

# PLANNING JUSTIFICATION REPORT

MAITLAND COMMONS  
CITY OF BELLEVILLE



Submitted By:

**RFA Planning Consultant Inc.**

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

OCTOBER, 2020



## TABLE OF CONTENTS

<b>1. Introduction .....</b>	<b>3</b>
<b>1.1 The Maitland Commons Project.....</b>	<b>3</b>
<b>1.2 Site Location &amp; Context .....</b>	<b>3</b>
<b>2. Proposed Draft Plan .....</b>	<b>9</b>
<b>2.1 Design Features .....</b>	<b>12</b>
<b>2.1 Back-to-Back Townhouses (Block 42).....</b>	<b>13</b>
<b>3. Technical Support Studies for the Maitland Commons Subdivision .....</b>	<b>17</b>
<b>3.1 Servicing Report.....</b>	<b>17</b>
<b>3.2 Stormwater Management Report .....</b>	<b>17</b>
<b>3.3 Noise &amp; Vibration Impact Study .....</b>	<b>18</b>
<b>3.4 Hydrogeology Memo .....</b>	<b>19</b>
<b>3.5 Preliminary Watermain Design Brief .....</b>	<b>19</b>
<b>3.6 Traffic Review .....</b>	<b>19</b>
<b>4. Provincial Policy Statement.....</b>	<b>20</b>
<b>5. Belleville Official Plan Analysis .....</b>	<b>25</b>
<b>6. Zoning By-law # 3014 Analysis.....</b>	<b>38</b>
<b>7. Planning Act, RSO 1990, Section 51 (24) .....</b>	<b>43</b>
<b>8. Planning Opinion and Conclusion .....</b>	<b>47</b>
<b>9. Report Signature.....</b>	<b>47</b>
Figure 1: Location Map .....	4
Figure 2: Draft Plan of Subdivision.....	10
Figure 3: Development Site Plan.....	11
Figure 4: Proposed Elevation and Floor Plan for Back-to-Back Townhouses .....	15
Figure 5: Schedule “B” – Land Use Plan Belleville Official Plan .....	26
Figure 6: Cover Page 2018 Municipal Comprehensive Review .....	27
Figure 7: Proposed OPA Schedule .....	27
Figure 8: Schedule “C” – Road System Plan Belleville Official Plan.....	28
Figure 9: Zoning By-Law Amendment Schedule .....	39

<b>Table 1:</b>	<b>Summary Of Units .....</b>	<b>9</b>
<b>Table 2:</b>	<b>Land Use Summary .....</b>	<b>12</b>
<b>Table 3:</b>	<b>Provincial Policy Statement Policy Analysis .....</b>	<b>20</b>
<b>Table 4:</b>	<b>Commercial Land Need – 2018 To 2038 .....</b>	<b>26</b>
<b>Table 5:</b>	<b>City of Belleville Official Plan Policy Analysis.....</b>	<b>29</b>
<b>Table 6:</b>	<b>Zone Provisions For Single-Detached Units (R1-23 Zone) .....</b>	<b>40</b>
<b>Table 7:</b>	<b>Zone Provisions For Townhouse Units (R4-2 Zone) .....</b>	<b>40</b>
<b>Table 8:</b>	<b>Zone Provisions For Back-to-Back Townhouse Units (Block 42) (R4-6 Zone) .....</b>	<b>41</b>
<b>Table 9:</b>	<b>The Planning Act Section 51 (24) Analysis .....</b>	<b>43</b>

## 1. INTRODUCTION

### 1.1 The Maitland Commons Project

RFA Planning Consultant Inc. was retained by 2777302 Ontario Inc. to provide professional planning services for an Official Plan Amendment (OPA), a Zoning By-Law Amendment (ZBL) to By-Law Number 3014 and a draft plan of subdivision application. This Planning Justification Report has been prepared in support of these applications.

The subject land is situated on the south side of Maitland Drive just west of Highway 62. The proposed road network will be a “U” shaped crescent accessing Maitland Drive at two locations. Site services will be extended from existing municipal services located adjacent to the subject lands.

The proposal is for three distinct dwelling types; single detached dwellings, freehold townhouses and back-to-back townhouses on one block, which will be a new housing form for Belleville. The back-to-back townhouses will be rental units. Altogether, 97 residential dwelling units are proposed.

This proposed subdivision is located within the City of Belleville Urban Serviced Area boundary.

The OPA would change the current land use designation from “Commercial” to “Residential” as a more appropriate use of this land. The proposed subdivision abuts the Deerfield subdivision to the west; therefore the proposed subdivision is a logical extension of the existing residential community. Moreover, this land does not have frontage on, or visibility from Highway 62, which makes it less suitable for commercial development.

The ZBL establishes the urban performance standards for the residential development of the subject lands and replaces the Holding Zone provision currently in place.

### 1.2 Site Location & Context

#### **Legal Description:**

The subject property is described as Part of Lot 3, Concession 1, formerly Township of Thurlow, now in the City of Belleville, County of Hastings and is municipally known as 174 Maitland Drive.

**Site Area and Frontage:**

The total site area is 4.8 hectares, with 220 metres of frontage along the south side of Maitland Drive.

Figure 1 – Location Map shows the location of the subject property.



Figure 1: Location Map – Subject property outlined in green.

**Surrounding Land Uses:**

The surrounding land uses are indicated below:

To the south: large retail commercial establishment (Lowe's).

To the north: Maitland Drive and vacant land for future development.

To the west: servicing easement, low-density residential dwellings associated with the Deerfield Subdivision.

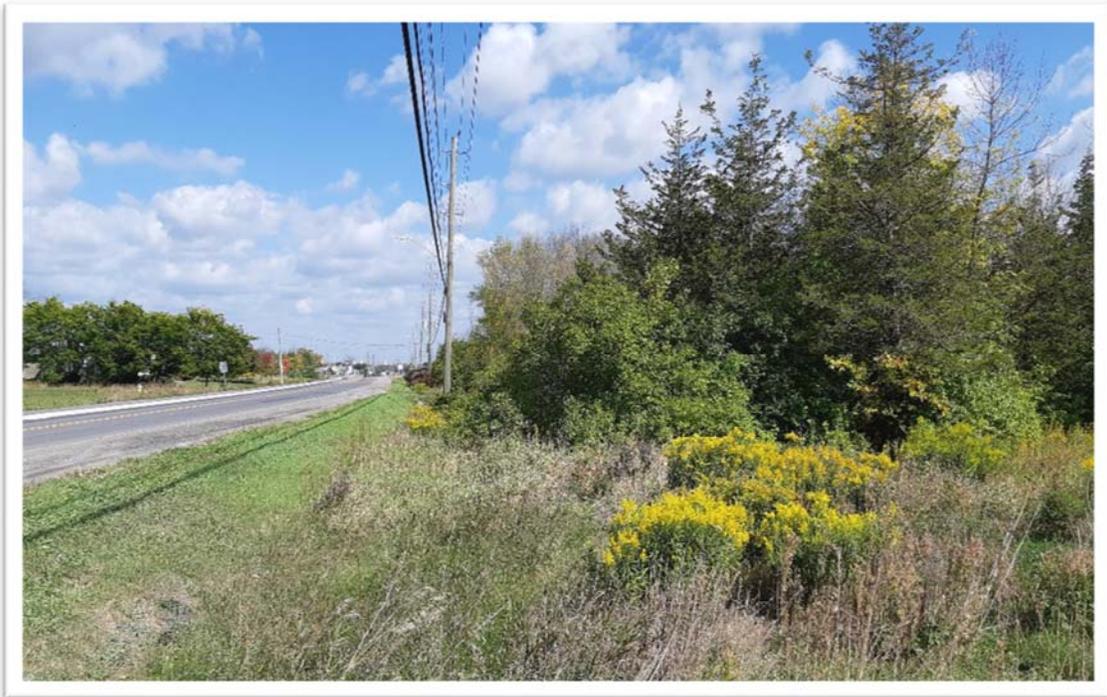
To the east: vacant and undeveloped commercially designated land.

**Site Context:**

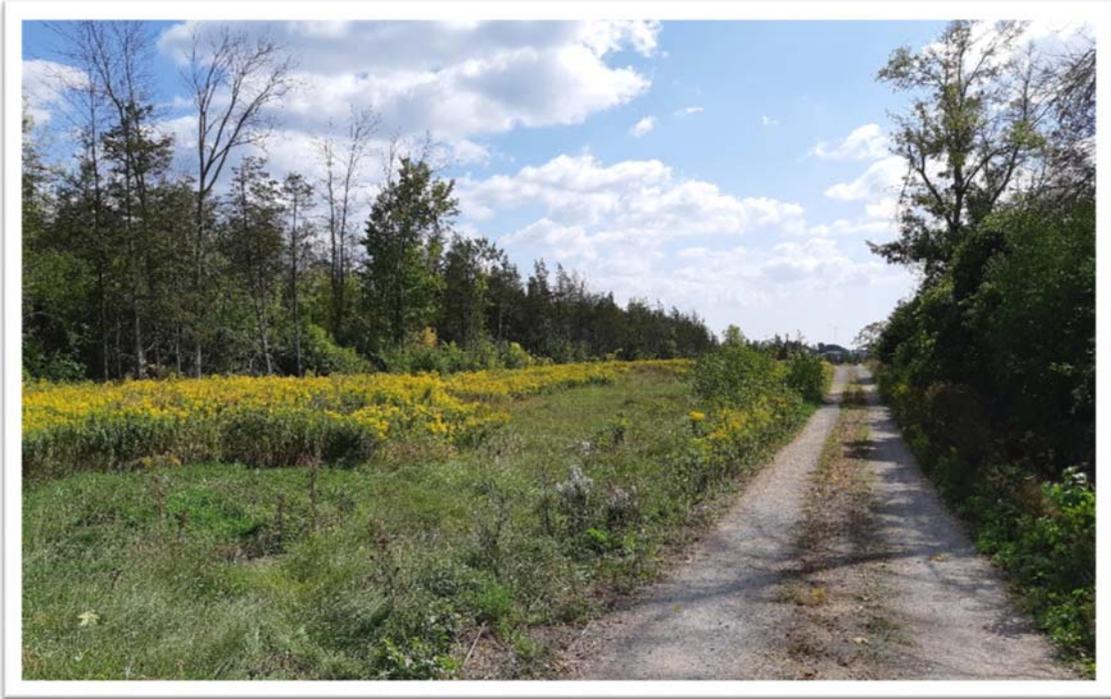
The site is located within the Belleville Urban Serviced Area boundary and in close proximity to two other residential subdivisions located along Maitland Drive (Deerfield and Settler's Ridge). The property is largely vacant except for one radio tower, with guywires, that serves a local radio station. However, while this tower has been here for many years, it is no longer required at this location. There is now an tremendous opportunity to redevelop this land with an "in-fill" residential subdivision.

