



Planning Justification Report

211 Bell Boulevard

Choice Property Limited Partnership

Zoning By-law Amendment and Official Plan Amendment

City of Belleville

January 2023

Prepared for:

Choice Property Limited Partnership
Wellings of Belleville Inc.

PLANNING JUSTIFICATION REPORT

Seniors Independent Living Residential Development

211 Bell Boulevard City of Belleville

Official Plan Amendment
Zoning By-law Amendment

City of Belleville
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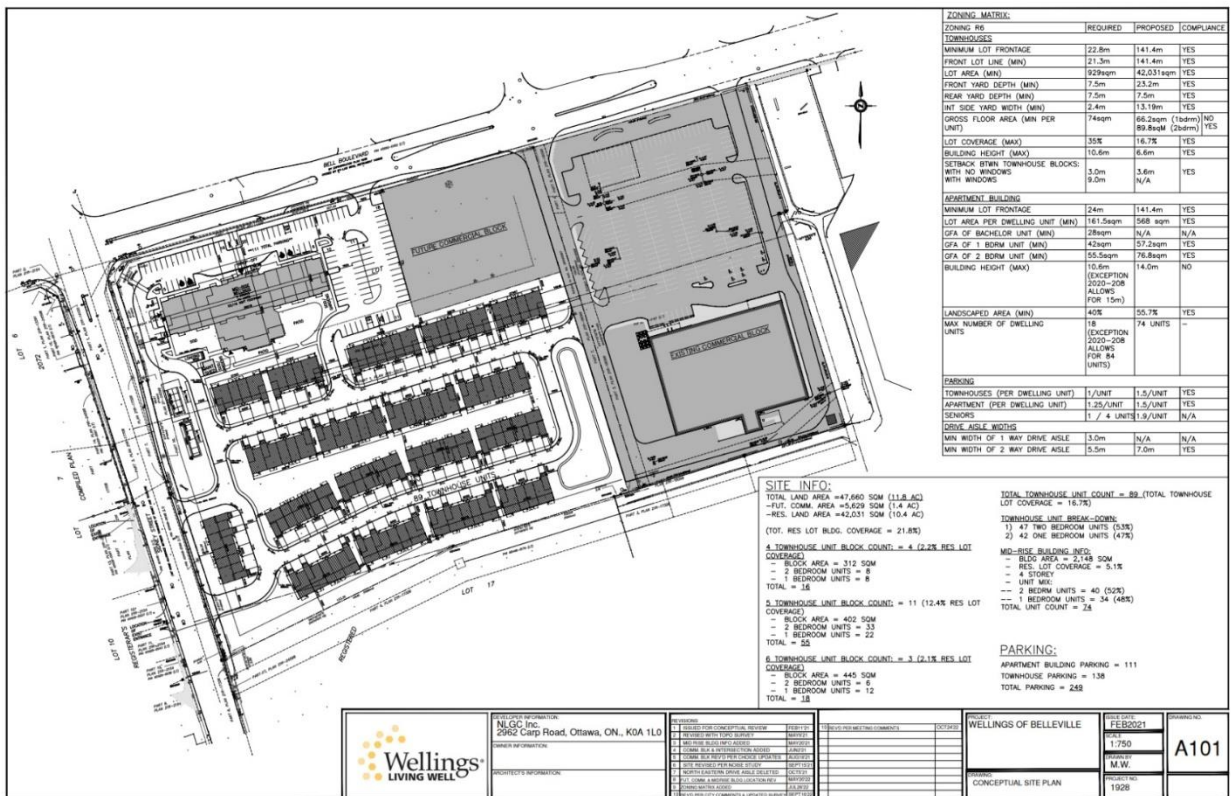
1.0 INTRODUCTION

1.1 Background

This report has been prepared to coordinate the preparation and submission of an Official Plan Amendment and Zoning By-law amendment for a portion of the property known as 211 Bell Boulevard (the amendment area). The applications are being submitted on behalf of Choice Properties Limited Partnership (the Owners) and Wellings of Belleville Inc. (the Developers).

The Owners are seeking to add a site-specific Official Plan Policy and site-specific Zoning provisions to permit a 4 storey, 74-unit seniors independent living residential mid-rise building and 18 bungalow townhouse blocks providing 89 units in a vacant portion of the landholding, referred to in the Report as the 'Site Area' (shown in the figure below).

Figure 1
Site Plan of Proposed Development (NLGC, 2022)



The proposed Official Plan policy and Zoning Provisions for the Amendment Area will facilitate the development of a 11.8 - acre (4.7 hectare) portion of the Choice Land Holding at 211 Bell Boulevard. As seen on the site plan, in the north-east corner of the site exists a 1.5 - acre section which is owned by Choice and will be developed in the

future. That land is not included in this Report, and the site area refers to the remaining 10.3 - acre portion of the landholding.

The Proposed Development at 211 Bell Boulevard consists of a 4-storey mid-rise residential building with 74 independent living suites, a restaurant/dining area, bar, personal service area, and fitness area for the residents and 89 bungalow townhouse units. The townhouse units will be part of a 4-, 5- or 6-unit townhouse block, the breakdown of such can be seen in the site plan. Parking will be accommodated on the site, with 249 total spaces being provided. 111 spaces will be for the midrise building and 138 spaces for the townhouse units.

The Site currently has a Commercial land use designation (Bell Boulevard Area) in the City of Belleville Official Plan. The site is currently zoned Highway Commercial with Special Provisions (By-Law 10245).

1.2 Proposed Applications

The Owner and Developer are proposing an Official Plan Amendment application that would allow a residential 4 – storey independent living seniors mid-rise building with 74 units and main floor amenities suited to the residents, including central dining area/restaurant, personal service, bar, fitness area as well as 89 bungalow townhouse units. The amenity areas are for the use of the residents. The amendment would allow the residential use at 211 Bell Boulevard.

The Owner and Developer are proposing a Zoning By-law Amendment application for the Site that would add the following use:

- 4 -storey mid-rise building – 74 Units
- Bungalow townhouses – 89 Units
- Residential Seniors independent living suites
- Main floor restaurant/dining, personal service, fitness area and bar

The proposed Zoning By-law Amendment would apply to the site together with the Official Plan Amendment and proposes the following zoning category R6 RESIDENTIAL SIXTH DENSITY ZONE with Special Exception Zone:

- Apartment height: 15.5 m
- Minimum gross floor area per unit: 66.2 sqm for 1 bedroom units

The conceptual development plan submitted to the city on August 25th, 2021 and Staff Comments from the Pre Application Consultation were received on October 8, 2021. The Record of Pre-Application Consultation requires a Concept Plan, Plan of Survey, Landscape Plan, Elevation Drawings, Planning Justification Report, Zoning Matrix, Proposed Draft By-Law Amendment, Noise Impact Study, Functional Servicing Study, Traffic Impact Study, and a Pre-submission Site Visit with Approvals Staff to assess the proposed application's consistency with the applicable provincial and municipal policy as well as the application's suitability with the Site.

1.3 Report Content and Structure

This Planning Justification Report provides the following justification and professional opinion for the proposed Official plan and Zoning By-law Amendment:

- Section 2 is a description of the site's existing condition and its context within Belleville and the immediate surrounding neighbourhood;
- Section 3 is a summary of the proposed site master plan, including a description of the layout, uses and form;
- Section 4 is an outline of the proposed planning applications and the intended future applications required for the proposed development;
- Section 5 is a summary of the findings of the studies and reports prepared in support of the OPA and ZBA applications;
- Section 6 is an overview and analysis of the relevant provincial and municipal planning policies to the proposed OPA and ZBA applications; and
- Section 7 is a planning opinion and justification supporting the proposed OPA and ZBA applications

2.0 LOCATION, SURROUNDING USES AND DEVELOPMENT PROPOSAL

2.1 Site Location and Description

The area subject to the OPA and ZBA is part of a large commercial complex located south of Bell Boulevard, east of Sidney Street and west of the existing No Frills grocery store. It is bordered on the north by Bell Boulevard, on the west by Sidney street, on the south by low density residential, and on the east by the NoFrills grocery store. In the North East corner of the site exists 1.4 acres of land that is designated as future commercial space.

The proposed Official Plan Amendment and Zoning By-law Amendment references the vacant portion of the landholding south of Bell Boulevard, east of Sidney Street and west of the existing No Frills grocer store. For the purpose of the Report, the 'Site' in the area shown in **Figure 1** is approximately 10.4 acres (42,031 square metres) in size with frontage on Bell Boulevard and Sidney Street.

Primary vehicular access to the Site is via Sidney Street and Bell Boulevard. There are four direct accesses to the 'Site', with two along Sidney Street, one along Bell Boulevard and one entering from the NoFrills parking lot on the eastern boundary of the site.

The vegetation on the Site is extremely limited as the surrounding commercial area has already been developed. The topography of the Site is relatively flat.

