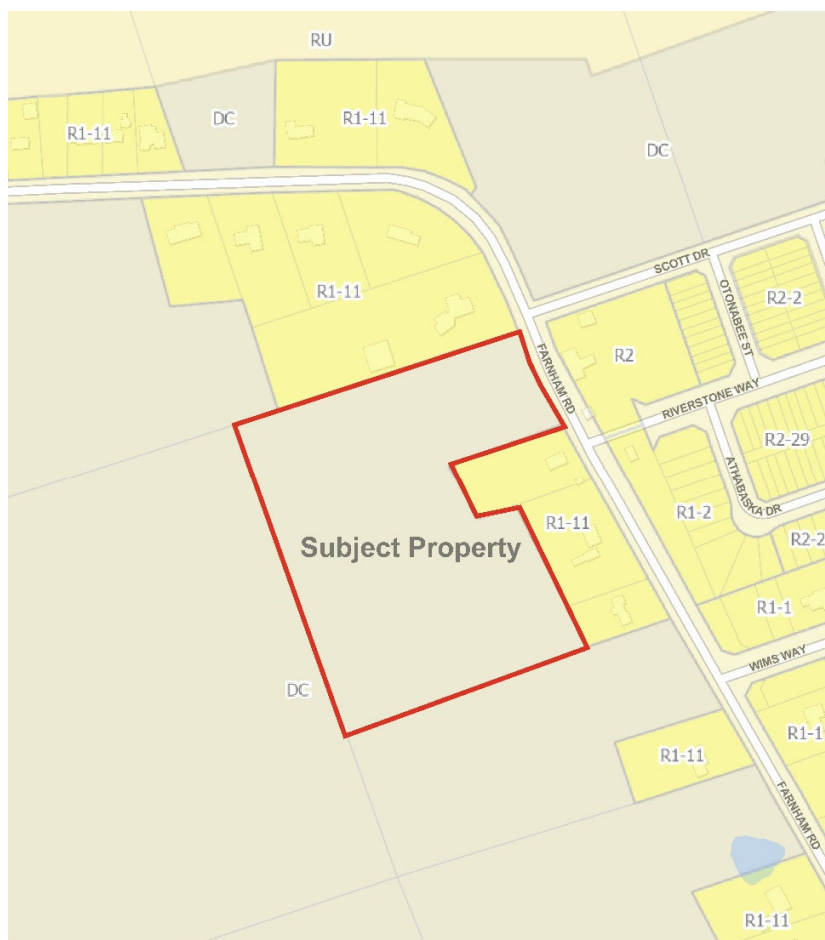




## 1.0 Park Meadow Court Subdivision & Zoning By-law Amendment

In support of an application for a Plan of Subdivision and an application for a Zoning By-law Amendment (ZBL) submitted to the City of Belleville for the property municipally known as "200" Farnham Road, the following Planning Justification Report has been prepared on behalf of the property Owner GCL Developments Ltd.

The subject property is located in the former Township of Thurlow, on the west side of Farnham Road between Riverstone Way and Scott Drive, as shown on **Figure 1** below.



**Figure 1:** Location Map – Subject Property is outlined in red

Currently the subject property is a farm field but designated for future urban residential development. The Owner proposes to develop this land with a 109-unit subdivision.

The subject lands are designated Residential Land Use in the City of Belleville Official Plan. No change to this designation is required or requested for the proposed residential development of the subject lands.

The Draft Plan of Subdivision proposes a 40 lot/block subdivision with an ultimate buildout of 109 dwelling units consisting of 15 one-unit detached dwellings [15 lots], 8 one-unit semi-detached dwellings [4 blocks], 58 one-unit townhouse dwellings [14 blocks], 16 stacked townhouse dwellings [1 block], three 4-unit dwellings [3 blocks] along with a park [1 block], a stormwater management facility [1 block] and a future development block [1 block].

It is noted that in this subdivision it is proposed that sometime in the future the rear yard of the property at 208 Farnham Road will be severed off and added to Block 2 within this draft plan. In doing, so this will create four (4) additional lots for one-unit dwellings.

The proposed Draft Plan of Subdivision is shown on **APPENDIX 1** attached.

Due to servicing limitations, it is proposed that this subdivision will be developed in two (2) phases excluding the severance referenced above. Phase 1 would consist of 35 dwelling units while Phase 2 would consist of 74 dwelling units.

The City of Belleville approved a new Comprehensive Zoning By-law Number 2024-100 on March 11, 2024 and on July 8, 2024 undertook a ZBL Housekeeping Update. All of the subject lands are currently zoned DC - Development Control Zone. It is proposed that these lands be rezoned to the Residential Type 2 Exception 2 - R2-2 Zone and to the Open Space - OS Zone. The R2-2 Zone will permit a range of dwelling types in a compact form of development while the Open Space Zone will be for the proposed new active park and stormwater management facility.

The proposed rezoning of the subject lands is depicted on **APPENDIX 2** attached.

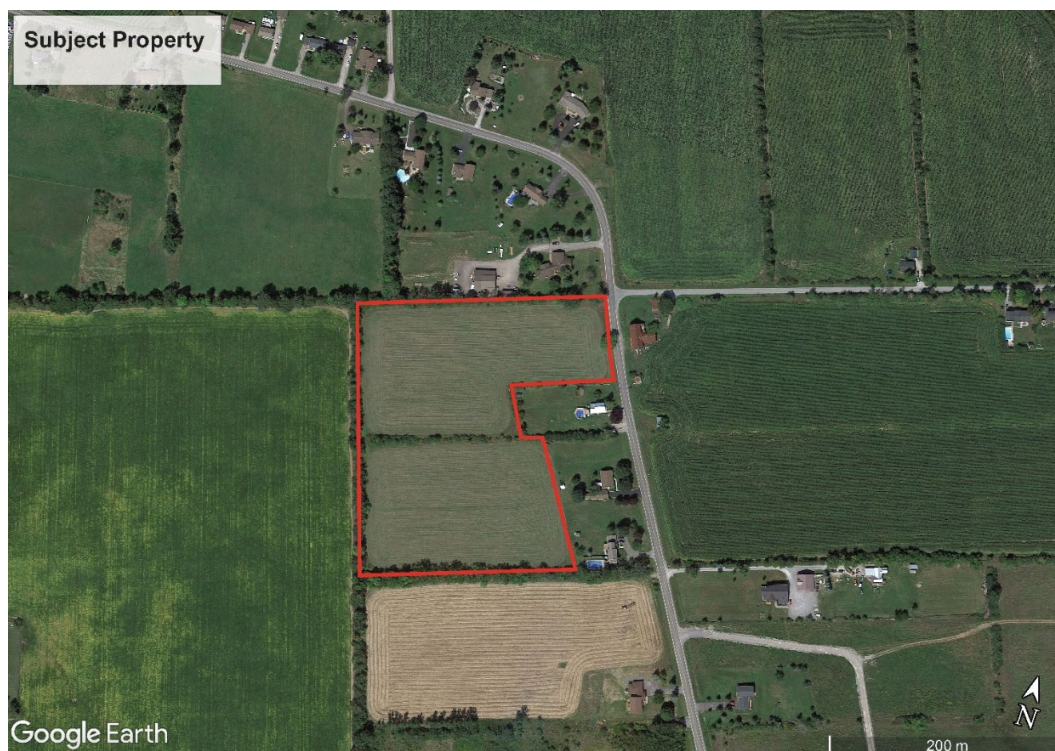
## **1.1 Site Location & Context**

### **Site Area and Frontage:**

The total site area to be developed is approximately 4.5 hectares in size with a lot frontage of 76.7 metres on the west side of Farnham Road.

