western edge of the subject site. Sidewalks will be provided on one side of all public roads and along the walkways linking to the trail as demonstrated in section 5.8 below, in order to provide a safe pedestrian realm and encourage active transportation.

The policies state that parking is an integral component of the transportation system. Adequate parking will be provided in the subdivision through garages and driveways on individual lots.

### **Summary and Conclusions**

The subject site is currently designated Residential, Environmental Protection and Rural in the Official Plan. The lands designated Rural and Environmental Protection are not proposed for development. The Residential component of the subject site is also located within the Urban Serviced Area.

The proposed development will create a range of densities and housing types to provide a variety of housing options in an attractive setting. The proposed townhouses meet the intent of the OP policies for the location of medium density residential development.

There is adequate water and waste water servicing available and stormwater quantity and quality will be appropriately addressed through the development of a pond. There is adequate road access to accommodate the development and the roads have the capacity to accommodate the proposal.

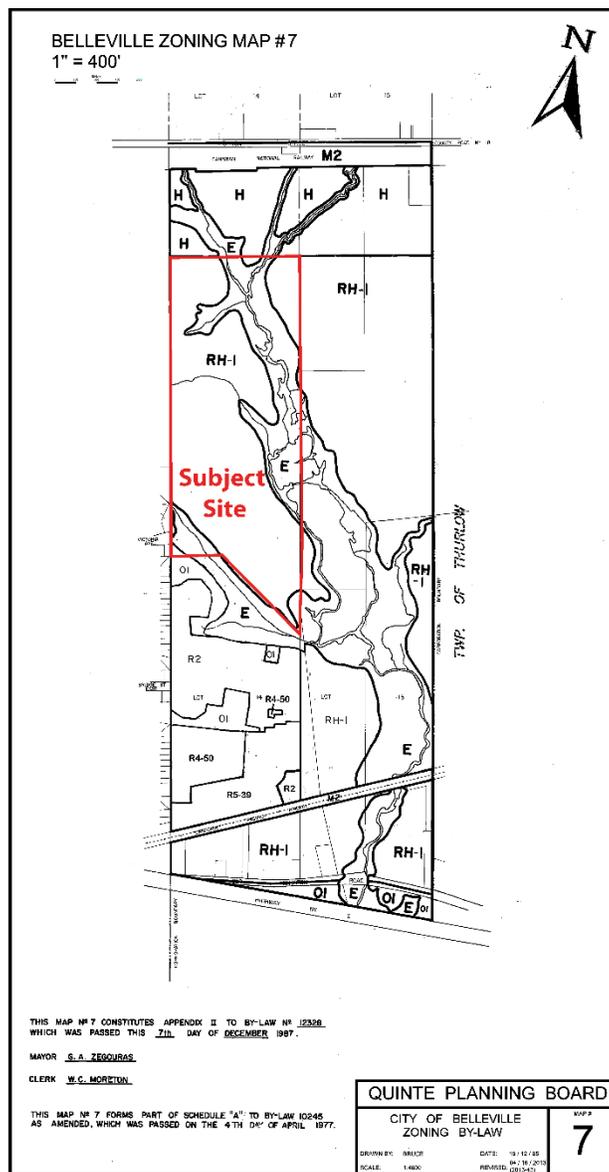
The lands designated Environmental Protection will be protected and appropriately buffered. The recommended mitigation measures will be implemented to ensure that there will be no negative impact on the vegetation and fauna with the wetlands.

As a result, the proposed subdivision and rezoning conform to the Official Plan policies.

# 4 Zoning By-law

The current zoning on the subject site is Residential Holding zone (RH-1) and Environmental Control (E). A zoning by-law amendment application has been submitted to rezone the property to permit the lots in the draft plan of subdivision and to provide site specific zone provisions.

Figure 5 Existing Zoning - Excerpt of Zoning By-law



The following chart summarizes the proposed changes to the standard zoning provisions that are requested. For greater detail, please see the draft Zoning By-law that is provided with the application.