Apart from the radio tower, the land is covered with low-value trees, bushes and shrubs. While this land is relatively flat, there is a gentle slope towards the south.

The site and surrounding land uses are depicted in the following photos.



Looking east along Maitland Drive.



Looking south on servicing easement; west side of property.



Looking south from Maitland Drive.



Looking west along Maitland Drive.



Looking east from the servicing easement.



Base of radio tower.

## 2. PROPOSED DRAFT PLAN

On the following page, **Figure 2 – Draft Plan of Subdivision**, prepared by RFA Planning Consultant Inc., illustrates the proposed subdivision plan for the subject lands. There is one “U” shaped crescent to provide two points of access from Maitland Drive to the forty-two (42) lots/blocks in the subdivision.

Around the perimeter of the subdivision will be thirty-six (36) single detached dwellings on lots with frontages of 12.8 metres and 13.7 metres. In the central portion there are five (5) blocks comprising a total of twenty-three (23) street townhouses, as well as one (1) larger block that will accommodate thirty-eight (38) back-to-back townhouses.

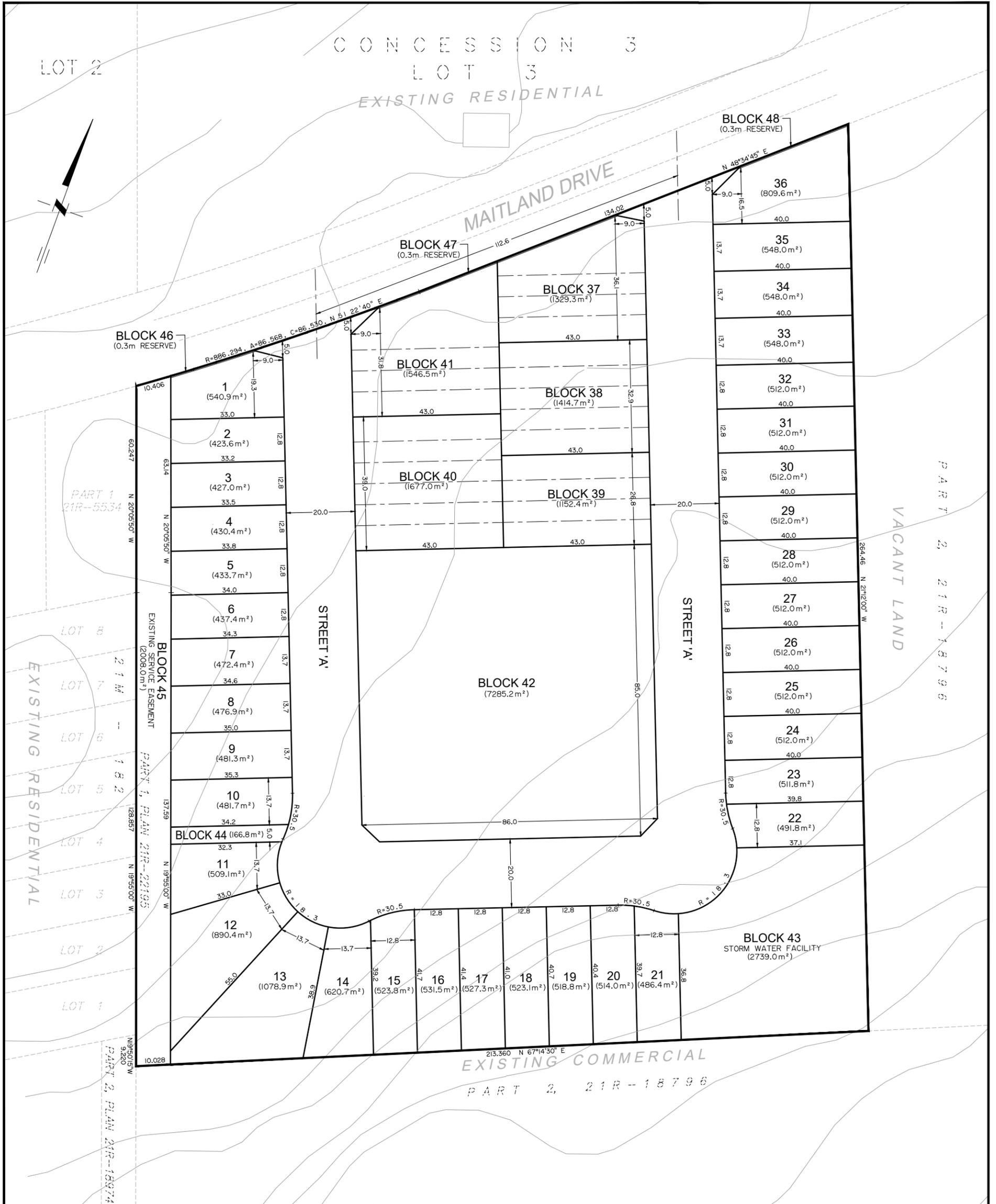
In the southeast corner of the subdivision is a Stormwater management block (Block 43). Running the full depth of the subdivision along the western property line is an easement block (Block 45) which will be deeded to the City of Belleville. This is a major service corridor for lands to the northwest. Finally, a servicing and walkway block (Block 44) connects from the internal Street “A” to Block 45.

**Figure 3 – Development Site Plan**, illustrates the proposed land use and provides a zoning assessment. It demonstrates the built form of the subdivision, including the mix of dwelling types. The building footprints shown on the Development Site Plan illustrate the typical buildings proposed for the subdivision; the actual building plans are subject to change.

**Table 1** provides a summary of the units in the proposed plan.

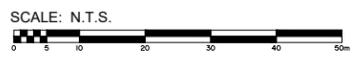
**Table 1: Summary of Units**

Type of Unit	No. of Units
Single Detached	36
Freehold Townhomes	23
Back-to-back Townhouses	38
<b>TOTAL UNITS</b>	<b>97</b>



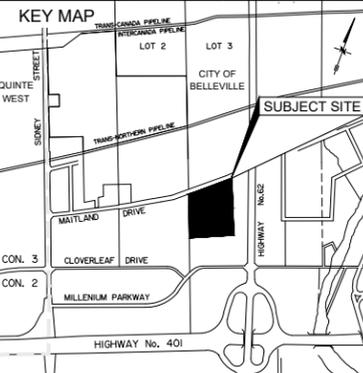
**DRAFT PLAN OF SUBDIVISION  
MAITLAND COMMONS**

PART OF LOT 3, CONCESSION 3  
(FORMERLY THURLOW TOWNSHIP)  
NOW IN  
THE CITY OF BELLEVILLE  
COUNTY OF HASTINGS



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

**CONTOUR NOTE:**  
CONTOUR AND TOPOGRAPHIC INFORMATION GENERATED USING  
INFORMATION PROVIDED BY ONTARIO BASE MAPPING.



**LAND USE SCHEDULE**

LAND USE	AREA(m²)	AREA(UNITS)	UNITS
LOTS 1-6 & 15-32 - 12.8m (423.6m²) MIN. SINGLE-DETACHED LOTS	11929.5	24.7	24
LOTS 7-14 & 33-36 - 13.7m (472.4m²) MIN. SINGLE-DETACHED LOTS	7465.0	15.4	12
BLOCKS 37-41 - 6.1m (240.0m²) MIN. 2 STOREY TOWNHOUSES	7119.9	14.7	23
BLOCK 42 - BACK TO BACK, 2 STOREY TOWNHOUSES	7285.2	15.1	38
BLOCK 43 - STORM WATER FACILITY	2739.0	5.7	
BLOCK 44 - 5.0m SERVICE EASEMENT/WALKWAY (TO BE DEEDED TO MUNICIPALITY)	166.8	0.3	
BLOCK 45 - EXISTING SERVICE EASEMENT (TO BE DEEDED TO MUNICIPALITY)	2008.0	4.1	
BLOCKS 46, 47 & 48 - 0.3m RESERVES	40.0	0.0	
20.0m MUNICIPAL ROAD ALLOWANCE STREET 'A' (LENGTH = 450.0m)	9635.8	20.0	
<b>SITE TOTAL</b>	<b>48389.2m²</b>	<b>100.08</b>	<b>97</b>

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

- (a) SEE SURVEYORS CERTIFICATE.
- (b) AS SHOWN ON DRAFT PLAN.
- (c) AS SHOWN ON DRAFT PLAN.
- (d) SEE LAND USE SUMMARY
- (e) SEE DRAFT PLAN
- (f) AS SHOWN ON DRAFT PLAN.
- (g) AS SHOWN ON DRAFT PLAN.
- (h) MUNICIPAL WATER AND SANITARY SEWER
- (i) GLACIAL TILL
- (j) AS SHOWN ON DRAFT PLAN.
- (k) GARBAGE COLLECTION, FIRE PROTECTION, ROAD MAINTENANCE, SCHOOL BUSES, ETC.
- (l) AS SHOWN ON DRAFT PLAN.

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**SURVEYOR'S CERTIFICATE**

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

*Keith Watson* Sept 30/20  
DATE

KEITH WATSON  
ONTARIO LAND SURVEYOR.