### **Surrounding Land Uses:**

**Figure 2** on the following page shows the subject property and surrounding uses. From this photograph, it can be seen that the property is undeveloped and essentially an open field designated for urban growth.



**Figure 2:** Air Photo showing surrounding uses – Subject Property is outlined in Red

The surrounding land uses include:

To the north: scattered rural residential dwellings;

To the east: scattered rural residential dwellings; residential subdivisions under construction;

To the south: farm field; scattered rural residential dwellings;

To the west: farm field; land designated for future urban development.

### **Site Context:**

The subject lands are located at the north end of the Belleville Urban Serviced Area and in an area of the municipality going through significant transformation from older, rural low-density development to full, municipally serviced higher density urban development where fields are giving way to subdivisions. All along Farnham Road this change is occurring [Heritage Park subdivision, Canniff Mills subdivision, Riverstone subdivision] and in this process, Farnham Road is being reconstructed to an urban cross-section in phases.



The subject property consists of a large field with bushes and trees around the perimeter of the site. The land is essentially flat with a gentle slope from the northwest to the southeast.

The site and surrounding lands are depicted in the photos on the following pages.



**Figure 3:** Looking southwest into subject property from Farnham Road.



**Figure 4:** Looking west into subject property from Farnham Road.





**Figure 5:** Looking northwest into subject property from Farnham Road.



**Figure 6:** Looking north along Farnham Road.





**Figure 7:** Looking south along Farnham Road.



**Figure 8:** Looking southwest at abutting property at 232 Farnham Road.





**Figure 9:** Looking northwest at abutting property at 220 Farnham Road.



**Figure 10:** Looking southwest at abutting property at 208 Farnham Road.





**Figure 11:** Looking southwest at abutting property at 176 Farnham Road.



**Figure 12:** Looking east from Farnham Road.

## 2.0 Technical Studies For The Subject Lands

In support of the proposed Plan of Subdivision and concurrent Zoning By-law Amendment applications, the following technical studies have been prepared:

- Park Meadow Court – Functional Servicing Report prepared by Acadia Engineering, dated December 2024;
- Park Meadow Court - Preliminary Storm Water Management Brief, prepared by J.F. Sabourin and Associates Inc., dated June 28, 2023;
- Park Meadow Court – Hydrogeological Assessment, prepared by Cambium Inc., dated November 12, 2024
- Park Meadow Court - Traffic Report, prepared by Acadia Engineering, dated November 7, 2024
- Park Meadow Court - Sight Lines Analysis Brief, prepared by Acadia Engineering, dated December 2024.

These studies have been submitted to the municipality concurrently with the two applications. However, a brief summary of the studies are outlined below.

### 2.1 Functional Servicing Report

The Functional Servicing Report (FSR) has been prepared in support of a Preliminary Engineering Review to ensure the sanitary and watermain services are satisfactory to allow the municipality to issue draft plan of subdivision approval.

In a simple overview the municipal services to serve the proposed subdivision will be extended westward from Riverstone Way in the Riverstone subdivision on the east side of Farnham Road across and north on Farnham Road to Park Meadow Court within the subdivision.

#### **Water Services**

EPANET modeling was employed to evaluate the watermain design, an analysis that ensured the water pressures met the required standards, ranging from 34.91m of head (49.64psi) under normal conditions to 17.19m (24.44psi) under fire demand. The pipe diameters, varying between 300mm, and 400mm, were used in achieving these pressure levels. Additionally, the velocity within the pipes remained well under the maximum threshold of 5.0m/s, thus adhering to velocity standards.



It also has to be noted that Farnham Road is planned to be re-constructed in the future and in doing so will most likely have a 400mm diameter PVC line installed in its new right-of-way.

### **Sanitary Sewer Services**

The sewage network in Riverstone Subdivision only uses 20.3L/s out of the allocated 22.8L/s, providing a spare capacity of 2.5L/s. This design accommodates the first phase of the proposed subdivision with 35 units, demanding 2.49L/s. Additionally, the network incorporates varying slopes, with initial upstream pipes set at a steeper 0.70% grade, while the rest maintain a 0.40% grade. In tandem with these considerations, Phase 2 and 3, which is intends another 74 and 4 units, respectively, and requiring a total flow of 6.58L/s, must be placed on hold, as it awaits further developments in infrastructure or alternative flow management solutions.

## **2.2 Preliminary Storm Water Management Brief**

The Preliminary Storm Water Management (SWM) Brief has been prepared to demonstrate that the property can be serviced for storm water management purposes in accordance with the City of Belleville design criteria and Provincial standards as it relates to ensuring there is enough room on the property for the pond.

A preliminary SWM facility sizing has been completed for the proposed development site referred to Park Meadow Court subdivision. The SWM facility has been sized to mitigate post-development flows to pre-development conditions. Based on this analysis it was found that the development will need approximately 2,140 m<sup>3</sup> of active storage to attenuate post-development flows to less than or equal to pre-development conditions up to and including the 100-year event.

## **2.3 Hydrogeological Assessment**

Cambium Inc. (Cambium) was retained to complete a hydrogeological assessment in support of this new subdivision (Park Meadow Court Subdivision) off of Farnham Road. This assessment is required to evaluate the impact of the proposed subdivision on the groundwater resources of the surrounding area, including existing wells.

The subject lands do not contain any woodlands, wetlands, watercourses, areas of natural or scientific interest, or regulated areas (as per O.Reg. 41/24). Therefore, no negative impacts to natural features are expected from the proposed development. The subject lands do overlie an HVA (Highly Vulnerable Aquifer), however, if dewatering is not required, no adverse impacts to the HVA are anticipated.

Municipal water and wastewater services will be provided for the proposed development, and little to no construction dewatering is expected to be required. Therefore, water supply wells near the proposed subdivision are not expected to be impacted by water withdrawals or nitrate loading from wastewater disposal.

As little to no dewatering is expected, effects of ground settlement/subsidence are expected to be negligible.

## **2.4 Traffic Report**

The proposed development of the Park Meadow Court subdivision consists of 113 residential units. Access to the site is planned via a two-lane local road intersecting with Farnham Road, a collector street with a posted speed limit of 50 km/h, located within the City of Belleville.