2.2 Surrounding Neighbourhood Context

The Site is in a large commercial area that includes large format and retail strip plazas (**Figure 2**). This area is part of the Bell Boulevard Area as designated in the Belleville official plan.

Located to the south of the Bell Boulevard Area is a neighbourhood with low density residential uses. The residential uses along Tracy Street directly to the south of the site are zoned R2 Residential Second Density (By-Law 10245).

The Site is well served by public transportation with several bus routes running east-west along Bell Boulevard as well as north-south along Sidney Street. The nearest bus stop is at the intersection of Bell Boulevard and Sidney Street. Access to Riverside Park is approximately 1 km to the West of the site, which gives bike and pedestrian access to Downtown Belleville.

Figure 2- Transit Provisions

Source: Nexttrans (2022)

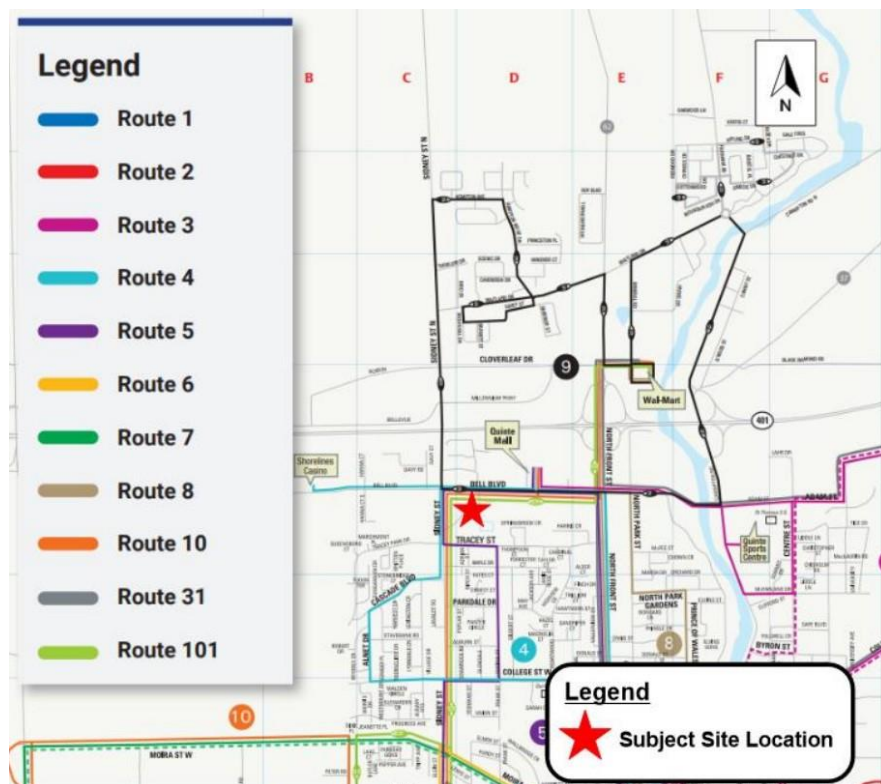


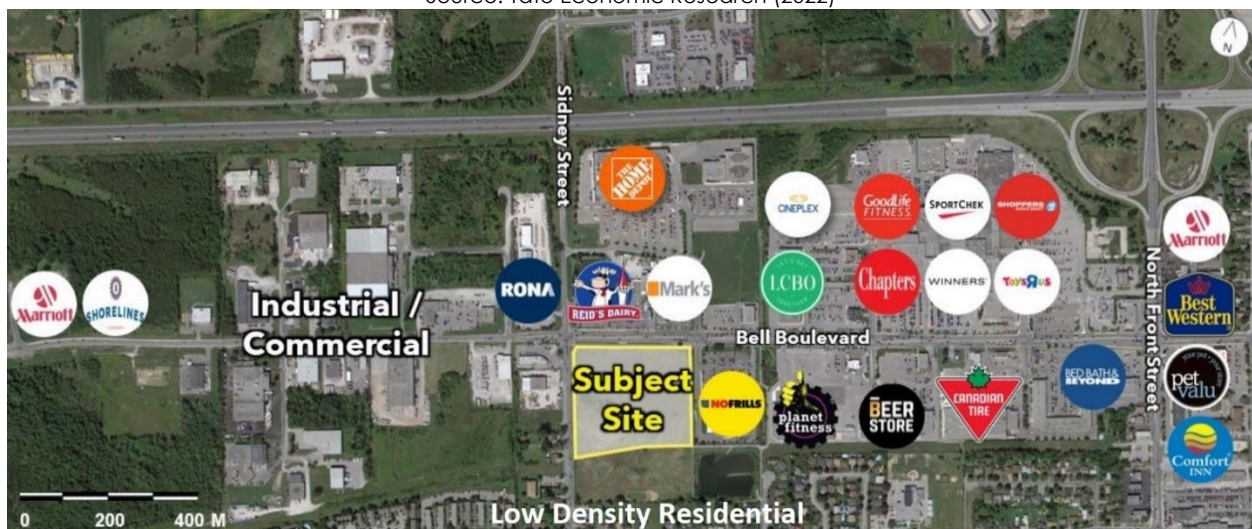
Figure 3- Site Location and Context
 Source: Tate Economic Research (2022)



2.2 Site Context and Surrounding Uses

The surrounding uses (Figure 2) include low density commercial/retail to the north and east, low density residential to the south, and industrial uses to the west.

Figure 4 - Commercial Area Context Plan
 Source: Tate Economic Research (2022)



3.0 PROPOSED DEVELOPMENT CONCEPT

3.1 Development Vision

The Owner and Developer are seeking to develop the Site area into a modern, mixed-use development in accordance with the intent of the policies outlined in the City of Belleville Official Plan and Zoning By-law. The development consists of seniors apartments and bungalow townhouses on the Site, a vacant 4.2 hectare portion of the Owners' landholding. The proposed development on the Site integrates seniors into the community by providing quality suites in proximity to the existing commercial amenities. The apartment includes ground floor residential amenities with 4 storeys of apartment suites. The townhouses are slab on grade 1 storey units. Both the apartments and townhouses have full kitchens and laundry with 1 or 2 bedrooms.

3.2 Concept Plan

The Proposed Development consists of the construction of a 4-storey seniors residential mid-rise building, with 74 units along with 89 townhouse bungalow units, within 18 townhouse blocks. The ground level of the apartment will include common amenity areas for the building residents as well as apartment suites. Surface parking will be provided for the residents, staff and visitors (**Figure 3**).

Building Design

Preliminary elevations are included in **Figure 4A and 4B**. The Site will be accessed through two entrances off Sidney Street, one off Bell Boulevard, and one from the NoFrills to the east of the property. Residential amenity space for the residents will be provided on the ground floor. Balconies will be included for each apartment unit. The townhouses will have rear yard amenity space and garages.

The mid-rise building height will be 13.8 metres tall.

Building Amenities

The proposed apartments will benefit from indoor amenity space which is proposed to include a dining area, kitchen where meals will be prepared for residents, a personal service area, fitness area and bar. Private amenity space will include balconies for the mid rise. Garages and rear yard amenity area for the townhouse blocks.

Parking

The proposed development includes 249 surface parking spaces. The parking spaces will include 111 for the apartment building and 138 for the townhouse blocks. The number of spaces equal to 1.5 space per dwelling unit, more than required in the official plan. Four of the spaces will be accessible.

Access and Circulation

Vehicular access to the Site is through Sidney Street with two entrances, through Bell Boulevard with one entrance, and through the NoFrills private road with one entrance .

Pedestrian access is provided along Sidney Street and Bell Boulevard.

Open Space and Vegetation

The Site is located about 1.2 kilometres from Riverside Park, and about 0.5 kilometres from Parkdale Veterans Park and Cascade Park. It is also within proximity to bicycle paths, golf courses and the waterfront trail.

Figure 5A: Concept Colour Elevations Midrise
Source: Nautical Lands Group, 2021



Figure 5B: Concept Colour Elevations Townhouse Blocks
Source: Nautical Lands Group, 2022



4.0 PROPOSED APPLICATIONS

To facilitate the development of the site as residential, the following planning applications are required:

4.1 Official Plan Amendment

211 Bell Boulevard is designated Commercial in the City of Belleville Official Plan, as part of the Bell Boulevard area. As can be seen on the Official Plan Schedule, the site is in an area for additional intensification.

The requested Official Plan Amendment (OPA) would redesignate the land as medium density residential, which would permit a senior's mid-rise apartment with 74 units along with 89 townhouse units. Justification for the proposed Official Plan amendment is provided in Section 6 of this Report.

The Proposed Draft Official Plan Amendment is included in **Appendix B**.

