



ECOVUE

LAND USE PLANNING & DEVELOPMENT

Planning Justification Report

Zoning By-law Amendment
239 Dundas Street West
City of Belleville
Prepared for 1001208050 Ontario Inc.
March 31, 2026

This Planning Justification Report has been prepared in support of a **Zoning By-law Amendment** application affecting the subject lands, known municipally as:
239 Dundas Street West, City of Belleville

EcoVue Project No: 25-2918



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1.0 Background

The following Planning Justification Report (PJR) is being submitted in support of an application for a Zoning By-law Amendment (ZBA) on a property located at 239 Dundas Street West, in the City of Belleville. The applicant, 1001208050 Ontario Inc., is proposing the development of a 39-unit, five (5) storey multi-unit apartment building on the subject lands.

This report will provide details of the site characteristics, a summary of the proposed development, and an explanation of how the proposed ZBA for the subject lands is consistent with, and conforms to, the applicable Provincial and local land use planning documents.

1.1 Description of Subject Property and Surrounding Lands

The subject property is located at 239 Dundas Street West in the City of Belleville (**Figure 1 – Site Location**) and is approximately 3,419.4 square metres (0.90 acres) with approximately 27 metres (88.5 feet) of frontage on Dundas Street West. The property is approximately 1.5 kilometres southwest of the Belleville City Centre.

The property is located within an established residential area and currently contains a single detached dwelling which will be removed prior to the construction of the proposed development. The land uses surrounding the subject property are as follows:

- **North:** Residential uses, home-based businesses, Dundas Street West.
- **South:** Canadian Pacific (CP) Railway corridor, municipal water treatment plant, recreational trail network (Zwicks Trail) and the Bay of Quinte.
- **East:** Residential uses and a daycare centre (Minds on Child Care Centre).
- **West:** Bayshore West Park, residential uses, and a church (Belleville Seventh-day Adventist Church).

The subject lands are predominantly surrounded by low-density residential uses, with supporting institutional and recreational uses. A Transit stop for the Blue Line Route (Route 4-Belleville Transit Route) is located immediately north of the property.

The subject lands are designated Residential Land Use in the City of Belleville Official Plan and zoned the Residential Type 1 (R1) Zone in the City of Belleville Zoning By-law. Additionally,

subject property is located within the City of Belleville municipal water Intake Protection Zones (IPZ) 1 and 2.

1.2 Proposed Development

The applicant, 1001208050 Ontario Inc., is proposing to develop a five-storey multi-residential development on the subject lands (**Figure 2 – Concept Plan**). The proposed development will contain a total of thirty-nine (39) residential dwelling units, with an average unit size of approximately 85 square metres (912 square feet).

The development will provide a total of forty-two (42) parking spaces, including twenty-six (26) underground parking spaces and sixteen (16) surface parking spaces located at the rear of the property. The surface parking includes two (2) barrier-free parking spaces which will be located near the front of the building to support accessible parking needs. One (1) loading space and twenty-two (22) bicycle parking spaces are also proposed on-site, both of which area will be located at the rear of the building.

A snow storage area is proposed in the northwest portion of the property, adjacent to the surface parking area and along the western lot line which ensures site circulation is not impacted. Additionally, a noise/vibration berm will be proposed along the rear boundary to reduce the impact from the adjacent CP Railway corridor.

Amenity space will be provided in both indoor and outdoor formats. Indoor amenity space will be proposed within the ground floor of the building, while additional indoor and outdoor amenity areas will be located on the rooftop.

1.3 Reasons for the Planning Application

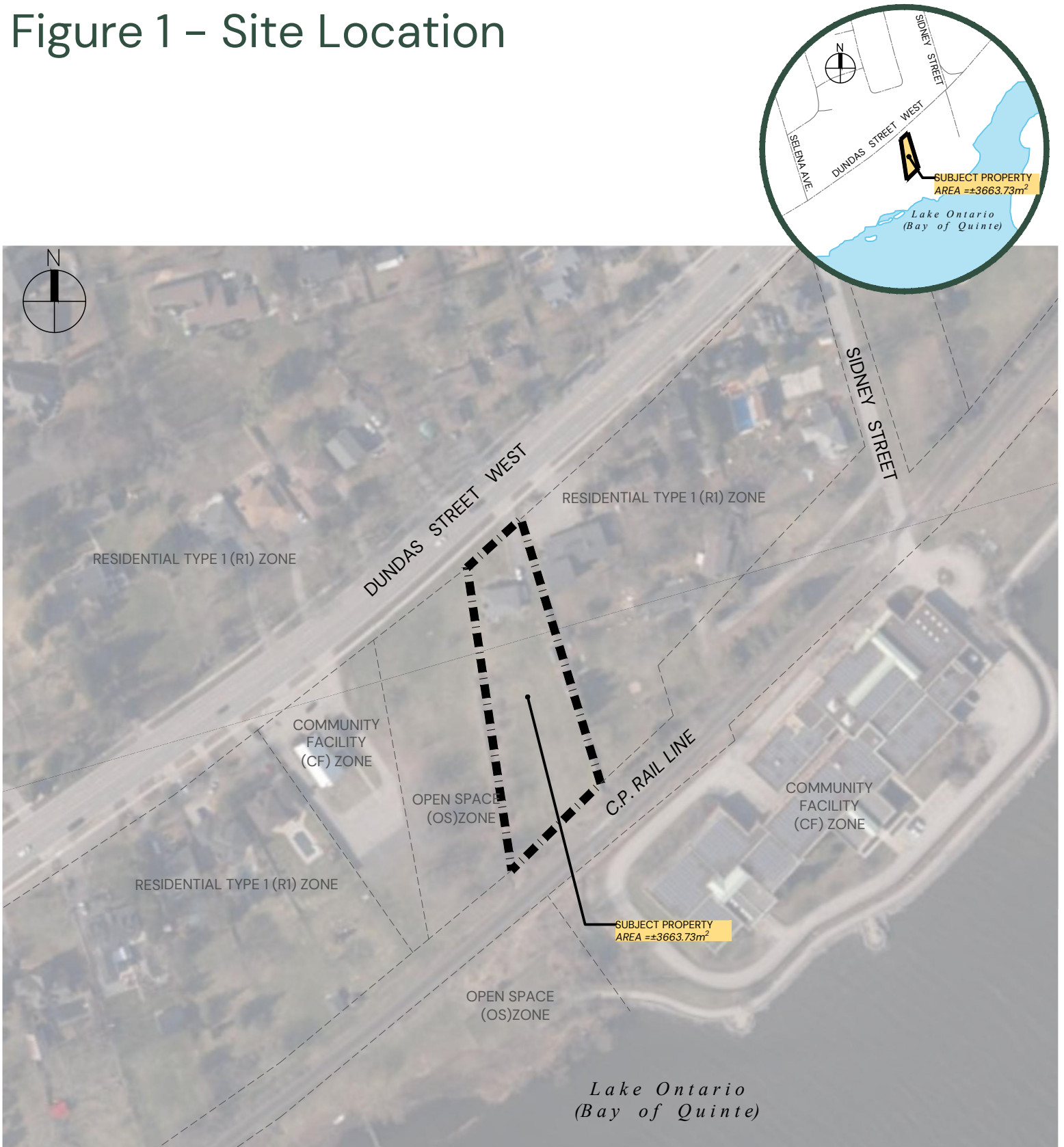
The subject lands are designated Residential Land Use in the City of Belleville Official Plan, which permits residential development at low, medium and high densities with forms ranging from single detached dwellings to various types of multiple unit dwellings.

While the proposed 39-unit, five (5) storey multi-unit apartment building is permitted within the applicable designation, the City's Zoning By-law does not permit the proposed multi-unit building within the R1 Zone and as such, a Zoning By-law Amendment (ZBA) is required to

rezone the subject lands to a site-specific zone that will permit the proposed development while also recognizing the site-specific provisions.

As noted in this report, the proposed ZBA will implement the goals and objectives of the Provincial Planning Statement (2024) and the City of Belleville Official Plan. The development will contribute to the City's housing supply and intensification targets, while providing a form of development that is compatible with the surrounding neighbourhood.