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



CONCESSION 3  
LOT 3  
EXISTING RESIDENTIAL

LOT 2



MAITLAND DRIVE

VACANT LAND

PART 2, 21R-18793



EXISTING COMMERCIAL

ZONING BY-LAW No. 3014 - R1 ZONE			ZONING BY-LAW No. 3014 - R4-ZONE			ZONING BY-LAW No. 3014 - R3-ZONE		
DWELLING TYPE	12.8m DETACHED DWELLING		DWELLING TYPE	FREEHOLD TOWNS		SPECIAL PROVISIONS		
ZONE PROVISION	R1-23 ZONE	PROPOSED	ZONE PROVISION	R4-2 ZONE	PROPOSED	DWELLING TYPE	BACK TO BACK TOWNS	
MINIMUM LOT AREA	408.0m <sup>2</sup>	423.6m <sup>2</sup>	MINIMUM LOT AREA - PER UNIT	185.0m <sup>2</sup>	262.3m <sup>2</sup>	ZONE PROVISION	R3-3 ZONE	PROPOSED
MINIMUM LOT FRONTAGE (LOT 2)	12.8m	12.8m	MINIMUM LOT FRONTAGE - PER UNIT	6.0m	6.1m	MINIMUM LOT AREA		7285.0m <sup>2</sup>
MINIMUM FRONT YARD	6.0m	6.0m	MINIMUM FRONT YARD	6.0m	7.5m	MINIMUM LOT FRONTAGE	15.0m	85.0m
MINIMUM EXTERIOR SIDE YARD	4.0m	4.0m	MINIMUM EXTERIOR SIDE YARD	3.0m	5.6m	MINIMUM FRONT YARD	6.0m	6.0m
MINIMUM INTERIOR SIDE YARD	1.2m	1.2m	MINIMUM EXTERIOR SIDE YARD	1.2m	1.2m	MINIMUM EXTERIOR SIDE YARD	2.4m	6.0m
MINIMUM REAR YARD	7.6m	7.6m	MINIMUM REAR YARD	7.5m	20.3m	MINIMUM INTERIOR SIDE YARD	1.2m	1.6m
MAXIMUM LOT COVERAGE	40.0%	40.0%	MINIMUM LOT COVERAGE	50.0%	33.0%	MINIMUM REAR YARD	6.0m	6.0m
MINIMUM LANDSCAPED OPEN SPACE	30.0%	48.0%	MINIMUM LANDSCAPED OPEN SPACE	N/A	56.0%	MAXIMUM LOT COVERAGE	45.0%	35.0%
MAXIMUM HEIGHT OF BUILDINGS	11.0m	11.0m				MINIMUM LANDSCAPED OPEN SPACE	30.0%	39.0%
MAXIMUM No. OF DWELLINGS PER LOT	1	1				MAXIMUM HEIGHT OF BUILDINGS	11.0m	11.0m
						MINIMUM GROSS FLOOR AREA/UNIT	83.0m <sup>2</sup>	118.0m <sup>2</sup>
						MINIMUM PARKING PER UNIT	2 SPACES	1.7 SPACES

**DEVELOPMENT SITE PLAN  
MAITLAND COMMONS**

PART OF LOT 3, CONCESSION 3  
(FORMERLY THURLOW TOWNSHIP)  
NOW IN  
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COUNTY OF HASTINGS

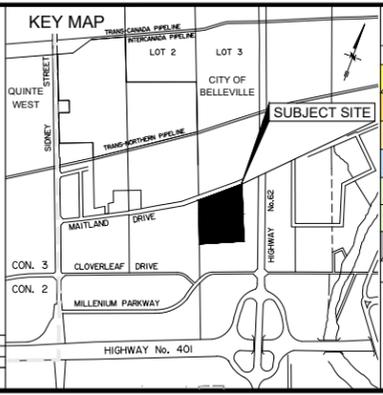
SCALE 1:500

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

CONTOUR NOTE:  
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REVISION TABLE:

NO.	REVISION	DATE	APPROV.
1	DRAWN BY: LB	09/30/20	CHECKED BY: R.F.A.



**LAND USE SCHEDULE**

LAND USE	AREA(m <sup>2</sup> )	AREA(%)	UNITS
LOTS 1-38 - SINGLE DETACHED LOTS - 12.8m MINIMUM	19394.5	40.1	36
2 STOREY TOWNHOUSES - 6.1m MINIMUM	7119.9	14.7	23
BACK TO BACK, 2 STOREY TOWNHOUSES	7285.2	15.1	38
STORM WATER POND	2739.0	5.7	
5.0m SERVICE EASEMENT/WALKWAY (TO BE DEEDED TO MUNICIPALITY)	166.8	0.3	
MUNICIPAL SERVICE EASEMENT	2008.0	4.1	
20.0m MUNICIPAL ROAD ALLOWANCE STREET 'A' (LENGTH = 450.0m)	9675.8	20.0	
<b>SITE TOTAL</b>	<b>48389.2m<sup>2</sup></b>	<b>100.0%</b>	<b>97</b>

**TYPICAL DWELLING**

**LEGEND**

- PROPOSED STREET TREE - PLACEMENT SUBJECT TO DETAILED LANDSCAPE DESIGN WITH 9.0m MINIMUM SEPARATION/SPACING AND SEPARATION FROM STREET UTILITIES OF 2-3m.
- MUNICIPAL ROW/PROPERTY LINE
- MUNICIPAL GRASS BOULEVARD
- BARRIER CURB
- 7.8m ASPHALT ROAD
- MUNICIPAL GRASS BOULEVARD
- 1.5m CONCRETE SIDEWALK
- PROPOSED DRIVEWAY LOCATION
- 1.8m HIGH ACOUSTIC FENCE
- 3.0m HIGH ACOUSTIC FENCE
- BACK TO BACK TOWNHOUSES
- INTERNAL WALKWAYS
- SHARED/Private OPEN SPACE
- SHARED LANE AND PARKING

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**RFA PLANNING CONSULTANT INC.**

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

Job No. 690-DSP

Table 2 outlines the land use summary of the Draft Plan. It identifies the area dedicated to the various single-detached lots, townhouses and the road allowance.

**Table 2: Land Use Summary**

<b>Land Use</b>	<b>Area (ha)</b>	<b>Area (%)</b>	<b>No. of Units</b>
<b>12.8 m Single Detached Lots</b>	1.19	24.7%	24
<b>13.7 m Single Detached Lots</b>	0.75	15.4%	12
<b>Freehold Townhomes</b>	0.71	14.7%	23
<b>Back-to-back Townhouses</b>	0.73	15.1%	38
<b>Residential Subtotal</b>	<b>3.38</b>	<b>69.9%</b>	<b>97</b>
<b>Stormwater Facility</b>	0.27	5.7%	
<b>Servicing Easement</b>	0.20	4.1%	
<b>Walkway</b>	0.02	0.3%	
<b>Municipal Road Allowances</b>	0.97	20.0%	
<b>Site Total</b>	<b>4.8</b>	<b>100.0%</b>	
<b>Residential Density (net) – 29 dwelling units per net hectare</b>			

## 2.1 Design Features

- There will be two entrances to the subdivision from Maitland Drive.
- The road within the subdivision is continuous and looped to allow for vehicular and pedestrian movement through the subdivision.
- The proposed road allowance has been laid out to municipal standards with 20.0 metres width. The developer will construct the new subdivision road to municipal standards according to a subdivision agreement.
- A sidewalk will be located on the outside of the crescent to allow for pedestrian connections.
- Street trees will be provided on both sides of Street A in the boulevard. The conceptual layout is shown on Figure 3. The placement of the street trees is subject to a detailed landscape design based on 9.0m spacing and a 2-3m separation from all utilities.
- The subdivision will be serviced by the extension of municipal services.
- The draft plan will be developed in two phases. The first phase will be the western portion of Street A to the SWM pond; the second phase will consist of the eastern portion of Street A from the SWM pond to Maitland.

- The City's existing servicing easement (Block 45) will be protected by creating a separate block that will be deeded to the municipality.
- A 5-metre wide walkway and servicing block from the crescent to Block 45 will provide the possibility for future pedestrian linkages.
- The housing distribution is arranged to provide a mix of housing forms. The single detached units are arranged on the perimeter of the subdivision. The townhomes are placed within the interior of the crescent so that the rear yards will back on to each unit. The lot depths are deeper than typically found in newer subdivisions; the majority of the lots and blocks are 40-43m in depth.
- To implement the recommendations of the Noise & Vibration Impact Study, an acoustic fence 3m in height will be placed along the southern and eastern perimeter of the subdivision (19 lots); the acoustic fence at the northeastern limit will be 1.8m high for the five lots near Maitland Drive.
- The development form of the back-to-back townhouse block is outlined below.

## 2.2 Back-to-Back Townhouses (Block 42)

The site plan layout for Block 42 is based on the builder's floor plans and Urban Design Guidelines from urban municipalities in the GTA. Four (4) two-storey back-to-back townhouse buildings will accommodate thirty-eight (38) dwelling units. The site plan is summarized below:

- The back-to-back townhouse block is identified as Block 42 on the Draft Plan and has an area of 7,285m<sup>2</sup>.
- Each building will be 2-storeys high
- The density of the site is 52 units/ net hectare, which is the upper range of the medium-density residential designation in the Official Plan.
- The townhouses will be rental units with anticipated rates of \$1400 to \$ 1550 month.
- The interior units will have two bedrooms (22 units); the end units will have three bedrooms (16 units), all with a finished basement.

- Thirty-nine (39) percent of the lot area will be landscaped open space. There will be a private at-grade outdoor amenity area in front of each unit. There will also be a private balcony on the second floor of each unit.
- Building coverage is approximately thirty-five (35) percent of the lot area.
- Sixty-six (66) parking spaces will be provided, resulting in a parking ratio of 1.7 spaces/unit.
- The driveway will connect mid-block to both sides of Street A to provide good circulation in and out of the site.
- The buildings will be situated to maintain the residential character along the streetscape. The parking area will be positioned at the interior of the site. There is a garbage enclosure situated near the site exit/entrance to Street A.
- Walkways will be placed around the site and adjacent to the internal driveways to provide safe access to parking areas and pedestrian access to the municipal sidewalk.
- A potential floor plan and building elevations for the proposed back-to-back townhouses is shown on **Figure 4** on the following page. (The actual building plans may be subject to change prior to construction.)

Figure 4 – Proposed Elevation and Floor Plan for Back-to-Back Townhouses



Inside Units – 1780 sq.ft  
2BD – Master on second floor



Outside Units – 2096 sq.ft.  
3BD – Master and BD2 on second floor



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### 3. TECHNICAL SUPPORT STUDIES FOR THE MAITLAND COMMONS SUBDIVISION

Related technical support studies have been prepared to address the following components of the Potters Creek Phase 9A Subdivision project:

- 174 Maitland Drive Residential Subdivision Servicing Report prepared by Ainley Group, dated September 2020;
- 174 Maitland Drive Residential Subdivision Stormwater Management Report, prepared by Ainley Group, dated September 2020;
- 174 Maitland Drive Draft Plan of Subdivision Noise & Vibration Impact Study prepared by Ainley Group, dated September 2020;
- 174 Maitland Drive Draft Plan Application – Hydrogeology Memo prepared by Ainley Group, dated September 2020;
- 174 Maitland Drive Residential Development Preliminary Watermain Design Brief prepared by Ainley Group, dated September 2020; and
- 174 Maitland Drive Draft Plan Application – Traffic Review prepared by Ainley Group, dated September 2020;

The above reports have been submitted with the application and the recommendations are summarized below.

