Bell Boulevard and North Front Street Corridor Study

Draft - May 2025

BELLEVILLE
on the Bay of Quinte

Table of Contents

1.0
Introduction

1.0 Introduction

Bell Boulevard and North Front Street are important connectors in the City of Belleville, serving as primary east-west and north-south corridors, respectively. Bell Boulevard plays a central role in accommodating service commercial, large-format retail, non-residential, and employment activities within the city. North Front Street serves as a gateway to downtown Belleville, linking Highway 401 to the core of the city. The Bell Boulevard and North Front Street Corridor Study (the Corridor Study) establishes a framework for these key intensification areas, and provides the City with direction to ensure future development results in vibrant, mixed-use corridors.

1.1 Purpose of the Corridor Study

The purpose of the Corridor Study is to conduct a detailed analysis of Bell Boulevard and North Front Street that integrates planning, urban design, transportation and servicing. This Plan also ensures that the land supply, including commercial lands, aligns with the requirements of the community.

The goal of the Corridor Study is to understand the specific needs and opportunities in the study area and establish a framework that provides the City with direction to help achieve the Official Plan vision for intensification and a mix of uses along Bell Boulevard and North Front Street as well as prepare for growth beyond the City's current Official Plan. This direction contributes to the overall vision for the City by helping to meet Official Plan objectives, and will help Belleville make well-informed decisions related to the development of the Bell Boulevard/North Front Street corridor. This Plan will provide concepts and a vision of what the study area could evolve into, whether that be in the short, medium and long-term, even beyond the horizon of 2038. Moreover, the vision encapsulated by this plan will contribute to the overall vision for the city, supporting the broader objectives of the Official Plan relating to:

/ Environmental and Physical Resources;

/ Growth Pressures;

/ Settlement Patterns;

/ Economic Development;

/ Commerce and Industry;

/ Social Needs;

/ Linkages;

/ Sustainability; and,

/ Housing and Mixed Use.

It was identified that there were four unique areas of the corridor with different land use characteristics.

Firstly, the area along North Front Street has a focus on smaller developments that serve the local area, such as fast-food restaurants and smaller format commercial and retail uses. Secondly, the area along Bell Boulevard from North Front Street to Sidney Street has a focus on larger format commercial developments that serve the region. Thirdly, the intersection of Bell Boulevard and Sidney Street is largely underdeveloped and is a strategic location for intensification and higher residential density as recognized by the City's Official Plan. Lastly, the area of Bell Boulevard west of Hanna Court has a focus on some significant developments such as the Casino, but in general, has many larger, vacant parcels which contribute to an over supply of commercial and employment lands.

1.2 The Corridor Study Process

The Corridor Study process is divided into four (4) distinct phases, with each phase building upon the information and feedback collected in the preceding stages. The information, comments, and feedback gathered in the initial phases provide the foundation for the evolution of the corridors, establishing the structuring elements and frameworks that shape and guide future development. The following summaries outline the phases of the study.

Phase 1 – Project Commencement and Background Review

As the initial phase, in collaboration with the City, the project team confirmed the study area's boundaries and defined preliminary sub-areas. Essential data and background information related to the study area was also collected. Background reports to guide this study included a Transportation Assessment Report, Infrastructure Servicing Technical Memoranda, Sanitary Sewer Analysis Memoranda, and modeling of stormwater servicing networks. A study to update the Loyalist Secondary Plan was also conducted concurrently and has been designed to align with this corridor study.

Phase 2 – Inventory of Existing Conditions

This phase involved a thorough evaluation of the existing conditions of the study area. By analyzing provided data and conducting on-site assessments, a comprehensive overview of the existing conditions along the corridors was compiled. This included an existing conditions review, a planning and policy review, as well as transportation and servicing assessments.

Phase 3 – Options for Development

The objective of Phase 3 was to build on the work completed in Phase 1 and 2 and prepare a vision and conceptual development options for the corridors. The conceptual development options for the corridors were presented to the public for feedback, utilizing tools such as public information centers and online surveys. The project team used the feedback to prepare and refine a demonstration concept and accompanying frameworks to guide development.

Phase 4 – Strategic Framework

Building on the prior phases, Phase 4 involved the development of a strategic framework, the Corridor Study, based on the demonstration concept. Policies and frameworks outline and illustrate how the development of the corridors is envisioned, which lays the groundwork for an Official Plan Amendment (OPA) integrating the vision of the Corridor Study into the Official Plan. Additionally, an implementation and phasing strategy provide a road map to steer the future development of these important corridors.

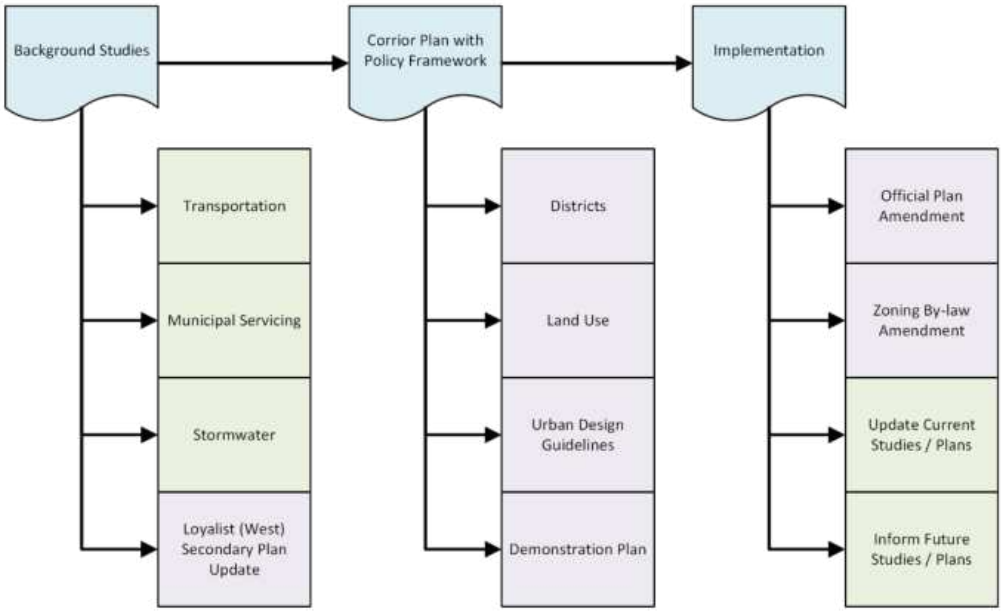


Figure 1: **Corridor Process Overview**

1.3 Document Organization

The Corridor Study is organized into nine (9) sections. The first two sections introduce the project, process, existing conditions, and background planning and policy analysis. The remaining sections outline the vision and guiding principles, land use plan and frameworks, districts, urban design guidelines, demonstration concept, transportation and servicing, and implementation strategies.

Section 1 – Introduction

This section offers an overview of the Corridor Study, including its purpose, process, and organization.

Section 2 – Background Review and Analysis

This section provides an overview of existing conditions, planning policies, transportation and servicing considerations, and opportunities and constraints for the Corridor Study.

Section 3 – Vision and Guiding Principles

This section outlines the vision and guiding principles used to guide the development of the Corridor Study.

Section 4 – Land Use Plan and Frameworks

This section provides a land use plan that illustrates types of uses that are envisioned in the study area. The frameworks that define the Demonstration Concept are discussed, including land use, street network, active transportation, open space and districts.

Section 5 – Districts

This section establishes the emerging vision for new development within identified districts. Building on the vision and guiding principles and corridor framework, this section describes the defining elements and intent for each district, and how it should evolve.

Section 6 – Urban Design Guidelines

This section provides urban design guidelines for a variety of built form typologies, streetscapes, and parking/servicing, and parks and open spaces along the corridors to ensure a consistent level of design quality as the corridors evolve incrementally over many years.

Section 7 – Demonstration Concept

This section synthesizes all the land uses, frameworks, districts, and urban design guidelines to provide a demonstration of one of the ways that the corridor could evolve over time. This plan illustrates the maximum potential envisioned in the study area.

Section 8 – Transportation and Servicing

This section provides a summary of the recommendations of TYLin reports for traffic water, wastewater, and stormwater management.

Section 9 – Implementation

This section provides a series of implementation strategies that should help realize the development of the Corridor Study.

2.0
Background Review and Analysis

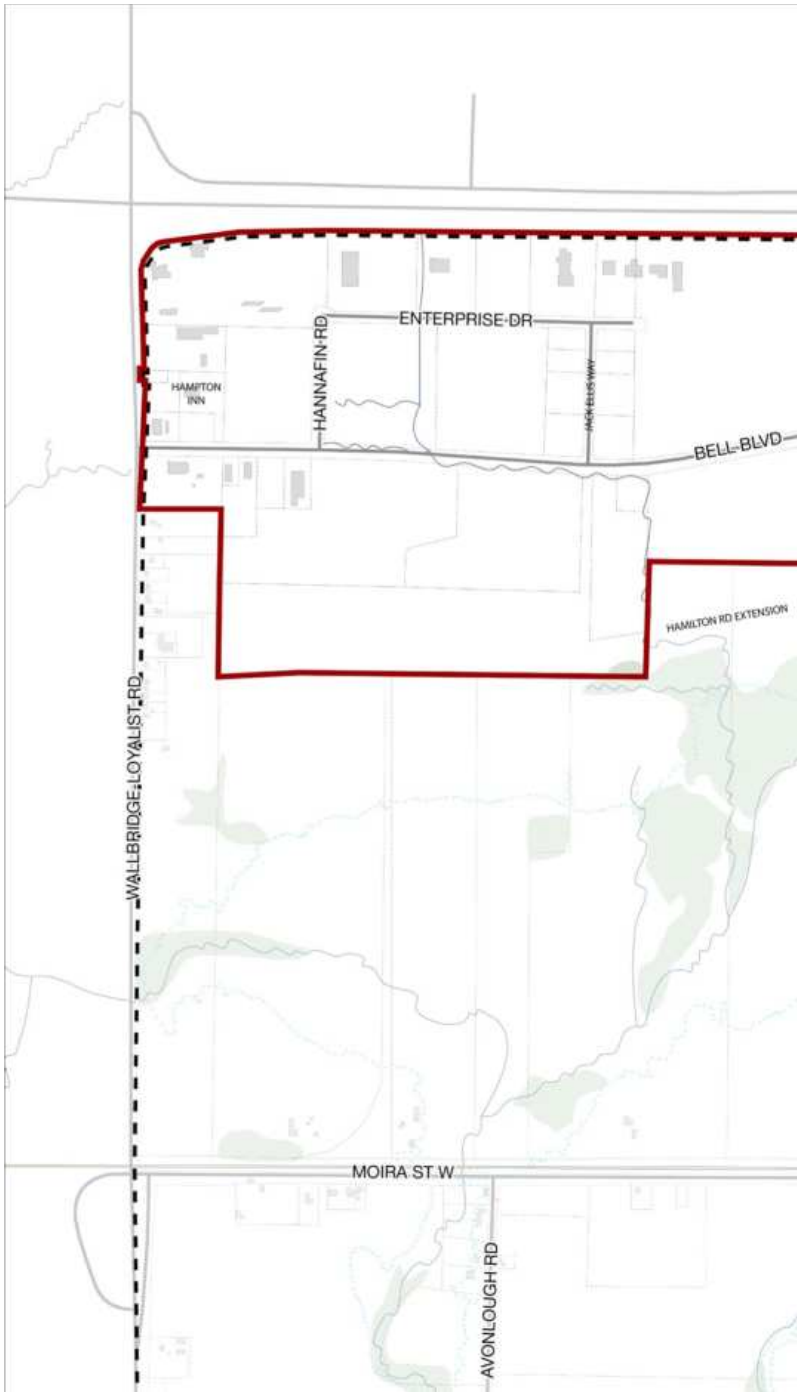
2.0 Background Review and Analysis

As part of the Corridor Study, an existing conditions analysis and planning policy review was conducted to better understand the corridors today. A review of the Provincial Planning Statement (PPS), the City of Belleville Official Plan and the current Loyalist Secondary Plan (2010). These policies outline how and where development should occur and outline the existing permissions for specific areas within the study area. A zoning review was also conducted to review former Zoning By-laws 2076-80 and 10245 and Consolidated Zoning By-law 2024-100 for the lands.

2.1 Corridor Study Area

The Corridor Study focuses on Bell Boulevard between Wallbridge-Loyalist Road and North Front Street and North Front Street between Highway 401 and the Belleville CN Rail Line (south of Evans Street).

The western portion of the Corridor Study area between Wallbridge-Loyalist Road and Hanna Court is part of the Loyalist Secondary Plan which is being reviewed and updated concurrently with this project. The update to the corridor area through this Corridor Study and the update to the Loyalist Secondary Plan will act as a guide to accommodate future growth, and in particular, an appropriate mix of residential, commercial, and employment uses within the corridors.



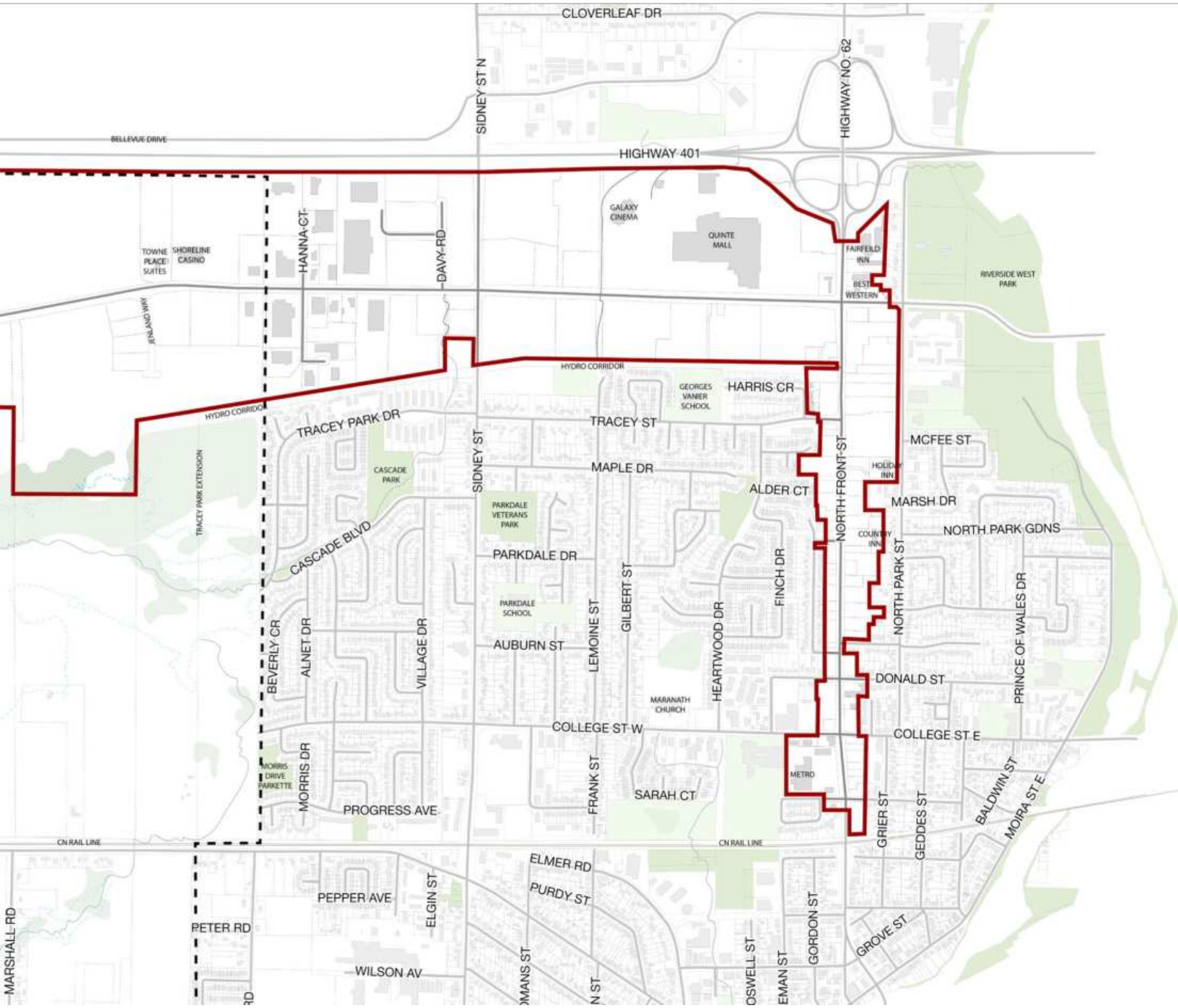


Figure 2:

Corridor Study Area

Legend

Study Area

Loyalist (West Belleville) Secondary Plan Area

2.2 Existing Conditions Analysis

A review and analysis were conducted to understand the existing conditions in the corridor areas. The following sections provide a high-level summary of existing land uses, development activity, circulation, streetscapes, built form and parks and open spaces.

2.2.1 Existing Land Uses

The study area predominantly features commercial and employment land uses. In the western segment (from Wallbridge Loyalist Road to approximately Hanna Court), the focus is on a combination of employment and commercial land uses, which under the current Loyalist Secondary Plan caters to a wide range of employment and commercial activities. This mix of employment and commercial uses is unique combination which differs from the Provincial Planning Statement (2024)'s definition of "Employment Areas". Substantial parts of this segment remain undeveloped.

Moving to the central segment (roughly from Hanna Court to Sidney Street), a mix of employment and commercial uses characterize the streetscape. This area has the largest concentration and intensity of employment-related uses.

In the eastern segment (from Sidney Street to the southern stretch of North Front Street), the predominant land use is commercial. This segment serves as a vital hub for commercial ventures, showcasing a diverse array of commercial businesses, and prominently features Quinte Mall. The trend of commercial uses continues along North Front Street which is comprised of service-based retail uses and restaurants.

2.2.2 Development History

North Front Street was designated as Highway 14 in 1925 and currently designated as Highway 62 that is a connecting link between Belleville Foxboro. The 1940s and 1950s saw residential subdivision and strip development in this part of Thurlow Township mixed with some smaller commercial lots up to and including Valleyview Crescent. Highway 401 was constructed through Belleville in the late 1950s, and in 1959, the territory between College Street and the 401 was annexed by the City. Municipal servicing was installed throughout the corridor by 1967. Throughout the 60s and 70s commercial development filled in some of the greenfield areas and began replacing existing residential uses with small strip plazas, financial, automotive, restaurant and motel uses, characteristic of the time. The shallow depth of lots in the southern part of the North Front Street corridor, owing to their residential origins, is a limiting factor for consolidation and larger scale redevelopment. Remaining lots continued to develop for commercial purposes throughout the 1980s and 90s.

An aerial view of the City of Belleville from 1978 looking southbound from North Front Street and Bell Boulevard

274 North Front showing a Kentucky Fried Chicken restaurant and a northward view of North Front Street from 1994

Front facade view of Quinte Mall from the parking lot in 1975

Bell Boulevard development began with the construction of Quinte Mall in the early 1970s. By 1980, the road had been constructed with four lanes across the frontage of Quinte Mall, tapering to two lanes as it headed west to a cul-de-sac at the municipal boundary, just past Hanna Court. The only development between Sidney Street and North Front Street was Quinte Mall on the north side, and Canadian Tire on the south side. A 1960s car dealership remained at the southwest corner of North Front and Bell occupying land that was redeveloped for the current Bell-Front Shopping Centre in 1988. In 1996, a cost-sharing agreement under the Drainage Act saw the construction of the Lemoine Street stormwater management facility allowing for the development of the No Frills in 1998, Zellers to the east of it in 1997, the Future Shop in-fill plaza between Zellers and Canadian Tire in 2004, Home Depot in 2000, Quinte Crossroads (Brick 2007, BMO 2006, Partsource, Tims, Mark's 2003), Reid's Dairy (1984, 1991, 1997, 2000), pads west of Quinte Mall (2000) that include Boston Pizza and Montana's, and the Famous Players/Cineplex theatre (1998).