	<b>Lot Frontage (Min)</b>	<b>Lot Area (Min)</b>	<b>Front Yard Depth (Min)</b>	<b>Rear Yard Depth (Min)</b>	<b>Interior Side Yard Width (Min)</b>	<b>Exterior Side Yard Width (Min)</b>	<b>Lot Coverage All Bldgs (Max)</b>	<b>Landscape Area (Min)</b>
<b>R4 - 59</b> Single Detached Dwelling	9.75 m	310 sq m	6.0 m	7.5 m	1.2 m except where a lot frontage is less than 11.0 m and then it shall be 1.2 m on one side & 0.6 m on other side, The 0.6 m setback shall be beside a 1.2 m setback on the adjacent property	2.4 m	45%	30%
<b>R4-60</b> Single Detached Dwelling	25.0 m	400 sq m;	6.0 m	3.0 m	6.0 m on one side & 1.2 m on the other side.	2.4 m	45%	30%
<b>R5-45</b> Horizontal Multiple Attached Dwelling	6.0 m	195 sq m	6.0 m	7.5 m	1.2 m, 0 m where attached	2.4 m	45%	30%

The land proposed to be zoned R4-59 will be developed with single detached lots. With the exception of the proposed R4-60 zone which will only apply to one lot, one site specific zone has been proposed for all of the single detached lots within the subdivision even though there are two lot sizes proposed (9.75 m and 15.0 m). This will allow for flexibility so that minor modifications may be made the draft plan of subdivision to respond to

market demands without requiring a rezoning (while recognizing that a red-line approval will be required for changes to the draft of subdivision). This approach to zoning is consistent with the approach that was applied to other developments in the City including the adjacent Mercedes Meadows subdivision.

The proposed changes to the R4 zone through the proposed site-specific zoning provisions reflect a more contemporary approach while maintaining compatibility with development in the area. The smaller 9.75 m lot frontage and corresponding 310 sq m lot area allows for housing that is a more affordable to first time buyers or those wishing to downsize. As demonstrated in the elevation drawings in section 5.8 below, these lot sizes can be developed with an attractive frontage that allows for a single car garage. The proposed increase in the front yard depth to 6.0 m will ensure there is room for a car to be parked in front of the garage and there is no proposed change to the rear yard setback of 7.5 m.

The proposed interior side yard setback is 1.2 m except where a lot frontage is less than 11.0 m and then it is proposed to be 1.2 m on one side & 0.6 m on other side with the 0.6 m setback being beside a 1.2 m setback on the adjacent property. This will ensure there is 2.1 m between houses and allow windows on one side of the house, adequate light between the houses and suitable access to the rear yards. These side yard zoning provisions for 1.2 m on one side & 0.6 m on other side with the 0.6 m setback being beside a 1.2 m setback on the adjacent property were approved in the Riverstone subdivision for lots with 11.0 m frontages and heights of 11.0 m. In this case, no change is proposed to the current maximum height of 10.6 m. The 1.2 m side yard setback were approved in the adjacent Mercedes Meadows and Hanley Park Phase 1 subdivisions so the proposed interior side yard setbacks will compatible with the neighbourhood.

The provision for an outside side yard requirement in the R4 zone is proposed to be a minimum width of 2.4 m and it is sufficient to ensure adequate sight lines at intersections.

The proposed lot coverage has been increased to 40% for lots greater than 11.0 m and 45% for lots with frontage of 11.0 m or less. There have been a number of examples in Belleville where lot coverage has been increased to 40%, including Mercedes Meadows and in the Riverstone subdivision, the lot coverage was increased to 45%. Even though the lot coverage is increased for lots with less than 11.0 m frontage, the smaller lot size will mean that the overall size of house will be similar to other houses in the neighbourhood and the increased coverage will also facilitate the development of bungalows for those with accessibility issues. The introduction of a minimum amount of landscaped open space will also help to ensure that there will continue to be an appropriate amount of green space on each lot. As demonstrated in the illustrations in

section 5.8 below, the resulting house form presents an attractive design that does not appear overwhelming or out of character with the neighbourhood.