From an engineering standpoint, there are no significant traffic safety or capacity issues associated with the proposed development. A standard traffic lane can accommodate up to 2,000 vehicles per hour under green time. The proposed access point consists of a standard configuration with one lane inbound and one lane outbound. In the event of an emergency, two outbound lanes would be available for use.

## **2.5 Sight Lines Analysis Brief**

Farnham Road is a major undivided collector road that runs in a north-south direction near the entrance of the proposed subdivision. Currently, it has two travel lanes, one in each direction. Approximately 60m north of the site, the roadway has a horizontal bend to the west. The speed limit on the roadway is 50km/h.

It is understood that Farnham Road is currently undergoing a phased realignment of the roadway, from 350m east of Highway 62 to the roundabout intersection with Maitland Drive and Moira Lee Court. Currently the area surrounding the site is primarily residential and agricultural, with significant tree and brush coverage around the perimeter and along the middle of the site. The proposed subdivision is adjacent to other completed subdivisions to the east and southeast.



The available sight distance looking north and south along the current Farnham Road alignment is approximately 130m and 550m, respectively.

Along the future alignment, the north and south sight distance is approximately 179m and 550m, respectively. The field inspectors noted that the north sight distance from the proposed Street A has trees blocking the view of the horizontal bend of Farnham Road.

The sight lines for the existing alignment meets the minimum stop sight distance and meets the south sight distance, however it does not meet the north design sight distance.

However, the sight lines for the future alignment meets all requirements for stop sight distance and design sight distance for passenger car traffic.

Thus, in considering that a future alignment of Farnham Road is being planned and it will offer better sight line distances for vehicle traffic it can be assumed that future alignment will offer better sight distance and stopping sight distance compared to the existing. This was confirmed to be true as the sight distance for the future alignment was measured to be 31.7% better than the existing alignment and surpassing the minimum by 17.6% for passenger car traffic.

### **3.0 Section 51(24) of the Planning Act, RSO 1990, Chapter P.13**

The Planning Act establishes criteria in Section 51 (24) of the Act that the City of Belleville as an approval authority must have regard for when approving a draft plan of subdivision.

Set out below is a review of Section 51(24) with an indication of how the criteria listed there will be met.

Section 51 (24):

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in Section 2;  
*Section 2 lists a wide range of interests including the orderly development of safe and healthy communities, the adequate provision of a full range of housing, including affordable housing and the appropriate location of growth and development. This proposal conforms to these interests.*

- (b) whether the proposed subdivision is premature or in the public interest;  
*This subdivision is not premature but reflects the ongoing development of the Cannifton Planning Area and is in the public interest to provide additional housing.*
- (c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;  
*This subdivision plan conforms to the Belleville Official Plan.*
- (d) the suitability of the land for the purposes for which it is to be subdivided;  
(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;  
*The proposed plan provides a range of housing types and prices as well as active parkland for this neighbourhood.*
- (d) 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;  
*This subdivision has one entrance onto a designated collector road that meets the requirements of the traffic that will be generated.*
- (f) the dimensions and shapes of the proposed lots;  
*A range of lots and blocks are being proposed and all meet the zoning standards set out in the municipality's Zoning By-law.*
- (g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;  
*Not applicable, except the subdivision will be constructed in phases.*
- (h) conservation of natural resources and flood control;  
*Not applicable.*
- (i) the adequacy of utilities and municipal services;  
*All necessary utilities and municipal services are available.*
- (j) the adequacy of school sites;  
*Not required.*
- (k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;  
*One park block and one stormwater management block.*
- (l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and  
*The proposed subdivision has increased density and compact form with an on-site park thus an attempt to increase walkability.*



- (m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act.

*Not applicable.*

## 4.0 Provincial Policy Statement

The 2024 Provincial Policy Statement (PPS) came into effect on October 20, 2024 and replaced an earlier version of the PPS. The Planning Act requires that decisions affecting planning matters shall be consistent with the PPS.

This application for an Official Plan Amendment for the subject lands is consistent with the PPS.

Specifically, Policy 2.1 - Planning for People and Homes, subsection 4:

4. *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:*
- a) *maintain at all times the ability to accommodate residential growth for a minimum of 15 years through lands which are designated and available for residential development; and*
  - b) *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, including units in draft approved or registered plans.*

The proposed draft plan provides a mix of housing options and densities and helps the municipality maintain a three-year supply of draft approved lots in a draft approved subdivision.

Policy 2.2 - Housing, subsection 1:

- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation;*

This new subdivision efficiently uses land and infrastructure by providing a range of housing types with increased residential density such as stacked townhouses and 4-unit dwellings.

Policy 2.3.1 - General Policies for Settlement Areas, subsection 1:

1. *Settlement areas shall be the focus of growth and development.*

The subject property is located within the City's main Urban Serviced Area as indicated on Schedule "B" of the Official Plan and is the main settlement area of the municipality.

Policy 3.6 - Sewage, Water and Stormwater, subsections 2 and 8:

2. *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 safety. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

This planned subdivision will utilize full municipal servicing.

8. *Planning for stormwater management shall:*

- a) *be integrated with planning for sewage and water services and ensure that systems are optimized, retrofitted as appropriate, feasible and financially viable over their full life cycle;*

There will be an on-site stormwater management facility within the proposed subdivision to ensure that stormwater is completely dealt with within the subject lands.

Policy 3.9 Public Spaces, Recreation, Parks, Trails and Open Space, subsection 1:

1. *Healthy, active, and inclusive communities should be promoted by:*

- a) *planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity;*

This proposed subdivision has been designed to be a relatively quiet residential area with no flow-through traffic. As such there is no reason to access Park Meadow Court unless you are coming to a dwelling in this subdivision. As well, there is an active park within this development. Consequently, the street and public spaces will be safe and meet the needs of persons of all ages and abilities, including pedestrians and in doing so foster social interaction.

## **5.0 City Of Belleville Official Plan**

The City of Belleville adopted the current Official Plan on November 8, 2021 and the Plan was subsequently approved by the Ministry of Municipal Affairs and Housing on April 11, 2023.

The Official Plan contains the following policies relevant to the proposed plan of subdivision and Zoning By-law Amendment.

#### 2.2.4 Settlement Patterns

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

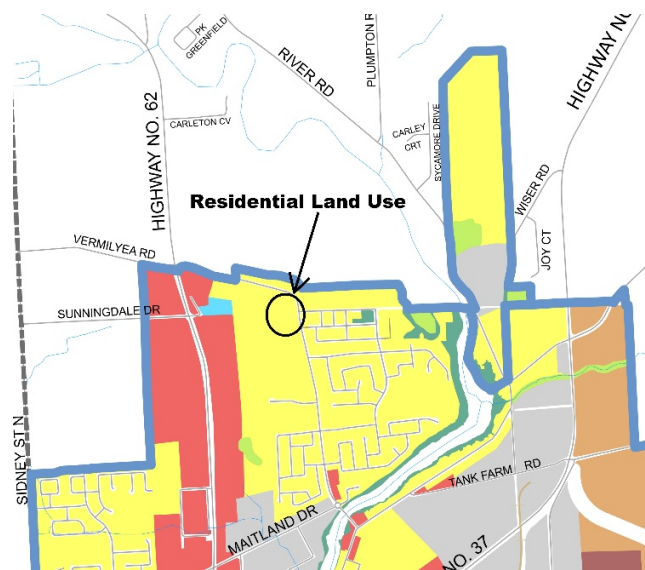
The subject lands is located in the urban service area.