#### 3.1 Servicing Report

Approximately 450 m of municipal road allowance with 20m width is proposed.

The development will be serviced by a municipal water system (new 200mm diameter PVC watermain) within the proposed roadway.

The development will be serviced by a gravity sanitary collection system directing effluent to the existing sanitary sewers within easements along the western limits of the property as well as the southeastern limits of the property.

A Stormwater management facility block is proposed to be provided within the development site to provide quality and quantity control for the property.

Natural gas, electrical, telephone and cable utilities will be designed in accordance with the distributor's specifications and incorporated into the subdivision detail design.

#### 3.2 Stormwater Management Report

Both quantity control and quality control for the proposed development will be provided in the proposed wet pond facility situated in Block 43. The design

guidance provided in the MOE Manual, Section 4.6.2 has been utilized in the design of the SWM facility.

The facility will require an active pool volume of 853 m<sup>3</sup>. A 575mm orifice will be used to control the 100-year flows to pre-development rates. The resulting peak discharge will be 0.309 m<sup>3</sup>/s. A 3.5m wide weir is proposed to allow safe conveyance of the post development 100-year discharge of 1.536m<sup>3</sup>/s in the event that the outlet becomes inundated.

Silt fencing and straw bale barriers will be in place during construction. The forebay will require removal of accumulated sediment on a 2-year cycle and the main pond should have a cleanout on a minimum 20-year cycle.

### 3.3 Noise & Vibration Impact Study

#### Lowe's Home Improvement Store:

Based on the noise level predictions, noise control measures are required to address the worst-case noise sensitive receptor locations of the proposed residential development. The following will be required to address the noise generated from the Lowe's Home Improvement Store. The measures proposed will be in addition to the existing noise controls installed on the Lowe's store roof and north boundary of the property.

- Installation of a 3m high acoustic barrier along the north property line of Lowe's; the barrier should extend from the end of the existing fence to the east property line of the development. In addition, two rows of rooftop HVAC units at Lowe's located nearest to the proposed development should be shielded with 1.2m high acoustic barriers. The developer will be required to install the rooftop sound barriers similar to the process being followed by GCL Developments for Phase 7 of Deerfield Subdivision.

With the implementation of the above noise mitigation options, the Ontario Ministry of the Environment, Conservation, and Parks (MECP) sound level limits are predicted to be met at the surrounding receptors. It is expected that all dwellings will be constructed with central air conditioning systems.

#### CBM-Canada Ready-Mix Plant and Coco Paving – Asphalt Plant:

Based on the noise level predictions, noise control measures are required to address the worst-case noise sensitive receptor locations of the proposed residential development. The following will be required to address the noise generated from the CBM-Canada Ready-Mix Plant and Coco Paving – Asphalt Plant.

- Installation of a 1.8m to 3m high acoustic barrier along the eastern property line of the subject lands.

Warning Clauses are recommended for all units in the proposed development where they are located in the vicinity of the existing commercial and industrial land uses. This is to advise residents that noise generated from the activities at Lowe's, CBM-Canada Ready-Mix and / or Coco Paving may at all times be audible. The following sample wording and notes shall be used:

*Warning Clause 1:*

*"Purchasers / tenants are advised that due to the proximity of adjacent Lowe's Commercial Development as well as CBM-Canada Ready-Mix Plant and / or Coco Paving Facility, noise from operations and activities may at times be audible."*

The acoustic barriers shall be continuous with no openings through or beneath it, and it shall be of durable material, with a mass of 20 kg per square meter or more. Any gaps under the noise barrier that are necessary for drainage purposes must be minimized and localized and must not deteriorate the acoustical performance.

### 3.4 Hydrogeology Memo

The proposed subdivision will be serviced with new Municipal watermain and sanitary sewer, to be connected to the existing mains under Maitland Drive (i.e. no new wells or septic beds are required). Further, the six identified drinking water wells near the proposed development are all located upgradient from the site. Therefore, the proposed subdivision is not anticipated to affect the surrounding wells.

### 3.5 Preliminary Watermain Design Brief

The proposed works will include the connection to the existing 400mm diameter PVC watermain located within Maitland Drive with a looped 200mm diameter PVC watermain of a length of approximately 771 m. The proposed watermain works are anticipated to meet the minimum required 20 psi under maximum day demand plus fire flow. Under normal demand conditions, the proposed watermain works are anticipated to meet the minimum required 40 psi. The proposed works are not anticipated to exceed the maximum 100 psi.

### 3.6 Traffic Review

Based on the projected traffic volumes, no right turn lane is required at the proposed two (2) intersections with Maitland Drive. The opposing traffic volumes for 2028 indicate that a left turn lane on Maitland Drive westbound is not warranted and as such, a left turn lane is not proposed at either intersection. Lastly, adequate sight lines are provided in both directions to ensure safe operations for vehicles turning to Maitland Drive from the site entrances.

## 4. PROVINCIAL POLICY STATEMENT

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

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

**Table 3: Provincial Policy Statement Policy Analysis**

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<b>Section 1.0 – Building Strong Healthy Communities</b>	
<p><b>1.1.3 Settlement Areas</b>                      1.1.3.1 Settlement areas shall be the focus of growth and development.</p>	<p>The lands are within the City of Belleville Urban Serviced Area.</p>
<p>1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:                      a) efficiently use land and resources;                      b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p>	<p>The development will contain a mix of housing forms that results in a density that efficiently utilizes land and infrastructure.</p> <p>Municipal infrastructure is available in the immediate vicinity. The site fronts on Maitland Drive, an existing collector road, and therefore requires no road extensions to the site.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p><b>1.1.3.6</b> <i>New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</i></p>	<p>The proposed subdivision is located immediately adjacent to a built-up area, the Deerfield subdivision to the west, and Lowe’s Home Improvement Centre to the south. The mix of single detached unit lot sizes and townhouses will provide a compact form, which will efficiently utilize land and infrastructure.</p>
<p><b>1.2.6 Land Use Compatibility</b>  <b>1.2.6.1</b> <i>Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate 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 provincial guidelines, standards and procedures.</i></p>	<p>The site is located in proximity to large commercial and industrial uses. A Noise &amp; Vibration Study has been completed which recommends appropriate mitigation measures to minimize land use conflicts.</p>
<p><b>1.4 Housing</b>  <b>1.4.1</b> <i>To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:</i>  <b>a)</b> <i>maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and</i>  <b>b)</b> <i>maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</i></p>	<p>The proposed subdivision will contribute towards the City’s three-year supply of land that is zoned, draft approved and can be readily serviced.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p><i>Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.</i></p>	
<p><b>1.4.3</b> <i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</i></p> <p><i>c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</i></p>	<p>The Subdivision will provide for a range of housing forms, including single-detached units and townhouse units both freehold and rental. Appropriate municipal infrastructure exists to support the proposed uses in the form of roads, trails, parkland, sewers and water.</p>
<p><b>1.5 Public Spaces, Recreation, Parks, Trails and Open Space</b></p> <p><b>1.5.1</b> <i>Healthy, active communities should be promoted by:</i></p> <p><i>a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;</i></p> <p><i>b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;</i></p>	<p>Sidewalks will be provided within the proposed subdivision on the boulevard. A walkway can be provided at the west end of the subdivision to connect the subdivision to the sidewalk on Maitland and the multi-purpose trail located within the Settler’s Ridge subdivision.</p> <p>Local community parks are located just over 500m away within a walkable distance at Boyd Park and Bird Park.</p>
<p><b>1.6.6 Sewage, Water and Stormwater</b></p> <p><b>1.6.6.2</b> <i>Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and</i></p>	<p>The proposed development will optimize the use of existing infrastructure, and be serviced with municipal sewage and water service, which is the preferred form of servicing for settlement areas.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p><i>safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.</i></p>	
<p><b>1.6.6.7 Planning for Stormwater management shall:</b></p> <ul style="list-style-type: none"> <li><i>a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;</i></li> <li><i>b) minimize, or, where possible, prevent increases in contaminant loads;</i></li> <li><i>c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of Stormwater, including the use of green infrastructure;</i></li> <li><i>d) mitigate risks to human health, safety, property and the environment;</i></li> <li><i>e) maximize the extent and function of vegetative and pervious surfaces; and</i></li> <li><i>f) promote Stormwater management best practices, including Stormwater attenuation and re-use, water conservation and efficiency, and low impact development.</i></li> </ul>	<p>Stormwater management practices will be implemented to ensure appropriate management of water quality and quantity. Storm sewers will be provided to service the subject lands. Quality and quantity control will be provided in the proposed wet pond facility.</p>
<p><b>1.6.7 Transportation Systems</b></p> <p><b>1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.</b></p>	<p>The proposed roadway will efficiently loop traffic within the subdivision. Sidewalks will be provided on one side of the new road to safely move pedestrians. The sewer easement located at the west end of the site could be used to accommodate a multi-purpose trail as required by the City. The Traffic Study did not indicate any safety or capacity concerns.</p>

PROVINCIAL POLICY STATEMENT POLICIES	PLANNING ANALYSIS
<p><i>1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries.</i></p>	<p>The proposed roads and sidewalks will connect into the existing transportation network.</p>
<p><b>1.8 Energy Conservation, Air Quality and Climate Change</b>  <i>1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</i>  <i>f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;</i></p>	<p>Energy efficiencies will be realized by providing common walls in townhouse units.</p>
<p><b>Section 2.0 – Wise Use and Management Resources</b></p>	
<p><b>2.2 Water</b>  <i>2.2.1 Planning authorities shall protect, improve or restore the quality and quantity of water by:</i>  <i>i) ensuring Stormwater management practices minimize Stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.</i></p>	<p>Comprehensive management of Stormwater in the subdivision drainage area will ensure that the quantity and quality of surface water is protected.</p>