The R4-60 is a site-specific zone to address one lot which has an atypical configuration but which given its size and location is sufficient to provide for an attractive and functional residential lot. The minimum lot frontage has been increased to 25 m. The lot is beside a park on one side and backs onto wetland buffer and therefore will not have any rear neighbours. As result, a 3 m rear yard setback will not infringe an any neighbour's privacy. A larger 6 m side yard on one side as well as a 6 m front yard setback for this wider than average lot will allow for adequate open space and the side yard can effectively function as the location for leisure activities.

The lands proposed to be zoned for R5-45 will be developed with freehold townhouses. The lot frontage is proposed to be 6.0 m. This is similar to the lot frontages approved in Hanley Park Phase 1 and are wide enough to allow for a single car garage and attractive and functional front entry area on the ground floor. As demonstrated on the landscape plan, it is also possible to achieve a good coverage of street trees in the boulevard.

The front yard setback is proposed to be reduced to from 7.5 m 6.0 m. This will allow sufficient room for a car to park on the driveway and will provide for a consistent front yard setback with the other lots within the subdivision.

The proposed interior side yard setback is 1.2 m and the proposed outside side yard setback is 2.4 m which is again consistent with the other lots in the subdivision and which will allow for adequate access to the rear yards, adequate sunlight and the ability to provide for side wall windows.

The lot coverage has been increased to 50% and the landscape area correspondingly reduced to 30%. This is lower than the lot coverage permitted for freehold townhouses within Hanley Park Phase 1 which was 58% and a height of 12 m or 3 storeys. No increase in height has been proposed to again provide consistency with the other lots within the proposed subdivision and the adjacent Mercedes Meadows subdivision.

The proposed residential zoning will allow for appropriate standards of built form and allow for attractive and functional development that is compatible with the character of the neighbourhood.

The lands proposed to be zoned Open Space 1 will dedicated to the City for parks, walkways and the stormwater management facility. As demonstrated in section 5.8 below, walkways will be developed along some of these lands and there is an opportunity

for tot lots to be created at the entrance to the subdivision from Tessa Blvd and off of Spruce Gardens. No site-specific changes are proposed to the O1 zone.

The lands proposed to be zoned Environmental Control represent the lands that will not be developed and will be retained in their natural state for conservation purposes.

## 5 Supporting Studies

### 5.1 Environmental Impact Study

An Environmental Impact Study (EIS) has been undertaken for the subject site by Michalski Nielsen Associates Ltd and Cunningham Environmental Associates. The work that has been carried out includes:

- reviewing existing site conditions,
- defining the limits of the Provincially Significant Bell Creek Swamp Wetland Complex which exists on the property,
- summarizing the relevant environmental policies and regulations,
- evaluating the ecological significance of the natural heritage features,
- assessing the constraints to development,
- presenting mitigation measures, and
- providing recommendations and potential ecological constraints taking into consideration the proposed development.

The subject site contains Provincially Significant Bell Creek Swamp Wetland Complex (PSW) and the boundary of the PSW was confirmed with staff of Quinte Conservation in attendance on two dates (i.e., July 25, 2008 and September 13, 2017). No development is proposed within the PSW and a 30 m buffer width is proposed between the residential lots and the boundary of the PSW, with a 25 m buffer width proposed between the boundary of the PSW and the stormwater management facility. Both of those buffer widths were discussed with Conservation Authority staff. The buffer areas will be maintained in a natural state except for a possible passive recreational trail on the edge of part of the buffer area.

Five woodland types were identified and mapped on the subject site, all of which are common in the area and are not rare or significant on either a national or provincial level. None of the individual plant species on the tablelands are considered Threatened or Endangered on a federal or provincial level and there were no provincially or regionally significant floral species observed in the field investigations.