An aerial view of Quinte Mall from 2001

An aerial view of the City of Belleville west-bound from the Bell Boulevard and Sidney Street intersection in 2001

The western part of this original Bell corridor from Sidney Street to the western municipal boundary (as it was established in 1959) developed earlier with servicing taking place in the late 1960s and early to mid 1970s including Davy Road and Hanna Court and establishing a mix of industrial uses. By 1980, most of the existing built form was constructed in this area, except for the now vacant Rona retail store, the large former Wilson/Amer Sports building, the small retail plaza at the southwest corner of Bell, and industrial development that fronts onto Hanna Court South which developed between 1987 and 2000. This is representative of an older industrial area where some of the uses have transitioned to become more commercial such as retail liquidation, patio furniture, fitness and personal training. As an older industrial area these lots have larger frontages, but also retain a mix of uses that could make the introduction of sensitive (i.e.) residential) land uses more challenging.

Bell Boulevard (West) was part of Sidney Township prior to 2003. The road from Wallbridge-Loyalist Road to Enterprise Drive existed prior to 1999; the section between Enterprise Drive and the 1959 Belleville municipal boundary had been cleared but not yet constructed. These lands were not serviced until the City entered into an agreement with the landowners in that area after annexation in 2003, partly driven by an anticipated racetrack and casino development that did not proceed. In 2008, the City adopted the Loyalist Secondary Plan and implementation report for the Potter Creek Master Drainage Plan prepared by Quinte Conservation for this area to guide development and traffic access. This section of the corridor has seen substantial consent/severance activity in preparation for development, some of which has proceeded, such as the Shorelines Casino (2016), various retail and service businesses (2002, 2010), hotels (2015, 2020), and gas stations (2014, 2019). City Staff receive regular inquiries in this area for commercial, hotel, and light industrial development along with proposals to further subdivide large parcels.

The master drainage plan also contemplated multiple municipal ponds to handle stormwater south of Bell Boulevard. While a municipal stormwater management pond was constructed south of Jenland Way, stormwater management for this area is expected to be more fully discussed through the Loyalist (West Belleville) Secondary Plan update to coordinate a more comprehensive approach to managing stormwater management in this area through on-site stormwater management facilities which meet municipal standards and requirements.

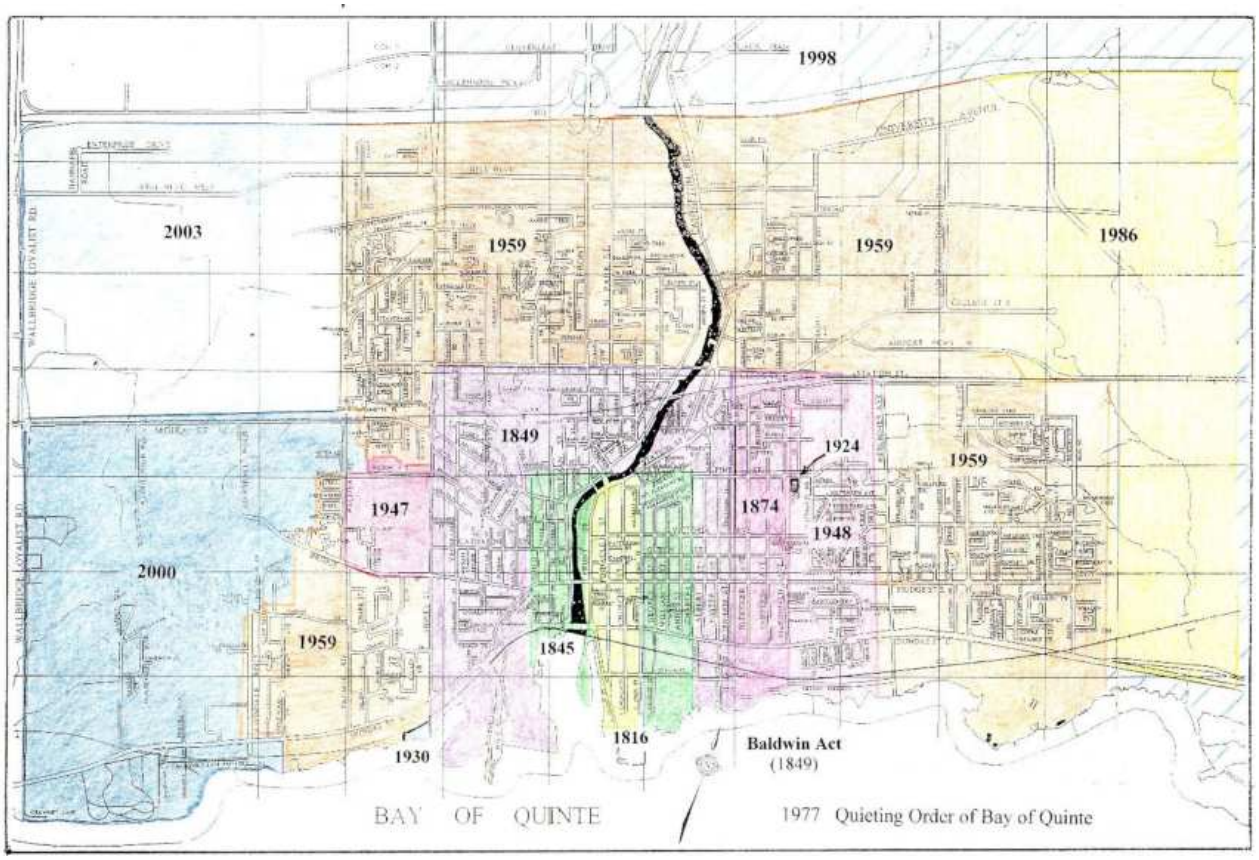
2.2.3 Built Form

In the western portion of the study area between Wallbridge-Loyalist Road and approximately Hanna Court, there is scattered built form along Bell Boulevard integrated into lands which remain rural in character. The existing built form is significantly rear lotted (i.e. parking areas in the front yard) and generally consist of one-storey commercial and employment uses. The lands Fronting on Bell Boulevard between Hannafin Road and Jenland Way remain undeveloped. The built form undergoes significant changes to the east of the Loyalist Secondary Plan Area, creating a more consistent street-wall with more tight-knit buildings, similarly ranging from two to six storeys. Large-format retailers are prevalent in the central portion of the study area. As Bell Boulevard approaches Quinte Mall and North Front Street, a more uniform street-wall emerges, with the built form remaining one to three storeys.

North Front Street features a built form ranging from one to four storeys with setbacks from the road. Strip malls, retailers, and commercial dining establishments dominate the street. The built form observed here resembles the built form along Bell Boulevard east of Sidney Street, though smaller and shallower lots are found in the southern part of the corridor.

2.2.4 Development Activity

There are a mix of existing and proposed development applications within the study area, generally concentrated along Bell Boulevard. Proposals for severances cover large areas, primarily on the southern side of Bell Boulevard between Wallbridge Loyalist Road and Hanna Court, within the Loyalist Secondary Plan Area. Site Plan and/or Subdivision applications have been filed for several properties between Wallbridge-Loyalist Road and Jenland Way. Further east, on the south side of Bell Boulevard, there are applications for apartments and a residential subdivision to the south on Sidney Street. There is additional development proposed on the Quinte Crossroads site for two new strip plazas along with two drive-through restaurants that would essentially build out the site.



Map of Belleville showing the extent and boundaries of the city at different periods of time.

2.2.5 Circulation

An understanding of the circulation within the study area – how vehicles, transit users, cyclists, and pedestrians navigate – is essential for identifying future opportunities. Key circulation considerations within the study area, include:

Vehicular

Presently, vehicle access to and through the Bell Boulevard and North Front Street is facilitated by the existing arterial and collector roads. Several roads, including Highway 401, Wallbridge-Loyalist Road, Sidney Street and College Street West and East, provide direct entry into the study area.

The western part of the study area is largely underdeveloped and, therefore, vehicular access is limited.

Around Quinte Mall, lots have larger frontages, but have multiple accesses onto Bell Boulevard, the centre turn lane often works against intended right-in, right-out accesses by promoting left turns.

On North Front Street, the number of existing driveways is a challenge with the competing interests of traffic flow verses and ease of vehicular access.

Transit

The study area is served by a network of bus routes. Routes 1, 2, and 6 provide direct transit links for Sidney Street, North Front Street, and the east side of Bell Boulevard, notably around the Quinte Mall.

Active Transportation

Due to its historical reliance on automobiles, the study area has limited active transportation infrastructure. In the western segment of Bell Boulevard, pedestrian and cycling infrastructure is absent, which is typical in less developed areas functioning as automobile travel corridors. Active transportation facilities commence midway along Bell Boulevard, featuring a new sidewalk on the north side and a separated multi-use pathway on the south side. This pathway connects to a north-south route on Sidney Street, extending southward but concluding before Tracey Street. The multi-use pathway terminates at Davy Court, transitioning into a sidewalk. There are sidewalks on both sides of North Front Street, extending beyond the railway and the study area.

2.2.6 Streetscapes

The western part of the study area, reflects a more rural landscape, featuring two travel lanes with gravel shoulders, and no current pedestrian or cycling infrastructure. Moving eastward, the Bell Boulevard Road Widening Project that reconstructed the road within the last 5 years introduces enhancements including four travel lanes, a landscaped centre median, and a separated asphalt multi-use pathway on the south side, accompanied by a sidewalk on the north side. Upon reaching Sidney Street, the intersection widens to include for turning movements with a median, curbs, and sidewalks on both sides, adorned with landscaping. This pattern continues with variations in center medians as the streetscape progresses. Landscaping and medians vary along North Front Street, becoming more prominent near intersections. Right-of-way widths near intersections expand, while right-of-way widths away from intersections narrow. The North Front Street intersection, close to Bell Boulevard, spans 26 meters with four lanes, including turn lanes, curbs, and buffered sidewalks.

2.2.7 Parks and Open Spaces

Parks and open spaces, while present nearby, primarily serve as conduits for movement and access rather than functioning as recreational destinations. Noteworthy parks near the study area, such as Riverside Park, contribute to the local green fabric, while natural elements like the Moira River and the Bay of Quinte enrich the area's natural heritage. While these spaces are located outside the study area, they offer a respite from the urban environment and establish a connection to nature for both residents and visitors.

2.3 Planning and Policy Context

A review of the Provincial Planning Statement, the City of Belleville Official Plan, the Loyalist Secondary Plan (2010) and Zoning By-laws 2076-80 and 10245 was conducted. These documents guide how and where development should occur and outline particular permissions for specific areas within the study area.

2.3.1 Provincial Planning Statement

The Provincial Planning Statement (PPS) came into effect on October 20, 2024. The PPS is a consolidated statement the provides high level provincial policy direction on key land use planning issues that affects communities in Ontario. It replaces the Provincial Policy Statement (2020). All decisions affecting planning matters require to be consistent with the PPS.

The PPS is a broad high level planning document that guides development towards the province's vision for growth and land use management. The PPS focuses growth to settlement areas, where land use patterns support the efficient uses of land and resources and where a mix of uses and densities can be achieved. Further, the PPS contains policies which support a range and mix of housing options and densities to meet projected requirements of current and future residents.

2.3.2 City of Belleville Official Plan

The City of Belleville recently completed an Official Plan review as required by the Planning Act. On April 11, 2023, the Ministry of Municipal Affairs and Housing approved, with modifications, the new City of Belleville Official Plan, as adopted by City of Belleville By-law 2021-180.

The Official Plan is a guiding policy document which provides for the orderly development of the City in such a manner that adjacent land uses are complementary and that activities which are not compatible, or which demonstrate conflicting requirements are either separated or the impacts appropriately mitigated.

Land Use Direction - Urban Service Area

The Official Plan states that the Urban Service Area should be the focus of the majority of future residential growth and non-residential development. The municipality will encourage commercial and employment development in appropriate areas to complement residential development. Redevelopment activities in the City should result in the on-going restoration of the historic building stock and there should be more emphasis on architecturally blending the new to reflect the old when developing new projects. Due in part to the fact that the City of Belleville includes the largest urban area in the region, the City will continue to be the center of economic activity and employment opportunities for the entire region (Section 2.2.4).

The commercial service sector comprised of community, business and personal services should be encouraged to expand and diversify. The urban serviced area should be the focus of the majority of future commercial and employment activity. Expansion of the commercial sector should be promoted to expand the City's primary and secondary market area. Health care and social services should be community based and accessible; the urban serviced area should serve as a base for the administration of health services (Section 2.2.8).

2.3.3 Loyalist Secondary Plan and Update

The Loyalist Secondary Plan forms part of the City's Official Plan and was adopted by City Council on November 8, 2010, pursuant to By-law number 2010-180. The purpose of the Secondary Plan was to guide a wide range of development opportunities in the area to 2030.

An update to the Loyalist Secondary Plan is currently underway. Both the Loyalist (West Belleville) Secondary Plan update and the Corridor Study progressed concurrently.

2.3.4 Zoning By-law Consolidation

The City of Belleville consolidated and updated the three former Zoning By-laws. The study area fell within the former Zoning By-law 2076-80 and Zoning By-law 10245.

City Council enacted the new Belleville Zoning By-law 2024-100 on March 11, 2024. This Bylaw regulates the use of land and the height, bulk, location, size, floor area, spacing, character and use of buildings within the City of Belleville, pursuant to Section 34 of the Planning Act.

2.4 Public Engagement

The Corridor Study is grounded in strong collaboration with the Belleville community, and included two Public Information Centres (PIC) to receive and integrate public feedback. The findings from the PICs have helped establish a vision for the future evolution of each corridor. These findings have been used to develop the vision and guiding principles, as well as a series of frameworks that will help inform the evolution of the corridors and provide an overarching reference to guide future development, infrastructure upgrades and improvements, public investment, and further studies. A final opportunity for public engagement will take place through the statutory consultation for the implementing Official Plan Amendment.

The following section provides an overview of the key engagement sessions held as part of the Corridor Studyning process.

A background document to this study was compiled, which is referred as to the Public Engagement Summary (December, 2022). This provides more detailed information and engagement summaries, including a compilation of key themes and comments received from residents, business owners and property owners.

2.4.1 Public Information Centre #1

City Staff and the consultant team hosted an online (via ZOOM) Public Information Centre on April 5, 2022.

The objective of the first Public Information Centre (PIC #1) was to introduce the project, present the background review and analysis, and work with attendees to refine and augment the opportunities and constraints analysis to reflect their issues/concerns.

A series of questions were presented to better understand how residents experience Bell Boulevard and North Front Street, as well as any specific areas they thought should be changed, additional connections/ links, and strategies to ensure new development fits within the neighbourhood. Together, the City, the consultant team and attendees reviewed maps of the study area to identify areas of interest.

A Q&A period was held during PIC #1. The questions within the Q&A portion fell in the categories of Road Network, Active Transportation, Public Transportation, Character of the Study Area, Servicing, Climate Change, Study Area and Timing and Signage.

A 45-minute discussion period was held following the Q&A session, where maps of the study area were shown and questions related to Land Use, Built Form and the Public Realm were asked.

Following the discussion, participants were asked what they envision for Bell Boulevard and North Front Street.

A more detailed summary and compilation of the comments and feedback received can be found in the Public Engagement Summary (December, 2022).

Stakeholder Interviews

Stakeholder interviews were conducted from May 23 to June 6, 2022. Interviews were held with eight stakeholders which included residents, landowners, developers, and a focus group with members of city staff. A summary of their comments is provided in the Public Engagement Summary (December, 2022).

What we Heard

PIC #1 Summary

The following summary highlights the key themes that emerged from the working sessions and online survey responses for PIC #1. Please refer to the Public Engagement Summary (December, 2022) for a more detailed summary and compilation of the comments and feedback received.

Vision and Guiding Principles - The future of Bell Boulevard and North Front Street envisions a vibrant, multi-modal corridor that fosters a sense of community. The goal is to attract residents and tourists by creating a welcoming and pedestrian-friendly area with a mix of retail, commercial spaces, and residential. The emphasis is on efficiency, safety, and attractiveness, achieved through diverse, innovative, and independent businesses contributing to a smalltown community feel.

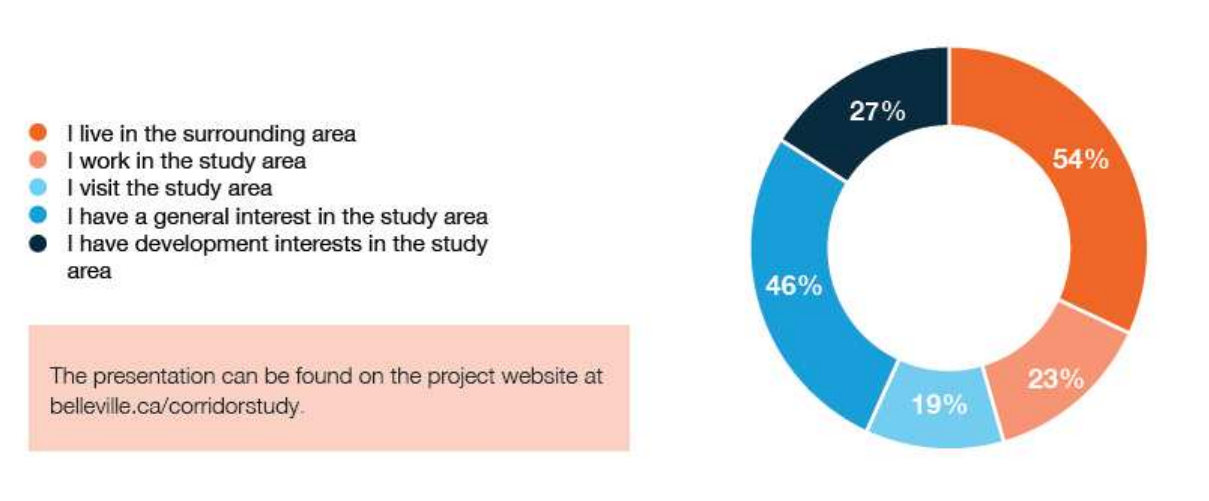
Land Use - Participants wish to attract various businesses and industries to Bell Boulevard, including large retailers along with entertainment options such as restaurants and breweries. Mixed-use zoning with residential spaces is desired, as well as the incorporation of more parks and open spaces.

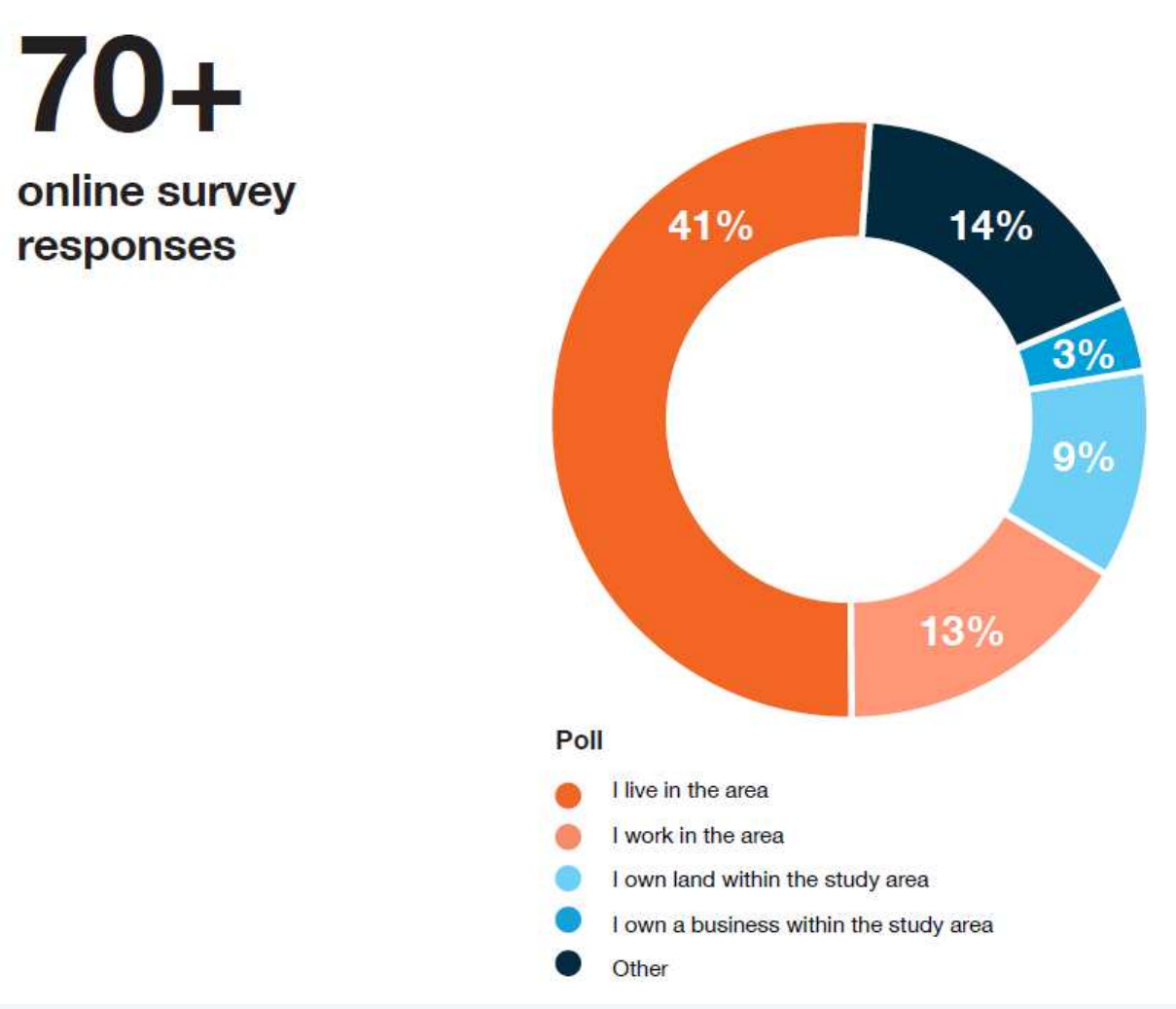
Public Realm - For Bell Boulevard and North Front Street, the focus is on creating green and open spaces, pedestrian routes connecting to other city areas, and social amenities like child-friendly facilities and libraries. Enhancements to existing amenities, such as Riverside Park, are desired.