#### 2.2.12 Housing

*The Municipality will accommodate a range of housing choices to meet the growing and changing needs of the City. This will include one-unit dwellings, townhouse dwellings, multi-unit dwellings and condominiums. The provision of these housing types will be varied, with some stock being provided on greenfield lands and others in strategic infill locations.*

The proposed subdivision has a range of housing choices.

According to Schedule 'B'- Land Use Plan - Urban Serviced Area of the Belleville Official Plan, the subject lands are designated "Residential Land Use", as shown **Figure 13** below.



**Figure 13:** Extract From Schedule 'B'- Land Use Plan - Urban Serviced Area

According to the City of Belleville Official Plan, the following policies apply for lands designated residential land use.



## Section 3.10 – Residential Land Use

### 3.10.1 Permitted Uses

*Residential development will be permitted at low, medium and high densities with forms ranging from one-unit dwellings to various types multiple unit dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). Specialized housing such as group homes and long-term care homes will also be permitted.*

The proposed subdivision has a range of housing types and densities.

### 3.10.2 Residential Policies

- a) *Residential development within areas designated Residential land use should be permitted to occur at various densities within the City to ensure a full range of housing forms at different sizes and styles including market-based and affordable housing that meets the needs of all citizens is provided. The densities that are supported by this Plan are as follows:*
- i. *Low density residential uses would normally include one unit dwellings, developed up to 25 units per hectare net residential density.*
  - ii. *Medium density residential uses would normally include various types of multiple unit dwellings or townhouse dwellings, and small low-rise multi-unit complexes, developed up to 60 units per hectare net residential density.*

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

The proposed subdivision has an overall net residential density of 36.6 units per hectare which is at the low end of medium density. However, included in this overall density are 15 one-unit detached dwellings with a net residential density of 27.3 units per hectare which is just marginally above low density.

- b) *The type and arrangement of dwellings and densities are important to the character of the City and specific residential neighbourhoods.*

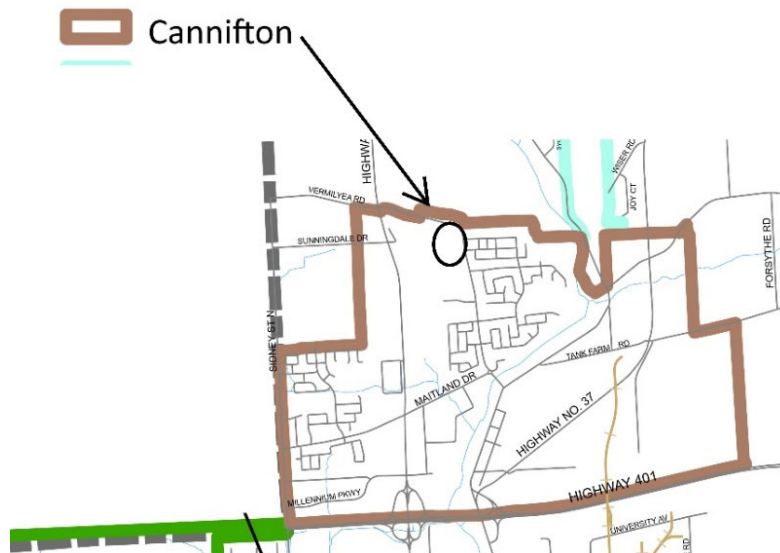
*Ideally all neighbourhoods should contain a mixture of dwelling types at different densities, but in some cases this is not possible nor is it desirable; some neighbourhoods therefore may consist predominantly of one form of housing whereas other neighbourhoods would have greater variety. Care should be exercised however to not create areas of excessively high densities without ample supply of municipal services and community facilities to meet the needs of such a neighbourhood.*

The proposed subdivision forms a small self-contained neighbourhood with a mixture of housing types at different densities.

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

The proposed subdivision provides for all forms of tenure from freehold to rental and condominium.

In addition, these lands are placed within the Cannifton Planning Area on Schedule 'E' - Detailed Planning Areas of the Official Plan, as shown on **Figure 14** below.



**Figure 14:** Extract From Schedule "E" – Detailed Planning Areas

The policies for Specific Policy Area # 5 – Cannifton Planning Area are as follows.

#### 4.5.2 Residential Land Policies

- a) *Residential development in the Cannifton Planning Area would occur at all densities provided for in this Plan as set out in Section 3.10 of this Plan, but would consist primarily of low-density residential uses.*

As noted above, this proposed development would have residential densities as provided by the Official Plan but is slightly above low density.

#### 4.5.6 Municipal Servicing Policies

- a) *It is the intent of this Plan that the Cannifton Planning Area be fully serviced by municipal sanitary sewage and water supply, and by other utility systems. The location, sizing and design of sewer and water systems should be in accordance with the requirements of the City in accordance with specifications designated by the Municipality.*

This new subdivision will be serviced by municipal services in accordance with municipal requirements.

*b) Portions of the Cannifton Planning Area are serviced presently, and minor extensions of existing systems (sanitary and storm sewers, and water) can be used to service additional lands. Some systems must be oversized to accommodate the long term servicing of lands on the outer areas of the Planning Area.*

The servicing of the subject lands requires a minor extension of municipal servicing from a residential subdivision being constructed on the east side of Farnham Road.

*d) To ensure that development proceeds in an orderly and economical manner, lands to be developed and/or which require development approval should be:*

- evaluated with respect to sewer and water capacity;*
- allocated sewer and water capacity at approval; and*
- required to execute separate development agreements containing provisions outlining the number of lots to be developed or the extent of development to be undertaken, and an estimate of the sewer and water usage.*

The development of the proposed subdivision is in conformity with these policies and will entail the execution of a subdivision agreement that will detail the number of lots to be developed.

*f) Stormwater management within the Cannifton Planning Area should be implemented as follows:*

- iv. Prior to any significant development being approved or proceeding, a stormwater management report should be prepared setting out the means by which stormwater management objectives for the site would be achieved.*

A stormwater management report has been prepared and submitted in support of this subdivision to show how stormwater management will be achieved.

## 5.2 Access to Public Roads

- a) All new development must have frontage on and direct access to an improved public road which is maintained on a year round basis by the Municipality or the Ministry of Transportation, with sufficient capacity to accommodate traffic generated by new development.

This new subdivision fronts onto Farnham Road an existing collector road with capacity to support this development.