Figure 1 – Site Location



Dundas Street West Apartments

Kapil Birmhan

421 Dundas Street West
 Lot 38 Broken Front
 Geog. Township of Sidney
 City of Belleville

Project Number: 25-2918

Horiz. Scale: 1:2,000

Date: February 28, 2026

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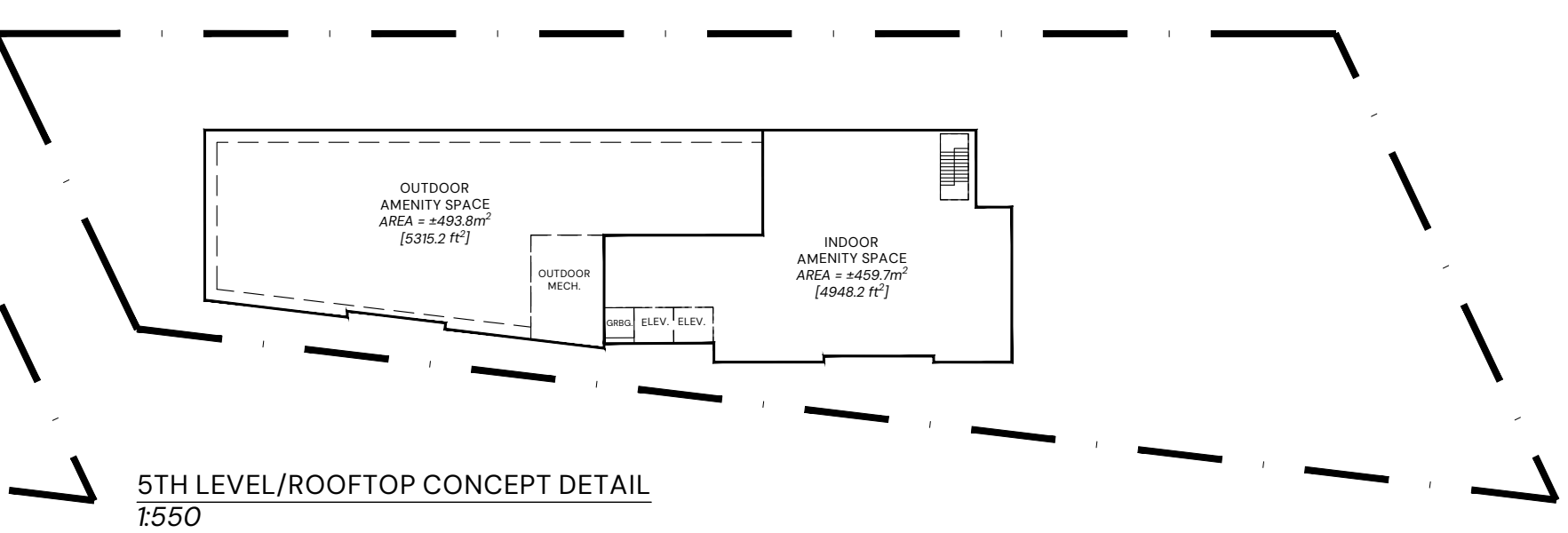
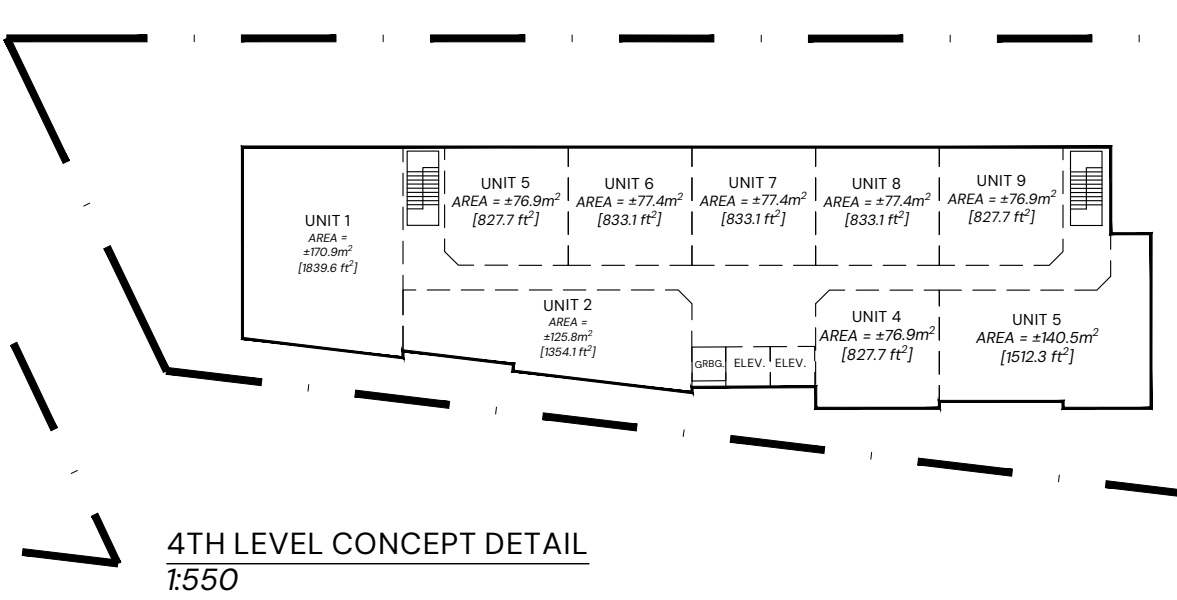
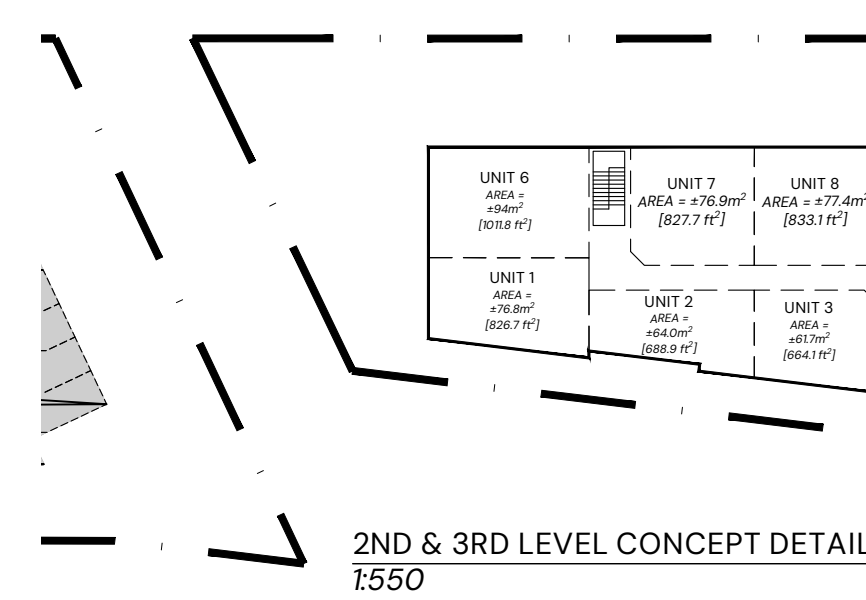
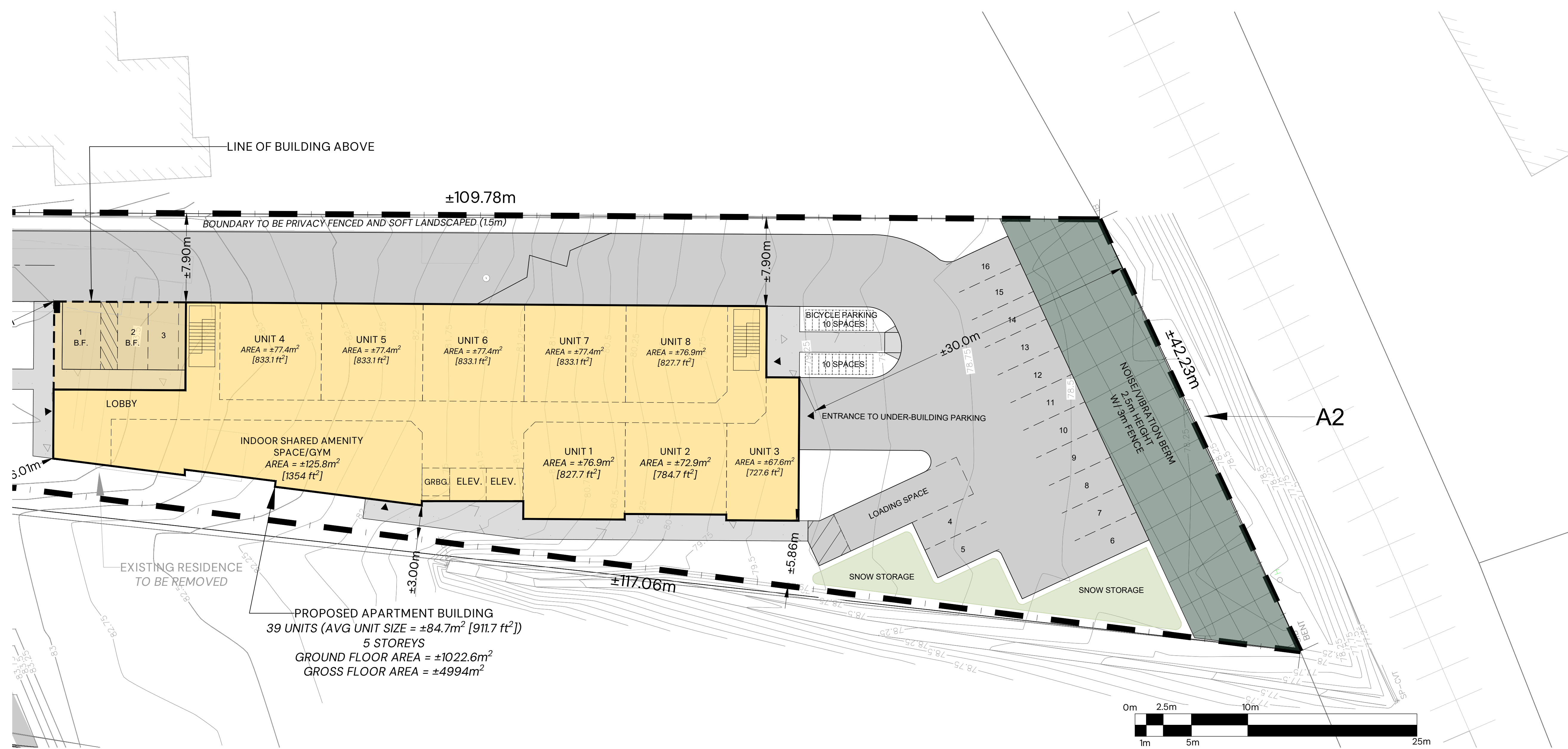
1.4 Pre-Consultation