Mobility - Addressing active transportation concerns, participants call for safe cycling and pedestrian infrastructure connected to other parts of Belleville. Pedestrian connections between commercial areas are desired to reduce reliance on driving. Cycling along the corridor is seen as dangerous, and there is a need to improve pedestrian infrastructure and create safe and separated cycling paths on North Front Street. Vehicular mobility is a concern on both streets, with a focus on addressing congestion and turning lanes at specific safety hotspots.

Figure 3:

Engagement Summary Excerpts





2.4.2 Public Information Centre #2

City Staff and the consultant team hosted a second Public Information Centre (PIC #2) on

September 29, 2022 at Belleville City Hall. The PIC was held between 7:00 PM and 9:00 PM.

The objective of the PIC #2 was to provide an update on the status of the project to date and provide an overview of the vision and guiding principles for the study, while also obtaining input on the public realm, mobility, land use, and built form frameworks for Bell Boulevard and North Front Street. The consultant team presented:

/ An overview of the study, including the purpose, what is a corridor study, and the process and timeline;

/ A summary of what was heard in PIC #1 and the stakeholder interviews;

/ An overview of the existing policy framework for the Corridor Study and the Loyalist Secondary Plan; and,

/ The vision and guiding principles which were developed for the Corridor Study.

Following the presentation, the consultant team provided an introduction and overview of the purpose of the working session. The feedback from the working session, and online survey, are summarized in the Public Engagement Summary (December, 2022).

Online Surveys

Online surveys were published following each Public Information Centre to gather additional comments and feedback. The online survey mirrored the questions presented in the working session, allowing residents, business owners and property owners who were unable to attend with an opportunity to provide their comments and feedback. In total, over 100 responses were provided via online surveys.

What we Heard

PIC #2 Summary

The following summary highlights the key themes that emerged from the working sessions and online survey responses for Public Information Centre 2. Please refer to the Public Engagement Summary (December, 2022) for a more detailed summary and compilation of the comments and feedback received.

Land Use & Built Form - Participants envision a mix of low-rise and mid-rise mixed-use commercial and employment buildings in the eastern and western sections of Bell Boulevard. The intersection of Bell Boulevard and Sidney Street is preferred for low-rise and mid-rise mixed-use residential buildings. While high-rise built forms were not widely supported, they could be considered in the western parts of Bell Boulevard. Urban design elements, such as setbacks and step-backs, are deemed essential for creating a high-quality urban environment around higher density built forms. On North Front Street, mid-rise mixed-use residential buildings are favored in the northern and southern sections, while low-rise mixed-use residential buildings are preferred throughout the street, with some opportunities for low-rise mixed-use commercial buildings.

Public Realm and Mobility - For Bell Boulevard, participants prioritized improving vehicle movement while also advocating for better bicycle and pedestrian infrastructure. They emphasized the need for north-south vehicular and active transportation connections, safe cycling/pedestrian connections across Highway 401, and landscaping along sidewalks and central medians. On North Front Street, participants desired dedicated bicycle lanes, pedestrian pathways, and mid-block connections to residential neighborhoods with wider and deeper lots. Landscape elements and central turning lanes are also considered important features for enhancing the public realm and mobility in the area.

3.0
Vision and Guiding Principles

3.0 Vision and Guiding Principles

The established plans and recommended policy directions for the Corridors Areas were augmented by the feedback received through Public Information Centre #1 and Public Information Centre #2 to create an overarching vision and a series of guiding principles to inform the long-term evolution of Bell Boulevard and North Front Street. As new development occurs, the vision and guiding principles will be used to evaluate development proposals.

3.1 Vision

Based on feedback received during Public Information Centres #1 and #2 and online survey feedback, and building on the policies of the Official Plan, a high-level vision for the Corridors was established. The Vision provides an overarching description of the Corridors that will inform future redevelopment as it occurs incrementally for the decades to come.

> Bell Boulevard and North Front Street are key intensification corridors within the City and should provide a mix of urban environments, including a range of commercial business and employment opportunities, a wide array of housing types, and convenient access to a mix of services and amenities. Supporting the mix of commercial, employment, and residential uses, these corridors should provide more housing options and enhance the connectivity, walkability, and safety of the corridors within a low to mid-rise scale that is integrated with the established surrounding neighbourhoods.

3.2 Guiding Principles

Building on the vision, a series of guiding principles were developed to guide how the vision would be implemented. As new development occurs, it should be cross-referenced with the principles to ensure appropriate, healthy and pedestrian-supportive projects. These principles include:

Ensure an **efficient use of land and appropriate infilling** by directing new development to underutilized areas, encouraging mixed-use development along primary street frontages in particular along portions of Bell Boulevard and North Front Street and introducing a mix of medium to high-density residential development at gateways.

Encourage **commercial development in appropriate areas** by directing and coordinating new development along portions of Bell Boulevard to establish and maintain its commercial character and presence, and promoting opportunities for mixed-use developments including residential with commercial at-grade along North Front Street.

Encourage **a mix of housing types** within these corridor areas, in appropriate locations, to accommodate diverse needs, including affordable housing, seniors housing, and rental housing, while ensuring new residential development is compatible with existing surrounding neighborhoods, and providing infrastructure and amenities that support the City's nearby residential communities.

Provide **opportunities for affordable and well-maintained housing** for all people by prioritizing affordable housing typologies, implementing a mix of housing types and tenures, and concentrating housing close to services and amenities within appropriate locations.

Emphasize **design and development that encourages walking and other forms of active transportation**, by creating safe and comfortable pedestrian spaces, implementing traffic calming measures to enhance pedestrian safety, and encouraging an interconnected travelling network and a mix of compact uses that promote walking and active transportation.

Provide a **variety of recreational opportunities** by creating a network of both public and privately-owned publicly accessible parks and green spaces for active and passive activities for residents of all ages and abilities.

4.0
Land Use Plan and Frameworks

4.0 Land Use Plans and Frameworks

The Land Use Plan illustrates a conceptual development scenario that aligns with the vision and guiding principles for Bell Boulevard and North Front Street. It builds the framework for land uses, built form, public spaces, streetscapes, and mobility, as well as forms direction for a demonstration concept. It is important to consider the many ways the area may evolve and provide policy direction to guide it. The development of parcels, streets, and areas are subject to the individual interests of property owners, but should still align with the direction, vision and intent outlined in this Plan.

4.1 Districts

Bell Boulevard and North Front Street Corridors include four unique areas, which can be described through Districts. Each District is informed by the existing character and planned future experience, and defined by their variation of uses, lot sizing and patterns, streetscape treatments and function. Each District has evolved organically with certain distinct attributes and elements that can be maintained, enhanced, and leveraged to realize the long-term evolution of Bell Boulevard and North Front Street. These Districts will encourage the enhancement and articulation of the existing context, and the emerging vision, and will set the foundation for how new development responds to the immediate and surrounding context. How these areas should evolve should need to consider land use, street network, active transportation, and open space as well as how all these should interface. The Districts include:

/ Bell Boulevard West District
/ Bell Boulevard and Sidney Street Intensification District
/ Quinte Mall District
/ North Front Street District

By identifying these districts, more extensive directions and detail are provided in Section 5.0, and the supporting vision, policies and guidelines can help direct how to enhance and build on the existing and future character and attributes that make these district areas distinct from one another.

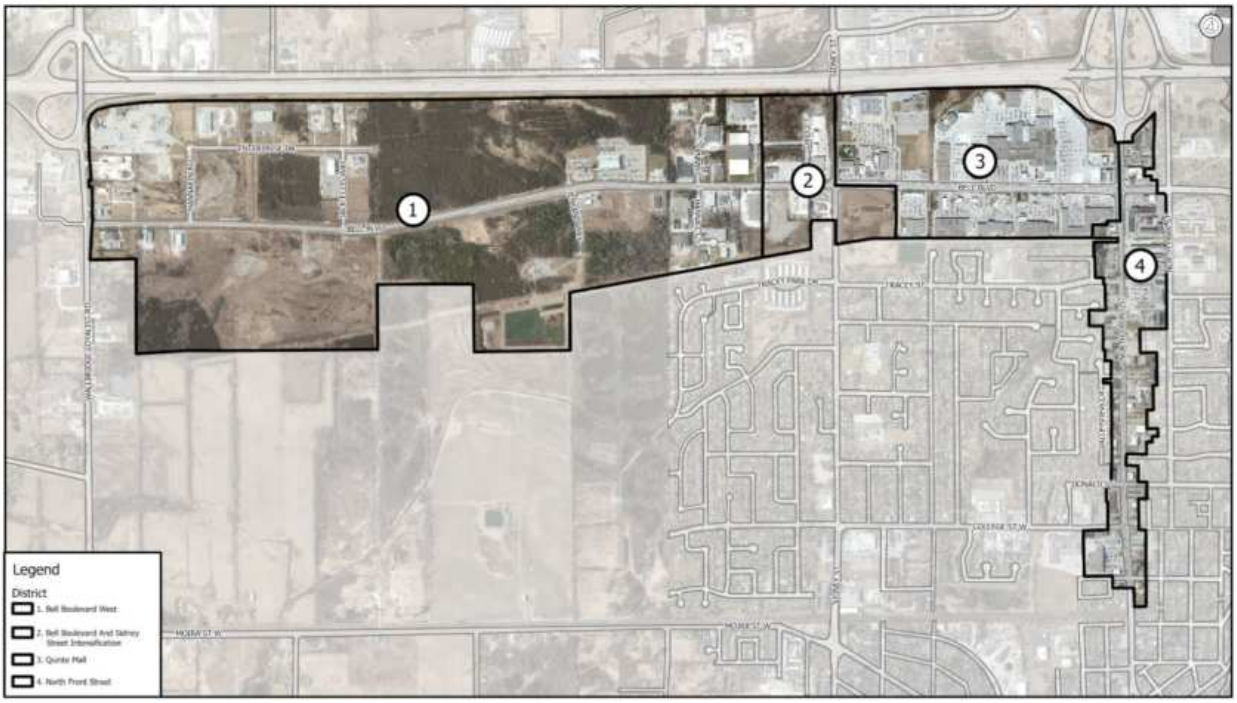


Figure 4:

Districts

4.2 Proposed Land Use Directions

The proposed land uses envisioned for Bell Boulevard and North Front Street recognize the existing and established lot fabric and uses, while planning for a vibrant mix of uses along both corridors. Intensification and redevelopment are directed along key areas of Bell Boulevard and North Front Street and illustrates a greater variety of uses via mixed-use, residential, commercial and employment development. Development along the corridors is encouraged to create a sense of place, and reinforce the existing character of each area, through the use of appropriately scaled built form, architectural design elements and appropriate building materials.

The proposed land uses are intended to reflect desirable long-term evolution of the corridors. The plan does not intend to displace or redevelop viable established uses, and it is anticipated that new development will occur incrementally, over many years, as redevelopment becomes a viable option for landowners.

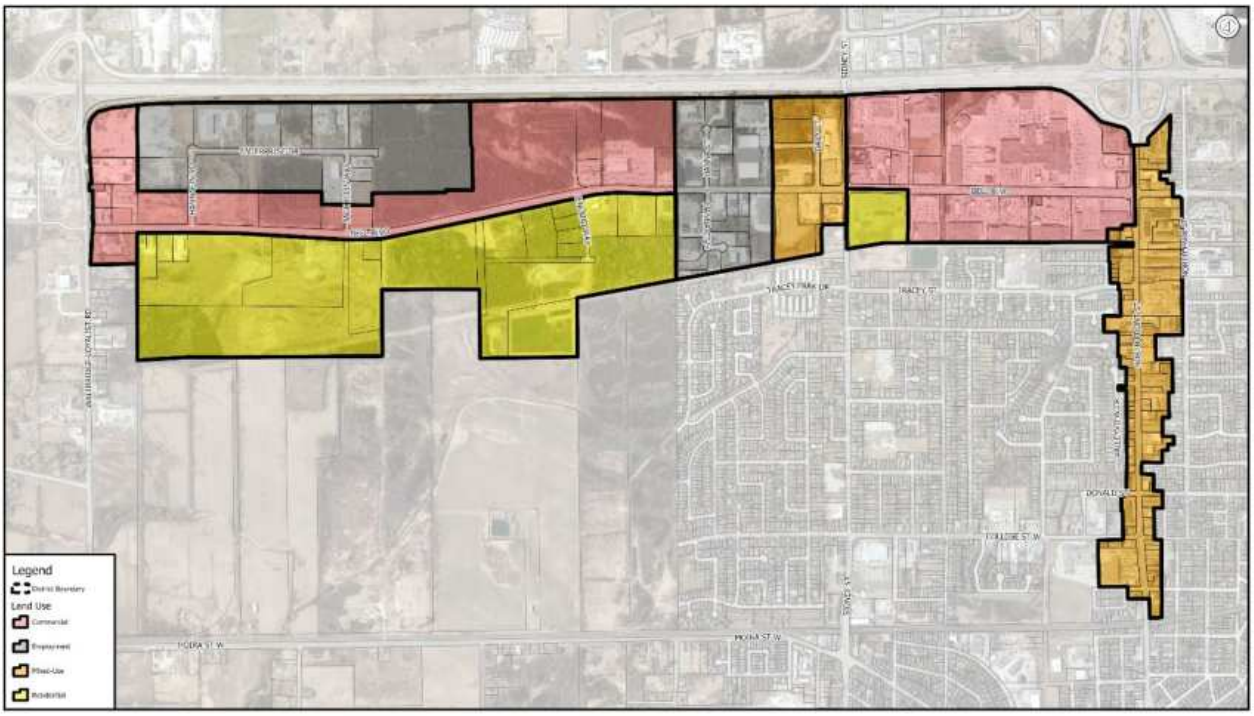


Figure 5:

Proposed Land Uses

4.2.1 Residential

Residential uses within the study area, are intended to provide a transition to the future residential neighbourhoods envisioned further south in the Loyalist (West Belleville) Secondary Plan area.

The intent of the Residential uses is to promote a greater variety and new forms of housing that will promote diverse and vibrant housing that attracts a range of people, from students to young professionals and families. It is envisioned that residents will be able to age-in-place within these neighbourhoods, through a mix of tenures and typologies.

Residential uses in the corridor should also provide a critical mass of people in close proximity to the Commercial uses on Bell Boulevard, enhancing viability while supporting walkability and other forms of active transportation.

Residential uses should include a range of housing options including semi-detached dwellings, townhouses, low-rise buildings and mid-rise buildings. Higher densities will be required to be located adjacent to arterial roads including Bell Boulevard, North Front Street, and Sidney Street, and lower densities should be located away from sightlines of arterial roads.

When abutting Employment land use, land use compatibility should be addressed in accordance with the Provincial Planning Statement.

4.2.2 Mixed-Use

Mixed-Use development consists of building types that combine residential uses with commercial, office, and/or community facility uses on the ground and sometimes first few storeys, as well as sites which contain a mix of uses but located in separate buildings on the same site. Mixed-Use development is envisioned in areas that are identified in the Additional Intensification Area in the Official Plan (Appendix A), and to direct new and infill development through the Corridor Studyning process in designated areas.

Mixed-Use development is intended to support existing commercial uses, and promote new commercial businesses that should serve new residents, as well as those from the surrounding neighbourhoods.

Mixed-Use development should be encouraged within the form of low-rise and mid-rise buildings. Lot consolidation may be required for undersized properties.

Locations for standalone residential uses are generally not appropriate to front along arterial roads (i.e. within mixed use areas along Bell Boulevard, along North Front Street), and should be located behind mixed-use or non-residential buildings where they may serve as a transition to existing residential neighbourhoods.

When abutting Employment land use, land use compatibility should be addressed in accordance with the Provincial Planning Statement.

4.2.3 Commercial

Commercial uses should generally reflect the character of the existing established uses.

Commercial development should include a broad mix of regional, neighbourhood and community commercial uses, in appropriate locations, intending to serve the residential neighbourhoods to the south, the broader City and beyond. Development should maintain the commercial character of the study area and may include special purpose and one-off uses (i.e. studios, breweries, catering kitchens, showrooms, entertainment uses, offices etc.) that may have secondary commercial functions.

4.2.4 Employment

Employment uses allow owners and tenants to capitalize on the location, access and visibility to and from the Highway 401. A high level of urban design should be encouraged.

The intent of the Employment uses is to retain and enhance the existing employment uses while attracting new industries to support economic growth.

Employment uses are intended to meet the local and regional employment needs of residents and businesses and mitigate potential land use impacts on residential or other sensitive uses. Employment uses may include warehousing, goods movement and manufacturing uses, with associated retail and office, and ancillary facilities. Institutional and commercial uses not associated with a primary employment use, such as standalone retail and offices, are prohibited.

4.3 Street Network

Bell Boulevard and North Front Street are the primary arterial roads that define the overall transportation framework. As a defining element of the corridors, the objective of the plan is to improve the functionality of both streets. This includes improving the level of service for multiple modes of travel, enhancing existing streetscapes, and providing guidance on ideal cross-sections for new roads as well as road improvements.

A well-connected street network is pivotal to the development of Bell Boulevard and North Front Street. A connected street network improves the functionality of these primary arterial roads and promotes various modes of transportation and accessibility within the immediate and surrounding context. This should contribute to a more accessible and connected community, enhancing mobility for residents and visitors.

Based on the objective of preserving the existing streets' role and function while ensuring a safe and interconnected active transportation network, pedestrian comfort, articulated frontages and enhanced tree canopy, recommended street enhancements have been developed to help illustrate how each arterial road may evolve and/or improve over time. Furthermore, general principles are found in the Belle Boulevard Traffic Impact Study (2014), which included recommendations for consolidating accesses, centre turn lanes, locations of turn lanes, and etc.