## 5.3 Municipal Sanitary Sewer and Water Systems

- a) *Development should not be permitted within the urban serviced area identified on Schedule 'B' of this Plan unless adequate municipal water and sewer services*



*are available, except as may otherwise be permitted by specific policies of this Plan. Before committing services to any area or development proposal, Council should be satisfied that sufficient uncommitted reserve capacity exists in the municipal sewage and water systems to meet the needs of the proposed development.*

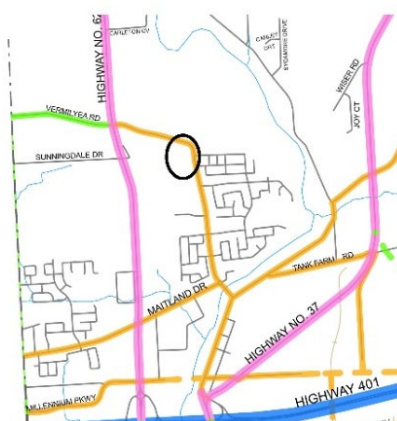
- c) Municipal services should only be extended when existing built-up areas are substantially developed or where new development can be coordinated with the extension of existing services.*
- d) The extension of municipal services for new development should occur adjacent to existing built-up areas, and new development shall have a compact form, mix of uses and densities to allow for the efficient use of land, infrastructure, and municipal services.*

A functional servicing report has been submitted in support of this new subdivision indicating that sufficient municipal services can be easily extended to this development from an adjacent subdivision.

As shown on **Figure 15** below, the proposed subdivision consists of one (1) local road connecting to an existing collector road which can accommodate the anticipated traffic as required by Policy 6.1.4 of the Official Plan.

### Collector Roads

— Existing Collector



**Figure 15:** Extract From Schedule "C" – Road System Plan

#### 6.1.4 Design Criteria

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

- i. Where new roads are required to serve a developing area, a logical hierarchy of roads should be identified and designed with the capacity to accommodate anticipated traffic generated by the development.*
- ii. Development approvals will encourage a complete streets approach, in which the design of the road should provide for the safe movement of all users, including vehicles, pedestrians, cyclists, and transit, and ensures accessibility for people of all ages and abilities.*

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

- a) When any application to subdivide land is considered, the approval authority should employ the following policies and principles:*
  - i. No subdivision of land should be approved which would contravene the policies of this Plan. **Proposed subdivision plan is in conformity with Plan.***
  - ii. The approval authority should be satisfied all development parcels would be appropriate (i.e. sufficient frontage and area, configuration, alignment) for their intended uses. **Proposed property fabric is in conformity with municipal zoning standards.***
  - iii. No subdivision of land should be granted which would result in any landlocked parcel being created. **N/A.***
  - iv. New development parcels should not be created where an entrance permit cannot be issued due to site deficiencies or traffic safety concerns. **No traffic safety concerns nor entrance permit required.***
  - v. New development parcels that require new private level crossings should be discouraged. **N/A.***
  - vi. Development parcels should have direct access to an open municipal road (excluding individual units within condominium developments). **Proposed subdivision has direct access to Farnham Road.***
  - vii. New development parcels should not be created without access to services adequate to meet the needs of the use anticipated for the lot, including access to fire and police services, hydro, telephone and other utilities. **Adequate services are available and can be provided.***
  - viii. New development parcels should not be created in residential neighbourhoods where the proposed lot size and/or configuration is not similar in scale to its surroundings and the proposed architectural design is not in keeping with the character of the area. **Adjacent residential area is in transition as urban sized lots are being developed in the Cannifton Planning Area.***
  - ix. There should be no significant negative impact upon the environment, either directly or through the cumulative impact of development in the area; where private services are proposed (i.e. septic system and well), the adequacy of natural systems to provide required services should be confirmed. The means by which cumulative impacts are to be assessed should be addressed. **No issue.***
  - x. No development parcel should be created such that buildings, structures or private services would have to be located in very close proximity to or within areas of natural heritage or hazard; where any lot includes lands designated Environmental Protection, there should be sufficient*

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

## 7.15 Housing Policies

### 7.15.1 Supply of Residential Lands

*a) It is the policy of this Plan that at minimum:*

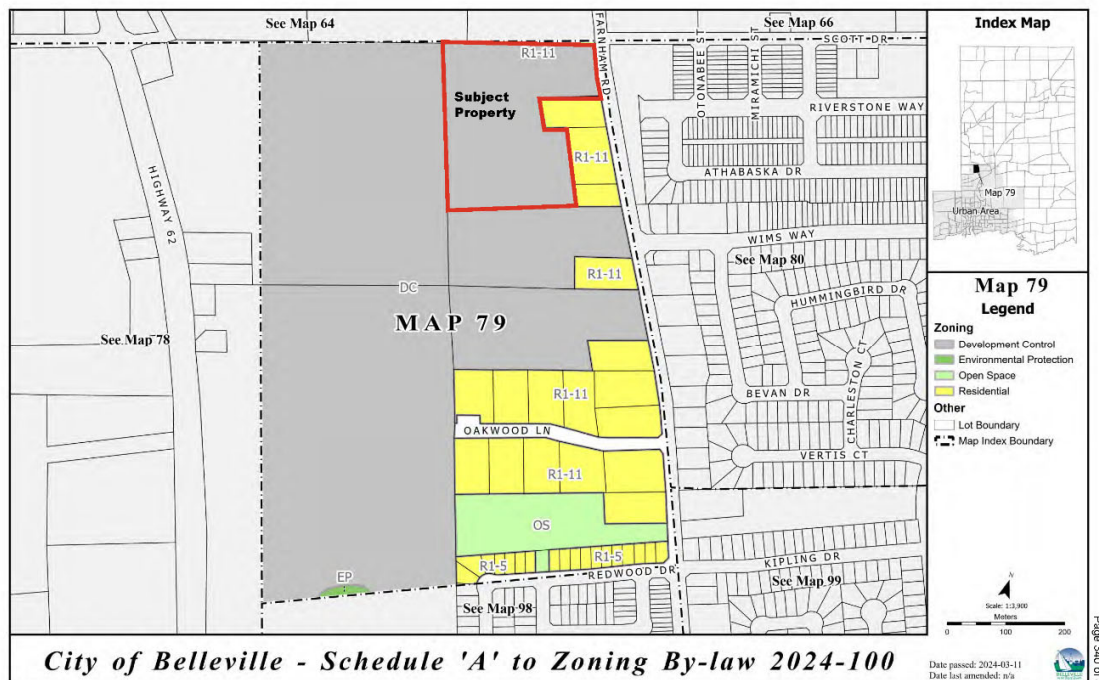
- a 15-year supply of lands designated for residential growth be maintained through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- land with servicing capacity sufficient to provide a 3-year supply of lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans be available at all times.*



The proposed draft plan provides a mix of housing options and densities and helps the municipality maintain a three-year supply of draft approved lots in a draft approved subdivision with sufficient servicing capacity.