4.2 Zoning By-law Amendment

The Site is zoned C3-45 Highway Commercial With Special Provisions within The Corporation of the City of Belleville Zoning By-Law 10245. The requested Zoning By-law Amendment (ZBA) would apply to the same area as the Official Plan Amendment.

The highway commercial zone permits a wide range of commercial uses, including hotel, eating establishment, retail store, service shop, and more. There are no residential uses permitted in highway commercial zones.

The following site-specific zoning regulations are requested:

- The zoning category requested is R6 Residential Sixth Density zone which would permit a 4-storey mid-rise apartment building and townhouse units for seniors on the site;
- The Site shall be subject to the R6 Zone, except for the following provisions specific to the permitted residential uses:
 - Minimum height 15.5 metres
 - Minimum Gross Floor Area (per 1 bedroom unit) 66.2 sqm

Justification for the requested Zoning By-law Amendment is discussed in detail in Section 6 of this Report. The proposed Draft Zoning By-law is included as **Appendix C**.

4.3 Future Applications

Once the Official Plan and Zoning By-law amendments are addressed, the Proposed Development will require Site Plan Approval. During this stage Urban Design criteria will be reviewed. The architectural details, façade treatments will be developed and discussed with municipal staff. The Site Plan Approval requires detailed servicing plans and may require additional or updated reports. Additional reports including a

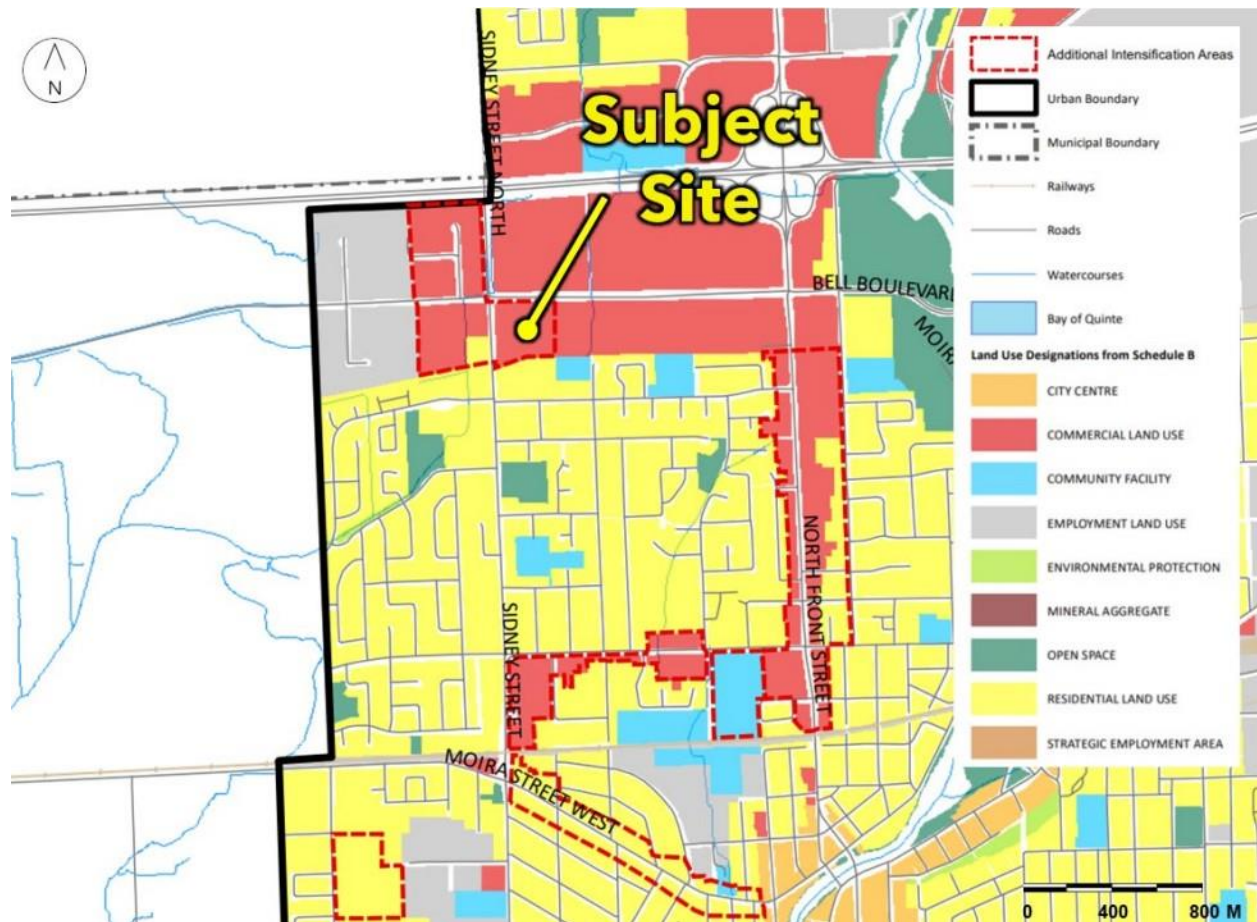
Commercial Assessment Study, Preliminary Geotechnical Investigation, Environmental Site Assessment phase 1 and 2, and Archaeological Assessment Phase 1 and 2 have been prepared in anticipation of the site plan application.

The Owners (Choice) may wish to sever the Site from the surrounding landholdings to separate the residential site from the commercial. There are no plans for further development of the remaining vacant parcel at this time.

The units will be rental units and will not be sold and thus will not require a Draft Plan of Condominium.

Figure 6: Official Plan Schedule

Source: Tate Economic Research, 2022



5.0 Supporting Studies

The following studies analyze the impacts of the Proposed Development of the Site and surrounding neighbourhood and analyse whether the Proposed Development can be successfully accommodated on the Site. The studies were identified in the pre-application consultation as part of the complete application as provided through correspondence by the municipal staff during the Pre-application Consultation. A summary of each of the studies is provide below. For additional the details please review the reports.

5.1 Functional Servicing Report

From Odan Detech's investigation, the site is serviceable utilizing existing sanitary, storm and watermain infrastructure adjacent to the site. The post development 5-year storm design have been maintained at the allocated flow rate for the site. More details can be found in the full Functional Servicing Report.

5.2 Noise Feasibility Study

Wellings 2019 Inc. has retained the services of Aercoustics Engineering Limited to prepare a Noise Impact Study (NIS) for the proposed residential development located in Belleville, Ontario, to assess the noise impact from local road traffic and the existing surrounding commercial dwellings, including the adjacent No Frills food store. The results of the transportation noise study indicate that noise control measures will be required to meet the MECP guideline levels for road traffic noise in rear yard outdoor living areas located on the west side of the site. A potential noise barrier location and height has been recommended. The guidelines levels are predicted to be achieved at all other proposed outdoor living area locations without additional mitigation. It is also predicted that the use of building materials in accordance with the Ontario Building Code should mitigate the noise impact from transportation sources to levels that comply with MECP guidelines for indoor spaces. The noise impact from the neighbouring stationary noise sources around the proposed development is predicted to satisfy the applicable stationary noise limits with the incorporation of the noise controls outlined in Section 5.3. The noise impact of the proposed development on itself and its surroundings is expected to fall below the applicable sound level limits; if desired, additional analysis may be undertaken when additional mechanical equipment selections have been made. As indicated in the MECP implementation guidelines, where mitigation is required or where noise may be a concern, future occupants will be advised through warning clauses. Notes and sample wording for the warning clauses is provided in Section 7 of this report.

5.3 Traffic Impact Brief

The findings and conclusions of this analysis are as follows:

The subject site is currently vacant. The development proposal is to develop the subject lands and build a four (4)-storey mid-rise residential building development with 75 dwelling units and 89 townhouse units with two (2) bedroom units and one (1) bedroom

units. 133 vehicular parking spaces at-grade are proposed on-site for the residential building and 130 vehicular parking spaces are proposed on-site for the townhouses, totalling 279 vehicular parking spaces. Vehicular access to the site is proposed via a full movement driveway onto Bell Boulevard and two (2) full movement driveways onto Sidney Street.

The proposed development is expected to generate 77 new auto trips (18 inbound and 59 outbound) during the AM peak period, and 88 new auto trips (55 inbound and 33 outbound) during the PM peak period. Based on the expected number of trips that the proposed development is expected to generate, it is our opinion that the proposed development will have a negligible impact on the adjacent road network.

In accordance with by-law 10245, the site requires 93 vehicular parking spaces for the mid-rise apartment building and 89 vehicular parking spaces for the townhouse units, totaling 182 vehicular parking spaces for the proposed land use. In comparing the parking requirement with the proposed provision of 277 vehicular parking spaces, there is a surplus of 95 vehicular parking spaces.

AutoTURN software was used to generate a vehicular turning template to confirm and demonstrate the accessibility of the proposed study area. The AutoTURN analysis demonstrates that a HSU TAC 2017 vehicle can access the site and maneuver internally without conflict.