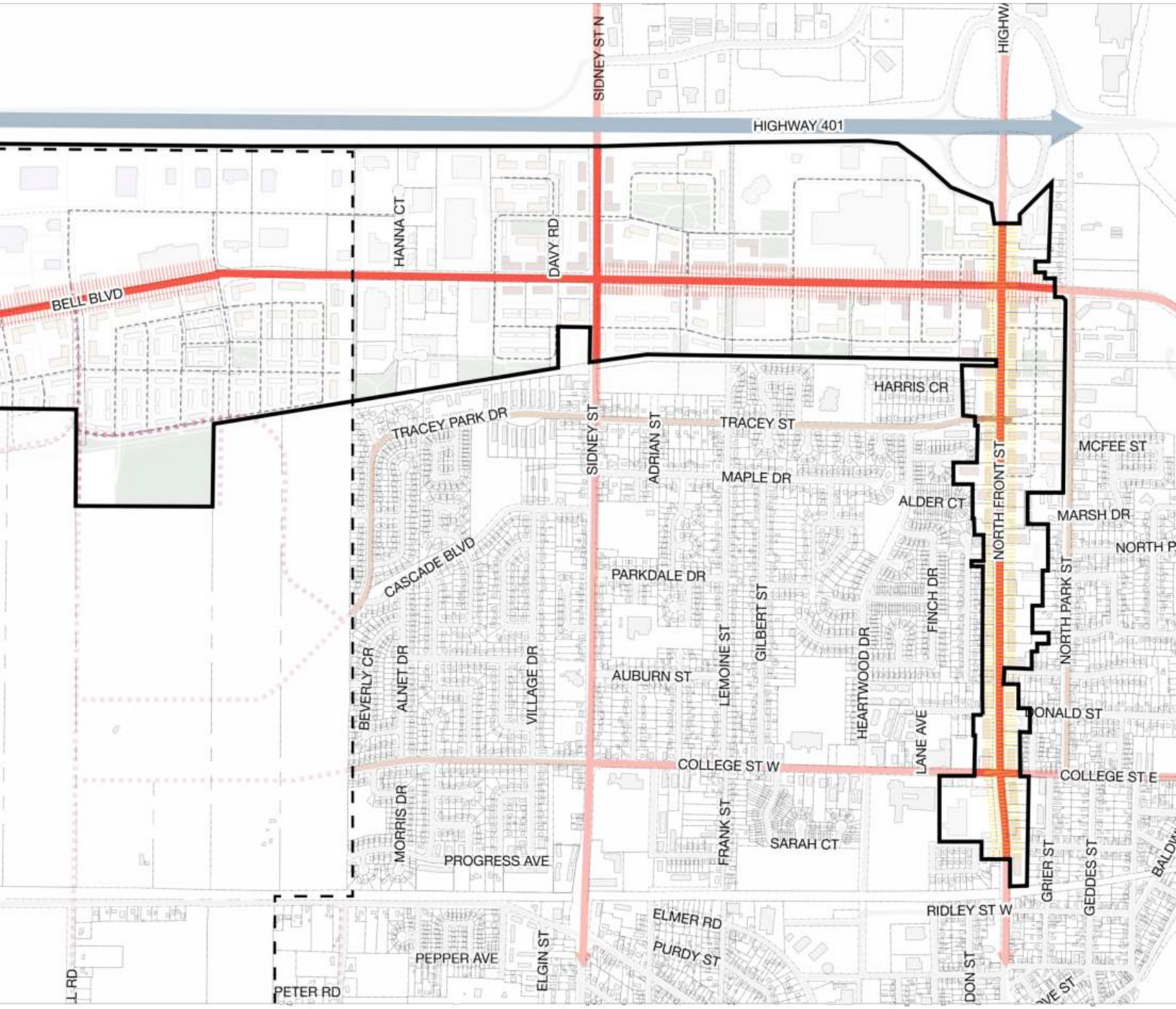


Figure 6:

Street Network

Legend

- Study Area
- Highway 401
- Existing Arterials
- Existing Collectors
- North Front Street Enhancement
- Bell Boulevard W Extension
- Proposed Road Extension (WBSP)
- Potential New Streets

4.3.1 North Front Street

Along North Front Street, it is envisioned that the street should be enhanced over time and ultimately reconstructed, in coordination with major capital improvements and redevelopment with an enhanced cross-section.

A cross-section may be implemented incrementally over time, on a site-by-site basis, or in conjunction with major capital improvements. As sites are developed or re-developed opportunities to consolidate, reconfigure and/or re-design point of access, the public realm and traffic calming should be considered.

North Front Street is a designated connecting link from the Provincial Highways (i.e. Highway 401 and 62) and the design and reconstruction will have to consider many stakeholder interests.

Role/Function – Reconfigure the existing right-of-way width to enhance aesthetics and maximize pedestrian safety and comfort through enhancements and upgrades, which includes landscaped boulevards, wider sidewalks and a continuous multi-use pathway.

4.3.2 Bell Boulevard

With recent improvements and the reconstruction of Bell Boulevard between Sidney Street and Jenland Way, it is envisioned that the a cross-section would extend west to Wallbridge-Loyalist Road and east to North Front Street.

Role/Function – Create a pedestrian-focused central spine and primary east-west connection by extending a designed cross-section along portions of Bell Boulevard. The extension includes widening Bell Boulevard to accommodate a multi-use pathway and a center median, while buildings along Bell Boulevard should be set back to create an enhanced pedestrian space and buffer zone. These enhancements should help create a more inviting and pedestrian-friendly environment.

4.3.3 Potential New Streets

Local Street

Role/Function – Introduce a series of new internal local streets to connect new residential neighborhoods and parks to the existing and future road network. These streets should have one lane in each direction, landscaped boulevards, sidewalks, and parking as needed. The finer network of new local roads should mainly serve local traffic, enhancing walkability, aesthetics and functionality.

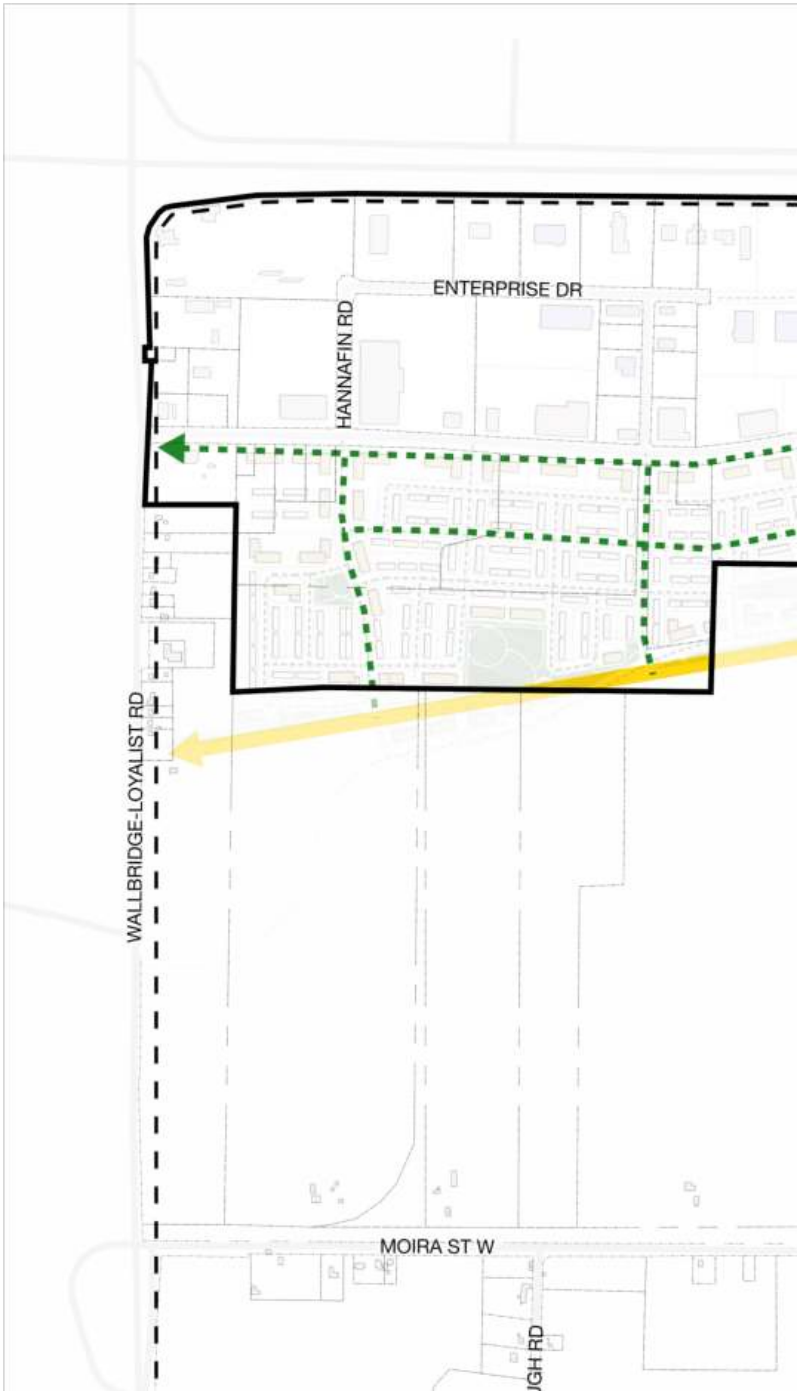
Private Streets

Role/Function – Introduce new private streets to connect emerging residential neighborhoods and parks to the existing and future road network. New private roads should be introduced on larger parcels along North Front Street and the eastern portions of Bell Boulevard, specifically in cases where there is not enough space for a new public road or where rear lanes are utilized. These new private roads should complement the overall aesthetics and functionality of the area, incorporating features such as boulevards, sidewalks, and on-street parking, as needed.

4.4 Active Transportation

The active transportation network should leverage existing facilities, including multi-use pathways on parts of Bell Boulevard (from Sidney Street to west of Jenland Way) and Hartwood Drive, and bike lanes and sharrows on North Park Street, to create a continuous alternative transportation network along the corridors, throughout the adjacent neighbourhoods, and to Riverside Park and beyond. These connections should provide pedestrians with a range of alternative transportation options to get to their destinations, and should promote and support healthy, active lifestyles.

As much of the existing and planned alternative transportation network occurs outside of the study area (as identified through the City's Transportation Master Plan), a coordinated effort should be required to ensure effective implementation. The City will be undertaking an update to the Transportation Master Plan. Any future updates to the Transportation Master Plan should consider proposed active transportation elements identified in the Corridor Study.



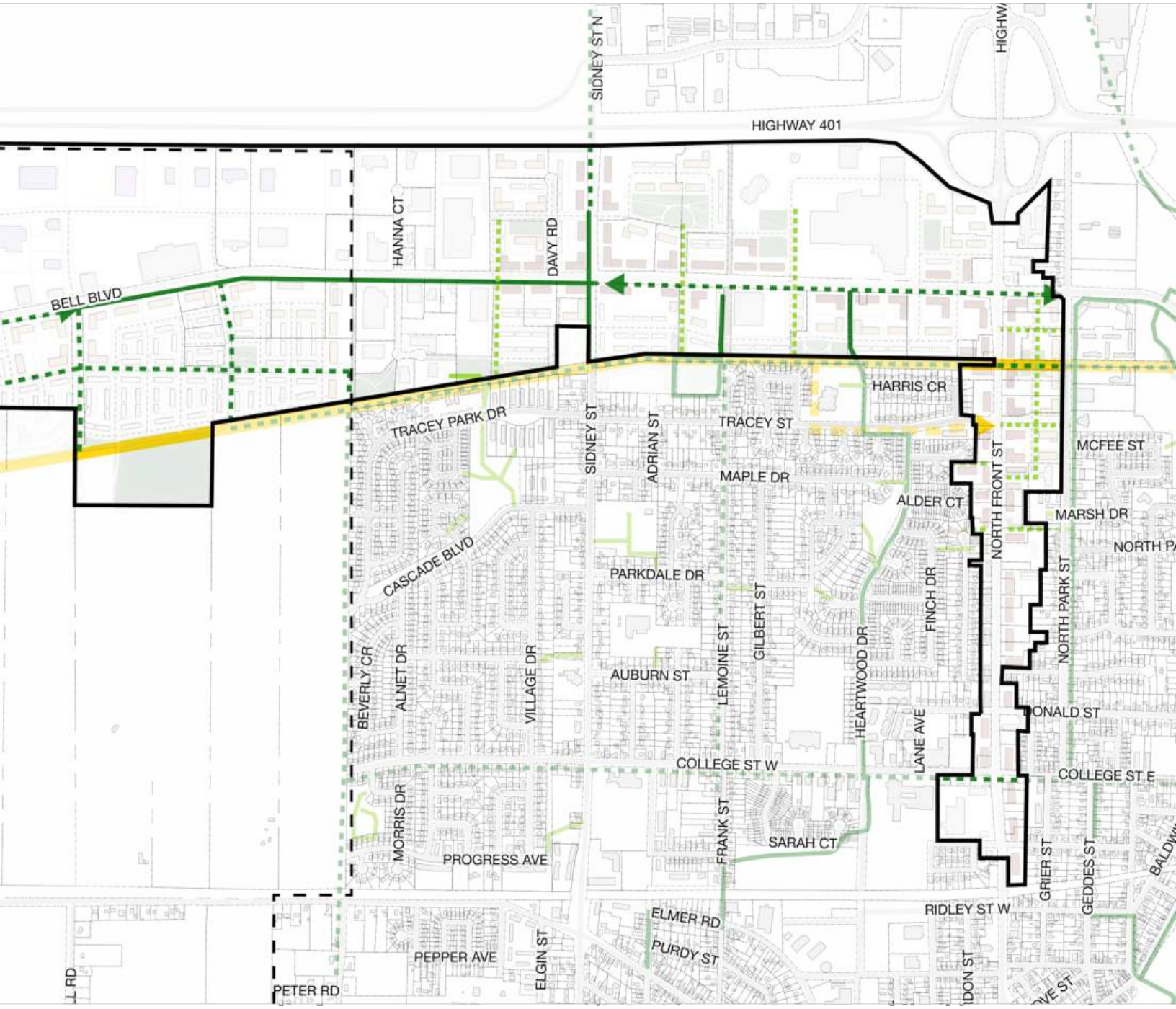


Figure 6:

Active Transportation

Legend

- Study Area
- Potential Hydro Corridor Trail
- Potential Hydro Corridor Trail (Interim)
- Existing Multi-Use Trails/Cycle Routes
- Potential Multi-Use Trails/Cycle Routes
- Mid-Block Connections (Existing)
- Mid-Block Connections (Potential)

4.4.1 Hydro Corridor Trail

The planning and development of a multi-use pathway along the Hydro Corridor is underway. The multi-use pathway will improve connectivity by providing a continuous, safe and comfortable east-west pedestrian and cyclist route from Wallbridge-Loyalist Road to Riverside Park. As a continuous east-west connection, the Hydro Corridor Trail will facilitate active transportation connections into new development to the north and south.

In order to extend eastward to Riverside Park, the Hydro Corridor Trail will have to cross at North Front Street, where two scenarios have been identified:

/ **Interim** – Involves a detour of the trail around Georges Vanier Catholic School, down to Tracey Street. This interim condition utilizes the existing signalized intersection to provide a controlled crossing. Once corridor improvements are implemented, a direct crossing of North Front Street may be supported.

/ **Ultimate** – Involves a direct pedestrian/cycling crossing at North Front Street. In order to facilitate a crossing at this junction, a portion of the North Front Street right-of-way may include a median pedestrian refuge island, allowing for the crossing of North Front Street in stages (two lanes at a time). Additionally, narrowing lane widths (3.0m for left lane, 3.3m for curb lane) and traffic calming measures (possible pavement markings, signage, curb reflectors, tactile crossing surface) could be put in place to enhance the safety of the pedestrian/cycling crossing.

4.4.2 Multi-Use pathways/Cycling Routes

There is a network of existing multi-use pathways and cycling routes that connect with or intersect the Corridor Study Area. This includes multi-use pathways on Bell Boulevard (from Sidney Street to west of Jenland Way), Sidney Street (north of Bell Boulevard), Heartwood Drive (and connecting streets), and the northern part of Lemoine Street. There are also cycling routes on North Park Street (and connecting streets), facilitating access to the Riverside Park Trail.

As the City considers upgrades and enhancements to existing streets as part of its Transportation Master Plan, new multi-use pathways/cycling routes are encouraged on College Street (within and beyond the study area) to provide an east-west connection to the Riverside Park Trail. Additionally, the extension of the existing multi-use pathway on Sidney Street (north of Bell Boulevard) is encouraged.

Outside of the Corridor Study Area, the Transportation Master Plan proposes multi-use pathways/cycling routes on Lemoine Street to provide important connectivity to Bell Boulevard, and to link smaller parks such as Morris Drive Parkette and Village Park to the broader open space network.

4.4.3 Mid-Block Connections

There are a limited number of existing mid-block connections such as conjoined parking lots and pedestrian paths, but there are challenges such as topography and watercourses. As new development takes place, additional mid-block connections should be strategically integrated into new streets and blocks, as well as through enhancements to existing streets. These new connections should enhance the overall connectivity network within, and adjacent to Bell Boulevard and North Front Street, by linking with the existing connections and the multi-use pathway network.

It is important to seek out opportunities to integrate mid-block connections that provide key links between potential open spaces and Bell Boulevard, and where feasible, beyond to established open spaces (i.e. Cascade Park and Parkdale Veterans Park). In addition, mid-block connections will facilitate direct connections to the Hydro Corridor Trail, and multi-use pathways/cycling routes.

Finally, priority should be given to identifying potential mid-block connections between North Front Street and North Park Street to facilitate connectivity to Riverside Park and the Riverside Park Trail.

4.4.4 Transit

North Front Street is generally well served by public transit, with bus stops located at regular intervals along the corridor. On Bell Boulevard, services is more limited, particularly beyond Jenland Way.

To support the Corridor Study, new transit stops should be located around areas with the highest concentration of commercial and residential densities, with a particular focus on areas where new streets are envisioned, such as Hannafin Road (south of Bell Boulevard), and Jenland Way (to the west). New transit stops should be located within walking distance of development to promote transit access.

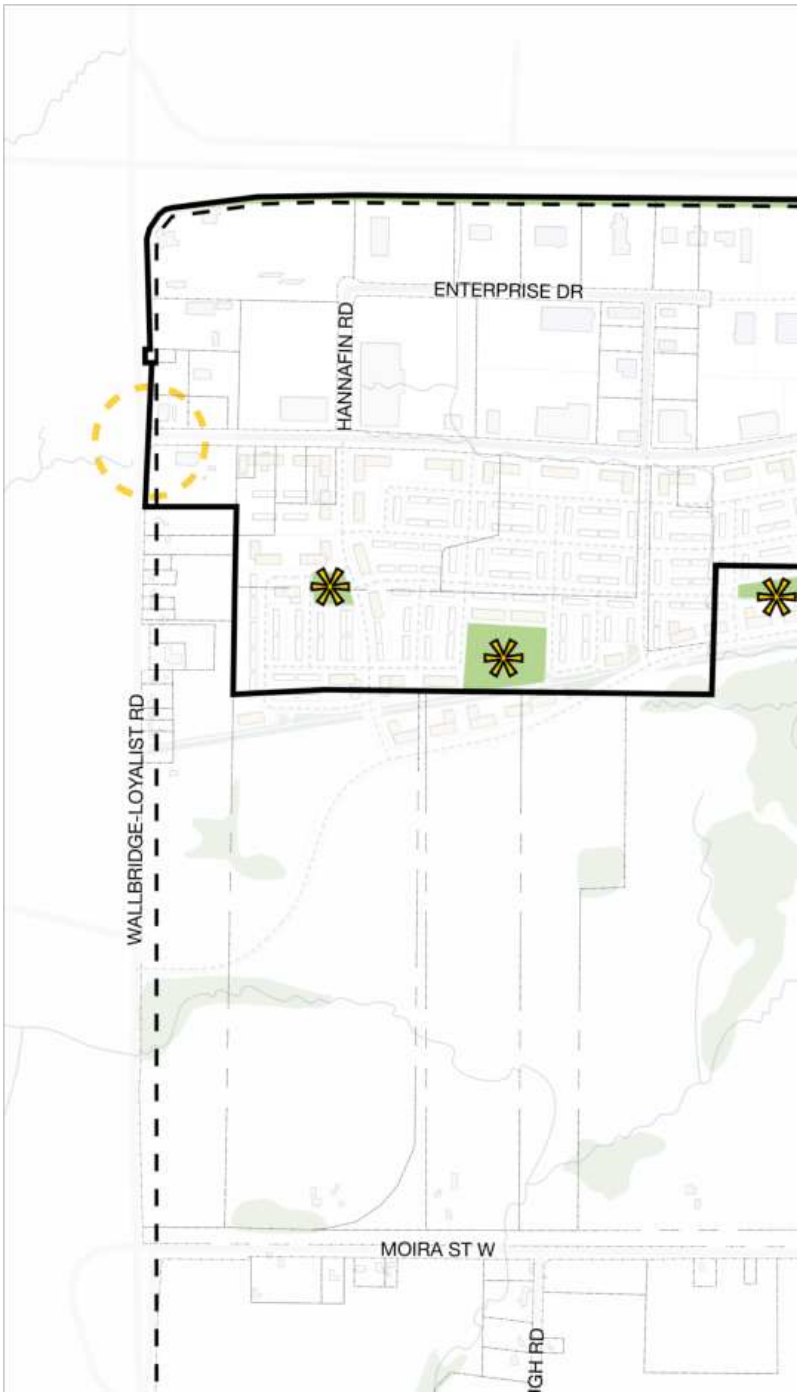
As development occurs, particularly south of Bell Boulevard where a significant amount of residential uses are envisioned, new transit routes may be considered on select internal streets to maximize ridership (i.e. a transit loop with a new street running parallel to Bell Boulevard).