A pre-consultation meeting was held with City of Belleville staff on January 7th, 2026 (**Appendix A**), and the following technical studies have been submitted in support of the application for Zoning By-law Amendment:

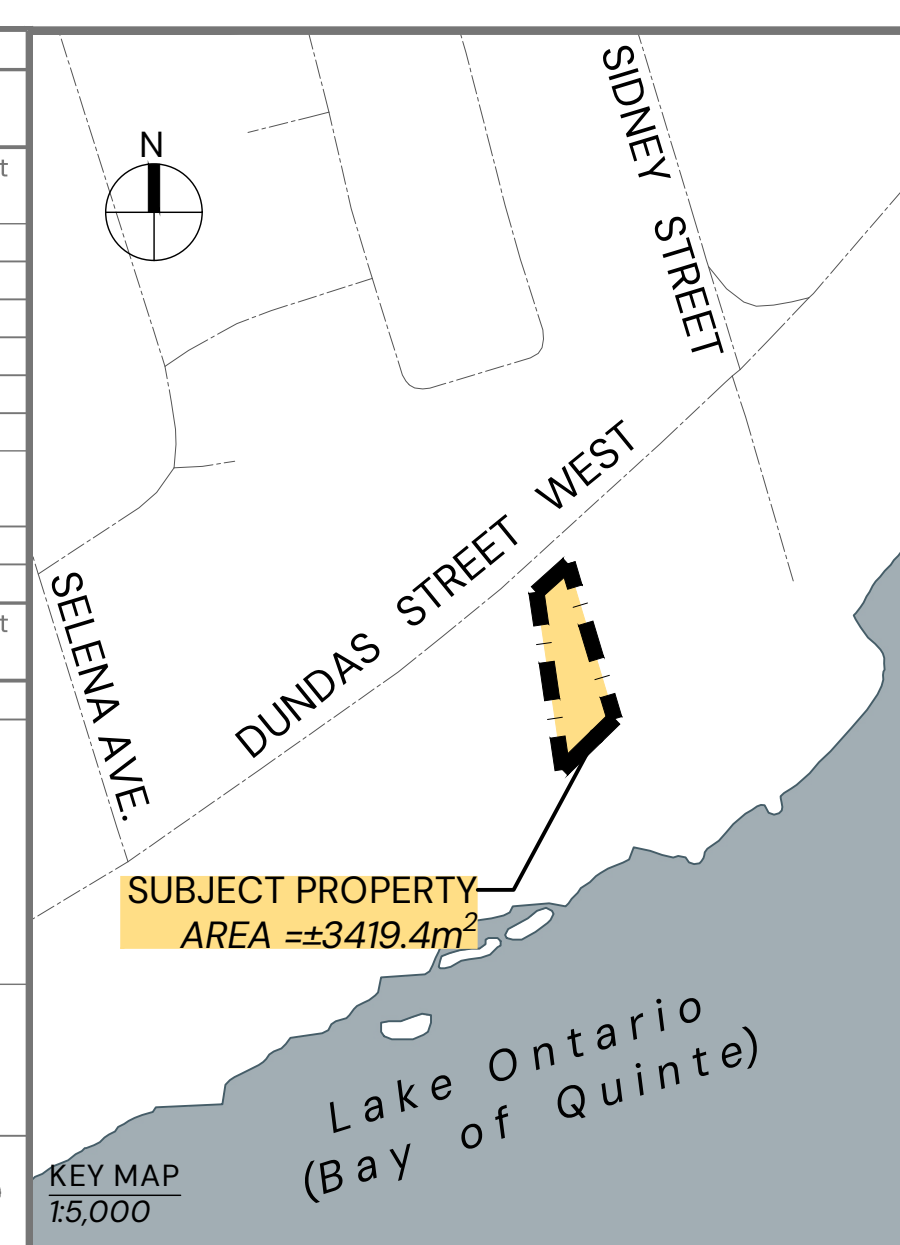
1. Planning Justification Report prepared by EcoVue Consulting Services.
2. Servicing Brief including Traffic Assessment prepared by WSE Consultants Inc.
3. Stormwater Management Report prepared by WSE Consultants Inc.
4. Noise and Vibration Impact Study prepared by WSE Consultants Inc.
5. Zone Matrix prepared by EcoVue consulting Services and included in Section 2.3 of this Report.
6. A Topographic Survey.

An Archaeological Assessment was not conducted as the proponent has assumed the associated risk during construction as detailed in Section 2.1.6 of this Report. Similarly, although a geotechnical assessment was identified as a requirement during the pre-consultation process, it has not been included as part of this submission. That said, a geotechnical assessment will be submitted during the Site Plan Approval stage, where detailed design and servicing considerations will be reviewed.

It is our opinion that the submission materials provided adequately address the Pre-consultation comments.



CONCEPT STATISTICS		
RESIDENTIAL TYPE 3 (R3) ZONE [MID-RISE MULTI-UNIT]	REQUIRED	PROPOSED
MIN. LOT AREA	87 sq.m per unit (3,393 sq.m)	87.7 sq.m per unit (3419.4 sq.m)
MIN. LOT FRONTAGE	24m	26.8m
MAX. HEIGHT	27m	≤27m
MAX. LOT COVERAGE	30%	29.9%
MIN. LANDSCAPED AREA	40%	35.8%
MIN. BUILDING SETBACK		
FRONT LOT LINE	7.5m	6m
INT. SIDE LOT LINE	Half the height of the building (8.25m)	3m
EXT. SIDE LOT LINE	n/a	n/a
REAR LOT LINE	7.5m	30.0m
RESIDENT AMENITY AREAS	18.5 sq.m per unit (721.5 sq.m)	27.7 sq.m per unit (1079 sq.m)
PARKING / LOADING		
VEHICLE PARKING SPACES	0.5 spaces per unit + 0.2 spaces per unit for visitors, 5% being accessible spaces (31 spaces [2 accessible spaces])	1.07 spaces per unit (40 spaces [2 accessible spaces])
OFF STREET LOADING SPACES	Building with greater than 2300 sq.m of GFA = 2 loading spaces	1 loading space
BICYCLE STORAGE SPACES	0.5 spaces per dwelling unit (20 spaces)	0.5 spaces per dwelling unit (20 spaces)



CONCEPT SKETCH CS1

Dundas Street West Apartments
Kapil Birmhan

239 Dundas Street West
City of Belleville

Project Number: 25-2892

Drawn By: MC

Horiz. Scale: 1:200

Revision Date: March 30, 2026

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2.0 Policy Review

Land use policies and regulations at the provincial level that affect the subject lands include the 2024 Provincial Planning Statement (2024 PPS). At the municipal level, the City of Belleville Official Plan and Zoning By-law 2024-100 affect the subject lands. In this section of the report, the proposed ZBA will be reviewed in the context of the policies and provisions contained in these documents.