## 6.0 Zoning By-Law No. 2024-100

The subject property is currently zoned Development Control - DC Zone in Zoning By-law Number 2024-100, as amended, as shown on **Figure 15** below.



**Figure 16:** Current Zoning of Subject Property ("DC" – Development Control Zone)

An application for a Zoning By-law Amendment has been filed with the City of Belleville concurrently with an application for a Draft Plan of Subdivision. In doing so, it is requested that the current zoning of the subdivision lands be changed from the Development Control – DC Zone to the Residential Type 2 Exception 2 - R2-2 Zone and to the Open Space – OS Zone.

No change to the zoning standards for the R2-2 and OS Zones are requested or required and in effect this rezoning application is for a mapping change.

The Zoning Matrix for the proposed residential uses in this subdivision is shown on **APPENDIX 3** attached.

As can be seen, the proposed residential development of the subject lands meets all of the standard zoning requirements of the R2-2 Zone which was developed and is being utilized in the Riverstone subdivision which is currently being developed east of the subject lands.

Moreover, a range of residential dwelling types are being proposed with an associated range of housing prices.

As was noted previously it would appear the full municipal servicing for the proposed subdivision will not be available immediately. A proposed Phasing Plan is attached as **APPENDIX 4**. As a result, a "H" – Holding symbol may need to be affixed to those lots and blocks that cannot be readily serviced at the time of formal draft plan approval.

The proposed zoning amendment to implement the requested zoning change is provided in **APPENDIX 5** attached.

## 7.0 Planning Opinion And Conclusion

In support of an application for a Plan of Subdivision and an application for a Zoning By-law Amendment (ZBL) submitted to the City of Belleville for the property municipally known as "200" Farnham Road, the preceding Planning Justification Report has been prepared on behalf of the property Owner GCL Developments Ltd.

If approved, these two applications will allow for additional residential development within the major defined Settlement Area of the City of Belleville on full municipal services. In doing so, this development will assist the municipality in maintaining a supply of land with servicing capacity sufficient to provide at least a three-year supply of residential units suitably zoned in draft approved or registered subdivision plans.

In doing so, Planning authorities such as the City of Belleville are to provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents.

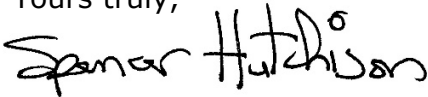
In summary, it is our opinion that these two applications:

- are consistent with the 2024 Provincial Policy;
- assist in achieving the Province's desire to promote and encourage the construction of new housing;
- has regard to the criteria for reviewing a Plan of Subdivision as set out in Section 51(24) of the Planning Act;
- conforms to the general residential land use policies of the City of Belleville Official Plan;

- is in conformity with the intent of the City of Belleville Zoning By-law 2024-100 and in particular the R2-2 – Residential Type 2 Exception 2 Zone uses and regulations, and;
- represents good planning.