4.5 Open Space

The Corridor Study focuses on introducing a well-connected open space network that includes a mix of natural heritage features, parks and open spaces and plazas, catering to both the passive and active recreational needs of residents and visitors. Open spaces will be strategically located to ensure all residents have access to recreational areas within a convenient walking distance. In addition, regularly spaced open spaces along the Hydro Corridor Trail, combined with new multi-use pathways/cycling routes and/or mid-block connections, will augment the City's active transportation network.

Both Bell Boulevard and North Front Street should undergo improvements in their streetscapes, designed to enhance the public realm and offer inviting spaces for gatherings and social interactions. Landscaped boulevards and spill-out areas will further contribute to the welcoming atmosphere.

Larger development proposals should be encouraged to include a mix of parks and open spaces, where appropriate. These developments should incorporate both hard and soft public realm elements to cater to various active and passive recreation activities. The open spaces can accommodate planned and unplanned uses, whether they are private or public, while also providing connections to the broader parks and open space network.



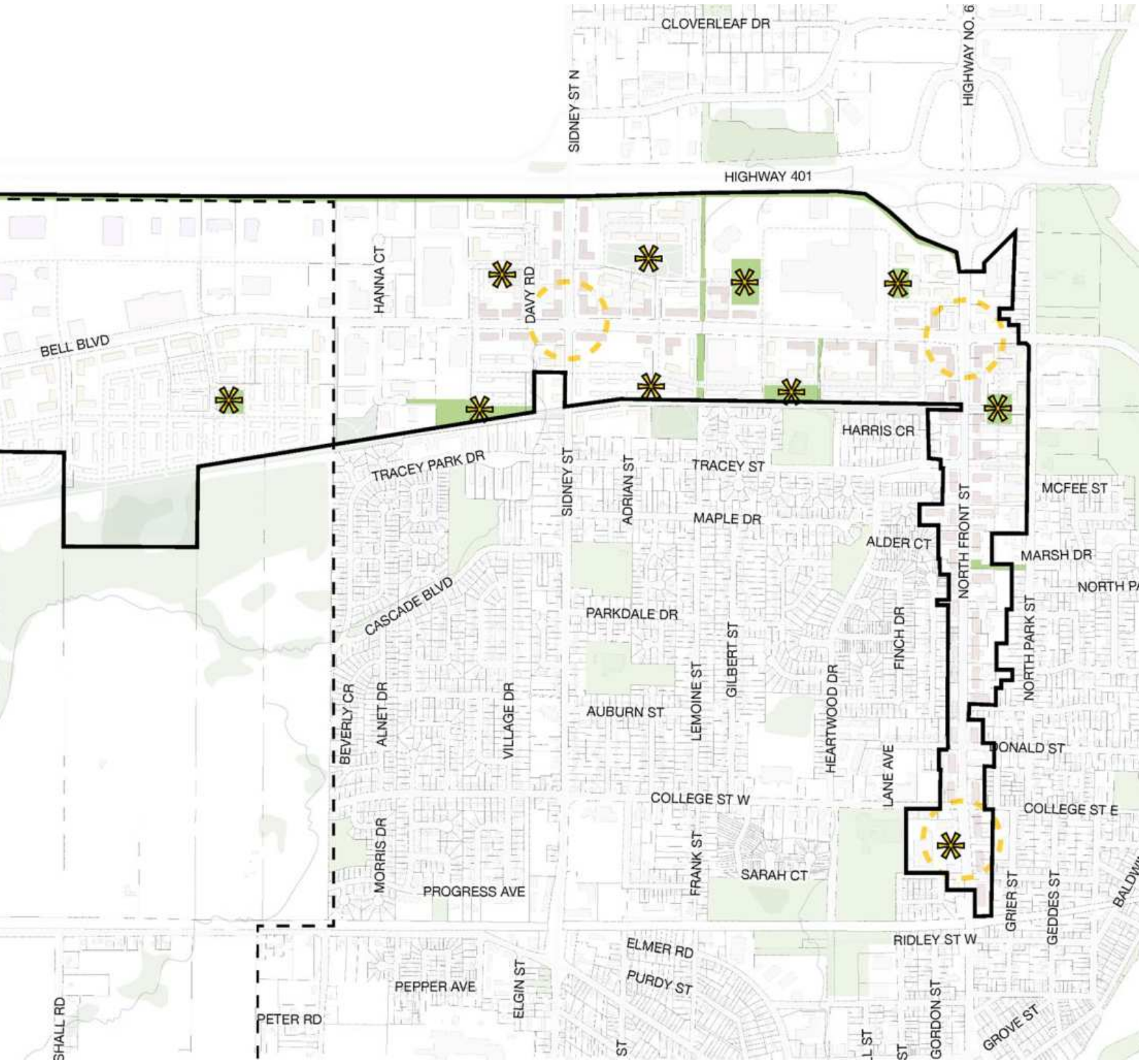


Figure 7:

Open Space

Legend

- Study Area
- Parks and Open Space (Existing)
- Parks and Open Spaces (Potential)
- Gateways (Potential)
- Natural Heritage System

4.5.1 Parks and Open Spaces

The area surrounding the Corridor Study area is generally well serviced by a mix of neighbourhood parks and parkettes, including Cascade Park, Parkdale Veterans Park, Morris Drive Parkette, Bird Park, and Riverside Park and its extensive trail along the water's edge.

Augmenting this existing park network, Parks and Open Spaces are envisioned along the southern edge of Bell Boulevard, interconnected by the Hydro Corridor Trail. These areas prioritize passive recreation and a natural ambiance, offering residents the chance to enjoy leisurely strolls to nearby parks within their communities. These open spaces serve as central features for four new neighborhoods, strategically located along the southern stretch of Bell Boulevard. Each neighborhood should have a central open space, linked to and anchored by the Hydro Corridor Trail, all within a convenient 5-minute walking distance.

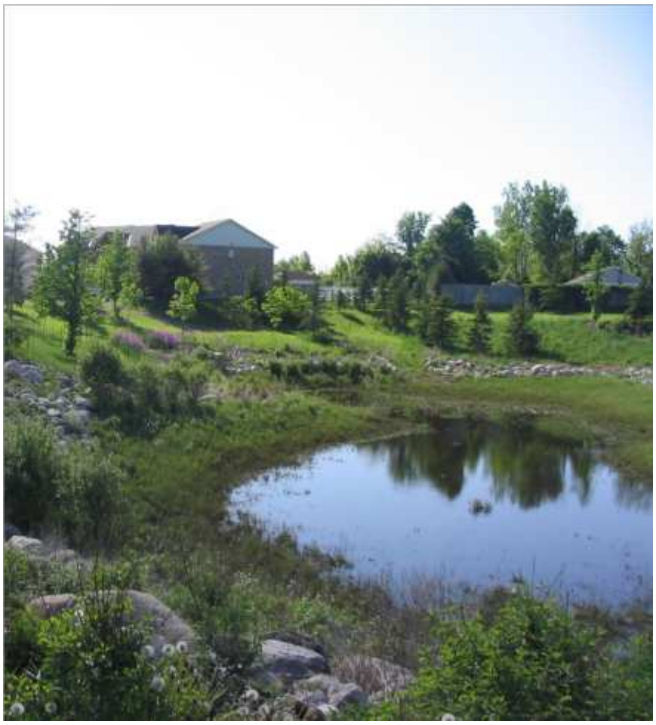
On the north side of Bell Boulevard, new infill development should accommodate opportunities to create new parks and open spaces, ensuring that all new developments are within a 5-10 minute walk from these recreational areas.

4.5.2 Plazas

To further enhance the open space network, and the aesthetic appeal of the corridors, private amenity spaces atop buildings or plazas adjacent to new and infill developments should offer additional open spaces, thereby contributing to the overall well-being and recreational opportunities for the community.

These plazas should be seamlessly integrated between buildings and strategically located at key intersections of development parcels. As predominantly hardscaped areas, plazas should include street furnishings and street trees and should offer space for streetscape enhancing uses such as commercial spill-out areas.

Plazas should be strategically positioned, particularly in close proximity to Mixed-Use areas, but may also be found within Residential areas where they could play a more local gathering role.



4.5.3 Gateways

Gateways serve multiple purposes by announcing arrival to the corridors while also signaling transitions from one district to another. Gateways should serve as focal points for height and density, with enhanced built form and public realm treatments to emphasize their importance.

Gateways welcome visitors to Belleville and each corridor. These gateways are located at the intersections of Wallbridge-Loyalist Road and Bell Boulevard, as well as North Front Street and Bell Boulevard. Each gateway should be accentuated through the articulation of built form, building siting and orientation, height and massing, and the treatment of the public realm.

Gateways also signify key intersections or nodes within the corridor areas, such as the intersections of Hamilton Extension and Bell Boulevard, and Sidney Street and Bell Boulevard, highlighting new Commercial uses and Mixed-Use uses, respectively.

4.5.4 Natural Heritage System

The Natural Heritage System encompasses wooded areas, wetlands, areas of scientific importance, and floodplain regions. Comprehensive studies and Environmental Impact Assessments (EIS) should be conducted to assess the development potential of lands within these areas. The findings from these assessments will inform decisions on appropriate development measures and conservation efforts to preserve the ecological value and sensitivity of these lands.

Where possible, elements of the Natural Heritage System should inform, and be integrated into new development, to augment the potential open spaces and encourage variety in recreational destinations.

5.0
Districts

5.0 Districts

Through the review of the existing condition, corridor framework, and initial identification of the unique areas of the corridors, formal districts were established, which include: West Bell Boulevard, Bell Boulevard and Sidney Street Intensification, Quinte Mall, and North Front Street. These districts will enhance and articulate the existing context, and the emerging vision, and will set the foundation for how new development responds to the immediate and surrounding context. The following section describes the long-term vision for the area and development approach for each district.

The long-term vision of the area is an illustration of what could occur over time if the site(s) were to redevelop. It is acknowledged that, ideally, existing development remains successful and prosperous, and is part of the long-term streetscape of the corridor. However, the economy changes over time. An example is that at the initiation of this study, there was a long-established hardware store at the northwest corner of Bell Boulevard and Sidney Street that is now vacant.

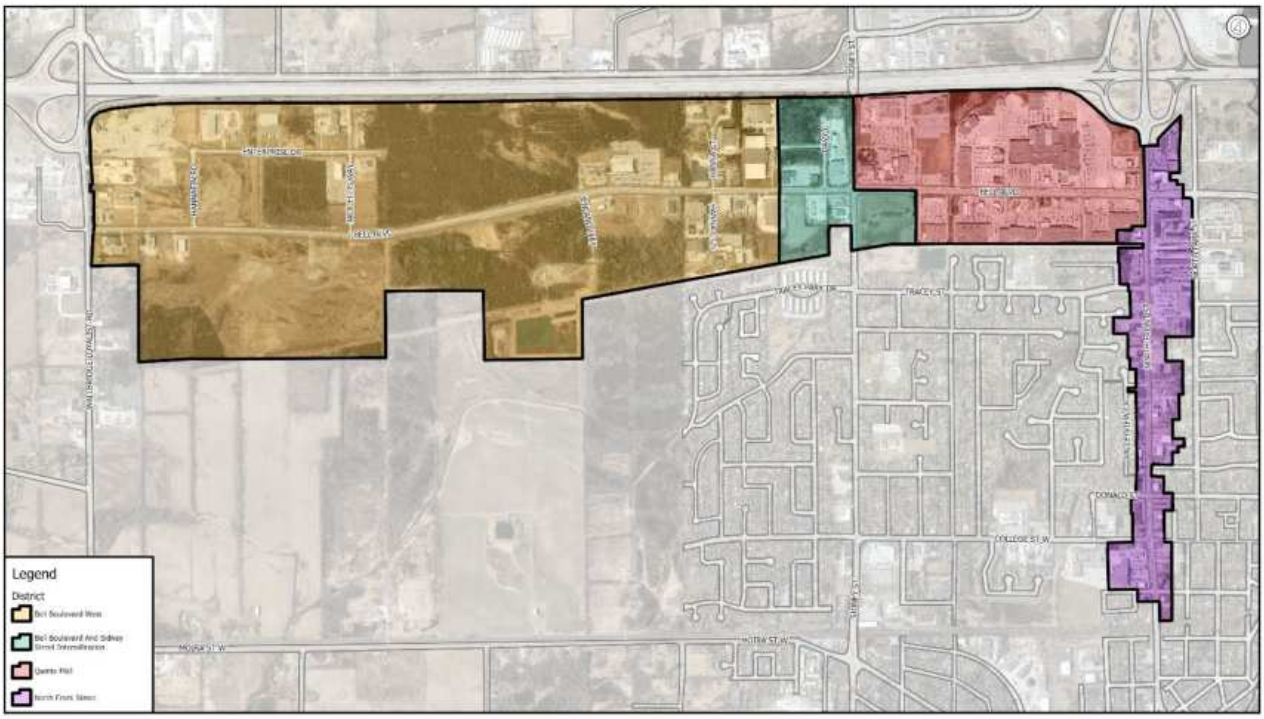


Figure 8:

District Boundaries

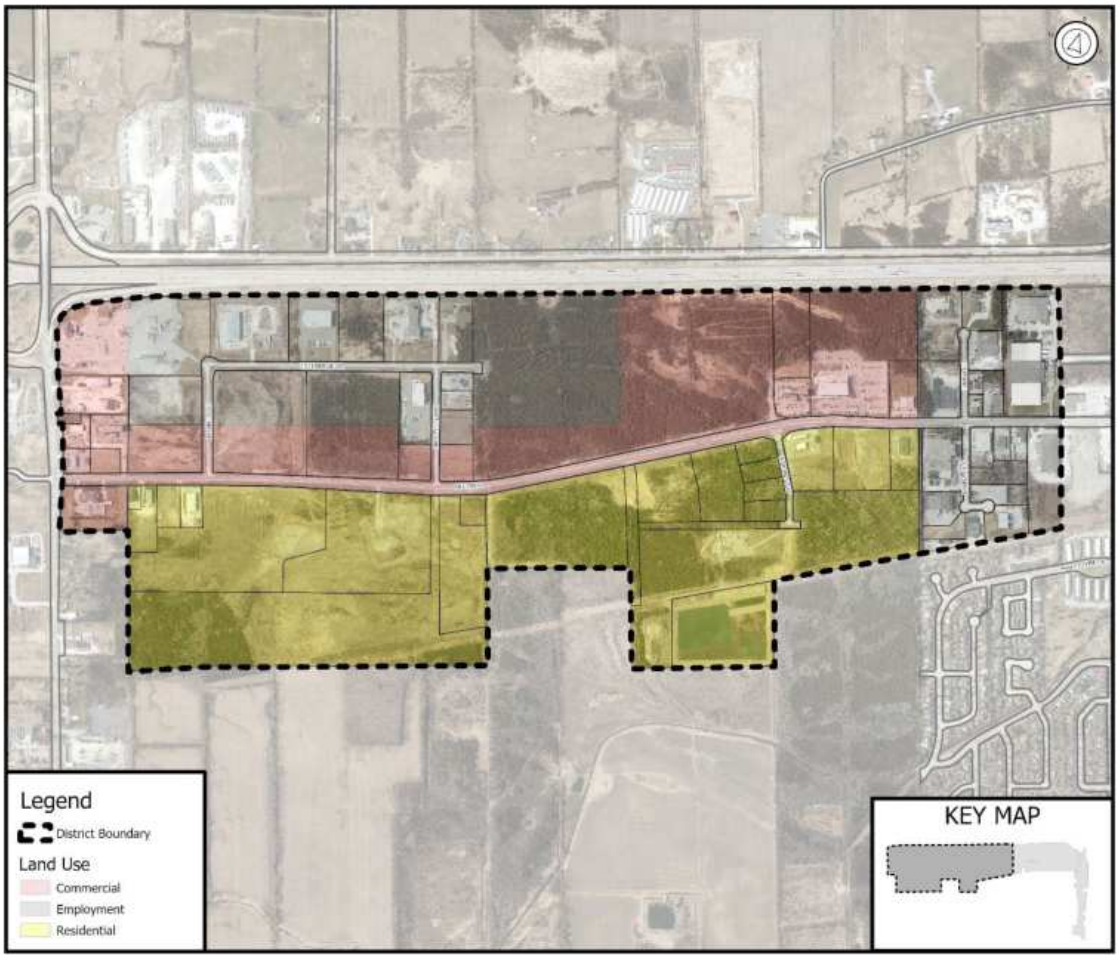


Figure 9:

Bell Boulevard West District

5.1 Bell Boulevard West

The Bell Boulevard West District is comprised of three land use areas that include Employment, Commercial, and Residential. This District is envisioned to be the primary destination for employment uses within the Bell Boulevard corridor, accommodating a variety of employment uses in the areas north of Bell Boulevard with good access and exposure to Highway 401. Lands fronting onto the north side of Bell Boulevard, are envisioned to accommodate a mix of existing and new commercial and mixed uses. Additionally, new residential neighbourhoods and a new road network are envisioned to be developed south of Bell Boulevard and north of the planned Hamilton Road extension. New Commercial uses adjacent to the Employment and Residential are envisioned to provide a transition between the Employment land uses to the north and the Residential land uses to the south. This District is envisioned to accommodate a mix of uses which are complimentary to existing employment, hotel and commercial uses, including Commercial, Employment and Residential uses.

5.1.1 Land Uses and Typologies

The Bell Boulevard West District should include a mix of building heights and typologies, and including (See Section 7.0 and Figure 13 for a full illustration):

5.1.1.1 Residential (Up to 4-Storeys)

/ These residential uses should generally include limited semi-detached dwellings, traditional, stacked or back-to-back townhouses, and/or low-rise residential buildings (i.e. multiplexes, walk-up apartments) up to 4-storeys.

/ Semi-detached dwellings, townhouses and low-rise residential buildings should be distributed to achieve the objectives of this plan and balanced with the typologies on the opposite page to maintain a medium density across Bell Boulevard West.

/ Semi-detached dwellings, traditional and stacked townhouses should generally be concentrated midblock to provide a transition in height between taller buildings and to reinforce attractive, pedestrian-scaled and walkable Local Streets.

/ Residential typologies should be distributed to achieve the objectives of this plan and balanced with the other building typologies to maintain an overall medium density level across Bell Boulevard West.

/ Stacked townhouses, low-rise residential, and mid-rise residential buildings should generally be located at the intersection of Local Streets to concentrate density at strategic locations.

/ As part of a larger development block, more intense townhouse forms (i.e. back-to-back or stacked back-to-back) may be used to create opportunities for mid-block connections.

/ Where the study area abuts the properties on Wallbridge-Loyalist Road, semi-detached dwellings and/or traditional townhouses should create an appropriate transition through a rear yard to rear yard condition.

/ New semi-detached dwellings, townhouses, and low-rise residential buildings should exhibit a contemporary design that complements, but does not mimic, the established neighbourhoods to the east.

/ Wherever feasible, parking should be provided from a rear lane. Where surface parking is provided, it should be located in the rear or side yard and screened from view. Some limited driveway parking may be appropriate for semi-detached dwellings and traditional, stacked, or back-to-back townhouses. No driveway parking should be provided on the proposed continuous east-west street south of Bell Boulevard.

5.1.1.2 Residential (5 to 9-Storeys)

/ These residential uses should generally consist of mid-rise residential buildings, and should explore opportunities to provide affordable housing.

/ Where sites are large enough to accommodate multiple residential buildings, they should be developed with a cohesive vision that distributes the density across the site, and reflects the frameworks in Section 4.0 of this report, including pedestrian-supportive boulevards, mid-block connections and transitions in height to lower scale uses.

/ Taller mid-rise residential buildings (up to 9-storeys) should line Bell Boulevard to provide a critical mass of density.

/ Taller mid-rise residential buildings (up to 9-storeys) may be used to frame the edges of new Parks and Open Spaces and/ or the Hydro Corridor Trail to provide a critical mass of users and maximize safety through casual surveillance.

/ Where commercial uses interface with residential uses (i.e. along Bell Boulevard), stacked townhouses, low- and mid-rise residential buildings are encouraged to create a well-balanced built form.

/ Mid-rise buildings, up to 9-storeys, should reinforce a strong pedestrian scale, including lower podiums with architectural massing and details that reflect smaller building elements and individual at-grade units.