The report makes the following recommendations:

- Siltation fencing and heavy-duty construction fencing be required around the buffer during construction;
- A 1.5 m chain link fence be built around the edge of the lots where they interface with the buffer to ensure no encroachment;

- A Stewardship /Homeowner’s Manual be prepared and distributed to the purchasers to educate them about the wetland and how to avoid potential impacts on it;
- A low impact walkway be created along the edge of the buffer to reduce incursions into the wetlands;

## 5.2 Flow Monitoring Brief

A flow monitoring program of the City’s sanitary sewers downstream of the proposed development was undertaken by Ainley , in order to determine actual flow usage and assess the available capacity for the proposed development. The analysis included anticipated development within the sewer system in addition to the existing flows and then added in the proposed development.

The analysis shows that even with the addition of the anticipated flows from the Hanley Park North development, there should still be adequate capacity in the existing sewers, as the original design flows for the sewers far exceed the value of Observed Flows + Hanley Park Flows + Future Catchment Build Out Flows. Based on the analysis, the existing Mercedes Meadows, Haig Road, and Keegan Parkway infrastructure (Bayshore Trunk Sanitary Sewer Catchment Area) has capacity for the additional flows anticipated from the Hanley Park North development.

## 5.3 Stormwater Brief

A preliminary Stormwater Brief has been prepared by Ainley to address the stormwater requirements for the proposed development. The report concludes that quantity control mitigation measures are not required due to the close proximity of Bell Creek as outlined in the 1996 Master Drainage Plan. Conveyance of the quantity events will be provided to the tributary of the Bell Creek.

Stormwater quality controls will be provided and will consist of a level spreader berm for the lands on Spruce Gardens and the provision of a new wet pond facility for the lands of the extension of Tessa Boulevard. The forebay of the pond will require removal of accumulated sediment every 12 years and the pond will require a cleanout every 20 years. Silt fencing and straw bale barriers will be put in place to address stormwater runoff during construction.

## 5.4 Servicing Brief

A report was prepared by Ainley to address servicing to accommodate the proposed development. Approximately 1,200m of Municipal road allowance with 20m width is proposed as extensions of Tessa Blvd and Spruce Gardens as well as Streets 'B' – 'D'.

The proposed sanitary collection system is to consist of a standard gravitational design in accordance with typical municipal standards. The sewer is proposed to be conveyed to the west to connect to the sanitary sewer in the Mercedes Meadows development.

The development will be serviced by a municipal water system (new 200mm diameter PVC watermain) within the Municipal right-of-ways.

As noted above, stormwater quality measures will be provided.

Utilities will be available to service the development and natural gas, electrical, telephone and cable utilities will be designed in accordance with the distributor's specifications and incorporated into the detailed subdivision design.

## 5.5 Stage 1 & 2 Archaeological Assessment

A Stage 1 and 2 Archaeological Assessment was undertaken for the subject land by Abacus Archaeological Services. The report indicated that no archaeologically significant features or materials were recovered during the excavations. The report concludes that no further archaeological work is required within the study area. The study was filed with the Ministry of Tourism, Culture and Sport and has been entered into the Public Register of Archaeological Reports.

## 5.6 Noise and Vibration Impact Study

A Noise and Vibration Impact Study was prepared by Coulter & Associates to address noise sources that may impact the proposed development. The main source of noise is the CN Rail Kingston Line located 700 m to the south and the CP Rail corridor located 350 m to the north as well as the Airport Parkway West located 400 m to the north. The Ministry of the Environment noise criteria for private outdoor area is 55 dB for daytime but that can be exceeded by 5 dB provide a warning clause is included in the agreement of purchase and sale. Air conditioning is required when the sound level is greater than 60 dB at exterior bedroom windows or greater than 65 dB at exterior living room windows.

Based on the analysis, noise from the railway would exceed night time noise levels without provision of a barrier on some of the lots whose rear yards face north.