2.1 Provincial Planning Statement (2024)

The Provincial Planning Statement (PPS) came into effect on October 20, 2024, and replaced the previous Provincial Policy Statement and A Place to Grow: Growth Plan for the Greater Golden Horseshoe. This document provides policy direction on matters of provincial interests as they are related to land use planning. The PPS is issued by the Province under Section 3 of the *Planning Act* and it is required that all decisions affecting planning matters “shall be consistent with” policy statements issued under the *Act*. Consideration has been given to the relevant provisions of the PPS with respect to the subject planning application.

2.1.1 PLANNING FOR PEOPLE AND HOMES

Section 2.1 of the PPS contains policies and direction to municipalities that is designed to effectively plan for growth. According to Section 2.1.4 of the PPS, “To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents...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;

Furthermore, Section 2.1.6 of the PPS states that planning authorities “should support the achievement of complete communities by...a) accommodating an appropriate range and mix of land uses, housing options”.

The proposed development will assist the planning authority (in this case, the City of Belleville) in meeting projected requirements of current and future residents through the addition of 39 apartment units within lands that are designated for residential use. The addition of rental apartment units on the subject lands will also contribute to a range and mix

of housing options and will contribute to increasing the City's rental housing stock to keep pace with growth.

Therefore, it is our opinion that the proposed development is consistent with Section 2.1 of the PPS.

2.1.2 HOUSING

Section 2.2 of the PPS speaks to Housing and states that the “[planning] authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:

...b) permitting and facilitating:

- 1. all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*

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

As noted, the proposed development will provide a much-needed housing option within the City of Belleville. The development represents intensification on an underutilized residential property while also representing an efficient use of land that is in close proximity to commercial, recreational and institutional uses, and transit options. Furthermore, as noted, the proposed development will include bicycle parking thereby reducing reliance on automobiles and promoting active transportation.

2.1.3 SETTLEMENT AREAS

The subject property is located within a settlement area, and is, therefore, subject to Section 2.3 of the PPS. According to Section 2.3.1.1, *“settlement areas shall be the focus of growth and development”*.

Pursuant to Section 2.3.1.2, *“[land] use patterns within settlement area should be based on densities and a mix of lands uses which:*

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public services facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate”*

The proposed development efficiently uses the subject lands by maximizing units on an underutilized lot on existing municipal sewer and water infrastructure. The site is well served by active transportation routes and is in close proximity to recreational trails and parks. The development is also served by the City’s bus transit system, with a transit stop (Blue Transit Line- Route 4) being located immediately north of the subject property.

Furthermore, Section 2.3.1.3 notes that *“Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options”*. As noted, the proposed building represents redevelopment and intensification and will contribute to a complete community with a mix of housing options.

Planning authorities shall also *“establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions”* and *“are encouraged to establish density targets for designated growth areas, based on local conditions”* (Sections 2.3.1.4 and 2.3.1.5).

As discussed in further detail Section 2.2 of this Report, the subject lands are located within the built-up area within the City of Belleville. The City of Belleville Official Plan sets out minimum intensification targets within its boundaries, and the proposed development will assist the City with meeting these targets.

Therefore, it is our opinion that the proposed development is consistent with Section 2.3 of the PPS.

2.1.4 SEWAGE, WATER AND STORMWATER

Policies related to Sewage, Water and Stormwater are found in Section 3.6 of the PPS. Section 3.6.2 states that:

[m]unicipal 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 system.

As previously noted, the existing water and sanitary servicing system can accommodate the proposed development without the need for upgrades or expansion and downstream impacts. Further details regarding water and sanitary servicing can be found in the enclosed Functional Servicing Report (FSR) completed by WSE Consulting Inc.

Furthermore, Section 3.6.8 of the PPS states:

- 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;*
- b) *minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) *minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) *mitigate risks to human health, safety, property and the environment;*
- e) *maximize the extent and function of vegetative and pervious surfaces;*
- f) *promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*

- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*

As discussed in the Stormwater Management Report, stormwater quantity and quality can be attenuated on site using best management practices and low impact development features. The stormwater management system will utilize storage systems to minimize the post-development flows from the site into the adjacent storm sewers. These measures will mitigate risks to human health, safety, and property, and the environment. The Report concludes that these measures will provide sufficient quality and quantity control measures to accommodate the proposed development without negatively impacting surrounding land uses.

Therefore, it is our opinion that the proposed development is consistent with Section 3.6 of the PPS.

2.1.5 NATURAL HERITAGE

Section 4.1 of the PPS speaks to natural heritage and notes that natural features and areas shall be protected for the long term. Given that the subject lands do not contain, nor are adjacent to any mapped or known natural heritage features, it is our opinion that the proposed development is consistent with Section 4.1 of the PPS as there will be no negative impacts to natural heritage features or their ecological functions.

2.1.6 CULTURAL HERITAGE AND ARCHAEOLOGY

Section 4.6.2 of the PPS states development and site alteration shall not take place within lands containing archaeological resources. The subject lands are located within an area that is identified as having archaeological potential given the proximity to a primary water source (Bay of Quinte).

However, based on historical site disturbance, the archaeological potential of the site is considered to be low. For this reason, an Archaeological Assessment is not required in support of the proposed Zoning By-law amendment. Should any artifacts be discovered during future site alteration, work will immediately cease and an assessment will be undertaken.

Therefore, it is our opinion that the proposed development is consistent with Section 4.6 of the PPS.

2.2 City of Belleville Official Plan (2021)

The City of Belleville Official Plan (CBOP) is the primary long-range land use planning document that guides growth and development within the municipality to the year 2038. The CBOP establishes a vision for growth that emphasizes the efficient use of land and infrastructure, the creation of complete communities, and the provision of a range of housing options.

Section 2.2.3 of the CBOP states that it is the intent of the Plan to achieve an increase in the City's density through the application of intensification and density targets. The Plan establishes the following targets:

- A minimum density for residential units over the forecast period of 14 units per gross hectare; and
- A target for intensification and redevelopment (including infill development) of 20% (660 units) over the 2016–2038 forecast period;

Furthermore, Section 2.2.4 of the Official Plan states that opportunities for intensification and redevelopment will be encouraged and promoted through the creation of new units on previously developed land, the development of vacant and/or underutilized lots, infill development, and the expansion or conversion of existing buildings.

The proposed 39-unit multi-residential development supports the City's intensification and density targets. At a density of approximately 114 units per hectare, the proposed development represents efficient use of land within the urban serviced area and will contribute to the City achieving its residential density target. The development also represents a form of intensification that is encouraged by the Official Plan.

According to Schedule 'B' (Land Use Plan – Urban Serviced Area) to the CBOP, the subject lands are designated Residential Land Use (see **Figure 3 – City of Belleville Official Plan Schedule 'B'**) and the applicable policies are discussed below.

2.2.1 RESIDENTIAL LAND USE

Section 3.10 of the CBOP includes policies related to the Residential Land Use designation which is considered to be “areas of the City within which the majority of housing development”. The permitted uses within the designation include “residential development at low, medium and high densities with forms ranging from single detached dwellings to various types multiple unit dwellings, under various forms of tenure (freehold, rental, cooperative, condominium)”.

Section 3.10.2 of the CBOP states that

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 single detached dwellings and semi-detached 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 mid-rise multi-unit complexes, developed up to 60 units per hectare net residential density.*
- iii. High density residential uses would normally include various types of multiple dwellings such as mid-rise and high-rise multi-unit complexes, developed up to 115 units per hectare net residential density.*

The proposed development, at a density of approximately 114 units per hectare, is classified as a high density residential use, represents a form that is appropriate within the Residential Land Use designation and provides a suitable form of intensification and redevelopment that is encouraged within the urban serviced area of the City.