/ Small-scale local commercial uses are encouraged to be provided at-grade along Bell Boulevard.

/ Where feasible, parking should be provided underground or in a structure. Where surface parking is provided, it should be located in the rear or side yard and screened from view.

5.1.1.3 Commercial

/ Commercial uses should be concentrated on the north side of Bell Boulevard, outside of the Employment Area, and may include a range of uses to serve the neighbourhood, the city and the region, such as (but not limited to) hotels and conference facilities, personal services, professional offices, recreational facilities, retail and commercial plazas.

/ Where commercial uses currently exist (i.e. hotel, casino, etc.), it is not intended that they will redevelop as envisioned in this plan until such time that the business is no longer operable, or redevelopment is preferred by the current landowner/operator.

/ Commercial uses on Bell Boulevard are not defined by an established context, and should generally have a large footprint, and be designed to reflect an auto-oriented scale through taller ground floor heights, well-defined entrance features, and architectural treatments to promote visual prominence.

/ Commercial uses should generally be less than 4-storeys, but may be higher based on their functional needs (i.e. hotel).

/ Commercial buildings should be set back to maintain a well-landscaped front-yard and attractive public realm. Where appropriate, public uses (i.e. outdoor seating) are encouraged within this frontage.

/ Vehicle parking should not be permitted within front yard setbacks.

/ Commercial lots should be of sufficient depth to accommodate both front yard setbacks and rear yard surface parking.

/ Access and circulation between adjacent commercial properties should be consolidated to minimize curb cuts on Bell Boulevard.

/ Where commercial uses interface with residential, uses with a retail and/or service focus are encouraged to reinforce an active streetscape.

/ At the corner of Bell Boulevard and the Hamilton Road Extension, commercial buildings may support a gateway character through additional setbacks to accommodate distinct landscaping and public realm elements, and through built form that frames and highlights the intersection.

/ To enhance the visual prominence and activate the streetscape, storefronts, entrances, and active frontages should face the street, with parking and other uses at the rear.

/ Commercial buildings should provide ample landscaping/screening to provide a buffer to the employment uses on Enterprise Drive.

5.1.1.4 Employment

/ Employment uses should be predominantly located along Enterprise Drive, including an extension to the east to Hanna Court. Uses may include light manufacturing, warehousing, and goods movement.

/ Public facing portions of employment uses should be designed to address the streetscape, with building features such as loading areas and mechanical units strategically located and designed to be screened from public view.

/ Employment uses that are visible from Highway 401 should have a high level of urban design (i.e. material quality, articulation, buffering) to reinforce an attractive view.

/ On the south side of Enterprise Drive, less visually impactful uses should be located, and may include industrial components of commercial uses on Bell Boulevard (i.e. a brewery on the south side of Enterprise Drive with a commercial and/or restaurant component on Bell Boulevard).

/ On side streets, connecting to Bell Boulevard, smaller-scale employment uses may provide a transition to the commercial uses on Bell Boulevard.

/ New employment buildings should reflect more modern designs, emphasizing active and/ or administrative uses (i.e. research and development, common areas) oriented towards the street, with unsightly uses (i.e. outdoor storage, loading bays) located to the rear and screened from view.

/ Employment uses should provide attractive and well-located outdoor amenity space for employees. Where appropriate, outdoor amenity spaces may be shared between adjacent buildings provided they are large enough to accommodate the needs of both users.

/ Employment uses should prioritize alternative modes of transportation, including ample bicycle parking and opportunities to extend transit access along Enterprise Drive. As new development occurs, streetscape improvements (i.e. landscaping, amenity space, widened boulevards, etc.) are recommended to enhance the ‘first and last mile’ experience.

/ Compatibility between employment uses and nearby existing and planned residential and other sensitive uses shall be considered and appropriately mitigated for.

5.1.2 Parks and Open Spaces

Parks and open spaces are generally concentrated within the residential neighbourhoods to the south of Bell Boulevard, and may include:

/ A large stormwater facility located along the Hydro Corridor Trail to the east of the Hamilton Road Extension. This open space should serve as a more natural and passive space for the broader community and should include walking trails, seating, and informational signage.

/ A large central community park located along the Hydro Corridor Trail between the extension of Hannafin Road and the extension of Jack Ellis Way. This park is meant to serve the broader community, and should include a full mix of programming, including sports facilities (i.e. sports fields, sports courts, etc.) as well as casual programming elements (i.e. water play, playground). This park should complement other similar parks in the area's open space network (i.e. Parkdale Veterans Park), should provide a key anchoring element for the Hydro Corridor Trail, and should signal arrival to the study area via the Hamilton Road Extension.

/ Parkettes on Hannafin Road (south of Bell Boulevard), Jenland Way (south of Bell Boulevard), and along the Hamilton Road Extension (east of the Jack Ellis Way Extension), anchoring a new east-west Local Street. These parkettes serve their immediate neighbourhoods. Similar to Morris Drive Parkette to the east, these parkettes should include passive amenities, such as playgrounds, splash pads, seating, etc.

/ Parkettes at the south end of Hanna Court, with similar programming to the parkette above. The western parkette, in combination with Morris Drive Parkette, should anchor a future north-south active transportation link between College Street and Bell Boulevard. The eastern parkette provides a direct open space link to Cascade Park and the adjacent neighbourhood.

/ Smaller parkettes and plazas should be integrated, wherever possible, within private developments to serve immediate residents. In addition, ample outdoor amenity space should be provided in close proximity to the employment uses along Enterprise Drive.

5.1.3 Streets and Streetscapes

Key streets and streetscape interventions in the Bell Boulevard West District include:

/ All streets and streetscapes should be designed to maximize accessibility for users of all ages and abilities.

/ Enhanced private landscaping to create an attractive streetscape within the setbacks of new commercial uses on Bell Boulevard. Where supported by internal uses, outdoor amenity areas (i.e. patios) are encouraged create intermittent areas of interest and animation on Bell Boulevard. Refer to Section 4.3.1.2 for a complete cross-section of Bell Boulevard.

/ Where development currently exists on Bell Boulevard, a generous landscape strip has been provided. The City should work with landowners to enhance the landscaping within this space to 'lead by example' for future development.

/ The above is particularly encouraged at Bell Boulevard and Wallbridge-Loyalist Road, which serves as a gateway to the community. Here, distinct and enhanced landscaped treatments should be combined with subtle but attractive gateway signage. As Bell Boulevard is reconfigured, additional gateway features can be included within the right-of-way, such as gateway landscaping within the median.

/ Gateway treatments should extend north and south (within and beyond the Corridor Study area) to highlight the role of Wallbridge-Loyalist Road as a gateway to Bell Boulevard, Loyalist College and the broader City of Belleville.

/ At the corner of Bell Boulevard and the Hamilton Road Extension, additional and distinct landscaping and public realm elements (i.e. plazas) are encouraged within an additional building setback to highlight this gateway.

/ An extension of Hannafin Road (south), Jack Ellis Way (south), Hamilton Road (north to Enterprise Drive) and Jenland Way (north to Enterprise Drive) could reinforce a north-south street network between Enterprise Drive and the residential uses south of Bell Boulevard.

/ An extension of Enterprise Drive (to Hanna Crescent), and a new street south of Bell Boulevard from Hannafin Road could augment the network above and reinforce a modified grid street network through continuous east-west access.

/ Cycle routes or multi-use pathways on the extension of Hannafin Road, Jack Ellis Way, Hamilton Road and Jenland Way should create safe and direct active transportation routes between the Hydro Corridor Trail and Bell Boulevard.


GLB
SUPPORTING LOCAL
NEVER TASTED
SO GOOD
BREWED FOR YOU, ONTARIO

Figure 10:

Bell Boulevard and Sidney Street Intensification District

5.2 Bell Boulevard and Sidney Street Intensification

The Bell Boulevard and Sidney Street Intensification District is envisioned to transform into a vibrant residential neighbourhood that leverages its established employment and commercial character to create a unique destination. The area should introduce mid-rise mixed-use and residential buildings along Bell Boulevard and Sidney Street integrated with continuous pedestrian-oriented façades providing a transition between the commercial uses in the Bell Boulevard West District to the west and the Quinte Mall District in the east. A series of supporting residential neighbourhoods should ensure a range of housing types, including predominantly higher density townhouses and apartments.

5.2.1 Land Uses and Typologies

The Bell Boulevard and Sidney Street Intensification District should include a mix of building heights and typologies, and including (See Section 7.0 and Figure 13 for a full illustration):

5.2.1.1 Mixed-Use (3 to 9-Storeys)

/ These mixed-uses should generally be accommodated within low- to mid-rise buildings, and should explore opportunities to provide affordable housing.

/ Mixed-use buildings should be concentrated along Bell Boulevard and Sidney Street. Where feasible, commercial uses are encouraged at-grade with residential above. Stand-alone commercial is discouraged on Bell Boulevard and Sidney Street.

/ Where lots are large enough to accommodate multiple buildings, mixed-use buildings fronting on Bell Boulevard and Sidney Street should transition in height (i.e. through step-backs) away from the intersection.

/ Reflecting the established character, larger-format retail uses (i.e. grocery stores, supercentres) may be appropriate at-grade. However, reverse lotting (i.e. parking in the front yard with the building to the rear of the property) is discouraged.

/ In such cases, larger-scale articulation may be appropriate on the ground floor to reflect the extent of interior use(s) and to accentuate building entrances or other key features, including extra tall ground floors, extensive setbacks, cantilevers, double-height glazing, and/or features that extend for multiple storeys.

/ Where mixed-use buildings are shown on existing employment uses (i.e. Reid's Dairy), redevelopment is not anticipated until such time that the landowners determine it desirable/feasible.

/ Buildings located at the corners of Bell Boulevard and Sidney Street should wrap the corner to create a continuous streetscape and be designed to reinforce their gateway location.

/ Where feasible, parking should be provided underground or in a structure. Where surface parking is provided, it should be located in the rear or side yard and screened from view.

5.2.1.2 Residential (Up to 4-Storeys)

/ These residential uses should generally include traditional, stacked, or back-to-back townhouses, and/or low-rise residential buildings (i.e. multiplexes, walk-up apartments) up to 4-storeys.

/ Townhouses and low-rise buildings should be distributed to achieve the objectives of this plan and a balanced distribution of residents across the district.

/ Traditional and stacked townhouses should generally be concentrated at the edges of the district and/or the rear of larger lots to provide a transition in height between taller buildings and to reinforce attractive, pedestrian-scaled and walkable Local Streets.

/ As part of a larger development block, more intense townhouse forms (i.e. back-to-back or stacked back-to-back) may be used internal to the district to create opportunities for mid-block connections.

/ Where the study area directly abuts the properties on Tracey Street, traditional townhouses should create an appropriate transition through a rear-yard to rear-yard condition.

/ New residential buildings should exhibit a contemporary design that responds to the employment character of the area, such as lofts, etc.

/ Where feasible, parking should be provided from a rear lane. Where surface parking is provided, it should be located in the rear or side yard and screened from view. Some limited driveway parking may be appropriate for traditional, stacked, or back-to-back townhouses.

5.2.1.3 Residential (5 to 9-Storeys)

/ These residential uses should generally include mid-rise residential buildings, and should explore opportunities to provide affordable housing.

/ mid-rise residential buildings should be distributed to achieve the objectives of this plan and a balanced distribution of residents across the district.

/ Where sites are large enough to accommodate multiple residential buildings, they should be developed with a cohesive vision that distributes the density across the site, and reflects the frameworks in Section 4.0 of this report, including pedestrian-supportive boulevards, mid-block connections and transitions in height to lower scale uses.

/ Mid-rise residential buildings should generally be located to allow for a transition in height between buildings on Bell Boulevard and Sidney Street, and lower-scale uses at the edges of the district.

/ Mid-rise residential buildings should generally frame the edges of new parks and open spaces and/or the Hydro Corridor Trail to provide a critical mass of users and maximize safety through casual surveillance.

/ Taller mid-rise residential buildings (up to 9-storeys) are encouraged on Sidney Street, south of Bell Boulevard, to provide a transition to the residential neighbourhood to the south.

/ Mid-rise buildings, up to 9-storeys, should reinforce a strong pedestrian scale, including lower podiums with architectural massing and details that reflect smaller building elements and individual at-grade units.

/ New residential buildings should exhibit a contemporary design that responds to the employment character of the site, such as lofts, etc.

/ Where feasible, parking should be provided underground or in a structure. Where surface parking is provided, it should be located in the rear or side yard and screened from view.

5.2.2 Parks and Open Spaces

Parks and open spaces are generally distributed throughout the residential neighbourhoods in the district, and include:

/ A parkette within the northwest quadrant of the district along Davy Road that serves the immediate neighbourhood and includes passive amenities such as walking trails, playgrounds, dog parks, seating, etc. Where possible, features of the existing woodlot should be protected and maintained.

/ A parkette along the Hydro Corridor Trail within the southwest quadrant of the district, framed by low residential buildings, and (potentially) connecting to Cascade Park via Tracey Park Drive. This parkette should serve its immediate neighbourhood, and should include passive amenities, such as a playground, splash pad, seating, etc.

/ A parkette along the Hydro Corridor Trail within the southeast quadrant of the district, framed by low residential buildings, and (potentially) connecting to the stormwater management facility on Lemoine Street. This parkette should serve its immediate neighbourhood, and should include passive amenities, such as a playground, splash pad, seating, etc.

/ Smaller parkettes and plazas should be integrated, wherever possible, within private developments to serve immediate residents. In addition, ample outdoor amenity space should be provided in close proximity to the employment uses along Enterprise Drive.

5.2.3 Streets and Streetscapes

Key streets and streetscape interventions in the Bell Boulevard and Sidney Street Intensification District include:

/ All streets and streetscapes should be designed to maximize accessibility for users of all ages and abilities.

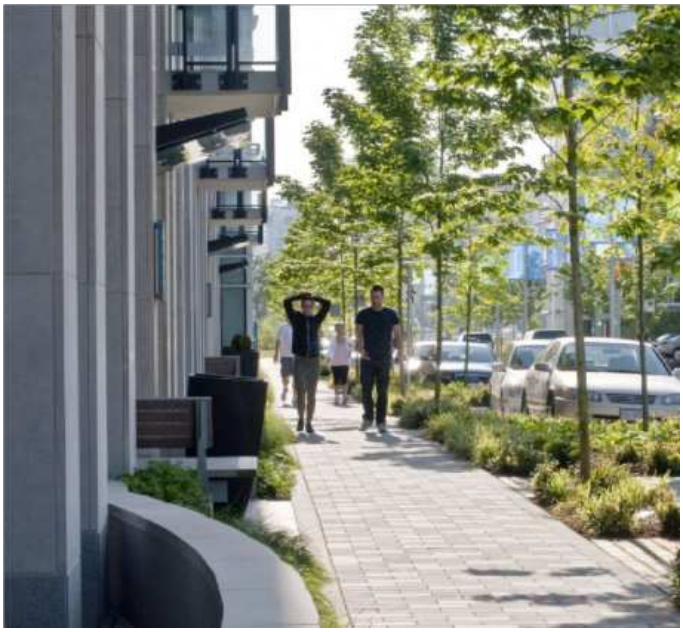
/ Extensive pedestrian boulevards should be extended along Bell Boulevard throughout the district to reflect the right-of-way upgrades implemented to the west of Davy Road, and outlined in the cross sections.

/ On both sides of Bell Boulevard, increased building setbacks (up to 7.5 metres) are encouraged to provide opportunities for additional hard and soft landscaping, spill-out uses (i.e. patios, retail displays, etc.), street furniture or to further highlight architectural features. On Sidney Street, more conservative setbacks may be appropriate.

/ The Bell Boulevard/Sidney Street intersection serves as a gateway to the community from the north and south. Additional and distinct landscaping and public realm elements (i.e. plazas, public art, signage) are encouraged within the additional building setbacks above to highlight this gateway.

/ Potential new streets, such as the eastern extension of Davy Road, should reinforce an internal grid street network with compact, walkable blocks that maximize connectivity and opportunities for active transportation.

/ A multi-use pathway on Bell Boulevard, and cycling routes on potential new streets, should create safe and direct active transportation routes throughout the corridor, the Hydro Corridor Trail and beyond.



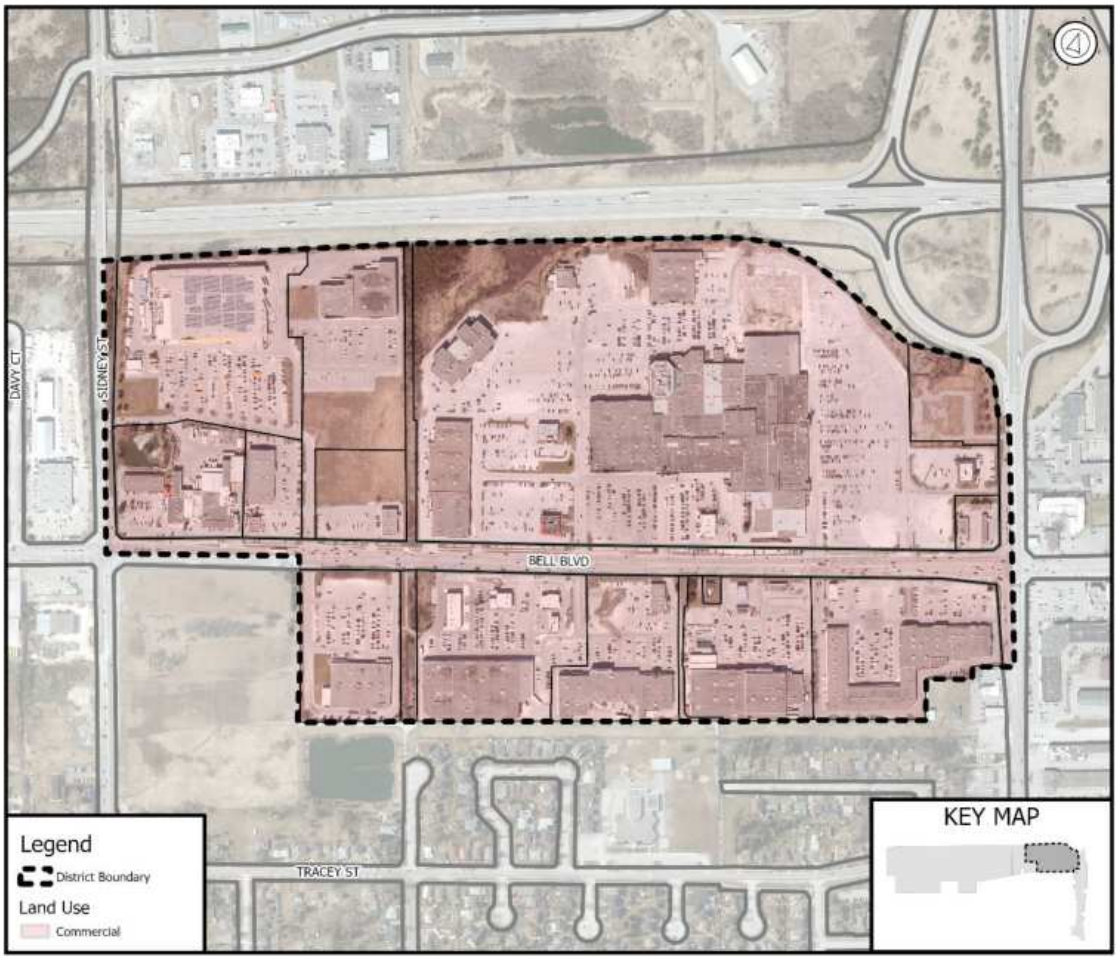


Figure 15:

Quinte Mall District

5.3 Quinte Mall

The Quinte Mall District should evolve into a vibrant, commercially focused node that leverages and enhances its established character as a regional destination. Anchored by the Quinte Mall itself, future intensification and development should focus on bringing commercial uses closer to Bell Boulevard, through stand-alone commercial units or at-grade commercial uses within mixed-use buildings. These mixed-use buildings with at grade commercial should ensure a range of housing opportunities, providing a critical mass of residents in close proximity to local employment and commercial businesses, and ensuring that the area remains vibrant throughout the day and at all times of the year.