It is NexTrans' opinion that the justifications provided in this report are reasonable and consistent with the sustainability objectives and requirements in the City and County Official Plans.

6.0 Policy Overview and Analysis

The following section sets out the relevant planning policy framework to assess the appropriateness of the proposed Official Plan and Zoning By-law Amendment applications considering Provincial and Town policies.

6.1 Ontario Planning Act, R.S.O 1990, c. P.13

The Planning Act R.S.O 1990, c. P.13 (Planning Act) establishes the policy-led land use planning system for Ontario that outlines matters of provincial interest as part of municipal planning decisions and provides for statutory planning processes in Ontario.

Section 2 of the *Planning Act* identifies the breadth of matters considered as being provincial interest which a municipality must “have regard to” in carrying out its responsibility under the *Planning Act*. These matters are general in nature and broad in range. These matters are captured in more detail through the policy statements and provincial plans issued under the Section 3 of the Planning Act and through the official

plans of the Region of Durham and Town of Whitby, which are reflected in Sections 6.2 through 6.5 below of this Planning Justification Report.

Section 3(5) of the *Planning Act* requires that the decisions of municipal councils regarding the exercise of authority concerning planning matters, including decisions on *Planning Act* applications:

- (a) *shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and*
- (b) *shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.*

The 2020 Provincial Policy Statement was issued under Section 3(5) is applicable and relevant to the consideration of the proposed application. The 2017 Growth Plan for the Greater Golden Horseshoe, 2017 Greenbelt Plan, 2017 Oak Ridges Moraine Conservation Plan, and 2017 Niagara Escarpment Plan were also issued under Section 3(5). There have been no policy statements issued under 31.1 of the Metrolinx Act, 2006 or section 11 of the Resource Recovery and Circular Economy Act, 2016 per Section 3(8) of the Planning Act.

6.2 Provincial Policy Statement

The Provincial Policy Statement ("PPS") provides land use planning policy on matters of provincial significance. The 2020 PPS came into effect on May 1, 2020. The overriding vision of the PPS states that "*the long-term prosperity and social well-being of Ontarians depends on maintaining strong, sustainable and resilient communities for people of all ages, a clean and healthy environmental, and a strong and competitive economy*".

The following specific PPS policies are relevant to the site and the proposed applications.

6.2.1 Community Design

1.1.1 *Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*

- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity;
and*
- i) preparing for the regional and local impacts of a changing climate.*

Response: The proposed applications are consistent with Section 1.1.1 of the PPS. The Proposed Development is an intensification of the currently vacant Site making efficient use of municipal services and existing transportation infrastructure. The applications will facilitate efficient use of the Site and provide residential and employment uses, including residential dwellings catering to the 55+ community. Environmental and human health will not be negatively affected by the development.

6.2.2 Settlement Areas

1.1.3.1 Settlement areas shall be the focus of growth and development.

1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;
- d) prepare for the impacts of a changing climate;
- e) support active transportation;

f) are transit-supportive, where transit is planned, exists or may be developed;
and

g) are freight-supportive

Response: The proposed applications are consistent with Section 1.1.3.2 of the PPS. The Proposed Development is an efficient use of land and is adequately serviced by existing municipal infrastructure as demonstrated in the Functional Servicing Report summarized in Section 5.1 of this Report. The Proposed Development is transit-supportive and is serviced by bus routes along Bell Boulevard and Sidney Street. The development's proximity to commercial uses and services, access to public transit and compact design will minimize the generation of greenhouse gases. The introduction of residential use near commercial development will encourage active transportation.

6.2.3 Intensification and Compact Form

Section 1.1.3.4 of the PPS direct the promotion of appropriate development standards:

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

Further, Section 1.1.3.6 identifies that new development in designated growth areas:

New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Response: The proposed applications are consistent with Sections 1.1.3.4 and 1.1.3.6 of the PPS as the Proposed Development consists of compact building form within an existing commercial built-up area. The development does not pose a risk to public health or safety. The proposed development is being built on a currently vacant lot and is therefore facilitating intensification.

6.2.4 Employment

Section 1.3.1 of the PPS directs the promotion of economic development and competitiveness by:

a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

c) facilitating the conditions for economic investment by identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;

d) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities, with consideration of housing policy 1.4; and

e) ensuring the necessary infrastructure is provided to support current and projected needs.

Response: The proposed applications are consistent with Section 1.3.1 of the PPS as it provides a range of employment and residential opportunities. Adding seniors residential to existing commercial provides a mixed-use precinct. The development will provide approximately 30 – 40 jobs, which will facilitate economic development.

6.2.5 Public Spaces, Recreation, Parks, Trails and Open Space

Section 1.5.1 of the PPS directs that healthy, active communities should be promoted by:

a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;

b) planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;

c) providing opportunities for public access to shorelines; and

d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas

Response: The proposed development encourages healthy, active communities. The street and sidewalk network within the site is designed with pedestrian safety in mind. Bell Boulevard and Sidney Street are both already equipped with sidewalks on both side, which will ensure safe pedestrian access to outside of the site. Included in the site plan are Pickle Ball and Bocce Ball courts for residents and visitors to use. Other public recreational spaces near the site include Parkdale Veterans Park, Cascade Park, and Riverside Park, which includes the Riverfront Trail which takes users to Downtown Belleville, and the Harbourfront.

6.2.6 Planning and Stormwater Management

Section 1.6.6.7 of the PPS identifies that stormwater management planning shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact*

Response: The proposed applications are consistent with Section 1.6.6.7 of the PPS as stormwater quantity and quality is appropriately managed and does not negatively impact water quality or the function of surrounding vegetation. Stormwater has been addressed in the Functional Servicing Report summarized in Section 5.1 of this Report.

6.2.7 Transportation Systems

Section 6.2.7 of the PPS identifies the planning of transportation systems:

Section 1.6.7.1: Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

Section 1.6.7.2 : Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

Section 1.6.7.4 : A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Response: The proposed applications are consistent with Section 1.6.7.1 and 1.6.7.4 of the PPS in that it is well connected to the Town's bus system. Proximity to arterial roads, and location of the residential community next to a commercial site, supports the Proposed Development and has been addressed in the Traffic Impact Study.

6.2.8 Energy Conservation, Air Quality and Climate Change

Section 1.8.1 of the PPS provides direction for environmental sustainability through land use and development patterns which:

- a) *promote compact form and a structure of nodes and corridors;*
- b) *promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) *focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) *focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) *improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) *promote design and orientation which:*
 - 1. *maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
 - 2. *maximizes opportunities for the use of renewable energy systems and alternative energy systems; and*
- g) *maximize vegetation within settlement areas, where feasible.*

Response: The proposed applications are consistent with Section 1.8.1 of the PPS. The Proposed Development will facilitate compact development that provides commercial and residential uses on a transit and provides intensification in an area identified within the Municipality of Port Hope Official Plan.

6.4 City of Belleville Official Plan

The Site is located within the City of Belleville Settlement Area and is designated "Commercial" in the Official Plan. The site is in the "Bell Boulevard Area" and is identified as an "additional intensification area" in the City of Belleville Official Plan.

The current City of Belleville Official Plan (OP) was adopted by city council on June 18, 2001, and approved by Ministry of Municipal Affairs and Housing on January 7, 2002. The Official Plan provides guidelines and policy direction for development within the City of Belleville. The proposed development was reviewed against the Official Plan in its entirety with relevant policies discussed in detail below:

3.9.2 Bell Boulevard Area

a) Lands designated Commercial land use in the Bell Boulevard area are suitable for commercial uses that serve the regional and community markets. As such, it is important that development of these lands be guided by appropriate land use policies to avoid future land use conflicts, traffic congestion and servicing problems, ensuring ease of access and maximizing development potential. The Bell Boulevard area's role as a major focus of employment and retail activity within the region would be enhanced through development of retail, highway commercial and recreational commercial uses. As a gateway to the community, the image of the Bell Boulevard area should be enhanced through policies emphasizing a high level of urban design, co-ordination of separate developments to function cooperatively, landscaping and efficient traffic circulation.

b) Uses permitted on lands designated Commercial land use in the Bell Boulevard area should include a wide array of commercial uses, including motels/hotels, conference facilities, restaurants, retail stores, personal service uses, automotive service uses, business, professional and administrative offices, recreational uses, places of entertainment, private clubs, theatres and all types of commercial services and parking lots, which may be developed either in clusters (such as plazas or malls) or on a stand alone basis.

c) Developments on specific lots should be co-ordinated as much as possible with developments on adjacent lands to limit the number of accesses onto roadways to:

- Ensure safe traffic flow on adjoining streets, and
- Promote efficient and convenient traffic circulation between uses.

Response: The subject site is located in an area for intensification within the Bell Boulevard area and therefore the residential land use should be allowed. The development will bring density to the area, and will not negatively affect traffic flow, as presented in the Nextrans report.