Figure 6: Cover Page 2018 Municipal Comprehensive Review

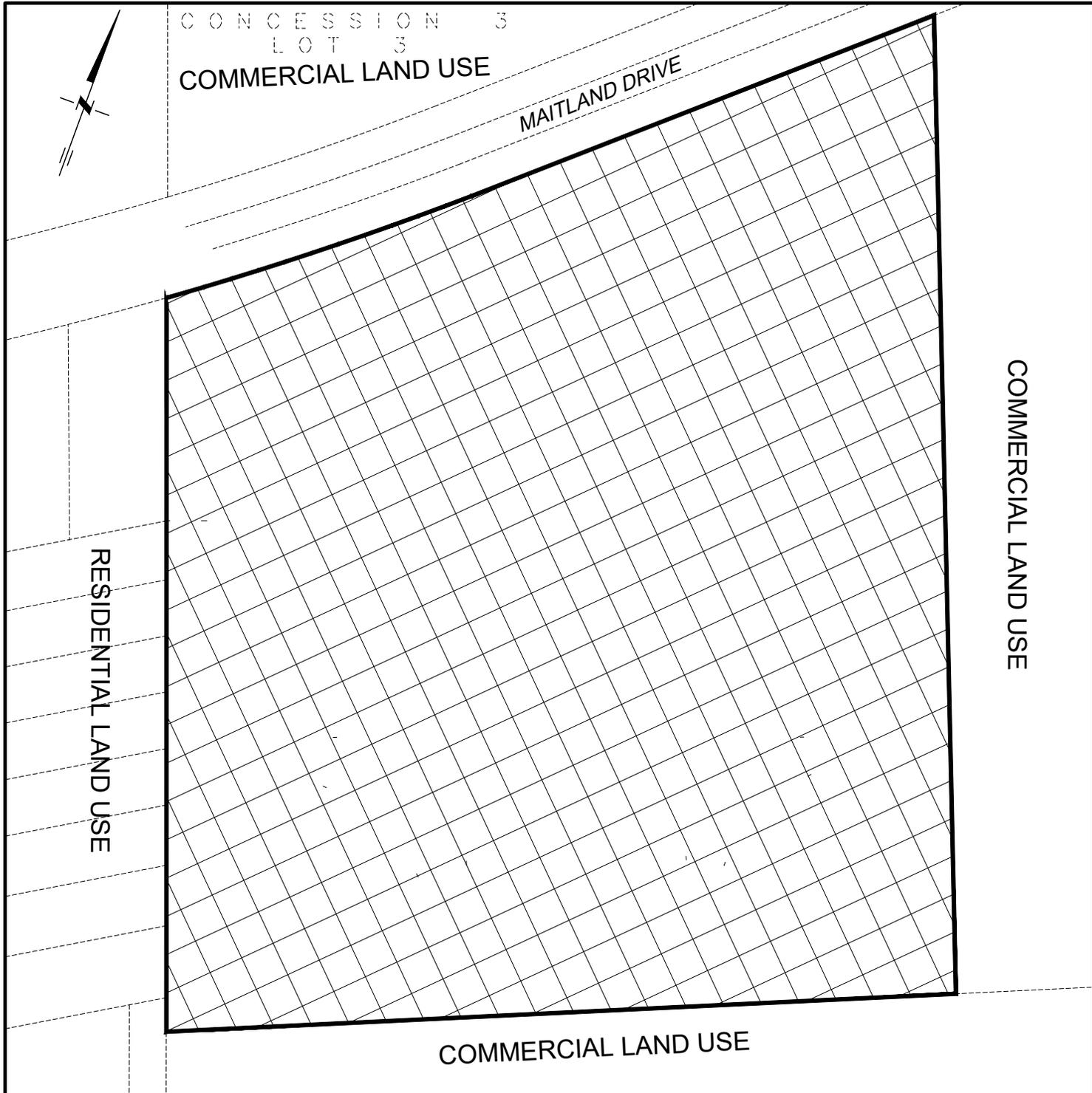


Table 4: Commercial Land Need – 2018 to 2038

Growth Period	Total Commercial Demand, ha	Total Vacant Commercial Designated Land Area, ha	Net Surplus/ (Shortfall), ha
2018-2023	4.9	234	229
2018-2028	8.7	234	225
2018-2033	11.7	234	222
<b>2018-2038</b>	<b>14.0</b>	<b>234</b>	<b>220</b>

Source: Watson & Associates Economists Ltd.

Note: Based on commercial demand identified in Figures 75 and 76.



**LEGEND**

 LANDS TO BE DESIGNATED FROM  
"COMMERCIAL LAND USE" to  
"RESIDENTIAL LAND USE"

**LOCATION**

PART OF LOT 3, CONCESSIONS 3  
FORMER TOWNSHIP OF THURLOW,  
NOW IN THE  
**CITY OF BELLEVILLE,**  
COUNTY OF HASTINGS

**OFFICIAL PLAN AMENDMENT**  
**TO THE OFFICIAL PLAN**



SCALE: 1:1500      DATE: SEPT. 30, 2020



MAITLAND COMMONS

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

Maitland Drive, which provides access to the subject lands and provides direct access to Highway 62 to the east and Sidney Street to the west, is designated a Collector Road on Schedule 'C'- Road System Plan of Belleville Official Plan, as shown on **Figure 8** below.

**LEGEND**

ARTERIAL ROADS

-  EXPRESSWAY (UNDER PROVINCIAL JURISDICTION)
-  HIGHWAY (UNDER PROVINCIAL JURISDICTION)
-  OTHER EXISTING (UNDER MUNICIPAL JURISDICTION)
-  PROPOSED

COLLECTOR ROADS

-  EXISTING
-  PROPOSED

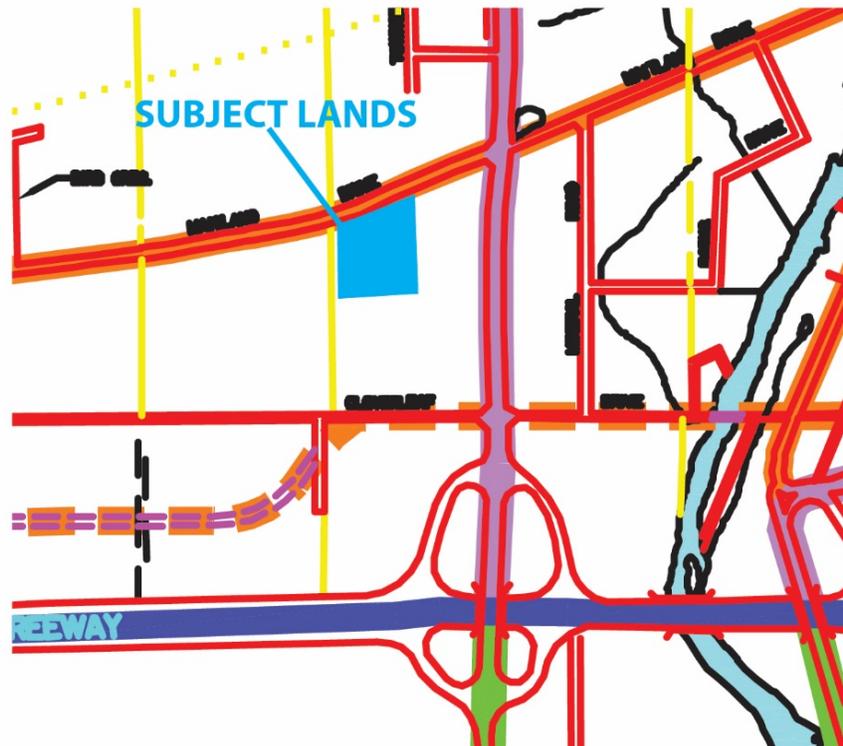


Figure 8 – Schedule “C” – Road System Plan of Belleville Official Plan

Table 5 on the following pages is a planning analysis on how the Official Plan Amendment is consistent with the relevant policies of the City of Belleville Official Plan. Based on the analysis of the City of Belleville Official Plan policies, it is concluded that the proposed Official Plan Amendment application from Commercial Land Use designation to the Residential Land Use is appropriate.