5.3.1 Land Uses and Typologies

The Quinte Mall District should include a mix of building heights and typologies, including (See Section 7.0 and Figure 13 for a full illustration):

5.3.1.1 Mixed-Use (3 to 8-Storeys)

/ Reflecting the established character of this district, new development along Bell Boulevard should prioritize a generally continuous commercial facade at grade through low- and mid-rise mixed-use buildings. Residential-only buildings along the street edge are discouraged on Bell Boulevard.

/ Ideally, commercial within the Quinte Mall District is accommodated at grade within mid-rise mixed-use buildings along Bell Boulevard. However, it is recognized that within the horizon of the Corridor Study, an interim condition may see stand-alone commercial units infilling surface parking lots on Bell Boulevard.

/ Where lots are large enough to accommodate multiple buildings, mixed-use buildings fronting on Bell Boulevard should transition in height (i.e. through step-backs) away from the street.

/ Larger-format retail uses, such as those that currently exist within the district, may be appropriate at grade, but should be augmented with smaller scale commercial (i.e. restaurants, services, outlets) that complement the uses within Quinte Mall. Generally, the scale of at-grade commercial uses should be smaller than those within the Bell Boulevard and Sidney Street Intensification District to begin to provide a transition to the more tight-knit commercial uses within the North Front Street District.

/ Buildings located at the corner of Bell Boulevard and North Front Street should wrap the corner to create a continuous streetscape and be designed to reinforce their gateway location.

/ Buildings at the corner of Bell Boulevard and potential new streets should wrap the corner and be designed to reflect their corner location.

/ Where feasible, parking should be provided underground or in a structure. Where surface parking is provided, it should be located in the rear or side yard and screened from view.

5.3.1.2 Commercial

/ A wide array of commercial uses are envisioned in district. In this location, it provides a transition between the larger-format commercial uses envisioned in the podiums of buildings in the Bell Boulevard and Sidney Street Intensification District, and smaller-scale commercial uses envisioned in the Quinte Mall District.

/ The above use would be located to complement the envisioned character along Bell Boulevard, with the building located at the street edge, ample spacing for boulevard enhancements, and parking located at the rear of the site.

5.3.2 Parks and Open Spaces

Parks and open spaces are generally distributed throughout the district, and include:

/ A pair of parkettes at the terminus of the potential new east-west street leading to the Quinte Mall. Infilling existing surface parking lots, these parkettes complement the larger community park in the Bell Boulevard and Sidney Street Intensification District, and provide an anchor to the potential park at the western end of Davy Road. These parkettes should serve both mall patrons and staff, as well as the immediate neighbourhood and should be more hardscaped and urban in nature, including flexible event space, larger seating areas, public art, etc.

/ A parkette on the east side of the Quinte Mall, servicing a similar role and function to the parkettes above in relation to the mall, while providing an anchor open space for the residential uses between the Quinte Mall and North Front Street.

/ A parkette along the Hydro Corridor Trail on the south side of the district, immediately opposite the Georges Vanier Catholic School field and potentially connected to the neighbourhood to the south via an existing connection to Harris Crescent and beyond to Tracey Street. This parkette should serve its immediate neighbourhood, and should include passive amenities, such as a playground, splash pad, seating, etc.

/ Smaller parkettes and plazas should be integrated, wherever possible, within private developments to serve immediate residents.

5.3.3 Streets and Streetscapes

Key streets and streetscape interventions in the Quinte Mall District include:

/ All streets and streetscapes should be designed to maximize accessibility for users of all ages and abilities.

/ Extensive pedestrian boulevards should be extended along Bell Boulevard throughout the district to reflect the right-of-way upgrades implemented to the west of Davy Road.

/ On both sides of Bell Boulevard, and on North Front Street (north of the Hydro Corridor Trail), increased building setbacks (up to 6.0m) are encouraged to provide opportunities for additional hard and soft landscaping, spill-out uses (i.e. patios, retail displays, etc.), street furniture or to further highlight architectural features.

/ The Bell Boulevard/North Front Street intersection serves as a major gateway to both corridors. Additional and distinct landscaping and public realm elements (i.e. plazas, public art, signage) are encouraged within the additional building setbacks above to highlight this gateway.

/ A continuous potential new street is envisioned as a loop around the Quinte Mall, connecting through the district to the south of Bell Boulevard. This connection helps to further reinforce a grid network of streets, while also providing opportunities for the long-term redevelopment of the Quinte Mall site itself.

/ The continued extension of Davy Road to the Quinte Mall is encouraged to reinforce an internal grid street network with compact, walkable blocks that maximize connectivity and opportunities for active transportation. This is complemented by the extension of an east-west connection in the south, providing direct connectivity to the adjacent Bell Boulevard and Sidney Street Intensification District.

/ A multi-use pathway on Bell Boulevard, and cycling routes on potential new streets, should create safe and direct active transportation routes throughout the corridor, and to the Hydro Corridor Trail and beyond.


Tim Hortons
COFFEE HOUSE

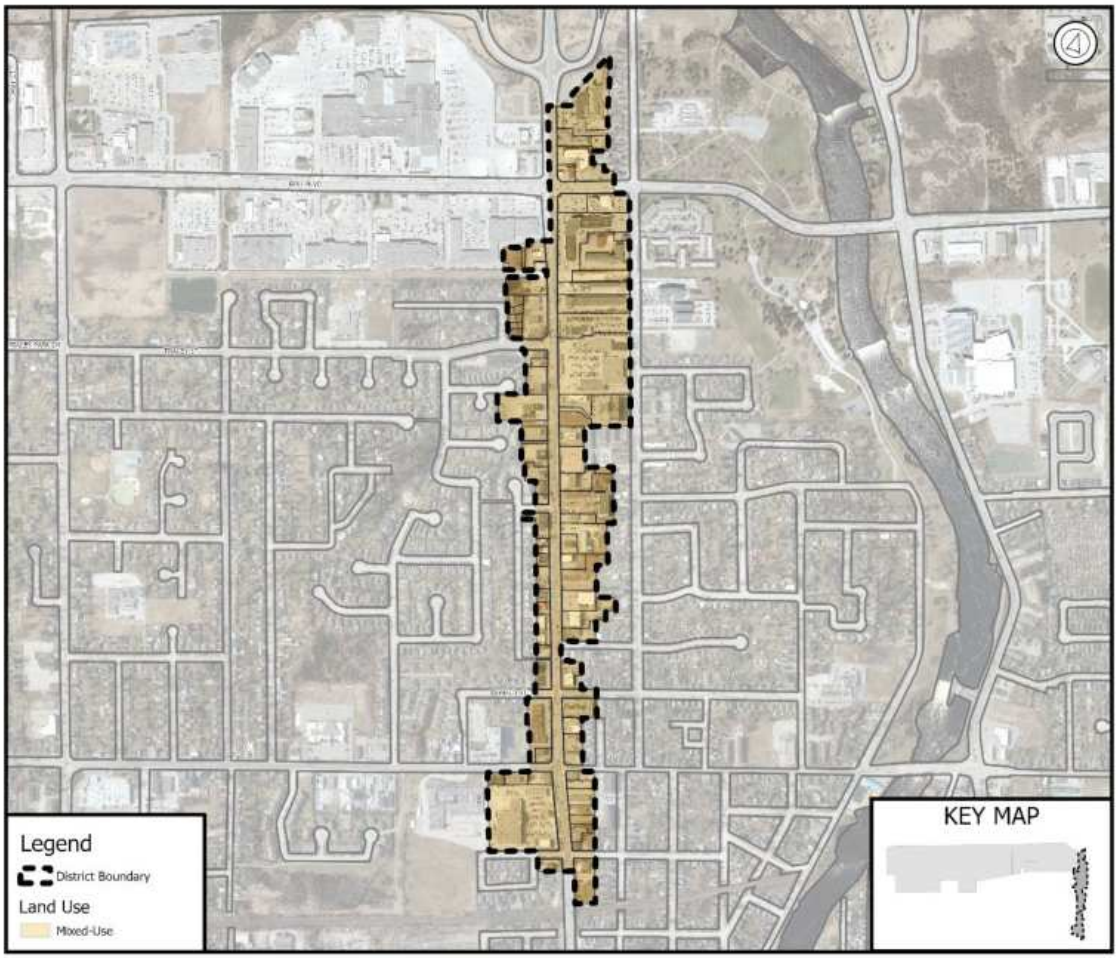


Figure 12:

North Front Street District

5.4 North Front Street

The North Front Street District is envisioned to transform into a vibrant destination characterized by compact low- to mid-rise mix of buildings that provide a range of commercial and residential uses, framing North Front Street and reinforcing an active, pedestrian-focused streetscape. Above grade, residential uses are envisioned within new mixed-use buildings to support local businesses, provide safety and activity throughout the day at all times of year, and to provide opportunities for additional housing within the City. On larger blocks, potential new streets should break up large blocks to promote walkability, establish connections to trails and open spaces, and foster connectivity to surrounding neighborhoods. Additional density and enhanced design should reinforce the North Front Street and Bell Boulevard intersection as a primary gateway to the City of Belleville, the city's Downtown, and destinations beyond such as Prince Edward County.

5.4.1 Land Uses and Typologies

The North Front Street District should include a mix of building heights and typologies, including (See Section 7.0 and Figure 13 for a full illustration):

5.4.1.1 Mixed Use (General Considerations)

/ Reflecting the established character of this district, new development along North Front Street should prioritize a generally continuous commercial facade at grade, including retail and service uses that meet the daily needs of residents. Residential-only buildings are discouraged to front directly on North Front Street.

/ Respecting the narrower lots that generally define the south side of North Front Street, commercial uses should be more fine-grained than those found along Bell Boulevard, and should promote opportunities for continuous and complementary uses (i.e. retail stores, coffee shops, personal services, etc.) that encourage a walkable shopping experience.

/ Ideally, commercial uses within the North Front Street District are accommodated at grade within low- to mid-rise mixed-use buildings. However, it is recognized that within the horizon of the Corridor Study, an interim condition may see redevelopment efforts focused on upgrades and enhancements to existing properties, including stand-alone commercial uses.

/ Buildings at the corner of North Front Street and existing (i.e. College Street, Donald Street) and potential new streets, should wrap the corner and be designed to reflect their corner location.

/ Where feasible, parking should be provided underground or in a structure. Where surface parking is provided, it should be located in the rear or side yard and screened from view.

5.4.1.2 Mixed-Use (Up to 4-Storeys)

/ On the west side of North Front Street, where the shallowest lots exist within the district, lower heights are envisioned through low-rise mixed-use buildings (up to 4-storeys) to provide an appropriate transition to the adjacent residential uses to the west (many of which back directly onto the Corridor Study area).

5.4.1.3 Mixed-Use (Up to 6-Storeys)

/ On the east side of North Front Street, as lot depths decrease south of Tracey Street, lower heights are envisioned through mid-rise mixed-use buildings (up to 6-storeys) to provide an appropriate transition to the adjacent residential neighbourhoods to the east.

5.4.1.4 Mixed-Use (5 to 9-Storeys)

/ The lots on the east side of North Front Street, north of Tracey Street, are large enough to accommodate taller mid-rise, mixed-use buildings up to 9-storeys.

/ The lots above are deep enough to accommodate multiple buildings, and therefore the buildings on North Front Street should transition in height (i.e. through step-backs) away from the street.

/ Immediately south of Bell Boulevard, the larger lots above may reflect larger format at-grade commercial uses than elsewhere along the corridor to provide a more gradual transition from the commercial uses on Bell Boulevard.

/ Buildings located at the corner of Bell Boulevard and North Front Street should wrap the corner to create a continuous streetscape and be designed to reinforce their gateway location.

5.4.1.5 Residential (3 to 8-Storeys)

/ These residential uses are discouraged to front directly onto arterial roads and are instead envisioned as part of and behind the comprehensive development of the larger lots.

/ Appropriate heights and typologies should be carefully considered in relation to those on North Front Street to provide a transition in height, and may include traditional, stacked, and back-to back townhouses, low-rise residential buildings (i.e. multiplexes, walk-up apartments), and/or mid-rise residential buildings.

/ Where new residential buildings are located at the rear of the properties, they should be designed and massed to frame and address North Park Street, with access to parking, servicing, etc. provided from a new internal north-south street.

/ Mid-rise buildings, up to 8-storeys, will reinforce a strong pedestrian scale, including lower podiums with architectural massing and details that reflect smaller building elements and individual at-grade units.

/ New residential buildings will exhibit a contemporary design that reflects appropriate materials and best practices in sustainability and building performance.

/ Where feasible, parking should be provided underground or in a rear lane. Where surface parking is provided, it should be located in the rear or side yard and screened from view.

5.4.1.6 Commercial

/ Interim stand-alone commercial development, redevelopment and/or revitalization is expected within the short to medium-term transformation of the corridor.

/ Commercial uses should be located at the edge of the street with parking in the rear or side yard. Notwithstanding the above, commercial uses should be generously set-back from the property line to accommodate active and attractive frontages, including patios space, plazas and/or landscaping.

/ Entrances should be oriented towards the street. Where the primary entrance cannot be oriented to the street, facades along frontages should interface and integrate into the street scape and secondary entrances should be provided.

/ The facades of commercial buildings are generally all visible, and should be well articulated with a variation in massing, vertical and horizontal breaks, colours and appropriate materials. Equal attention to detail should be provided on each frontage. Blank or ‘fake’ facades are highly discouraged.

/ Areas between commercial buildings should be well landscaped and programmed.

5.4.2 Parks and Open Spaces

Parks and open spaces envisioned within the North Front Street District include:

/ A parkette located centrally within the larger blocks on the east side of North Front Street. This park should be located along the Hydro Corridor Trail and should also be located to activate a potential new north-south street (if required). The park should play a key role in bringing people to/from Riverside Park and should be more hardscaped and urban in nature, including flexible event space, larger seating areas, public art, etc. to augment the more naturalized water's edge.

/ The existing pedestrian connection at Marsh Drive should be formalized and enhanced as a linear park as this leads to a direct connection (via Chown Crescent) to Riverside Park.

/ East-west linear parks and/or mid-block connections should be provided wherever possible to enhance permeability and facilitate more direct access to North Front Street from adjacent neighbourhoods.

/ Smaller parkettes and plazas should be integrated, wherever possible, within private developments to serve immediate residents.

5.4.3 Streets and Streetscapes

Key streets and streetscape interventions in the North Front Street District include:

/ All streets and streetscapes should be designed to maximize accessibility for users of all ages and abilities.

/ To facilitate the redevelopment of the larger lots on the east side of North Front Street (north of Marsh Drive), a potential new north-south street is envisioned between Bell Boulevard and (just south of) Tracey Street. This connection helps to further reinforce a grid network of streets, while mitigating potential impacts on North Park Street.

/ A new cross-section along North Front Street is envisioned to reduce the perceived width of the right-of-way and provide pedestrian-supportive boulevards by incorporating landscaped areas, street trees, sidewalks, and multi-use pathways.

/ Where upgrades are proposed to existing properties, rather than full redevelopment, efforts should be made to generally reflect the intent of the above cross-section, including the relocation of existing front-yard parking where possible.

/ No new front yard parking should be permitted on North Front Street.

/ Driveway consolidation should be considered with redevelopment. New driveways should be limited and consolidated, where feasible.

/ Extensive pedestrian boulevards should be implemented along North Front Street throughout the district.

/ On both sides of North Front Street, where lot depth permits, building setbacks that provide opportunities for additional hard and soft landscaping, spill-out uses (i.e. patios, retail displays, etc.), and/or street furniture are encouraged.

/ The Bell Boulevard/North Front Street intersection serves as a major gateway to both corridors, and additional setbacks (up to 6.0m) may be appropriate for the buildings fronting on North Front Street to accommodate additional and distinct landscaping and public realm elements (i.e. plazas, public art, signage) to highlight this gateway.

/ The North Front Street/College Street intersection serves as a gateway to North Front Street, Bell Boulevard and Belleville in general. Additional and distinct landscaping and public realm elements (i.e. plazas, public art, signage) are encouraged within the additional building setbacks above to highlight this gateway.

6.0
Urban Design Guidelines

6.0 Urban Design Guidelines

As new development within the Corridor Study Area should occur incrementally, for decades to come, Urban Design Guidelines are required to ensure built form and public realm elements reflect a consistent design and appropriate standard. Augmenting the district-specific directions in Section 6.0, the Urban Design Guidelines provide best practices to ensure a positive interface between new buildings and the public realm. It is not the intention of the Urban Design Guidelines to stifle creative design. They are intended to provide flexible direction that encourages alternative solutions, provided that it can be demonstrated, to the satisfaction of the City, that new development meets the intent of the Corridor Study. Additionally, these guidelines are intended to build upon the City-wide Development Guidelines, and offer more specific design direction for the Corridor Study area.

6.1 Neighbourhood Design

A number of new neighbourhoods are envisioned through the long-term redevelopment of the Corridor Study Area, including both infill neighbourhoods (i.e. North Front Street) and larger greenfield redevelopment (i.e. Bell Boulevard West). The following guidelines are intended to ensure neighbourhoods at all scales are compact, walkable and pedestrian-supportive.

6.1.1 Land Use Distribution

a) To create vibrant, diverse and walkable neighbourhoods that are suitable for residents at all stages of life, a range of residential types and tenures are encouraged, and should be supported by complementary uses such as open space and neighbourhood commercial.

b) Open spaces should be located to ensure that all residents are generally within a 250 to 500m radius (2.5-to-5-minute walk) to an open space or other passive recreational elements such as the Hydro Corridor Trail and/or existing natural heritage areas.

6.1.2 Block Design

The length and design of development blocks reinforces compact neighbourhoods, supports connectivity to adjacent parks and open spaces, and promotes active and alternative modes of transportation.

a) To maximize connections and permeability for both vehicular and active transportation modes, potential new streets should generally reinforce a grid pattern. Modifications to this grid may be appropriate in response to natural heritage systems, environmental constraints, open spaces, built heritage or existing street conditions.

b) Where modifications to the above street pattern are proposed, they should be strategically considered to reinforce a clear design intent, such as protecting a natural feature, or terminating a street at a key open space feature.

c) New developments that are adjacent to existing built form should ensure potential new streets align with existing streets wherever possible to maximize connectivity and permeability.

d) Block lengths should be no greater than 100m. Beyond this, a publicly accessible mid-block connection should be provided to facilitate pedestrian circulation and access. As development becomes more compact (i.e. North Front Street), smaller block lengths (i.e. 60m) are recommended.

e) The use of cul-de-sacs is discouraged, except where necessary due to grading and topography or at view terminus sites. Where cul-de-sacs are used, a pedestrian and/or cycling through-connection should be provided to promote active transportation.

6.1.3 Lot Size and Variety

Providing a mix of lot shapes and sizes supports a broad range of residential typologies, creating variety and helping to support broader objectives such as diversity, affordability, and aging-in-place.

a) Lots should generally be rectangular in shape to maximize flexibility in building siting and design. Some variations to this may be acceptable to respond to site specific conditions, including grading, street network, etc.

b) Corner lots should be wide enough to ensure buildings can appropriately frame and address both streets.

c) Where irregular lots can not be avoided, they should be considered within the broader development and used to facilitate direct connections to open spaces, streets and other amenities.

d) Lots located at key gateways, as identified on Figure 7, should be larger to accommodate landmark buildings, additional setbacks, and an enhanced public realm treatment.

6.2 Built Form and Massing

The design of buildings, and how they address Bell Boulevard, North Front Street and other streets, is perhaps the most important element to consider as the corridors redevelop. New built form, including low- and mid-rise residential and mixed-use buildings, as well as low-rise employment and commercial buildings, should frame streets, provide an important interface with the public realm and house at-grade uses that activate and animate adjacent streetscapes.

6.2.1 Semi-Detached Dwellings

Semi-detached dwellings are the least dense type of housing envisioned in the Corridor Study Area, and should generally be limited to the Bell Boulevard West District where a more private and spacious residential experience can be accommodated, and where transitions to the lower scale uses in the Loyalist (West Belleville) Secondary Plan may be required.

6.2.1.1 Site Design and Building Location

a) Semi-detached dwellings should be oriented parallel to the street to reinforce a consistent street-wall.

b) Slight variations in setbacks may be appropriate to create a more interesting streetscape.