3.10.1 Permitted Uses

Residential development will be permitted at low, medium and high densities with forms ranging from single family detached dwellings to various types of attached and multiple dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). Specialized housing for groups such as the elderly and the physically and mentally challenged (i.e. lodge-care and nursing homes) would be permitted also.

Certain secondary uses of land of a non-residential nature may be permitted. Such uses would be restricted to those that are compatible with residential uses and which often perform a service function in support of the residential area within which they are located, or otherwise have such a minor impact that location within residential areas is of little or no consequence. Examples would include small convenience retail and

service shops and offices, churches, day care centres, branch libraries, and home occupations.

Response: The proposed development will require a re-designation to medium-density residential. While not officially designated as "seniors residential", the development is designed for and will cater to the 55+ community.

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 that meets the needs of all citizens is provided. The densities that are supported by this Plan are as follows:

ii) Medium density residential uses would normally include various types of attached, multiple or cluster housing projects such as row dwellings and small low-profile apartment complexes, developed up to 60 units per hectare net residential density squared.

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

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

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

In establishing residential densities for neighbourhoods, Council should consider:

- the capacity of servicing systems to adequately handle the traffic, water and sewage flows, and other services to and from the area once fully developed;

- the capacity of schools, parks, and other soft services in the area to adequately service the neighbourhood; and
- the availability of or the ability to provide transit services

c) This Plan supports the development of affordable housing, and ideally all residential neighbourhoods should have a variety of housing types at various levels of affordability. While it is recognized that market forces will determine affordability rates, this Plan encourages Council to establish land use controls that do not preclude the development of a reasonable range of housing options within the community as a whole.

e) When allocating or determining the preferred locations for medium density residential development, Council should be guided by the following principles:

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

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

Response: The proposed development will be medium density. It will be located at the intersection of Bell Boulevard and Sidney Street. It is in close proximity to non-residential land-uses along Bell Boulevard. The proposed development will abut non-residential uses on three sides (east, north, west), and is adjacent to high traffic corridors.

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

Response: The development being proposed will be entirely comprised of rental units. The proposed development will contribute to the diversity of housing forms in Belleville as this typology of housing is currently scarce.

j) Where any residential development is proposed to be established adjacent or in close proximity to uses or facilities which could have significant impact on such development (i.e. due to noise, light, or visual impact), Council should ascertain and provide for the most appropriate means of mitigating such impacts, including:

- buffering through use of plantings, fencing, berming;
- increased setbacks;
- solid structural barriers; and/or
- architectural design (orientation of building fenestrations). Council may require the preparation of noise and vibration attenuation studies as set out in Section 7.7 of this Plan to ascertain the extent of the potential impact and to identify the most effective mitigative measures.

Response: The development has been designed to mitigate all potential impacts. A Noise Impact Study was conducted by Aercoustics to identify and mitigate noise impacts. This will be done by implementing a noise barrier on the west side of the site.

3.10.3 Non-Residential Policies

a) Commercial uses within areas designated Residential land use should be restricted to uses that cater to the needs of the immediate residential neighbourhood, or which are of a minor nature (similar impact to a comparable residential use). As a guiding principle, such uses should be restricted to areas which are considered appropriate for large scale high density residential development as set out in Section 3.10.2 d) of this Plan. Generally, uses should be:

- limited in size to no more than 200 square metres floor area;
- compatible with adjoining residential uses;
- only permitted in areas which are capable of adequately servicing the needs of the neighbourhood or otherwise be inconsequential; and

- where grouped, generally limited in size to a cluster of no more than three to four separate uses. Where commercial development is permitted, site development criteria to be applied should ensure that:

- safe access from the public street is provided;
- all outdoor storage areas for garbage are fenced or screened from adjacent uses and preferably located away from the public street;
- the visual appearance of the property is enhanced through landscaping;
- all exterior lighting is oriented away from residential properties and adjoining streets; the impact of loading facilities, parking lots and service areas on adjacent residential uses is minimized through fencing or plantings, berming and buffer strips, or increased setbacks;
- safe pedestrian access and circulation is provided on-site; and
- the architectural approach recognizes the character of the surrounding neighbourhood. Residential uses in combination with such development may be permitted provided both land uses are designed to exist compatibly on the same lot.

Response: A number of non-residential uses will be included in this development, such as a restaurant and dining area, and recreation uses. The non-residential uses cater to the needs of the future residents, as they give them food and recreation options located in the same complex where they live. This is important as 55+ residents are more likely to have issues with mobility.

5.1 Access to Public Roads

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

Response: The proposed development fronts onto Bell Boulevard and Sidney Street, which are important arterial roads in the City of Belleville. A Traffic Impact Study has been prepared by Nextrans which determines that Bell Boulevard and Sidney Street have the capacity to accommodate the traffic generated by the new development.

5.5 Stormwater Management

c) Prior to approval of any development, the Municipality may require stormwater management plans be prepared for review by the Conservation Authority, the

Municipality, and other agencies that may be affected. Such plans should include a description of the stormwater management practices to be applied, and be in keeping with all relevant policies and guidelines of the Municipality, the Conservation Authority, and the Province. The Municipality may approve development conditional upon the recommendations of such studies being instituted. The policies that should be applied to the preparation of such studies are as follows:

- i) Increases in peak runoff from development should be controlled so as to reduce the impact of development on lands downstream, generally ensuring that peak post-development flows do not exceed pre-development rates. The Municipality may establish standards to which developments must adhere to achieve such objectives.
- ii) Stormwater quality should be considered in all stormwater management studies and plans, and means to address issues of quality instituted where feasible.
- iii) Stormwater management strategies may be employed on either a site-by-site basis or on an areas basis, as circumstances warrant. Where addressed off-site on an area basis, approval of site-specific developments may provide for payment of monies to assist with the provision of area-wide solutions.
- iv) On-site detention should be encouraged for large scale developments.
- v) Prior to the approval of any development, the Municipality in consultation with the Conservation Authority should be satisfied that adequate stormwater drainage outlets are available or can be provided.

Response: An Engineering and Stormwater Management Report, along with supporting documents, has been prepared by Odan Detech which displays in detail how stormwater management will occur.

5.10 Other Services and Facilities

- a) Development should be encouraged in areas where other municipal services (public roads, garbage collection, fire and police protection services, transit services, and parks) are already available or can be readily provided.
- b) In general, new development should not be approved which would create an undue financial burden for the Municipality unless Council is satisfied that the long-term benefits of providing for such development would outweigh the short-term costs.

Response: The proposed development will occur in the Bell Boulevard Area, an area which is well served by municipal services.

7.6.4 Architecture and Site Design

a) This Plan encourages the development of new buildings employing an architectural design that is attractive, functional, and in keeping with the character of the area in which the development is to occur.

Response: The design of the mid-rise building and the townhouses has been done in a way that is modern, sleek and attractive by most metrics. Renderings of the buildings can be seen in figure 5 a) and 5 b).

7.6.5 Services for the Physically Disadvantaged

a) All new buildings and sites to which the public have access should be developed to be accessible to the physically handicapped through use of ramps and railings that accommodate the needs of wheelchairs and walking aids. Sites should be adequately lighted to enable clear visibility of all features important to the movement about on such a site.

d) Public parking areas should include spaces designated and designed for drivers who are physically challenged. The Municipality should require owners of private developments that are accessible to the public to include similar facilities.

Response: The proposed development is being designed for people who are 55+. As with any other "Wellings" development, steps are being taken to accommodate seniors who may be physically disadvantaged. This includes the design and layout of units and common areas to be fully level, and to have enough space for wheelchairs, scooters and walking aids. There will be 8 accessible parking spaces provided for visitors who may have limited mobility.

7.15.3 Affordable and Special Needs Housing

a) This Plan encourages the creation of sufficient affordable and special needs housing to meet the current and future needs of the community. Most of such housing would be created through new residential construction.

b) To achieve this objective, Council should:

- ensure sufficient lands are zoned for a variety of housing types including small single detached and attached dwellings, multiple dwellings, accessory apartments, rooming and lodging houses;
- provide opportunities for development of small dwelling units in the City;
- encourage developers to build and market portions of their developments for affordable and special needs housing;
- facilitate where appropriate conveyance of lands or units within housing developments to co-operative, private or non-profit housing corporations; or

- consider granting density bonuses described in this Plan in appropriate locations where affordable or special needs housing would be provided.

Response: The housing provided is designed for independent living seniors, which is a major cohort that will require specialized housing in the coming years and decades. The proposed development is in response to that. Wellings units are routinely priced below market averages for seniors housing, and Wellings of Belleville will follow this trend.

7.15.4 Housing Intensification

a) This Plan supports compatible housing intensification and infill development, such as:

- infilling on existing lots of record and maximizing use of underutilized lots;

b) The impact of intensification on the character of existing neighbourhoods should be considered, along with the availability and adequacy of existing municipal infrastructure to service the increased density.