Furthermore, Section 3.10.2 acknowledges that the type and arrangement of dwellings and densities are important to the character of the City and specific residential neighbourhoods and states that

ideally all neighbourhoods should contain a mixture of dwelling types at different densities, but in some cases this is not possible nor is it desirable; some neighbourhoods therefore may consist predominantly of one form of housing whereas other neighbourhoods would have greater variety. Care should be exercised however to not create areas of excessively high densities without ample supply of municipal services and community facilities to meet the needs of such a neighbourhood. In establishing residential densities for neighbourhoods, Council should consider: the capacity of servicing systems to adequately handle the traffic, water and sewage flows, and other services to and from the area once fully developed; the capacity of schools, parks, and other soft services in the area to adequately service the neighbourhood; and the availability of or the ability to provide transit services. Council may specify a maximum overall density for any residential neighbourhood through policies in this Plan or through a secondary plan.

The proposed development will contribute to a mixture of dwelling types and densities within the surrounding neighbourhood, which is currently characterized by predominantly low density residential uses, but is transitioning to higher densities, as exemplified by several higher density apartment buildings recently constructed along the Dundas Street West corridor. The introduction of a multi-unit apartment building on the subject property will provide a range and variety of housing options within the neighbourhood without overwhelming the landscape.

With respect to the capacity of municipal services and community facilities, the proposed development will not result in excessively high densities that cannot be supported by the existing infrastructure and services in the area. Specifically:

- **Servicing Capacity:** The servicing studies confirm that the existing municipal sanitary sewer and water systems have adequate capacity to accommodate the water and sewage flows generated by the proposed development once fully built out. The Servicing Brief demonstrates that the local road network can accommodate the additional traffic generated by the development without the need for any improvements.
- **Schools, Parks and Soft Services:** The subject lands are located within an established residential neighbourhood that is adequately serviced by schools, recreational trails, parks, and other community facilities.

- **Transit Services:** As noted, the proposed development is located close proximity to a transit stop which will provide future residents with access to public transit services.

Given the above, it is our opinion that the proposed density of approximately 114 units per hectare is appropriate for the subject lands and will not create an area of excessively high density. The proposed development will be adequately supported by existing municipal services and community facilities and will contribute to a desirable mix of dwelling types and densities within the subject area.

2.2.2 CRITERIA FOR HIGH DENSITY RESIDENTIAL DEVELOPMENT

Section 3.10.2 of the Official Plan provides locational criteria that Council should be guided by when considering proposed high density residential development outside the City Centre designation. The following is an assessment of the proposed development against these criteria:

i. The lands should have direct frontage on or immediate access to arterial or major collector roads; developments with access only to collector streets should generally be smaller scale.

The subject lands have direct frontage on Dundas Street West, which is classified as an arterial road in the City of Belleville’s road network. It is our opinion that the proposed development is of an appropriate scale in relation to the road classification.

ii. The main access routes to such developments should not be through areas of low density residential development.

The main vehicular access to the proposed development will be directly via Dundas Street West which does not travel through significant areas of low-density residential development and is the City’s primary east-west arterial along the shore of the Bay of Quinte.

iii. The preferred locations for large-scale high-density residential developments would be along major arterial roads or at major intersections where access to two or more major transportation corridors is available.

It is our opinion that the proposed development is not considered “large scale” in the context of this policy. The proposed five (5) storey building containing 39 units is considered a modest form of high-density development that is appropriate for the subject lands.

iv. High density residential development should be directed to areas which are adequately serviced with open space and other required community facilities and services, all of which should be of sufficient size to meet the needs of the residents of the housing development.

v. While not a prerequisite, a preferred location for large scale high density residential development would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, churches).

As noted, the subject lands are located within an established residential area that is adequately serviced with recreational trails, open space, parks (including the adjacent Bayshore Park), schools, community facilities, and other municipal services. These uses will help serve the future residents of the proposed development.

vi. As the potential impact of high density residential uses on adjacent or nearby residential uses can be significant, care should be exercised when determining building heights, setbacks, buffering, and building orientation (fenestrations) to ensure the impact of such development on residential areas of lower density is minimized; however, where unreasonable land use conflict between high density residential development and areas of lower density would be unavoidable, high density residential development should not be permitted. Further, Council should carefully consider the character of a neighbourhood when determining the appropriate locations for high density residential development.

The proposed development has been designed with careful consideration to the impact on adjacent lower density residential uses. The five (5) storey building height is a mid-rise form that would not significantly impact the adjacent uses. The building has been oriented along the western lot line – which is adjacent to a park – in order to avoid impacts to the low-density residential uses to the east.

Furthermore, as discussed in the following Section of this report, the proposed development cannot achieve full compliance with the 45-degree angular plane requirement from the adjacent lower density residential property. However, alternative compatibility measures are proposed to achieve the intent of this policy and ensure compatibility with the surrounding area, including narrowing of the building footprint at the front of the property (adjacent to

the low density development to the east) and the installation of fencing and landscaped features along the east lot line, to be confirmed during the Site Plan Approval process.

Section 3.10.2 of the Official Plan contains further specific policies that apply to the appropriateness of residential development or redevelopment in terms of built form and density. Specifically, it states that if:

- i. a property is located outside the City Centre designation on Schedule 'B'; and*
- ii. it is proposed for rezoning to a higher magnitude residential or mixed use zone; and*
- iii. the property would be adjacent to a lower magnitude zone after the proposed rezoning; and*
- iv. the proposed development has a density of 60 units per net hectare or greater, and/or the proposed development is taller than three storeys,*

then the rezoning may be approved subject to an Urban Design Brief prepared by a qualified professional that is required to address conformity with the City's urban design guidelines and the appropriateness of incorporating the following into the rezoning:

- An angular plane requirement of 45 degrees (drawn from the foundation of the closest main residential dwellings on all adjacent lower magnitude residentially zoned properties); and*
- A minimum rear setback of 7.5 metres from the rear lot line shared with the lower-magnitude residentially zoned property, if the provisions of the zoning by-law would otherwise allow a lesser setback.*

The proposed development triggers all five (5) criteria identified in the above policy. However, the proposed five (5) storey building cannot achieve full compliance with the 45-degree angular plane requirement drawn from the foundation of the closest main residential dwellings on all adjacent properties.

Due to the configuration of the subject lands, the lot dimensions, and the location of the existing adjacent residential dwelling in relation to the proposed building envelope, it is our opinion that the 45-degree angular plane requirement would necessitate a significant reduction in building height or a significant increase in the building setback from the adjacent property boundary, either of which will compromise the ability to achieve an appropriate density on the subject lands.

As noted, the City of Belleville has initiated a City-wide Official Plan Amendment (OPA) which, among other administrative updates and provincial alignment changes, proposes to remove Section 3.10.2 g) in its entirety. It is our understanding that the proposed OPA will be subject to a Public Meeting potentially in May 2026 and is anticipated to receive a decision in June 2026 as per correspondence with Staff (**Appendix A**). Although this policy is not yet in place, it is indicative of the future direction and intent of the City's urban design policies.

Given that the proposed development may not fully comply with the 45-degree angular plane requirement, the following alternative measures will be proposed so that the development is compatible with the adjacent uses:

- i. Enhanced landscaping and buffering, including privacy fencing, will be provided along the eastern property boundary. A detailed Landscaping Plan will be provided during the Site Plan Approval stage; and
- ii. Building fenestrations on the eastern side that faces the adjacent residential dwelling will be designed and placed to minimize privacy impact.

It is our opinion that the above alternative measures will achieve the intent of the 45-degree angular plane requirement, which is to ensure that high density residential development does not result in unreasonable impacts on adjacent lower density residential areas.

Given the above and having regard to the direction of City Staff, it is our opinion that the proposed development is appropriate for the subject lands and conforms to the CBOP.

2.2.3 URBAN DESIGN POLICIES

Section 7.6 of the CBOP establishes urban design policies that are applicable to all development applications. The proposed development has been designed in consideration of these policies, as demonstrated herein.

In particular, Section 7.6.2.5 (Built Form, Scale, and Massing) of the Official Plan states that new buildings shall be attractive, functional, and compatible with nearby existing buildings and planned development in relation to massing, scale and design, and with the overall streetscape. The policy further notes that building design for multi-residential uses shall consider locating buildings close to the street, orienting primary facades and pedestrian entrances to public street frontages, incorporating exterior design elements, and creating private and shared amenity areas.

Section 7.6.2.5 (c) further states that an appropriate transition in scale shall be provided between buildings, the public realm, and abutting development, through a variety of design methods including angular planes, stepping height limits, location and building orientation, and the use of setbacks and stepbacks of building mass.