As a result, the report recommends that warning clauses on the agreements of purchase and sale and air conditioning units be required on Lots 104 to 107 and 81 to 93, that warning clauses on the agreements of purchase plus forced air heating be included on all remaining lots, that brick veneer and STC 36 and STC 39 windows be required on Lots 104 to 107, that acoustic barriers be required at the rear of Lots 104 to 107 and 81 to 93, that warning clauses on the agreements of purchase be included for lots with acoustic barriers, and that CN warning clauses be required for Lots 102 to 107.

## 5.7 Traffic Impact Study

A Traffic Impact Study was undertaken by D.J. Halpenny & Associates Ltd to examine the major intersections within the study area that would be impacted by expected trips from the proposed subdivision. The main subdivision will have access from Tessa Boulevard which connects to Oak Ridges Boulevard which in turn connects to Haig Road, a north south collector road. A second access occurs from Spruce Gardens which also connects to Haig Road. As there are only 6 single detached houses proposed on Spruce Gardens, that analysis focuses on the main entrance.

The analysis of the Oak Ridge Boulevard and Haig Road intersection determined that with the development of the subject site, the intersection would operate at a Level of Service A (little or not delay) for the AM and PM peak hour traffic at the year 2034 and that no modifications were required to the intersection.

The analysis of the Haig Road and Victoria Avenue intersection determined that with the development of the subject site, the intersection would operate at a Level of Service A and B (short traffic delays) for the AM and PM peak hour traffic at the year 2034 and that no modifications were required to the intersection.

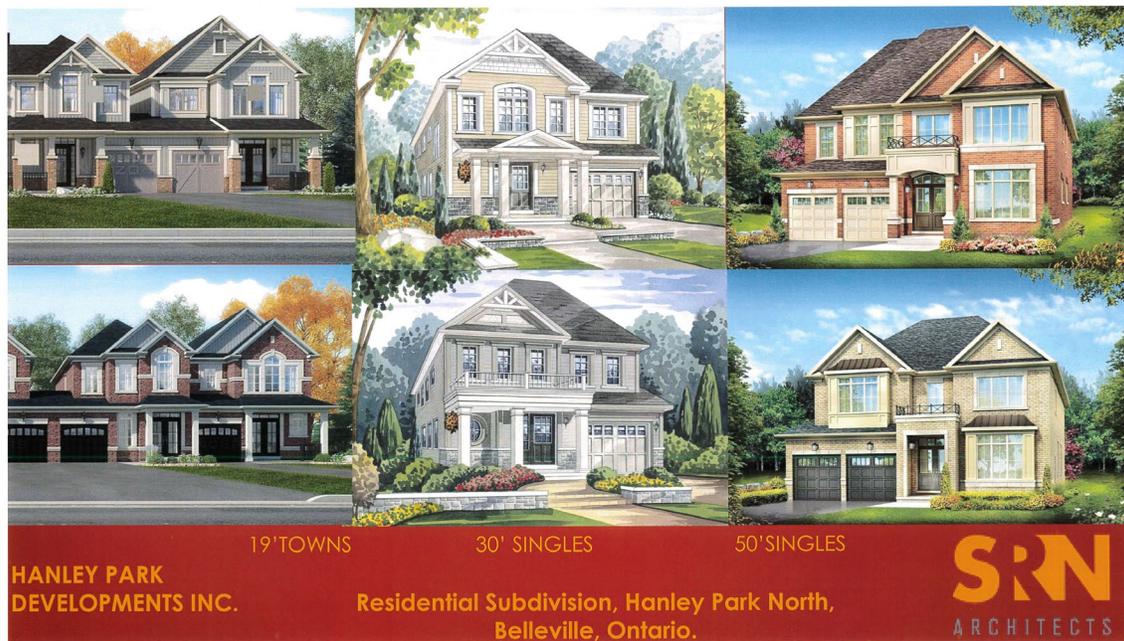
A stop sign is recommended at the south leg of the Mercedes Meadows and Tessa Boulevard intersection. The subdivision provides an emergency access to the subdivision from Street A to Haig Road along a walkway /service road.