Table 5: City of Belleville Official Plan Policy Analysis

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><b>Section 2– Vision for the City of Belleville</b></p>	
<p><b>2.2.4 Settlement Patterns</b>  <i>The urban service area will be the focus of the majority of future residential growth and non-residential development.</i></p>	<p>The lands are located within the City’s Urban Serviced Area.</p>
<p><b>Section 3.10–Residential Land Use</b>  <b>3.10.1 Permitted Uses</b>  <i>Residential development will be permitted at low, medium and high densities with forms ranging from single family detached dwellings to various types of attached and multiple dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). Specialized housing for groups such as the elderly and the physically and mentally challenged (i.e. lodge-care and nursing homes) would be permitted also.</i></p>	<p>The low and medium density housing will consist of single detached units, and freehold and rental townhouse units.</p>
<p><b>3.10.2 Residential Policies</b>  <b>a)</b> <i>Residential development within areas designated Residential land use should be permitted to occur at various densities within the City to ensure a full range of housing forms at different sizes and styles that meets the needs of all citizens is provided. The densities that are supported by this Plan are as follows:</i></p>	<p>The overall density of the project is 29 units/net hectare. Various portions of the subdivision will be developed at a range of densities to ensure a full mix of housing forms are provided that meet the needs of the citizens.</p> <p>The density of the single-detached units is 19 units/net hectare. This is within the low-density residential range.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>i) Low density residential uses would normally include one family detached and attached two-family dwellings, developed up to 18 units per hectare gross residential density<sup>1</sup> or 25 units per hectare net residential density.</i></p> <p><i>ii) Medium density residential uses would normally include various types of attached, multiple or cluster housing projects such as row dwellings and small low-profile apartment complexes, developed up to 60 units per hectare net residential density.</i></p>	<p>The density of the townhouses is 42 units/net hectare. This is within the medium density residential range.</p>
<p><i>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.</i></p> <p><i>In establishing residential densities for neighbourhoods, Council should consider:</i></p> <ul style="list-style-type: none"> <li><i>• the capacity of servicing systems to adequately handle the traffic, water and sewage flows, and other services to and from the area once fully developed;</i></li> <li><i>• the capacity of schools, parks, and other soft services in the area to adequately service the neighbourhood; and</i></li> <li><i>• the availability of or the ability to provide transit services.</i></li> </ul>	<p>The subdivision contains a mixture of housing types and densities. Single-detached units and townhouses are proposed. The single units will be situated around the perimeter of the subdivision. The 5 blocks of townhouses closest to Maitland Drive will be freehold and Block 42 will be rental. Block 42 will be developed with two-storey units that are back-to-back units as described in Section 2 of this report. The nearby subdivisions are generally developed at a low density with a mix of housing forms, which include single detached units, semi-detached units and townhouses. The proposed single-detached and townhouse units will be compatible with the housing forms already present in the immediate vicinity.</p> <p>Servicing and Traffic Studies have been prepared by Ainley Group. The studies have concluded that adequate water and sewer services are available. The internal road will be designed to accommodate anticipated traffic. The site will be serviced with fire and policing services; elementary and secondary school capacity will be</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
	<p>confirmed by the School Boards; the subdivision to just over 500m walking distance to local parks. Transit service can be readily be extended to the subdivision if the City deems demand in the area is sufficient.</p>
<p><i>c) This Plan supports the development of affordable housing, and ideally all residential neighbourhoods should have a variety of housing types at various levels of affordability. While it is recognized that market forces will determine affordability rates, this Plan encourages Council to establish land use controls that do not preclude the development of a reasonable range of housing options within the community as a whole.</i></p>	<p>A variety of single unit lots and townhouse forms will provide housing options for various income levels. The back-to-back townhouses are a new housing product that is not currently available in the Belleville area. It is estimated that the two storey back-to-back townhouses will have a monthly rental range of \$1,400 to \$1,550.</p>
<p><i>e) When allocating or determining the preferred locations for medium density residential development, Council should be guided by the following principles:</i></p> <ul style="list-style-type: none"> <li><i>i) The lands should have direct frontage on or immediate access to either an arterial or collector road.</i></li> <li><i>ii) The main access routes to such developments should not be through significant areas of low-density residential development.</i></li> <li><i>iii) Where located along collector streets, the preferred locations for medium density residential developments would be at intersections or where access to two or more transportation corridors is available.</i></li> <li><i>iv) Medium density residential development should be directed to areas which are adequately serviced with open space and other required community facilities and services, all of which should be of sufficient size to meet the needs of the residents of the housing development.</i></li> </ul>	<p>The townhouse units will have frontage on a local road that directly leads to a collector road, Maitland Drive, without passing through a significant area of low-density units. Access past low-density units will be through units that are part of this subdivision and are not currently established.</p> <p>The townhouses are located approximately 530m from Boyd Park and 590m to Bird Park and will have immediate access to the multi-purpose trail proposed at the western edge of the property. The school capacity will be confirmed by the School Boards. Fire and police services are available to the site.</p> <p>The townhouse blocks will be located adjacent to each other and will not share a property line with single</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>v) A preferred location for medium density residential development would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, churches).</i></p> <p><i>vi) Medium density residential development is a preferred housing form to be established immediately abutting a non-residential land use in another land use category, or along very high traffic corridors.</i></p> <p><i>Care should be exercised to ensure access from medium density housing onto major traffic carriers is provided in a safe manner, and should not be permitted or allowed to be developed in any form where access to the roadway from driveways would create a traffic hazard.</i></p>	<p>detached unit lots. This will assist in minimizing land use conflicts related to privacy.</p> <p>Access from the townhouses to Maitland Drive can be provided in a safe manner since there are no grade changes or curves in the road. The traffic study did not identify any safety concerns. Furthermore, access to the new local road for the 38 units on Block 42 will be from two driveway entrances and not individual driveways.</p>
<p><i>f) Low density residential developments should be permitted in all areas designated Residential land use except in locations where low density uses would not be appropriate. The following principles should be employed by Council to determine the preferred locations for low density residential uses:</i></p> <p><i>i) Low density residential uses should not be permitted in any area where access to the roadway from individual driveways would create a traffic hazard.</i></p> <p><i>ii) Low density residential uses should not be permitted in any area where the impact of adjoining non-residential uses would be excessively disruptive to the quiet enjoyment of the low-density residential development.</i></p> <p><i>iii) Low density residential uses are appropriate along arterial streets, but where there is concern about safe and/or efficient traffic movement along</i></p>	<p>All driveway access will be from the new internal municipal road and not from Maitland Drive. The traffic study noted that good sight lines are provided along Maitland Drive from the proposed new intersections.</p> <p>The low-density units along the west property line will abut other low-density residential land and the multi-purpose trail; therefore there should be no land use conflicts in this part of the subdivision.</p> <p>Low-density residential units are proposed along the east and south property lines abutting commercial lands. A Noise Study completed to address the impact of existing nearby commercial and industrial developments has</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>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.</i></p>	<p>recommended mitigation, as discussed further in this analysis.</p> <p>No driveways are proposed to directly access Maitland Drive. Safe access to driveways will be provided from a new local road.</p>
<p><i>g) In considering the appropriateness of residential development, issues of form and density should be considered separately where necessary (i.e. a medium density form such as a row dwelling complex developed at a low density, or a low density form such as detached dwellings developed in clusters at a medium density).</i></p>	<p>The subdivision contains both single-detached units and townhouse units. Although single units are a low-density form, the entire subdivision will be developed at a density of 29 units/net ha. It is therefore considered to be at the lower range of the medium-density designation of the City's Official Plan.</p>
<p><i>j) Where any residential development is proposed to be established adjacent or in close proximity to uses or facilities which could have significant impact on such development (i.e. due to noise, light, or visual impact), Council should ascertain and provide for the most appropriate means of mitigating such impacts, including:</i></p> <ul style="list-style-type: none"> <li><i>• buffering through use of plantings, fencing, berming;</i></li> <li><i>• increased setbacks;</i></li> <li><i>• solid structural barriers; and/or</i></li> <li><i>• architectural design (orientation of building fenestrations).</i></li> </ul> <p><i>Council may require the preparation of noise and vibration attenuation studies as set out in Section 7.7 of this Plan to ascertain the extent of the potential impact and to identify the most effective mitigative measures.</i></p>	<p>Ainley prepared a Noise and Vibration Impact Study. It is recommended that a 3m high acoustic barrier be provided along the property line with Lowe's. In addition, two rows of rooftop HVAC units located nearest the subject site should be shielded with 1.2 m high acoustic barriers. A 1.8m to 3m high acoustic barrier is recommended along the eastern property line to shield the site from noise associated with CBM-Canada Ready-Mix Plant and Coco Paving, both located on the east side of Highway 62.</p> <p>All units will be constructed with central air conditioning systems to further mitigate noise impacts.</p> <p>Warning Clauses are recommended for all units in the subdivision since they are located in proximity to existing commercial and industrial land uses.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><b>3.11 Community Facility</b>  <b>3.11.2</b>  <i>(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.</i></p>	<p>The proposed Stormwater management pond is proposed to be located in the 'Residential' designation. Stormwater ponds are a permitted use within this designation.</p>
<b>Section 5 – Servicing Policies and Utilities</b>	
<p><b>5.1 Access to Public Roads</b>  <i>a) All new development should have frontage on and direct access to an improved public road which is maintained on a year round basis by the Municipality or the Ministry of Transportation, with sufficient capacity to accommodate traffic generated by new development.</i></p>	<p>A new local road will be constructed by the developer, which will provide access to the units. The Municipality will maintain this road year-round once it is assumed.</p>
<p><b>5.2 Municipal Sanitary Sewer and Water Systems</b>  <i>a) Development should not be permitted within the urban serviced area identified on Schedule 'B' of this Plan unless adequate municipal water and sewer services are available, except as may otherwise be permitted by specific policies of this Plan. Before committing services to any area or development proposal, Council should be satisfied that sufficient uncommitted reserve capacity exists in the municipal sewage and water systems to meet the needs of the proposed development.</i></p>	<p>Ainley prepared the Functional Servicing Report, which determined that there is sufficient servicing capacity within the existing infrastructure system to service the proposed subdivision.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><b>5.5 Stormwater Management</b></p> <p><i>a) Stormwater management is an important component of the City's broader interest in protecting water quality. Since development affects the quality and quantity of Stormwater run-off, the Municipality should ensure that adequate consideration is given to Stormwater management prior to permitting development to proceed.</i></p> <p><i>c) Prior to approval of any development, the Municipality may require 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.</i></p>	<p>Quality and quantity control for the development is proposed to be provided in a Stormwater facility within the Block 43 (2,739 m<sup>2</sup>) located in the southeast corner of the proposed development. The MOE guidelines will be utilized in the design of the SWM pond. The pond will include a forebay and a main pond. Sediment will be removed from the forebay on a 2 year cycle and from the main pond on a minimum 20 year cycle.</p> <p>Storm sewers will be provided throughout the development to convey Stormwater toward the proposed SWM facility. Silt fencing and straw bale barriers will be in place during construction.</p> <p>A detailed Stormwater plan will be prepared prior to development occurring and can be included as a condition of Draft Approval.</p>
<p><b>5.10 Other Services and Facilities</b></p> <p><i>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.</i></p>	<p>The site is located in the Urban Serviced Area and therefore has access to a full range of existing services including public roads, garbage collection, fire and police protection, parks and community facilities, academic institutions, and full water and sewer services. Transit can be extended to this part of the municipality if the municipality determines it is appropriate.</p>
<p><i>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.</i></p>	<p>The development will not create a financial burden to the municipality given that full municipal services already exist and/or require minor extensions to accommodate</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
	development. The proposed 97 units will increase the tax revenues for the City.
<i>Section 6 – Transportation Policies</i>	
<p><b>6.1 Roads</b>  <b>6.1.4 Design Criteria</b>  <i>a) The Municipality should have regard for the following matters when reviewing new development proposals:</i></p> <ul style="list-style-type: none"> <li><i>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.</i></li> <li><i>ii) The design of the road should provide for the safe movement of vehicles and pedestrians.</i></li> <li><i>iii) The carrying capacity of the adjacent roads should be sufficient to accommodate the anticipated traffic generated by the proposed development, as well as anticipated growth in levels of background traffic.</i></li> </ul>	<p>The new road will be a local road that is designed to accommodate traffic generated from the proposed subdivision and will be designed to City standards. The proposed road right-of-way width is 20 metres. Safe access to the subdivision from Maitland Drive will be provided at two new intersections. Sidewalks will be placed on one side of the new roadway, and a 5m-wide multipurpose path/trail will connect the new road to the easement/walkway located along the western edge of the subdivision.</p> <p>Ainley prepared a Traffic Review and determined that there is no need for turning lanes and that adequate sight lines are provided in both directions to ensure safe ingress/egress to Maitland Drive from the new road. The traffic study did not identify any carrying capacity issues.</p>
<p><b>Section 6.5 Trails and Pedestrian/Cycling Systems</b>  <i>a) It is the intent of this Plan that the concept of recreational trails connecting various parts of the City be considered as an integral part of the City’s 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</i></p>	<p>Sidewalks will be provided on one side of the new road. In addition, a 5m-wide multi-purpose path is proposed to be constructed between Lots 10 and 11. This path will connect the sidewalks in the subdivision to the 10 m wide easement/walkway that extends north to Maitland Drive. The proposed north/south path at the western edge of the subdivision will assist in developing a north-south connection within the overall planning area.</p>