The proposed five (5) storey apartment building will be designed to be compatible with the surrounding built form and to provide an appropriate transition in scale in accordance with the above policies. Specifically, the proposed development addresses the urban design policies of the Official Plan as follows:

- i. The proposed development is located in close proximity to recreational trails and parks and the primary entrance will be oriented toward Dundas Street West which contributes to an active and pedestrian-friendly streetscape;
- ii. The building will incorporate facade articulation, material variation, and architectural elements at the ground level to provide visual interest, reduce the perceived massing of the building, and contribute to the character of the streetscape;
- iii. Private and shared amenity areas, including indoor and outdoor amenity spaces will be provided within the ground storey as well as on the rooftop;
- iv. An appropriate transition in scale to the adjacent lower density residential properties is achieved through appropriate setbacks along with landscaping and buffering, which will reduce the visual impact of the building and mitigate privacy and shadow concerns on neighbouring properties;
- v. The site will be designed with consideration for safety and security, incorporating principles of Crime Prevention Through Environmental Design (CPTED), including optimum lighting of parking areas, building entrances, and pedestrian walkways, clear

sightlines throughout the site, and the avoidance of hidden or concealed areas that could compromise the safety of residents and visitors;

- vi. Parking areas will be located to the rear and side of the building to minimize their visual exposure to the street, in accordance with Section 7.6.2.4 (e) of the Official Plan; and
- vii. The development will include landscaping, including tree planting and enhanced landscape treatments along the property boundaries.

It is our opinion that the proposed development conforms to the urban design policies of the CBOP. It should be noted that the proposed development will be subject to site plan approval which will provide additional details regarding the design of the development.

2.2.4 SENSITIVE LAND USES POLICIES

The subject lands are located in close proximity to the Canadian Pacific (CP) Railway corridor and as such, relevant policies related to sensitive land uses apply to the subject lands.

Section 3.10.2 of the Official Plan states that

where any residential development is proposed to be established adjacent or in close proximity to uses or facilities which could have significant impact on such development (i.e. due to noise, light, or visual impact), Council should ascertain and provide for the most appropriate means of mitigating such impacts, including: buffering through use of plantings, fencing, berming; increased setbacks; solid structural barriers; and/or architectural design (orientation of building fenestrations).

The Official Plan further states that Council may require the preparation of noise and vibration attenuation studies as set out in Section 7.7 of the Plan to ascertain the extent of the potential impact and to identify the most effective mitigative measures.

As noted, a Noise and Vibration Study has been prepared by a qualified engineer to assess the potential impacts of railway noise and vibration on the proposed residential development. The study has been prepared in accordance with the applicable provincial guidelines, including the Ministry of the Environment, Conservation and Parks' Environmental Noise Guideline (NPC-300) and the D-series guidelines, as well as the Federation of Canadian Municipalities (FCM) / Railway Association of Canada (RAC) Guidelines for New Development in Proximity to Railway Operations.

The Noise and Vibration Study has identified the following mitigation measures to ensure that the proposed development will achieve acceptable sound and vibration levels for future residents:

- Issue warning clauses for the proposed building and establish noise control measures in response to impacts from local road and rail traffic.
- The layout of receptors and building features must be maintained as designed, and any deviation from the preliminary mechanical design shall be reviewed by a qualified professional to confirm compliance.
- Construction activity is to be limited to the hours of 07:00 to 19:00, excluding Sundays and statutory holidays, in accordance with the applicable noise by-law.
- Low-impact construction methods where feasible to reduce construction vibration and a certification procedure to confirm that all noise and vibration mitigation measures are implemented during construction.

In addition to the above, a noise barrier or berm will be installed along the property boundary adjacent to the railway line, and the building will be setback at least 30 metres from the mutual property line, in accordance with the FCM/RAC Guidelines.

It is our opinion that the above mitigation measures can be effectively implemented through the site plan approval process which will achieve acceptable levels of noise and vibration attenuation for future residents and will be compatible with the adjacent CP Rail corridor.

2.2.5 SOURCE WATER PROTECTION POLICIES

Section 7.12.1 of the Official Plan establishes policies for the protection of municipal drinking water sources in conformity with the Clean Water Act (2006) and the approved 2019 Quinte Region Source Protection Plan. Given that the subject lands are within Intake Protection Zones (IPZ) 1 and 2, the following policies are applicable:

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

All development and planning applications within any areas designated as IPZ 1 and IPZ-2 will be reviewed in the context of vulnerability to the associated municipal water supply and may require a Section 59 Restricted Land Use Notice issued under the

Clean Water Act (2006) or a risk management plan from Quinte Conservation's Risk Management Official for an application to be deemed complete.

Applications for development within 300 metres of the IPZs identified in the approved Quinte Region Source Protection Plan, shall be circulated to Quinte Conservation for comment and reviewed in the context of source water protection.

The proposed development will be fully serviced by municipal water and sanitary sewer systems, which eliminates the risks associated with on-site sewage disposal that could threaten source water quality. Additionally, it is our opinion that residential uses are typically not considered to be a significant drinking water threat. Furthermore, as discussed in Section of 2.3 of this report, the IPZ Overlay in the City of Belleville Zoning By-law confirms that all uses permitted by the underlying zone remain permitted, provided that no activity prohibited or regulated under Section 59 of the Clean Water Act is undertaken except in accordance with that Act.

It is understood that the application will be circulated to Quinte Conservation for review, and any required Section 59 Restricted Land Use Notice or risk management plan will be obtained as part of the approval process.

Given the above, it is our opinion that the proposed development conforms to the Source Water Protection policies of the CBOP.

Figure 3 – City of Belleville Official Plan Schedule 'B' Land Use Plan–Urban Serviced Area



Dundas Street West Apartments

Kapil Birmhan

421 Dundas Street West
Lot 38 Broken Front
Geog. Township of Sidney
City of Belleville

Project Number: 25-2918

Horiz. Scale: 1:2,000

Date: February 28, 2026

ECOVUE
LAND USE PLANNING & DEVELOPMENT

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Peterborough, ON K9H 3V1
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2.2.6 HOUSING AND RESIDENTIAL INTENSIFICATION POLICIES

Section 7.15 of the Official Plan provides policies regarding the provision of housing to meet the needs of current and future residents. Section 7.15.1 requires that a *“15-year supply of lands designated for residential growth be maintained through residential intensification and redevelopment, and that a 3-year supply of suitably zoned lands be available at all times”*.

The proposed 39-unit apartment will contribute to the City’s supply of residential lands and provide additional housing units in a form and density that is appropriate for the subject lands.

Section 7.16 of the Official Plan supports compatible housing intensification and infill development. The Plan encourages intensification on underutilized sites and directs that intensification areas shall be subject to site plan control to ensure that the design of new intensification sites is context appropriate.

The proposed development represents a form of residential intensification that is compatible with the surrounding neighbourhood. The proposed multi-unit apartment building will be subject to site plan approval, in accordance with the policies of the CBOP, to ensure that the design, including building massing, site access, landscaping and grading, and servicing are appropriate.

Furthermore, Section 7.16 states that the Municipality will consider the impact of intensification on the character of existing neighbourhoods, along with the availability and adequacy of existing municipal infrastructure to service the increased density. As noted in this report, the proposed development has been designed to be compatible with the surrounding neighbourhood and the existing municipal infrastructure has been confirmed to have adequate capacity to service the proposed development.

Given the above, it is our opinion that the proposed development conforms to the policies of the CBOP.

2.2.7 SUMMARY OF CITY OF BELLEVILLE OFFICIAL PLAN

Based on the foregoing, the proposed development conforms to the goals, objectives, and meets the intent of the policies of the CBOP.

The subject lands are designated for residential development, and the proposed 39-unit, five-storey multi-unit apartment building supports the City's intensification and density

targets at a density of approximately 114 units per hectare. The development satisfies the criteria for high density residential development and conforms to the other sections of the CBOP including urban design, the sensitive land uses, Source Water Protection and housing and residential intensification.

2.3 City of Belleville Comprehensive Zoning By-law 2024-100

The subject lands are zoned the Residential Type (R1) Zone and within the Intake Protection Zone (IPZ) and Railway Influence (RI) Overlays, according to Schedule 'A' to the City of Belleville Zoning By-law (CBZBL) 2024-100 (**Figure 4 - City of Belleville Comprehensive Zoning By-law**). According to Table 3-1 (Permitted Main Uses in the Residential Zones) of the CBZBL, the proposed multi-unit apartment building is not a permitted use within the subject zone. As such, a Zoning By-law Amendment (ZBA) is required to rezone the subject lands to a more appropriate Residential Type 3 (R3) Zone.