## 8. Signature of Author

Yours truly,

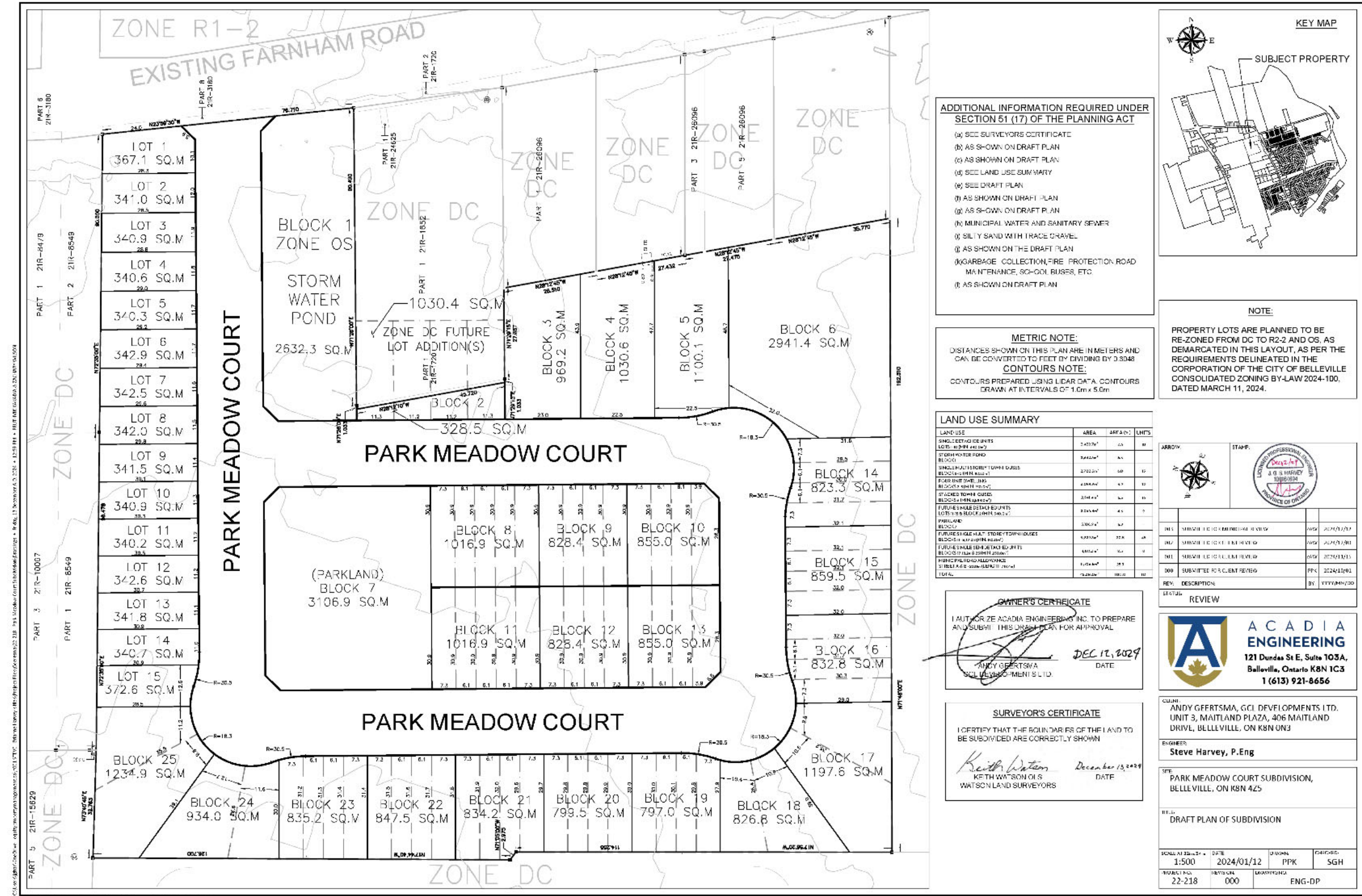


Spencer Hutchison, RPP

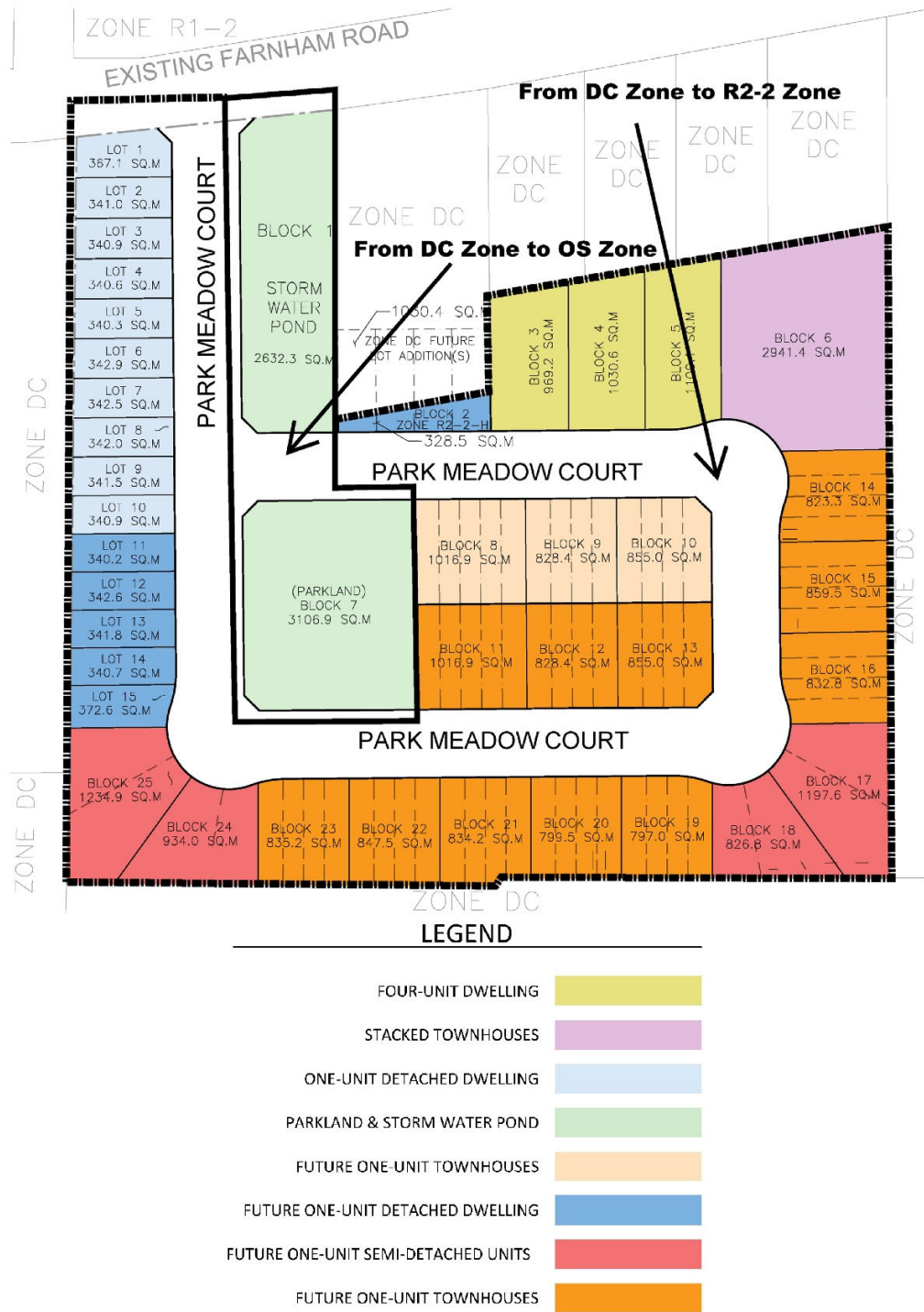




APPENDIX 1: Draft Plan of Subdivision



APPENDIX 2: Proposed Zoning of Subject Lands



## APPENDIX 3: Zoning Matrix for Subject Lands

ONE-UNIT DETACHED DWELLING Lots 1 to 15		
PROVISIONS	REQUIRED R2-2 Zone	PROPOSED
LOT AREA (MIN.)	340.0m <sup>2</sup>	340.2m <sup>2</sup>
LOT FRONTAGE (MIN.)	11.0m	11.0m
LOT COVERAGE (MAX.)	45%	-
MIN. LANDSCAPE AREA	40%	-
FRONT YARD SETBACK (MIN.)	6.0m	6.0m
INTERIOR SIDE YARD (MIN.)	1.2m	1.2m
REAR YARD (MIN.)	7.0m	7.0m
HEIGHT (MAX.)	11.0m	11.0m
REQUIRED PARKING	1.0 PER UNIT	2.0 PER UNIT

FOUR-UNIT DWELLING Blocks 3 to 5		
PROVISIONS	REQUIRED R2-2 Zone	PROPOSED
LOT AREA (MIN.)	910.0m <sup>2</sup>	932.6m <sup>2</sup>
LOT FRONTAGE (MIN.)	22.5m	22.5m
LOT COVERAGE (MAX.)	35%	15.2%
MIN. LANDSCAPE AREA	40%	58.0%
FRONT YARD SETBACK (MIN.)	6.0m	6.0m
INTERIOR SIDE YARD (MIN.)	1.2m	2.4m
REAR YARD (MIN.)	7.0m	7.5m
HEIGHT (MAX.)	12.0m	11.6m
REQUIRED PARKING	1.0 PER UNIT	2.0 PER UNIT