OFFICIAL PLAN POLICIES	PLANNING ANALYSIS
<p><i>tourism activities, but also provide an important transportation resource to residents of the community.</i></p> <p><i>d) This Plan encourages the development of sidewalks along all roads where there is potential demand; this is most important along arterial and collector roads.</i></p>	
<b>Section 8 – Implementation</b>	
<p><b>8.12 Plans and Plan Review</b></p> <p><b>8.12.3 Amendments to the Official Plan</b></p> <p><i>a) Applications to amend this Plan may be submitted to Council for consideration.</i></p> <p><i>b) As a pre-requisite to the consideration of any application to amend this Plan, the Municipality may require the applicant to submit those studies that are considered necessary to enable the application to be properly assessed, which may include:</i></p> <ul style="list-style-type: none"> <li>• <i>assessment of servicing implications;</i></li> <li>• <i>analysis of soil, subsoil and groundwater conditions (geo-technical and hydro-geological studies);</i></li> <li>• <i>environmental impact studies (EIS);</i></li> <li>• <i>environmental site assessments (for potentially contaminated sites);</i></li> <li>• <i>noise and vibration assessments;</i></li> <li>• <i>traffic studies;</i></li> <li>• <i>market and needs surveys;</i></li> <li>• <i>Stormwater management studies; and</i></li> <li>• <i>assessments of financial impact.</i></li> </ul>	<p>Following the December 19, 2019 pre-consultation meeting with City staff, it was determined that the following studies are required to be submitted with the Official Plan amendment application:</p> <ul style="list-style-type: none"> <li>• Noise and Vibration Study</li> <li>• Functional Servicing Report</li> <li>• Stormwater Management Report</li> <li>• Traffic Review</li> <li>• Planning Justification Report</li> </ul> <p>Additional studies were identified as a requirement of a rezoning amendment and draft plan of subdivision such as the Hydrogeological review. The submission includes a Site Concept drawing with Landscape Plan. Elevations and building plans are included. Finally, the submission includes draft OPA and ZBA documents.</p>

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## 6. ZONING BY-LAW # 3014 ANALYSIS

The subject property is currently within the 'D-r' zone on Schedule 'A-1' Zone Map to Zoning By-law Number 3014, as amended.

An application for a Zoning By-law Amendment is being filed with the City of Belleville concurrently with an application for Official Plan Amendment and Draft Plan approval. A rezoning of the subdivision lands to 'R1-23 – Low Density Residential Type 1 (R1)' Zone; 'R4-2 - High Density Residential (R4)' Zone; 'R4-X – High Density Residential (R4)' zone with special provisions; 'CF-9 - Community Facility' zone with special provisions and 'CF-10 – Community Facility' zone with special provisions is requested.

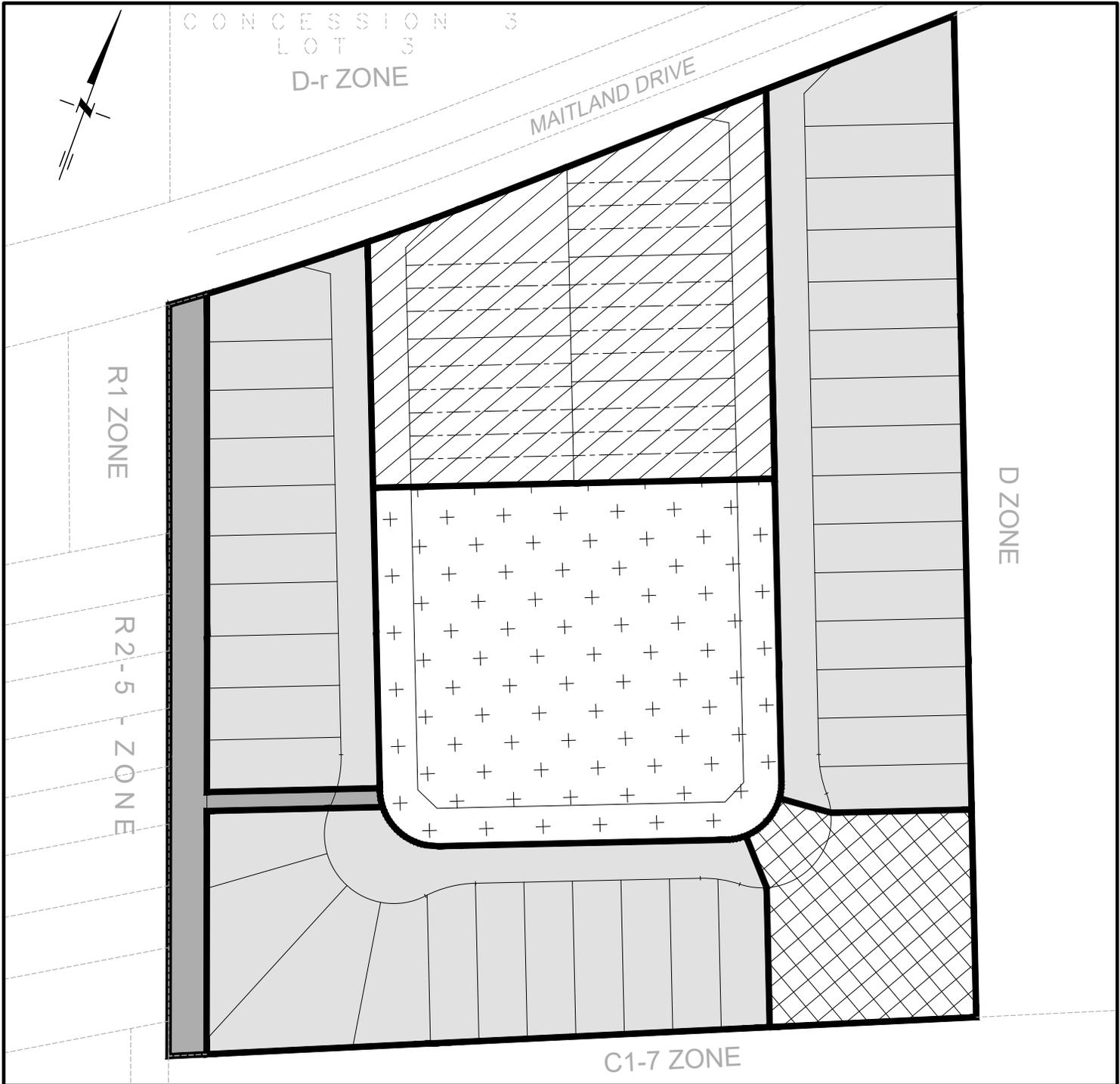
It is noted that the 'R1-23' Zone (permitting single detached units) and 'the R4-2' Zone (permitting townhouses) are existing zones within the nearby Settler's Ridge and Deerfield subdivisions.

The proposed back-to-back townhouses approximate the 'R3-3' zone recently been approved by the City within the Riverstone /Caniff Mills area of Thurlow Ward; however, slight modifications are needed to address the proposed parking layout. Therefore, a new 'R4' zone with special provisions will be required to address the proposed back-to-back townhouses on Block 42.

The 'CF-9' zone will permit Block 43 to be used as a Stormwater pond and the 'CF-10' zone will permit Block 44 and 45 to be used for open space/recreational purposes.

The proposed amendments to Zoning Map A1 are shown on the following page in **Figure 9 – Zoning By-law Amendment Schedule.**

The requested zones are consistent and compatible with previously approved zoning amendments for lands in the urban area of Thurlow Ward. The lot configurations created with the special provisions enable the subdivision to meet the density targets as outlined in the Belleville Official Plan.



# ZONING PLAN

## PROPOSED ZONING BY-LAW AMENDMENTS

- FROM D-r to R1-23
- FROM D-r to R4-2
- FROM D-r to CF-9
- FROM D-r to R4-X
- FROM D-r to CF-10

LOCATION  
 PART OF LOT 3, CONCESSIONS 3  
 FORMER TOWNSHIP OF THURLOW,  
 NOW IN THE  
**CITY OF BELLEVILLE,**  
 COUNTY OF HASTINGS

SCHEDULE \_\_\_\_\_  
 BY-LAW No.3014 AS AMENDED



SCALE: 1:1500      DATE: SEPT. 30, 2020

MAITLAND COMMONS

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

The Zoning Matrix for the three applicable residential zones is shown on Table 6, Table 7, and Table 8.