Response: The proposed development is located on a vacant lot in an area identified for intensification, which represents intensification and infill development. The impact of this development will not have negative on the character of the existing commercial area.

8.1.1 Zoning By-laws

a) Council should adopt as necessary new zoning by-laws to define the limits of areas to be allocated to various land uses and establish appropriate development criteria in conformity with the policies of this Plan

Response: The proposed development will require a re-zoning to conform to the amended official plan designation. The justification for this change is included in section 6.5.

6.5 The City of Belleville Zoning By-law 10245

The Site is zoned Highway C3 Commercial With Special Provisions within the Comprehensive Zoning By-law 10245 of the Bell Boulevard (Figure 7).

The following are permitted uses for the C3 Highway Commercial zone. These uses include a wide range of retail and service uses:

assembly hall; bank and/or trust company; billiard parlour; bowling alley; coin-operated laundry; dog kennel; drive-in restaurant; dry-cleaning establishment;

eating establishment; hotel; motel; motor vehicle body shop, only if wholly enclosed; motor vehicle rental agency; motor vehicle repair garage; motor vehicle sales room and lot; recreational vehicle sales and/or service outlet; retail store, which primarily serves vehicular traffic and the travelling public and which stores may be in the form of individual stores or small shopping centres; service shop; tavern; theatre; business, professional, administrative and/or government offices; public use.

Section 4.2.2 of the Zoning by-law permits accessory dwelling units in Commercial Zones. Only 1 dwelling unit on a lot is permitted. However, COM3 permits an unlimited number of dwelling units, provided the first floor of the building is commercial.

Response: The proposed seniors residential will provide intensification to the area. The Site is under the same ownership of the retail development. An apartment is proposed. The ground floor of the midrise building will include a restaurant, spa, bar and fitness centre, along with residential units. The amenities will be for the use of the residents within the building and within the proposed townhouse units. The area has been identified for intensification in the Official Plan. The proximity to public transportation and pedestrian accessibility to retail amenities, offices and personal service provides an excellent location for residential. The mixed-use development complements the community and provides a diverse housing type for seniors, which affordable and needed in the urban area of Port Hope.

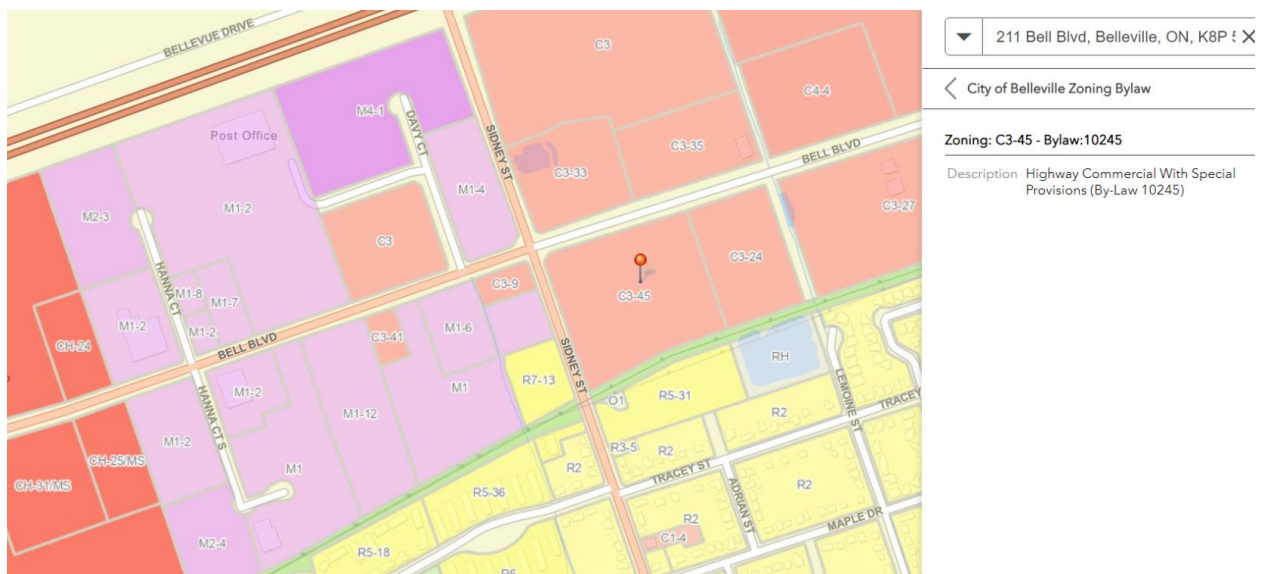
The chart provides the current zoning provisions for the R6 zone, with exceptions:

PROVISIONS OF THE RESIDENTIAL SIXTH DENSITY R6 ZONE:

| Provisions | Required | Provided | Compliance |
|----------------------------|---|---|------------|
| Permitted Uses | a double duplex dwelling; one or more apartment dwellings; a boarding, rooming and/or lodging house; public use | 1 four story apartment building (74 units) 3 four unit townhouse blocks (12 units) 13 five unit townhouse blocks (65 units) 2 six unit townhouse blocks (12 units) | Complies |
| Minimum Lot Area | 929sqm | 41,607 sqm | Complies |
| Minimum Lot Frontage | 22.8 m | 137.8 m | Complies |
| Minimum Front Yard | 7.5 m | 23.2.0 m | Complies |
| Minimum Rear Yard | 7.5 m | 7.5 m | Complies |
| Minimum Interior Side Yard | 7.5 m for apartment; 2.0 m for Townhouse | 6.0 m | Complies |

| | | | |
|------------------------|---|--|---|
| Maximum Height | 10.6 for apartments 10.6 m for townhouses | 15.5 m (Apartment) | Amendment Required for Apartment |
| Minimum GFA (Per Unit) | 74 sqm | 66.2 sqm (1 bedroom) 89.8 sqm (2 bedroom) | Amendment Required for 1 bedroom |
| Parking | Apartment: 1.25 per unit Townhouse: 1 per unit | Apartment: 1.9 per unit Townhouse: 1.4 per unit | Complies |

Figure 7: Current Zoning C3-24 - Bylaw:10245 Highway Commercial With Special Provisions



Source: City of Belleville By-law

7.0 Conclusion

The Planning Justification Report has been prepared on behalf of Choice Property Limited Partnership and Wellings of Belleville Inc. for an Official Plan and Zoning By-law Amendment for a portion of the property known municipally as 211 Bell Boulevard. The proposed planning applications are necessary to permit senior's residential to facilitate the construction of a 4 storey mid-rise senior's apartment building with 74 units, and 89 bungalow slab on grade townhouse units on the Site.

A Pre-Application package was prepared and issued to Wellings 2019 Inc. (now Wellings of Belleville Inc.) and Choice Property Limited Partnership. The package consisted of comments from Town Staff and agencies including the Conservation

Authority, Fire and Emergency Services. It was identified that a Concept Plan, Plan of Survey, Landscape Plan, Elevation Drawings, Planning Justification Report, Zoning Matrix, Proposed Draft By-Law Amendment, Noise Impact Study, Functional Servicing Study, Traffic Impact Study, and a Pre-submission Site Visit with Approvals Staff are required as part of a complete application. Each of these have been completed and addressed in this report, including the site visit which took place on December 14 with Jarrod Gliddon and Jason Pettit.

The Planning Justification Report concludes that the proposed Official Plan and Zoning By-law Amendments are appropriate and represent good planning for the following reasons:

- They are consistent with policies in the Provincial Policy Statement (2020)
- They are supported by the policies of the City of Belleville Official Plan
- The requested amendment to the Zoning By-law are appropriate and justified for the reasons set out in Section 4.2 of this Report
- The Proposed Development will provide Residential within a Commercial area and is within an area identified as Major Intensification Area in the Official Plan
- The proposed development provides residential rental suites for Senior's in order permit residents of the community to age in place. It provides a diverse housing type along a pedestrian and transit accessible location as outlined in the Official Plan
- The Site can be serviced through proposed service connections to the existing sanitary, water and stormwater networks and appropriate measures for stormwater management quality control can be implemented; and
- Approval of the Proposed Amendments will permit development that is appropriate and compatible in this community

It is therefore our opinion that the proposed applications are appropriate and represent good planning and should be approved.

Appendix A: Record of Pre-Application Consultation



City of Belleville

Engineering & Development Services Department

Policy Planning Section

Telephone: 613-967-3288

Fax: 613-967-3262

October 8, 2021.

Angela Mariani
Nautical Lands Group
2962 Carp Road
Carp, ON
K0A 1L0

**Re: Lands West of 211 Bell Boulevard, Belleville
Pre-Consultation Comments - REVISED**

Thank you for meeting with staff to discuss your mixed use development proposal for the property located on the lands west of 211 Bell Boulevard.