## 5.8 Landscape /Development Concept

A concept plan has been prepared by MSH to illustrate the proposed trails, street trees and building envelopes on the proposed subdivision. The plan is intended to assist in

evaluating the proposed subdivision and requested zoning provisions. The plan demonstrates that there is an opportunity to provide a good coverage of street trees, good pedestrian connections and appropriate building envelopes on the lots.

In addition, building elevation drawings have been provided that illustrate the house forms that would conform to the proposed zoning provisions. The reduced side yards allow for a greater percentage of the ground floor at the front of the house to be occupied by usable interior floor space rather than a garage. This in turn allows more light in to the house on the ground floor and creates a more attractive street scape



## 6 Summary and Conclusions

This report has been prepared in support of rezoning and subdivision applications for the proposed Hanley Park North development. The subject site contains 34.3 ha (84.8 ac) and contains a combination of tree cover, creeks and wetlands. The proposed draft plan of subdivision will create 156 residential units as shown on Figure 1 consisting of:

- 60 single detached lots with 15 m (50 ft) frontages
- 39 single detached lots with 9.75 (32 ft) m frontages
- 57 townhouse lots with 6.0 m (20 ft) frontages
- 3 park blocks containing 0.542 ha (1.34 ac)
- 1 walkway /emergency access block which is 8 m (26 ft) wide
- 1 walkway block which is 3 m (10 ft) wide
- Stormwater management facility block containing 0.518 ha (1.28 ac)
- Wetland, buffer and open spaces blocks containing 23.9 ha (59.06 ac)
- 1 block of future development containing 0.634 ha (1.57 ac)

Approximately 70% of the total land area will be protected from development and retained in a natural state.

The proposed development is consistent with the PPS. It will provide an appropriate range of housing types that make efficient use of existing infrastructure and public services. It will provide park and open space opportunities and support active transportation. It will address natural heritage features and function by protecting and buffering the wetland. Development will be located outside of the floodplain (hazard lands) and it addresses water resources through the provision of a stormwater management facility. It contains no archaeological resources.

The proposed subdivision meets the Belleville Official Plan requirements for residential development and provides for a range of dwelling types. The proposal will include low and medium density residential and the location of the medium density residential units meets the intent of the Official Plan.

The subject site can be serviced with full municipal sanitary sewer and water services. The sanitary servicing capacity is adequate as demonstrated through the flow monitoring program. Stormwater quality and quantity controls will be dealt by provision of a new stormwater management facility within the subdivision.

Two new streets are proposed which meet current City standards and an emergency access will be created through the Mercedes Meadow stormwater management facility to allow for a second access point from the Tessa Blvd extension. New trails will be provided and combined with new sidewalks will encourage active transportation.

Revisions to the standard zoning criteria have been requested to allow for two site-specific R4 zones, and one site-specific R5 zone. These proposed changes are similar to other contemporary site-specific zoning exceptions that have been granted within the City, allow for appropriate development of the lots and will provide a range of housing types that will be compatible with the neighbourhood.

An Environmental Impact Study has been undertaken to address the proposed development. The EIS indicated a minimum of a 30 m buffer from the PSW adjacent to the residential development and 25 m with natural vegetation plantings around the stormwater management facility in combination with additional mitigation measures will ensure no impacts to the ecological functions of the feature.

In conclusion, the proposed development represents a logical extension of existing development, will be compatible with the adjacent lands and will increase the diversity of residential housing options. It will ensure appropriate environmental protection of the Bell Creek wetland area through the use of buffers and mitigation measures and will provide open space opportunities. There are no archaeological resources on the subject site, and full municipal servicing with adequate capacity is available. The subdivision allows for appropriate development of the subject site and represents good planning.