**Table 6: Zone Provisions for Single-Detached Units (R1-23 Zone)**

Zone Provision	R1-23 Zone Requirements	Proposed
Minimum Lot Area	408.0m <sup>2</sup>	423.6m <sup>2</sup>
Minimum Lot Frontage	12.8m	12.8m
Minimum Front Yard	6.0m	6.0m
Minimum Exterior Side yard	4.0m	4.0m
Minimum Interior Side Yard	1.2m	1.2m
Minimum Rear Yard	7.6m	7.6m
Maximum Lot Coverage	40%	40%
Minimum Landscaped Open Area	30%	48%
Maximum Height of Buildings	11.0m	11.0m
Maximum No. Dwellings per Lot	1	1

**All Zone requirements are met.**

**Table 7: Zone Provisions for Townhouse Units (R4-2 Zone)**

Zone Provision	R4-2 Zone Requirements	Proposed
Minimum Lot Area – Per Unit	185m <sup>2</sup>	262.3m <sup>2</sup>
Minimum Lot Frontage – Per Unit	6.0m	6.1m
Minimum Front Yard	6.0m	7.5m
Minimum Exterior Side yard	3.0m	5.6m
Minimum Interior Side Yard	1.2m	1.2m
Minimum Rear Yard	7.5m	20.3m
Maximum Lot Coverage	50%	33%
Minimum Landscaped Open Area	n/a	56%
Maximum Height of Buildings	n/a	n/a
Maximum No. Dwellings per Lot	n/a	n/a

**All Zone requirements are met.**

**Table 8: Zone Provisions for Back-to-back Townhouse Units (Block 42) (R4-X Zone)**

Zone Provision	R3-3 Zone Requirements	R4 Zone Requirements	Proposed
Minimum Lot Area	105 m <sup>2</sup> /unit (unit with more than one wall attached)	3990 m <sup>2</sup>	7285 m <sup>2</sup>
Minimum Lot Frontage	15m	10 m	85 m
Minimum Front Yard	6 m	7.5 m	<b>6.0 m</b>
Minimum Exterior Side Yard	2.4 m	4 m	6.0 m
Minimum Rear Yard	6 m	7.5 m	<b>6.0 m</b>
Minimum Interior Yard	1.2 m	2 m	<b>1.6 m</b>
Minimum Gross Floor Area/Unit	83 m <sup>2</sup>	83 m <sup>2</sup>	118 m <sup>2</sup>
Maximum Lot Coverage	45%	30%	<b>35%</b>
Minimum Landscaped Area	30%	30%	39%
Maximum Height of Buildings	11 m	11 m	11 m
Minimum Parking Requirement	2 spaces/unit	2 spaces/unit	<b>1.7 spaces /unit</b>

**Bold font and gray shading denotes need for special provision as it relates to the R4 zone.**

In addition, for the proposed R4-X Zone, the following site-specific provisions are required:

- **Further to Section 4.15.7 of By-law 3014, the parking area shall be permitted in the front yard**
- **The minimum Parking space width shall be 2.7 m.;**
- **Row housing/Townhouses shall be the permitted use.**

Table 8 above demonstrates that the proposed back-to-back townhouse zone provisions will be similar to the approved R3-3 Zone approved by the City in Thurlow Ward. The back-to-back townhouses are a new housing product to the City; the rezoning will require special provisions to implement the specific site features and design.

The special provisions relate to the R4 zone since that is the base zone that permits row housing.

- A special provision is requested to reduce the required front yard and rear yard depth from 7.5 m to 6.0 m. The lot is a through lot located on a corner and as such, it has three street lines. Within the subdivision, the front yard minimum is 6m and therefore this setback would allow for a consistent streetscape and a consistent amenity area in front of each townhouse unit.
- It is requested that the interior side yard be reduced from 2m to 1.6m. This is minor reduction and is a greater side yard setback that is typically required in new developments.
- A special provision is requested to increase the lot coverage from 30% to 40%. This requested lot coverage is less than the coverage approved for the Riverstone R3-3 Zone. Increasing the lot coverage will allow to City to make efficient use of the land and infrastructure available to the site. It is noted that Zoning By-Law 3014 was approved in 1987 and the increased lot coverage is more consistent with current lot coverage provisions. The Landscaped Open Space exceeds the minimum requirements of the Zoning By-Law and each unit will have its own private amenity area.
- The parking provisions are requested to be modified to reduce the parking requirement from 2 parking spaces/unit to 1.7 parking spaces/unit. This is reasonable given that the parking provisions in Zoning By-Law 10245, Belleville Ward, are 1 space/unit for townhouses and 1.25 spaces/unit for multi-units. There will be twenty-two (22) 2-bedroom units and sixteen (16) 3-bedroom units. Therefore, 1.7 spaces/unit is appropriate and exceeds requirements within the majority of the urban serviced area.
- The parking space width is requested to be reduced from 3 m to 2.7 m. This is in keeping with the minimum parking space width required in Zoning By-Law 10245 (i.e.: south of Highway 401). This is a typical parking width for development in an urban setting and allows the site to provide a parking ratio of 1.7 parking spaces/unit.
- Further to Section 4.15.6, it is requested that the parking area be permitted within the front yard. This is a technical request since two parking spaces are proposed to be located in the front yard (as well as the “outside rear yard”). These spaces are required to reach the parking ratio of 1.7 spaces/unit. There are no parking spaces provided in front of each unit. The parking area is primarily internal to the site.
- The R4 zone permits a number of housing forms. The special provisions have been designed to accommodate row housing/townhouse units. Therefore, a special provision should be included to permit only row housing/back-to-back townhouse units.

## 7. PLANNING ACT, RSO 1990, SECTION 51 (24)

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

The following table demonstrates how the proposal addresses Section 51(24) of the Planning Act.

**Table 9: The Planning Act – Section 51(24) and Analysis**

Section 51(24)	Planning Analysis
<p><b>a)</b> The effect of the proposed subdivision on matters of provincial interest, as referred to in Section 2 of the Act;</p>	<p>The application for Approval of a Plan of Subdivision is consistent with the 2020 PPS and will address the applicable Provincial interests set out in Section 2 (a-q) of the <u>Planning Act</u>.</p>
<p><b>b)</b> Whether the proposed subdivision is premature or in the public interest;</p>	<p>The proposed development represents the logical and compatible expansion of the existing urban area. Land is developed to south, west and northwest of the site. Municipal servicing is available without the need for unjustified or uneconomical expansion.</p>
<p><b>c)</b> Whether the plan conforms to the Official Plan and adjacent plans of subdivision;</p>	<p>The draft plan of subdivision requires an Official Plan amendment. The proposed amendment is appropriate given that there is a demonstrated surplus of commercial designated lands in the City and given that the proposal satisfies the residential polices of the City’s Official Plan. The subdivision will integrate into the established urban fabric of the nearby subdivisions in Deerfield and Settler’s Ridge.</p>

<p><b>d)</b> The suitability of the land for the purposes for which it is to be subdivided;</p>	<p>The subject property is level, sloping generally towards the southeast. There are no physical hazards within the parcel fabric of the subdivision that would be detrimental to residential development.</p>
<p><b>d1)</b> If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;</p>	<p>A range of residential housing forms and tenure is proposed to supply different sectors of the local housing market.</p>
<p><b>e)</b> The number, width, location and proposed grades and elevations of highways and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;</p>	<p>Access to the subdivision will be from Maitland Drive, a collector road. A traffic review was completed and it was determined that the additional traffic from the site will have no negative impact on Maitland Drive.</p>
<p><b>f)</b> The dimensions and shapes of the proposed lots;</p>	<p>The dimensions and shapes of the proposed lots are regular and appropriate for the area while providing for a range of housing types.</p>
<p><b>g)</b> The restrictions or proposed restrictions on the lands to be subdivided or adjoining lands;</p>	<p>The lands are subject to the policies of the City of Belleville Official Plan and Zoning By-law. The proposed plan will be subject to comprehensive conditions of draft approval and a Subdivision Agreement.</p>
<p><b>h)</b> Conservation of natural resources and flood control;</p>	<p>There are no notable natural resources to be protected on the subject lands. A preliminary Stormwater brief has been prepared. Storm sewers will be provided throughout the subdivision and will be directed towards a Stormwater management facility to be constructed at the southeast end of the site.</p>

<p><b>i)</b> The adequacy of utilities and municipal services;</p>	<p>Utilities and municipal services are available to the site and will be adequate to service the proposed number of dwellings.</p>
<p><b>j)</b> The adequacy of school sites;</p>	<p>Hastings and Prince Edward District School Board and Algonquin and Lakeshore Catholic District School Board will need to confirm that local schools can adequately serve the proposed development. However, in general terms there is excess capacity in both local school systems.</p>
<p><b>k)</b> The area of land, excluding highways, to be dedicated for public purposes;</p>	<p>The Draft Plan of Subdivision includes Block 43 which is designated for a Stormwater management facility and has an area of 2739 m<sup>2</sup>. A 5m walkway will provide access to a north/south trail that will be deeded to the municipality and is identified as Block 44 (166.8m<sup>2</sup>). The north/south servicing easement is identified as Block 45, with an area of 2008m<sup>2</sup>. The total area of Blocks 43, 44 and 45 is 4913.8m<sup>2</sup> and represents approximately 10.15% of the site area.</p>
<p><b>l)</b> The extent to which the plan's design optimizes the available supply, efficient use and conservation of energy;</p>	<p>The density of the plan allows for the efficient use of services and service delivery. The plan includes a mix of housing including singles and townhouses. The multiple unit dwellings can assist in energy conservation since there are energy savings associated with shared walls within the dwellings, in particular with respect to the back-to-back townhouses.</p>

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<p><b>m)</b> The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to development on the lands, if the lands are located within a site plan control area designated under Section 41 of the <u>Planning Act</u>.</p>	<p>The plan of subdivision will be subject to draft conditions of approval and a Subdivision Agreement approved by the Municipality, as well as provisions in the implementing Zoning By-Law. The back-to-back townhouse Block 45 will be subject to site plan control.</p>
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## 8. PLANNING OPINION AND CONCLUSION

This Planning Report was prepared in support of the application by 2777302 Ontario Inc. for an Official Plan Amendment, Zoning By-law Amendment and draft plan of subdivision filed with the City of Belleville.

The 4.8-hectare block of land is ideally situated for residential development, adjacent to existing subdivisions in the Thurlow Ward.

The subject property will be developed for 36 single detached dwelling, 23 freehold townhouse units and 38 back-to-back townhouses. The overall net density of the site will be 29 units/ net ha. The subdivision is consistent with the Official Plan's location criteria for various densities of residential development.

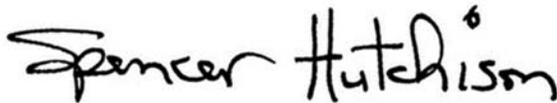
There has been careful consideration of land use planning criteria, housing market, density analysis, building setbacks, and servicing in preparing the Draft Subdivision Plan and the associated OPA and Zoning By-Law Amendment. The policies of the Belleville Official Plan, which established criteria to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

In summary, these applications:

- are consistent with the 2020 Provincial Policy Statement;
- comply with Section 51 of the Planning Act, with emphasis on Section 51(24);
- adhere to the residential planning policies of the City of Belleville Official Plan;
- replicate the urban zoning utilized in subdivisions throughout the Thurlow Ward, and;
- represents good planning.

## 9. REPORT SIGNATURE

Yours truly,



Spencer Hutchison, MCIP, RPP  
Senior Associate Planner  
RFA Planning Consultant Inc.



Carolyn Ross, B.Sc. (Hons.)  
Senior Planner  
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