2.3.1 OVERLAY ZONES

Section 14 of Zoning By-law 2024-100 establishes a series of Overlay Zones that apply additional provisions to lands identified on the Zoning Schedules. Section 14.1 establishes the IPZ Overlay, which states that

the area identified as Intake Protection Zone Overlay on any map to this Zoning By-law is located in an intake protection zone identified in the Quinte Source Protection Plan. The lands within the Intake Protection Zone Overlay are subject to all applicable provisions of this By-law, with the exception that any activity, use or undertaking that is prohibited or regulated under Section 59 of the Clean Water Act is not permitted except in accordance with the Clean Water Act.

The proposed multi-residential development does not constitute an activity, use, or undertaking that is prohibited or regulated under Section 59 of the *Clean Water Act*. The development will be fully serviced by municipal water and sanitary sewer infrastructure, and no land use activities that would pose a threat to the municipal drinking water source are proposed. As such, it is our opinion that the proposed development complies with Section 14.1 of the CBZBL. Furthermore, it is understood that a review from the Quinte Conservation's Risk Management Official will be completed as part of the review and approval process.

Section 14.4 establishes the Railway Influence (RI) Overlay, which applies additional provisions to lands located in proximity to railway corridors. Section 14.4(1) states that "*despite any other provisions of this By-law, the following provisions apply to the use of land and the*

erecting, locating, and using of buildings or structures in the Railway Influence Overlay subject to the general provisions of Section 15 of this By-law.

a) No dwelling, dwelling unit, community facility use or a use involving public assembly is permitted to locate within 300.0 metres of the Canadian Pacific Railway or Canadian National Railway right-of-way unless such use and development is in accordance with railway noise, vibration and safety impact studies satisfactory to the municipality in consultation with the relevant Railway.

b) Despite Subsection (a) or any other provisions of this By-law, all new dwellings shall be setback a minimum of:

i) 15 metres from a principal branch line or secondary branch line.

ii) 30 metres from a principal main line or secondary main line."

The proposed multi-residential development is located within 300 metres of a railway right-of-way and as noted, a railway noise, vibration, and safety impact study has been completed in consultation with the relevant railway company, and the proposed development has been designed to meet the minimum setback requirements. Furthermore, the recommendations of the Noise and Vibration Study include mitigation measures that will be implemented as conditions of Site Plan Approval. As such, the proposed development complies with the provisions of the Railway Influence Overlay.

Below is a table outlining the proposed lot regulations in comparison to the R3 Zone, and other general provisions of the CPZBL (non-complying regulations are shown in **bold** and *italics*).

Table 1 – Zone Requirements of the R3 Zone and Proposed Development

Lot Regulation (R3 Zone)	Required	Proposed
Min. Lot Area	87 sq.m per unit (3,741 sq.m)	87.7 sq.m per unit (3,419.4 sq.m)
Min. Lot Frontage	24m	26.8m
Max. Height	27m	≤27m
Max. Lot Coverage	30%	29.9%
Min. Landscaped Area	40%	35.8%

Min. Front Lot Line Setback	7.5m	6 m
Min. Int. Side Lot Line Setback	Half the height of the building (8.25m)	3m
Min. Ext. Side Lot Line Setback	n/a	n/a
Min. Rear Lot Line Setback	7.5 m	30.0 m
Min. Resident Amenity Areas	18.5 sq.m per unit (777 sq.m)	26.4 sq.m per unit (1,109 sq.m)
Min. Vehicle Parking Spaces	0.5 spaces per unit + 0.2 spaces per unit for visitors. 5% being accessible spaces (31 spaces [2 accessible spaces])	1.07 spaces per unit (42 spaces [2 accessible spaces])
Min. Off Street Loading Spaces	Building with greater than 2300 sq.m of GFA = 2 loading spaces	1 loading space
Min. Bicycle Storage Spaces	0.5 spaces per dwelling unit (22 spaces)	0.5 spaces per dwelling unit (22 spaces)

Based on the above, the proposed development will not meet several lot regulations of the R3 Zone. As such, it is proposed that the subject lands be rezoned to the R3 Exception Zone in order to recognize the site-specific provisions.

Residential Type 3 Exception (R3-XX) Zone

- **Reduced Minimum Landscaped Area (35.8% where 40% is required)** – The minimum landscaped open space requirement ensures adequate visual buffering between uses, supports stormwater infiltration and management, and contributes to the overall livability and amenity of a development.

The reduced landscaped area will be offset by the rear yard setback of 30.4 m from the CP Rail Line, which provides a significant open area at the rear of the site. The development can adequately accommodate stormwater and will incorporate landscaping throughout the site, including within amenity areas and along the boundaries to enhance the visual character. Therefore, it is our opinion that the

proposed landscaped area is appropriate for a mid-rise multi-unit residential development and is consistent with the urban context of the surrounding area.

- **Reduced Front Yard Setback (6 metres where 7.5 metres is required)** – The intent of the front yard setback provision is to establish a consistent streetscape, ensure appropriate building separation from the road, and provide space for landscaping, pedestrian movement, and utilities.

The proposed reduction to 6 metres is marginal and considered appropriate as the development will continue to provide a defined and functional interface with Dundas Street West. The reduced setback facilitates a more compact and efficient site layout while still accommodating adequate landscaping and pedestrian connection.

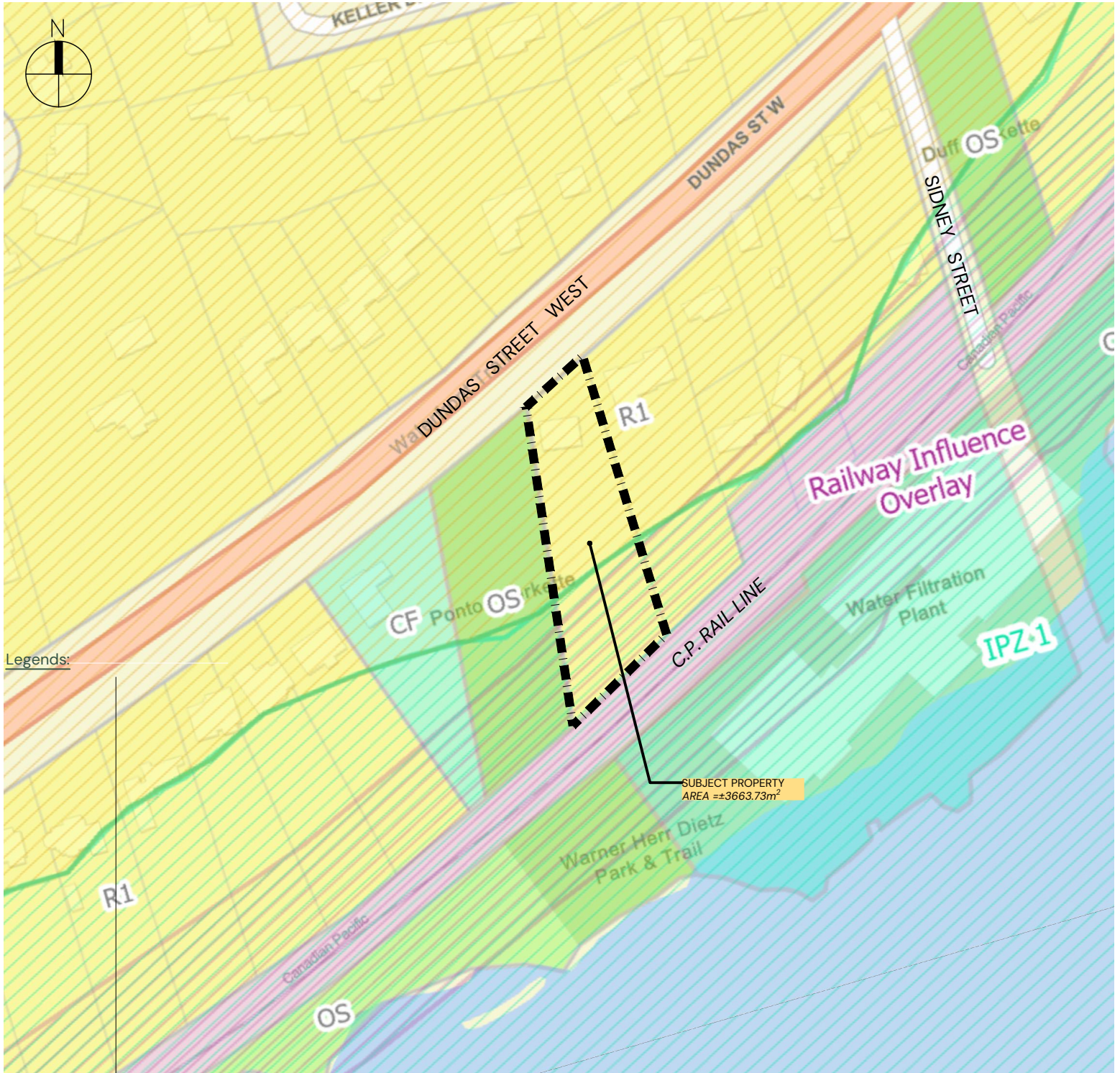
- **Reduced Interior Side Lot Line Setback (3 metres where 8.25 metres is required – West Side Only)** – The intent of this provision is to ensure adequate separation between buildings for light, privacy, and access. The reduced interior side yard setback is appropriate given the site configuration and the adjacent land use, which is a public park. The proposed building will be designed to minimize overlook and shadow impacts on adjacent properties.