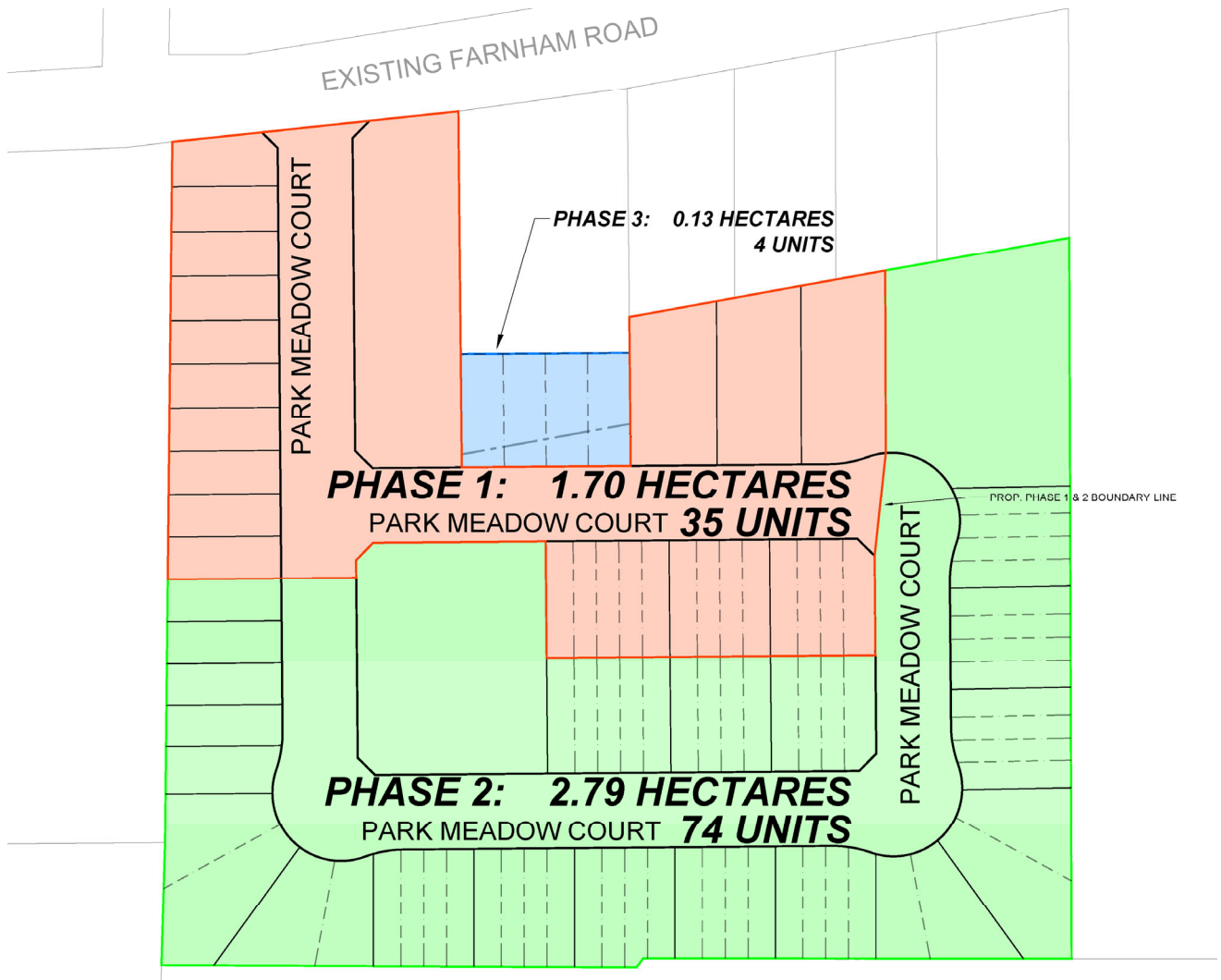
STACKED TOWNHOUSE Block 6		
PROVISIONS	REQUIRED R2-2 Zone	PROPOSED
LOT AREA (MIN.) – 16 units	2,584.0m <sup>2</sup>	2,941.4m <sup>2</sup>
LOT FRONTAGE (MIN.)	24.0m	21.3m
LOT COVERAGE (MAX.)	30%	17.7%
MIN. LANDSCAPE AREA	40%	46.7%
FRONT YARD SETBACK (MIN.)	6.0m	7.5m
INTERIOR SIDE YARD (MIN.)	1.2m	6.0m
REAR YARD (MIN.)	7.0m	7.0m
HEIGHT (MAX.)	13.5m	12.0m
REQUIRED PARKING	0.95 PER UNIT	2.0 PER UNIT

ONE-UNIT MULTI-STOREY TOWNHOUSES		
Blocks 8 to 16 and 19 to 23		
PROVISIONS	REQUIRED R2-2 Zone	PROPOSED
LOT AREA (MIN.)	180.0m <sup>2</sup>	181.8m <sup>2</sup>
LOT FRONTAGE (MIN.)	6.0m	6.0m
LOT COVERAGE (MAX.)	48%	-
MIN. LANDSCAPE AREA	25%	-
FRONT YARD SETBACK (MIN.)	6.0m	6.0m
INTERIOR SIDE YARD (MIN.)	1.2m	1.2m
REAR YARD (MIN.)	7.0m	7.0m
HEIGHT (MAX.)	12.0m	12.0m
REQUIRED PARKING	1.0 PER UNIT	2.0 PER UNIT

ONE-UNIT SEMI-DETACHED DWELLING		
Blocks 17 & 18 and 24 & 25		
PROVISIONS	REQUIRED R2-2 Zone	PROPOSED
LOT AREA (MIN.)	230.0m <sup>2</sup>	326.5m <sup>2</sup>
LOT FRONTAGE (MIN.)	7.5m	7.5m
LOT COVERAGE (MAX.)	48%	-
MIN. LANDSCAPE AREA	40%	-
FRONT YARD SETBACK (MIN.)	6.0m	6.0m
INTERIOR SIDE YARD (MIN.)	1.2m	1.2m
REAR YARD (MIN.)	7.0m	7.0m
HEIGHT (MAX.)	11.0m	11.0m
REQUIRED PARKING	1.0 PER UNIT	2.0 PER UNIT



## APPENDIX 4: Phasing Plan for Proposed Subdivision



## **APPENDIX 5: Proposed Zoning By-law Amendment**

### **THE CORPORATION OF THE CITY OF BELLEVILLE BY-LAW NUMBER 2025-XXX**

#### **A BY-LAW TO AMEND BY-LAW NUMBER 2024-100, BEING A BY-LAW TO REGULATE THE USE OF LAND AND THE HEIGHT, BULK, LOCATION, SIZE, FLOOR AREA, SPACING, CHARACTER AND USE OF BUILDINGS**

THE COUNCIL OF THE CORPORATION OF THE CITY OF BELLEVILLE ENACTS AS  
FOLLOWS:

1. THAT Schedule "A", Map No. 79 of By-law 2024-100, as amended, is hereby amended by rezoning the land identified as Part of Park Lots 8 & 9, Plan 124, former Township of Thurlow, now City of Belleville, County of Hastings, from Development Control (DC) Zone to the Open Space (OS) Zone and Residential Type 2 Exception 2 (R2-2) Zone, as shown on the zoning map attached hereto as Appendix 1.
2. THAT if at the time of Draft Plan Approval of the Park Meadow Court subdivision by the Council of the Corporation of the City of Belleville, not all lots or blocks in the draft plan can be serviced with full Municipal services, a "H" – Holding symbol will be added to the zoning of the lots/blocks that are not being serviced until servicing to the satisfaction of the City of Belleville is provided.
3. THIS By-law shall come into force and take effect on the day of passing thereof provided no notice of appeal is filed pursuant to the provisions of the Planning Act, R.S.O. 1990, as amended. In the event that an appeal is filed, this By-law shall come into force and take effect in accordance with the provisions of the Planning Act, R.S.O. 1990.

Read a first time this **XX<sup>th</sup>** day of **March, 2025**.

Read a second time this **XX<sup>th</sup>** day of **March, 2025**.

Read a third time and finally passed this **XX<sup>th</sup>** day of **March, 2025**.

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NEIL ELLIS, MAYOR

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KATY MCPHERSON, DEPUTY CITY CLERK

Appendix 1