The conceptual development plan submitted to the city on August 25th, 2021 was circulated to members of the City's Development Review Team to formulate a list of information, plans, reports and/or studies that would be required as part of complete official plan amendment and zoning by-law amendment applications for the subject land. This circulation is now complete, and the checklist is enclosed with this letter for your review and information. Please be advised that depending on the proposed site development, there will be additional information requirements for complete site plan application and/or plan of subdivision applications.

Additionally, to assist in the preparation of the supporting information listed in the enclosed checklist, some members of the Development Review Team staff have provided additional, initial feedback with respect to the proposed concept and their department's development review considerations. These comments are provided below for your information.

Approvals

- Currently, a storm pond is shown on the concept development plan. The no name pond to the south-east accounted for those lands. So the pond may not be necessary, as long as the design works with the parameters of the no name pond. Staff can supply additional information on this pond.
- We anticipate that the southern driveway on Sidney Street is intended to line up with the residential development proposed across the street.
- It appears from the layout that the townhouse units/apartments/commercial may all be on the same lot, please confirm. if so, a site plan application will be required.
- The proposed 160 residential units on 10 acres would be considered medium density; therefore, a Traffic Impact Study to look at traffic volume, entrance locations and design, etc. will be required.
- Approvals is not aware of any environmental issues, and it is understood that Building confirmed that they do not require a RSC.
- A functional servicing report and stormwater management report will be required at the OP/rezoning application stage.
- A noise impact study would be required based on the surrounding commercial activities, along with plans that demonstrate how the application intends to landscape and buffer the residential.
- Hydro would likely require fencing along their right-of-way to the south, and the City also plans to construct a multi-use path on the Hydro Easement.
- The requirement for archaeological assessment should be investigated.
- Based on the size of the subject land, Quinte Conservation will provide input on stormwater management, however the site ultimately appears to fall outside of their area of regulation.

Engineering

General comment:

- Engineering requested clarification on whether the “Future Commercial Block” will become a separate freehold parcel of land? If yes, then: How will it be serviced with sanitary sewer and storm sewer? Will easements be required across the ‘residential” lands for either of these sewer outlets? There are no entrances shown for this property; how will access be provided? There will need to be access through Right-of Ways over the subject property as **full access entrances onto Bell Boulevard and/or Sidney Street will not be approved for this retained commercial block of land.**

Sanitary Sewer:

- There is no surplus capacity within the receiving sewer (Fahey St system) and peak design flow from this site is currently calculated at a peak design flow allocation of 0.014 cfs/ac for commercial design flows per the City’s sanitary sewer design criteria.
- It does not appear that a servicing study has been prepared for this proposed development. As the current proposal would appear to represent an intensification of the site, in the absence of a servicing study it is presumed that the peak design flow from this (intensification) proposal would result in an exceedance the sanitary sewer allocation for the site. Any exceedance of the sanitary sewer allocation for this site will remove reserve capacity from within the receiving sewer system for other development areas which are currently zoned for development. Before any further comment can be provided regarding the sewer capacity allocation for this this site, it will be necessary for the applicant to provide peak design flow calculations for further review and discussion.
- The servicing study referenced above must also provide comments on connection to the existing system. Once this is received, review and comment can follow.

Entrances /Site Access:

- Entrances and their locations were considered through the City’s EA and project design work for the recently completed Sidney Street widening project. The proposed full-move site access onto Sidney Street immediately south of Bell Blvd is not supported by the City’s work and will not be approved.
- The site access that is towards the south of the property onto Sidney Street requires signalization. Cost to be the developer’s responsibility.
- At the “No Frills” entrance, the proposed connection of the parking lot’s first aisle to the entrance road is too close to the signalized intersection. The proposed island on the west side of the entrance road should match that on the east side (up to the first aisle on the east side).
- Regarding the No Frills entrance, it would appear that this will become a common entrance on private land. Appropriate right of way agreements will be required. In consideration of this becoming a common residential/commercial entrance on private property, the City will consult with our solicitors to a shared/common entrance so that they are satisfied that any risks and/or liabilities are addressed. This will include clarification on responsibility for maintenance and snow removal.

Parks

- Linkages with the potential trail that will run down the hydro corridor need to be discussed/incorporated and shown by the plan; and;
- A separation fence to the south from the town homes and the hydro corridor should be constructed.

Building

- It does not appear that the proposed development will require a Record of Site Condition; and
- No building concerns to flag at this time.

Transportation and Operations

- Traffic impact should be reviewed.

TC Energy

- TC Energy does not have any pipelines in proximity to the property.

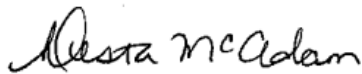
Policy Planning

- More information is needed on how the residential yards abutting Sidney Street will be treated. Details regarding this area should be described within the Planning Justification Report, and illustrated on a conceptual landscape plan. A strong streetscape should be established along Sidney Street.
- Is a landscape buffer being considered between Bell Boulevard and the parking for the proposed apartment building?

Please be advised that the above feedback provided by Development Review Team members was obtained based limited information available regarding the proposal. Accordingly, the above comments are still very high level in nature, and are offered only to provide additional context to the checklist provided.

I trust the information provided in this letter adequately responds to your request. Should you have any further questions, please do not hesitate to contact me.

Sincerely,



Desta McAdam, MCIP, RPP
Manager, Policy Planning
Engineering & Development Services Department

Enclosure: Complete Application Checklist

cc. Stephen Ashton, Director of Engineering & Development Services



| Required Drawing(s) or Plan(s) include, but are not limited to, the following: | Minor Variance | Consent | Zoning By-law Amendment | Official Plan Amendment | Draft Plan of Subdivision / Condominium | Site Plan Control |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|---|--------------------------|
| Development Impact (continued) | | | | | | |
| Sun/Shadow Assessment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Lighting & Photometric Design Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Air Quality/Dust/Odour Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Noise Impact Study | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Vibration Impact Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Agricultural Impact Study (Incl. MDS) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Farm Viability Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Aggregate Impact Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Archaeological Assessment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Heritage Impact Assessment/Cultural Heritage | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Signage Plan(s) & Specifications | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Servicing/Infrastructure | | | | | | |
| Functional Servicing/Development Area Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Functional Servicing Study <small>incl. Peak Flow Calculations</small> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Servicing Feasibility Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Servicing & Infrastructure Plan(s) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Stormwater Management Report/Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Water Modeling Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Hydrogeological Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Grading Plan(s) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Soils Management Plan Report | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Erosion & Sediment Control Plan(s) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Geotechnical Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Environmental Site Assessment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Transportation /Traffic Study | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Parking Utilization Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Environment/Natural Heritage | | | | | | |
| Environmental Impact Study | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Natural Heritage Evaluation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Hydrological Evaluation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Slope Stability Assessment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Landscaping/Rehabilitation Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Open Space Master Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Forest Management Plan Report | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



| Required Drawing(s) or Plan(s) include, but are not limited to, the following: | Minor Variance | Consent | Zoning By-law Amendment | Official Plan Amendment | Draft Plan of Subdivision / Condominium | Site Plan Control |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|---|-------------------------------------|
| Conservation Authority | | | | | | |
| Source Water Protection Plan Conformity | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Water Budget & Conservation Plan | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Water Balance Analysis | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Species at Risk Inventory (Endangered Species Act) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Flood Plain & Erosion Hazard Analysis | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Flood Line Delineation/Hydraulics | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Low Impact Development Measures Assessment | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Watercourse Erosion Analysis | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Financial/Market | | | | | | |
| Cash-in-lieu of Parkland Appraisal Report | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Other Requirements | | | | | | |
| Pre-submission Site Visit with Approvals Staff | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| First Nations Consultation | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Staff-Applicant Submission Meeting | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Additional Comments

- Archaeological Assessment may be requested by Mohawks of the Bay of Quinte. Staff suggest early consultation.

- Subject Land is within MTO circulation area. MTO contact is Mark Pedlar - Mark.Pedlar@ontario.ca

- Development Concept will be peer reviewed as part of the Bell Boulevard Corridor Study

- Additional Staff comments attached for review and information.

Appendix B: Draft Official Plan Amendment

THE CORPORATION OF THE CITY OF BELLEVILLE

BY-LAW NUMBER 2022-XX

A BY-LAW TO APPROVE AN AMENDMENT TO THE OFFICIAL PLAN OF THE CITY OF BELLEVILLE IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 22 AND 24 OF THE PLANNING ACT, RSO 1990, c. P. 13, AS AMENDED

THE COUNCIL OF THE CORPORATION OF THE CITY OF BELLEVILLE, IN ACCORDANCE WITH THE PROVISIONS OF SECTIONS 22 AND 24 OF THE PLANNING ACT, RSO 1990, c. P. 13, AS AMENDED HEREBY ENACTS AS FOLLOWS:

1. Amendment No. 40 to the Official Plan of the City of Belleville, consisting of an explanatory text, and schedule is hereby adopted.
2. This By-law shall come into force and take effect on the day of the final passing thereof.
3. This By-law shall be forwarded to the Minister of Municipal Affairs and Housing for consolidation into the adopted new Official Plan pending Ministerial approval, or consolidated into the Ministry-approved new Official Plan as Amendment No. 2 on the basis that this By-law represents a Council resolution under Section 22(2.2) of the Planning Act to permit this request to amend the Official Plan, as the case may be.