The proposed rear yard setback of 30.4 m ensures that the overall massing remains appropriate, and it is our opinion that the requested reduction allows for a more efficient use of the site by providing adequate access for servicing, emergency vehicles, and pedestrians.

- **Reduced Off Street Loading Spaces (1 loading space where 2 are required)**–The proposed multi-residential building is not expected to generate frequent or large-scale deliveries, and it is our opinion that a 39-unit building can be adequately accommodated by a single loading space.

Given the above, it is our opinion that the proposed development is appropriate for the given area and complies with the intent of the CBZBL.

Figure 4 – City of Belleville Zoning Bylaw Schedule 2024-100



Legends:

Dundas Street West Apartments
Kapil Birmhan
 421 Dundas Street West
 Lot 38 Broken Front
 Geog. Township of Sidney
 City of Belleville

Project Number: 25-2918

Horiz. Scale: 1:2,000

Date: February 28, 2026

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3.0 Summary


This planning report describes a Zoning By-law amendment (ZBA) that will permit a 39 unit-apartment building at 239 Dundas Street West, Belleville. The report provides an analysis of the application in the context of the Provincial Planning Statement 2024 (PPS), the City of Belleville Official Plan (CBOP), and the City of Belleville Comprehensive Zoning By-law (CBZBL).

Based on the foregoing, it is the opinion of the author that:

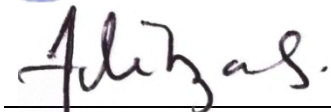
- The proposed intensification and redevelopment of the site is consistent with the applicable policies of the PPS.
- The proposed development conforms to the City's Official Plan and complies with the intent of the Zoning By-law, although a ZBA will be required to permit the proposed development. This Planning Report sets out the details of the proposed ZBA, which is consistent with the PPS and conforms to the CBOP.
- The proposed development represents good planning and is in the public interest.
- The application for Zoning By-law Amendment should be approved.

Respectfully submitted,

ECOVUE CONSULTING SERVICES INC.



J. Kent Randall B.E.S., MCIP, RPP
Principal Planner



Aditya Srinivas, B.Sc., PGDip, PMP
Planner





4.0 Appendices

4.1 Appendix A:

Pre-Consultation Notes



City of Belleville

Engineering & Development Services Department

Approvals

Telephone: (613) 967-3288

Email: planning@belleville.ca

File: PLPRE20250369

E-mailed response to:
krandall@ecovueconsulting.com

January 14, 2026

Kent Randall
416 Chambers Street
Peterborough, ON K9H 3V1

Attention: Kent Randall

**RE: Pre-Consultation Meeting
239 DUNDAS ST W [PID:9522] [Roll:120806018523701], CITY OF
BELLEVILLE, COUNTY OF HASTINGS**

Further to the pre-consultation meeting held on January 7, 2026, concerning the development proposal for above-noted property, and please find below application requirements for your proposed Planning Application Submittal.

The below documents will be required for a complete application submission. Please note that additional documents may be required once the application has been received for processing. **In addition, this letter is required to be submitted with any application indicated below.**

- **Zoning By-law Amendment**
 - Application Form
 - Your proposed rezoning application is to change the current zoning from the subject property from Residential Type-1 (R1) Zone to a Residential Type-3 (R3) Zone with special provisions. You are required to complete a rezoning application which can be found on the City's webpage. Once you have gathered all the necessary information and are ready to submit your rezoning application, you must do so through CityView. This process is similar to how you submitted your pre-consultation application.
 - Archaeological Assessment
 - Your subject property has been found to be located within an

archaeological assessment area, as it is within 300 m from a water feature.

The City's Official Plan outlines that development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. Prior to the approval of development in areas known to contain an archaeological site or considered to have significant potential as an archaeological site, an archaeological assessment report is to be completed by qualified a licensed archaeologists. Such reports must be completed in compliance with guidelines and licensing provisions set out by the Ministry of Heritage, Sport, Tourism and Culture Industries.

- Functional Servicing Study
 - No Additional Comments
- Other / Miscellaneous
 - The next Planning Advisory Committee meeting is scheduled on March 2. The deadline for this meeting is January 26. Please see Section 16.23 Heights of Buildings and Structures in zoning By-law 2014-100 in respect of your proposed building height. In addition, the proposed enclosed rooftop amenity area is to be accounted for in the proposed building height. Please note that if your proposal involves a density exceeding 115 units per hectare, an Official Plan Amendment (OPA) would be required. In this case, you would need to correspond with Staff to obtain a revised application checklist, which would include an updated checklist and staff feedback on the proposal's feasibility.
- Elevation Drawings
 - No Additional Comments
- Noise Impact Study
 - Your property is abutting CP railway, requiring a noise impact study in accordance to the Railway Guideline Document.
- Concept Plan / Sketch of Proposal
 - No Additional Comments
- Zoning Matrix
 - Please provide an updated zoning matrix based on discussions from the pre-consultation meeting, including but not limited to the required front yard setback, interior side yard setback, maximum lot coverage, minimum landscape area, amenity area and parking.
- Site Photos
 - Please provide approximately five (5) photos of the site for visual perspective.
- Planning Justification Report
 - Please provide a planning justification report to support your proposed rezoning application. This should also take into account any site specific zoning being proposed.
- Perspective Drawings

- No Additional Comments
 - Vibration Impact Study
 - Your property is abutting CP railway, requiring a Vibration impact study in accordance to the Railway Guideline Document.
 - Pre-Consultation Checklist
 - This checklist is to be submitted as part of your complete application for rezoning.
 - Transportation /Traffic Study
 - No Additional Comments
- **Site Plan Approval**
 - Application Form
 - No Additional Comments
 - Cash-in-lieu of Parkland Appraisal Report
 - No Additional Comments
 - Functional Servicing Study
 - No Additional Comments
 - Grading & Drainage Plan/Drawing
 - No Additional Comments
 - Site Plan Drawing
 - No Additional Comments
 - Elevation Drawings
 - No Additional Comments
 - Landscape Plan/Drawing
 - No Additional Comments
 - Zoning Matrix
 - No Additional Comments
 - Pre-Consultation Checklist
 - No Additional Comments
 - Lighting & Photometric Design Study
 - No Additional Comments
 - Erosion & Sediment Control Plan(s)
 - No Additional Comments
 - Site Servicing Plan/Drawing
 - No Additional Comments
 - Transportation /Traffic Study
 - No Additional Comments
 - Noise Impact Study
 - No Additional Comments
 - Stormwater Management Report/Plan
 - No Additional Comments

For more information, the application can be inspected through the CityView Portal at <https://building.belleville.ca/cityviewportal>. If you have any questions, please do not hesitate to get in touch by email at planning@belleville.ca or by telephone at (613) 967-3288.

Please note that this email checklist is valid for application submitted up to 9 months from the date of issue by the City. For applications to be submitted beyond this time, a follow-up pre-consultation or correspondence from staff will be required to update the contents of the checklist.

Kind Regards,

A handwritten signature in blue ink that reads "Francis". The signature is written in a cursive style with a large initial 'F'.

Kimar Francis,
Principal Planner



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