ENACTED AND PASSED THIS __ DAY OF __, 2022.

Read a first time this __ day of __, 2022.

Read a second time this __ day of __, 2022.

Read a third time and finally passed this __ day of __, 2022.

NEIL ELLIS

MAYOR

MATT MACDONALD

CITY CLERK

Amendment No. 40 to the Official Plan of the City of Belleville

PART “A” – PREAMBLE

I. Title

The Title of the Amendment is “Amendment No. 40 to the Official Plan of the City of Belleville”, hereinafter referred to as the “Amendment”.

II. Relative Parts

Part “A” – THE PREAMBLE does not constitute part of the Amendment, and is intended only to provide the background for Part “B”

Part “B” – THE AMENDMENT of this document constitutes Amendment No. 40 and is comprised of the following sections:

1. Introduction;
2. Amendment(s);
3. Statement of Policy;
4. Implementation; and,
5. Interpretation.

III. Location of the Amendment

This Amendment No. 40 applies to **Parts of Lots 11 and 12, Plan 147**, municipally known as 211 Bell Boulevard in the City of Belleville.

IV. Purpose of the Amendment

The purpose of the application is to amend the Official Plan by amending Schedule ‘B’- Land Use Plan – Urban Serviced Area to re-designate the land from Commercial Land Use to Residential Land Use to permit the development of a 4-storey, 74-unit apartment building, along with 89 townhouse units.

V. Basis of the Amendment

This Amendment No. 40 was initiated by Choice REIT the property owner, and Nautical Lands Group, the developer. The basis of this Amendment is contained in the Staff Recommendation **Report PP-2022-47**.

PART “B” – THE AMENDMENT

1. Introduction

The whole of this Part “B”, which consists of the following text and attached Schedules “1”, constitutes “Amendment No. 40” to the Official Plan of the City of Belleville.

2. Amendments

- a) Schedule 'B' of the Official Plan entitled " Land Use Plan – Urban Serviced Area" is amended as follows:
- (i) The land use designation of the subject site shall be changed from Commercial Land Use to Residential Land Use as shown on the attached sketch (Appendix 1);

3. Statement of Policy

The proposed development has regard to Section 2 of the Planning Act, is supported by and is consistent with the Provincial Policy Statement, and conforms to the policies of the Official Plan.

4. Implementation

The Council of the Corporation of the City of Belleville may enact an appropriate Zoning By-law pursuant to Section 34 of the Planning Act, RSO 1990, c. P. 13, as amended.

5. Interpretation

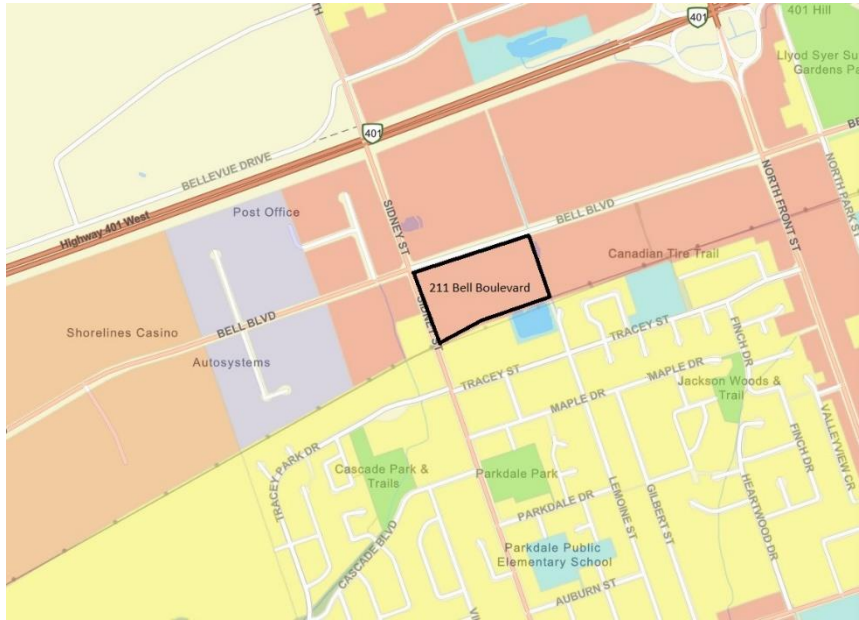
The provisions of the Official Plan, as amended from time to time regarding the interpretation of the Plan, shall apply in regard to this Amendment No. 40.

DRAFT OPA

Exhibit 'A' to Amendment # _____

City of Belleville Official Plan

General Commercial with Exception



Official Plan Schedules

Official Plan Schedule A

- MINERAL AGGREGATE LICENCED
- AGRICULTURAL LAND USE
- COMMUNITY FACILITY
- ENVIRONMENTAL PROTECTION
- HAMLET
- MINERAL AGGREGATE
- OPEN SPACE
- RECREATION COMMERCIAL LAND USE
- RURAL LAND USE

Official Plan Schedule B

- CITY CENTRE
- CITY CENTRE - AC01
- COMMERCIAL LAND USE
- COMMUNITY FACILITY
- ENVIRONMENTAL PROTECTION
- INDUSTRIAL LAND USE
- MINERAL AGGREGATE
- OPEN SPACE
- RESIDENTIAL LAND USE
- RURAL LAND USE

Appendix C: Draft Zoning By-law

Proposed Zoning By-law Amendment

That the Site be rezoned from C3-45 - Bylaw:10245 Highway Commercial With Special Provisions to Site Specific Residential R6 with the following provisions:

Proposed Zoning Schedule : R6 RESIDENTIAL SIXTH DENSITY ZONE

| Provisions | Required | Provided | Compliance |
|----------------------------|---|---|---|
| Permitted Uses | a double duplex dwelling; one or more apartment dwellings; a boarding, rooming and/or lodging house; public use | 1 four story apartment building (74 units) 3 four unit townhouse blocks (12 units) 13 five unit townhouse blocks (65 units) 2 six unit townhouse blocks (12 units) | Complies |
| Minimum Lot Area | 929sqm | 41,607 sqm | Complies |
| Minimum Lot Frontage | 22.8 m | 137.8 m | Complies |
| Minimum Front Yard | 7.5 m | 23.2.0 m | Complies |
| Minimum Rear Yard | 7.5 m | 7.5 m | Complies |
| Minimum Interior Side Yard | 7.5 m for apartment; 2.0 m for Townhouse | 6.0 m | Complies |
| Maximum Height | 10.6 for apartments (EXCEPTION 2020-208 allows for 15m) 10.6 m for townhouses | 15.5 m | Amendment Required |
| Minimum GFA (Per Unit) | 74 sqm | 66.2 sqm (1 bedroom) 89.8 sqm (2 bedroom) | Amendment Required for 1 bedroom |
| Parking | Apartment: 1.25 per unit Townhouse: 1 per unit | Apartment: 1.9 per unit Townhouse: 1.4 per unit | Complies |

THE CORPORATION OF THE CITY OF BELLEVILLE

BY-LAW NUMBER 2022-____

A BY-LAW TO AMEND BY-LAW NUMBER 10245, 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. 4 of By-law Number 10245, as amended, shall be and the same is hereby amended by rezoning lands municipally known as 211 Bell Boulevard from Highway Commercial With Special Provisions (C3-45) to R6 Residential Sixth Density zone with special provisions, as shown on the zoning map attached hereto as Appendix 1.
2. THAT Part O, Section 6 Special Provisions, of By-law Number 10245, as amended, shall be and the same is hereby amended by adding the following subsection (29):
3. “(29) Notwithstanding the provisions of Subsections 2(1), 2(2), 2(3), 2(4), 2(6), 2(8), 5(2) and 5(3) of Part J; Subsection 1(16) of Part B; and Section 14 of Part C, within the area zoned R6 the following provisions shall apply:
 - a) Minimum height 14 metres
 - b) Minimum Gross Floor Area (per 1 bedroom unit) 66.2 sqm
4. 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** day of **January, 2023**.

Read a second time this **XX** day of **January, 2023**.

Read a third time and finally passed this **XX** day of **January, 2023**.

NEIL ELLIS, MAYOR

MATT MACDONALD

CITY CLERK

DRAFT ZBA

Exhibit 'A' to By-Law #

The City of Belleville By-Law 10245

**Zoning: C3-45 Highway Commercial With Special Provisions to Site Specific Residential
R6**