6.2.1.2 Facade Design and Articulation

a) A range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged to create variation within a streetscape.

b) Semi-detached dwellings should be well articulated through vertical recesses and projections, window bays, and the alignment of doors, windows, porches and other architectural features. Individual floors should be easily discernible from the exterior of the building to break the height of the dwelling into easily perceivable sections.

c) On corner lots, a similar degree of facade articulation should be provided on both frontages and building elements, such as porches, should wrap the corner.

d) On semi-detached dwellings with a flat roof, articulation may be appropriate at the upper-storey to mitigate the perceived height of the building and reinforce a human scale.

e) Semi-detached dwellings should use appropriate materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.

f) Facade materials should reflect their intended use, and should not be used to imitate other materials.

g) Monolithic elements, such as vertical features and/ or materials that extend the entire height of the dwelling should be avoided.

h) Front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the public street to provide animation and opportunities for public/private exchange.

i) Front porches are encouraged to provide space for street animation, and to create a grade separation between the public and private realm. They should be designed as an integrated element of the building.

j) The ground floor of a dwelling may be up to 1.2m above grade to accommodate steps/porches. In such cases, the materiality of the primary façade should extend all the way to the ground to minimize exposed concrete foundations.

k) Where dwellings have a basement apartment, a secondary access may be provided up to 1.5m below grade. This access should be well integrated into the building and should not be visually obtrusive from the public realm.

6.2.1.3 Landscaping and Open Space

a) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low fences that do not obstruct visibility may be appropriate.

b) Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m^3 of high-quality soil.

c) Where front-yard parking is provided, at least 50% of the front yard should remain landscaped.

6.2.1.4 Access, Parking and Servicing

a) Front-yard garages/driveways are discouraged. Where garages are provided, they should be located at the back of each dwelling and accessed from a rear lane to avoid curb-cuts on the public sidewalk. Where front yard garages are provided, they should appear visually subservient to the main building, and should not occupy more than 50% of the building frontage.

6.2.2 Townhouses

Townhouses provide transitional density between multi-unit buildings and lower scale uses such as semi-detached dwellings (or existing residential neighbourhoods). Townhouses are generally appropriate throughout the Corridor Study Area, but outside of the Bell Boulevard West District, are generally concentrated at the edge of neighbourhoods.

6.2.2.1 Site Design and Building Location

a) Townhouse blocks should be oriented parallel to the street to reinforce a consistent street-wall. Within back-to-back or stacked back-to-back townhouse blocks, both units should align with their respective streets. Where townhouse blocks are located perpendicular to streets (i.e. due to lot constraints), end units should be oriented toward the street.

b) Slight variations in setbacks may be appropriate to create a more interesting streetscape.

6.2.2.2 Height and Massing

a) Where townhouses abut semi-detached dwellings, side-yard step-backs are encouraged on the upper storey(s) to increase separation and ensure compatibility with the adjacent dwelling. Where upper-storey step-backs are provided, they should be 1.5-3.0m to accommodate usable outdoor amenity space (i.e. patios).

b) Where stacked and stacked back-to-back townhouses abut semi-detached dwellings, the entire end unit (at a minimum) should step down in height to minimize overlook/shadow on the adjacent property.

c) Where stacked and stacked back-to-back townhouses back onto semi-detached dwellings, a 45-degree angular plane from the rear lot line should be applied to mitigate shadow/privacy impacts of the upper storeys of the building.

6.2.2.3 Facade Design and Articulation

a) Townhouses adjacent to, or interfacing with, established residential neighbourhoods, should be designed to generally reflect and be compatible in height, scale and massing with their context.

b) Notwithstanding the above, a range of distinct but complementary façade designs, rooflines, materials and architectural details are encouraged, particularly between adjacent townhouse developments, to create variation within a streetscape.

c) Individual floors should be easily discernible from the exterior of the building to break the height of the building into easily perceivable sections.

d) Individual units should be well articulated through vertical recesses and projections, window bays, and the alignment of doors, windows, porches and other architectural features.

e) Townhouses should use materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.

f) On corner units, a similar degree of facade articulation should be provided on both frontages and building elements, such as porches, should wrap the corner.

g) Facade materials should reflect their intended use, and should not be used to imitate other materials.

h) Monolithic elements, such as vertical features and/or materials that extend the entire height of the building should be avoided.

i) Front doors, large windows and active uses (i.e. kitchens, living rooms) should be oriented toward the street to provide animation and opportunities for public/private exchange.

j) Front porches are encouraged to provide space for street animation, and to create a grade separation between the public and private realm. They should be designed as an integrated element of the building.

k) Where front porches are provided, the ground floor may be up to 1.2m above grade and the materiality of the primary façade should extend all the way to the ground to minimize exposed concrete foundations.

l) On stacked townhouses, access to lower units may be provided up to 1.5m below grade. This access should be well integrated into the building and should not be visually obtrusive from the public realm.

6.2.2.4 Landscaping and Open Space

a) All townhouses should have access to private outdoor amenity space, including rear yards and/or upper storey or rooftop patios.

b) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low fences that do not obstruct visibility may be appropriate.

c) Private trees are encouraged in the front yard to enhance the urban tree canopy. All trees should have access to 30.0m^3 of high-quality soil.

d) On larger blocks, where multiple townhouse buildings abut each other, mid-block pedestrian connections should be provided between buildings.

6.2.2.5 Access, Parking and Servicing

a) Vehicle access to townhouse parking should be provided from a rear lane and/or secondary street.

b) Where garages are provided within townhouses, they should be located at the back of each unit and accessed from a rear lane to avoid curb-cuts on the public sidewalk.

c) For stacked and back-to-back townhouses, parking should be provided underground or in a structure either as a stand-alone structure or as part of a larger development.

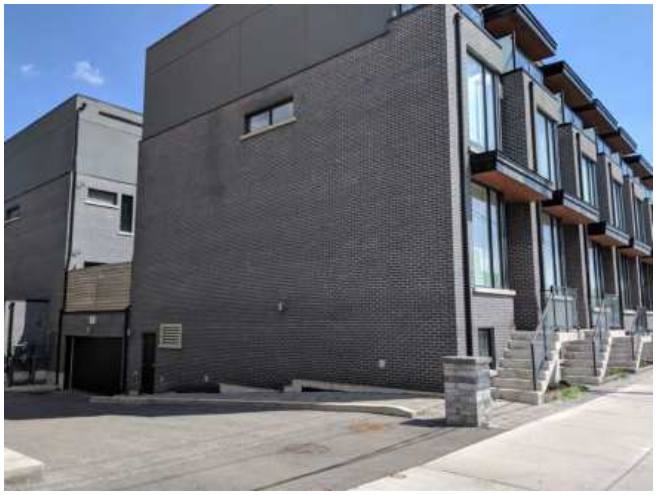
d) Where parking is not feasible underground or in a structure, surface parking should be located at the rear of the site and buffered from public view.

e) Surface parking lots should be well landscaped, including landscaped islands at the end of all parking aisles to break up expansive paved areas, and edge landscaping to screen the parking area from public view.

f) Uses that detract from the pedestrian experience, such as garbage and storage areas, should be located at the rear of townhouses and integrated into the building where possible.

g) Where these uses cannot be integrated into the building, they should be screened from public view through an enclosure that is tall enough to fully cover the use.

h) Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is strongly discouraged.



6.2.3 Low- and Mid-Rise Buildings

Low-rise buildings may include residential buildings (i.e. multiplexes and walk-up apartments) or mixed-use buildings with commercial uses at grade and residential above. Low-rise buildings accommodate higher densities at a scale and form that integrates well with both lower and higher-scale development. Low-rise residential buildings are generally appropriate throughout the Corridor Study Area subject to the overall approach to distributing density, while low-rise mixed-use buildings are concentrated along the mid and southern portion of North Front Street.

Mid-rise buildings should provide the highest densities within the Corridor Study Area and may include residential buildings within neighbourhoods and/ or mixed-use buildings along Bell Boulevard and North Front Street. Mid-rise buildings can support a critical mass of people in a form that maintains a strong human scale and at a minimum, should be concentrated at key gateway areas.

6.2.3.1 Site Design and Building Location

a) Low- and mid-rise buildings should be oriented parallel to the street. Where through lot buildings are proposed, both frontages should align with their respective streets.

6.2.3.2 Height and Massing

a) Floor-to-floor heights should be 3.0m and should be easily discernible from the exterior of the building to break the height of the building into easily perceivable sections.

b) The ground floor of buildings should be 4.5m in height to reinforce a strong visual presence, accommodate commercial uses and to accommodate servicing internal to the building.

c) Buildings should be no more than 60.0m in width to reinforce small, tight-knit blocks.

d) Where buildings abut lower typologies (i.e. semidetached and townhouse dwellings), side-yard step-backs are encouraged on the upper storey(s) to provide a compatible transition in height to the adjacent dwelling, and to mitigate shadow impacts.

e) Where buildings create a continuous street-wall, side-yard step-backs are recommended on the upper storey(s) to maximize sky views and sunlight access to adjacent buildings.


STOP

6.2.3.3 Facade Design and Articulation

a) The design, massing and articulation of buildings should promote a range of distinct but complementary façade designs, rooflines, materials and architectural details, particularly between adjacent buildings, to create variation within a streetscape.

b) Buildings should be carefully designed and articulated to break their mass into smaller components through vertical recesses and projections, and the alignment of doors, windows, and other architectural features.

c) Articulation should generally reflect the internal use, but should limited continuous building sections to less than 25.0m.

d) The ground floor of buildings should reinforce vibrant streets. For residential buildings, this includes active uses, such as lobbies and amenity areas, as well as individual at-grade unit entrances and private front yards. For mixed-use buildings, grade-related commercial uses should be provided.

e) Where grade-related commercial uses are proposed, a substantial amount of the ground floor (i.e. greater than 60%) should be clear-glazed to provide opportunities for public/private exchange.

f) Buildings should use materials that are appropriate within their local context, and may predominantly include brick, wood and or/stone.

g) Facade materials should reflect their intended use, and should not be used to imitate other materials.

h) On corner buildings, a similar degree of facade articulation should be provided on both frontages and an enhanced treatment should be considered to accentuate the corner.

i) For residential buildings, front porches are encouraged to provide space for street animation, and to create a grade separation between the public and private realm. They should be designed as an integrated element of the building.

j) Where front porches are provided, the ground floor may be up to 1.5m above grade and the materiality of the primary façade should extend all the way to the ground to minimize exposed concrete foundations.

k) Where large mechanical equipment is provided, including a mechanical penthouse, it should be carefully located to minimize shadow impacts.

6.2.3.4 Landscaping and Open Space

a) All low and mid-rise buildings should have access to indoor and outdoor amenity space, including a combination of centrally-located shared outdoor amenity areas and upper-storey and/or rooftop patios.

b) Private front-yard landscaping should create a clear, but unobtrusive interface between the public and private realm. Low fences that do not obstruct visibility may be appropriate.

c) Private front yard trees are encouraged to enhance the urban tree canopy. All trees should have access to 30.0m^3 of high-quality soil.

d) On larger blocks, where multiple buildings abut each other, mid-block pedestrian connections should be provided between buildings.

6.2.3.5 Access, Parking and Servicing

a) Parking, servicing and loading should be located underground, in a structure or at the rear of the building. Where this cannot be achieved, side yard solutions may be considered on a case-by-case basis provided vehicle impacts on the public realm are minimal. Front-yard parking is highly discouraged.

b) Vehicle access for parking, servicing and loading should be provided from a rear lane and/or secondary street to avoid vehicle conflicts with the public sidewalk.

c) Parking, loading, and servicing uses should be buffered through a mix of appropriate landscaping, fences, walls, trellises, or other structures.

Structures used for buffering should be designed to the same standard as the primary building.

d) Buildings should provide ample bicycle parking/ storage. Where parking is provided underground, safe and convenient access should be provided.

e) Short-term and visitor bicycle parking should be provided in close proximity to main entrances, lobbies, pedestrian mews and shared amenity spaces.

f) Surface parking lots should be well landscaped, including landscaped islands at the end of all parking aisles to break up expansive paved areas, and edge landscaping to screen the parking area from public view.

g) Uses that detract from the pedestrian experience, such as garbage and storage areas, should be located at the rear of the building and integrated into the building where possible.

h) Where these uses cannot be integrated into the building, they should be screened from public view through an enclosure that is tall enough to fully cover the use.

i) Garbage and storage areas should be designed using materials that are consistent with the overall design of the building and should utilize a base material that will not absorb leaks. Chain link fence is strongly discouraged.

j) Garbage and storage facilities should be coordinated with parking areas to minimize their collective footprint.

6.2.4 Stand-Alone Commercial Buildings

Stand-alone commercial uses are envisioned on Bell Boulevard within the Bell Boulevard West District, and may be used as an interim development approach in the Bell Boulevard and Sidney Street Intensification District and the Quinte Mall District prior to the ultimate transition to a mixed-use street. Stand-alone commercial buildings may accommodate day-to-day and/or special needs, and should be designed and located to enhance the public realm and reinforce attractive streetscapes throughout the Corridor Study Area.

6.2.4.1 Site Design and Building Location

a) Stand-alone commercial uses should generally be located at the edge of the street with parking in the rear or side yard. Notwithstanding the above, stand-alone commercial uses should be generously set-back from the property line to accommodate active and attractive frontages, including patios space, plazas and/or extensive landscaping.

b) Commercial lots should be of sufficient depth to accommodate both front yard setbacks and rear yard surface parking.

c) Primary entrances should be oriented towards the street. Where the primary entrance cannot be oriented to the street, transparent and active frontages, including secondary entrances, should be provided.

d) Where multiple stand-alone commercial buildings are provided, they should be located to create a continuous shopping environment through clear pedestrian connections.

e) Stand-alone commercial units should have continuous sidewalks on all sides of the building where public entrances and parking areas are located.

6.2.4.2 Height and Massing

a) Stand-alone commercial buildings should generally be less than 4-storeys, but may be higher based on their functional needs.

6.2.4.3 Facade Design and Articulation

a) The facades of stand-alone commercial buildings are generally all visible, and should be well articulated with a variation in massing, vertical and horizontal breaks, colours and appropriate materials. Equal attention to detail should be provided on each frontage. Blank or ‘fake’ facades are highly discouraged.

b) Larger stand-alone commercial buildings are often experienced by vehicle and should reflect an auto-oriented scale through taller ground floor heights, well-defined entrance features, and architectural treatments to promote visual prominence. At the same time, it is important that larger buildings are also discernible at the pedestrian-scale, and should use more fine-grained architectural articulation to break the building into smaller components.

6.2.4.4 Landscaping and Open Space

a) Areas between stand-alone commercial buildings should be well landscaped and programmed (i.e. outdoor seating and dining areas, plazas, public art, etc.).

6.2.4.5 Access, Parking and Servicing

a) Parking should be located at the rear of the site. Where this is not possible, side-yard parking may be considered on a case-by-case basis. Front-yard parking is highly discouraged.

b) Bicycle parking should be provided near building entrances in high visibility areas.

c) Servicing and loading facilities should be located at the rear of the site, and appropriately screened from view.

d) Access and circulation between adjacent standalone commercial uses should be consolidated to maximize development potential and minimize curb-cuts on adjacent streets.


CIBC Banking Centre


THE BRICKWORKS

6.2.5 Employment Buildings

Employment buildings are envisioned in the Bell Boulevard West District, north of Bell Boulevard and adjacent to Highway 401. These buildings augment the commercial uses on Bell Boulevard and provide a variety of employment opportunities. While located away from Bell Boulevard, these uses should still reinforce a pedestrian-supportive streetscape with more attractive and active uses (i.e. research and development, common areas) oriented toward the street, and more intense development forms screened from view through attractive landscape buffers.

6.2.5.1 Site Design and Building Location

a) The siting and location of employment buildings should reflect a more contemporary, campus-style layout, including joint access, shared open spaces and amenity areas, and continuous connectivity between adjacent sites.

b) Employment buildings should generally be located at the street edge. More attractive indoor uses (i.e. research and development, receiving) are encouraged to occupy as much of the street facing frontage as possible. Where more intense forms of development are located along the street, they should be pushed back to accommodate a significant landscaped buffer.

c) Corner buildings should address both street frontages.

6.2.5.2 Facade Design and Articulation

a) The highest quality of building design should be applied to the building façades facing public streets, open spaces or other publicly visible areas.

6.2.5.3 Landscaping and Open Space

a) Open space should be considered an integral part of a employment development, and may include privately-owned public spaces (POPS) where appropriate.

6.2.5.4 Access, Parking and Servicing

a) Parking should generally be located in the rear yard. Where side yard parking is proposed, it should be well screened from the public realm through attractive landscaping. Front yard parking is highly discouraged.

b) Outdoor storage and commercial vehicles should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.


15120

6.3 Public Realm

The experience of residents and visitors within the Corridor Study Area is closely tied to the public realm, including streets, boulevards, parks and open spaces. How each of these elements are designed and function, including their individual components, work together to reinforce a positive and engaging experience that makes users want to return to a place for repeat visits. The following section provides guidelines for the elements that define the public realm, and are applicable to all developments within the Corridor Study Area.

6.3.1 Crosswalks

Crosswalks will play a key role in the creation of pedestrian-supportive streets and streetscapes in the Corridor Study Area, providing connections between key public spaces, and facilitating safe interactions between pedestrians, and other forms of transportation, including transit, cycling, and vehicular traffic.

a) Crosswalks should be located at regular intervals along Bell Boulevard, North Front Street, and other streets, and particularly in alignment with major street crossings. In areas with greater pedestrian activity, including adjacent to parks and open spaces, more frequent crosswalks should be provided (including signalized mid-block crosswalks).

b) Crosswalks should be clearly demarcated through striping, material variations (where appropriate), and overhead signage.

c) Crosswalks should be designed to reflect AODA standards and should be safe and accessible for people of all ages and abilities.

d) Crosswalks should be unobstructed. Streetscape elements (i.e. planter boxes, benches, lighting) should not impede the pedestrian path of travel, or access to the signal button.

e) In areas of high pedestrian traffic (i.e. North Front Street, gateways, etc.) raised crosswalks should be considered to further delineate pedestrian priority,

f) At gateways, and where crosswalks provide direct connections to public amenities (i.e. parkettes, urban plazas, or POPS), opportunities to incorporate public art within the design of the crosswalk should be considered.

g) Bump-outs are encouraged at crosswalk locations to narrow the width of the right-of-way, slow traffic, and increase pedestrian safety.

6.3.2 Street Trees

Street trees, including their surrounding landscaping, enhance the visual quality of the street, reduce stormwater run-off, and enhance public enjoyment of the street by providing shade from the sun, protection from the elements, and a buffer from vehicular traffic.

a) Wherever possible, existing healthy trees should be preserved and protected as potential new streets are constructed and existing streets are upgraded.

b) Street trees should generally be provided wherever possible to expand the urban tree canopy, beautify streets and minimize the impacts of the urban heat island effect.

c) Street tree species should be native to the City of Belleville and suitable for a 6a Plant Hardiness Zone. A variety of species should be provided to improve and diversify the tree canopy within the Corridor Study Area and throughout the City.

d) Where sufficient space is provided, including on wider boulevards (i.e. on the north side of a reconfigured Bell Boulevard) and at bump-outs, a double row of street trees is encouraged.

e) Street trees should not interfere with vehicle sight lines.

f) Street trees should generally be located within a designated planting zone, between the sidewalk and the curb, where potential damage due to nearby construction and maintenance should be minimized.

g) Street trees should not be located closer than 1.5m from the curb to minimize potential damage from snowplows.

h) Street trees should generally be spaced 8.0-10.0m apart (on centre) to ensure ample room for growth and to reinforce a continuous canopy as trees mature.

i) Where street trees are provided, they should have access to 30.0m^3 of good quality soil (can be shared between trees) to ensure mature growth.

j) Where feasible, street trees should be planted within a continuous linear trench to maximize access to soil.

k) In constrained areas (i.e. along North Front Street where a road-widening is not possible), a structural soil cell system should be considered to maximize soil access.

l) Tree gates, tree guards and other mechanisms are recommended to protect trees from damage. The design of such elements should be consistent with the broader palette of street furniture within the Corridor Study Area and should not impede the mature growth of the tree.

m) Overhead utilities should be located to ensure they do not interfere with mature tree growth.

6.3.3 Street Furniture

Street furniture includes seating and benches, raised planters, and waste receptacles, as well as any other amenities that provide a specific function to the public and complement streets and outdoor spaces. Street furniture is essential in creating an attractive, comfortable and recognizable public realm. It also plays an important functional role, providing rest opportunities, while allowing users to enjoy an area for longer periods.

a) Street furniture, including seating and benches, raised planters and waste receptacles, should be located at regular intervals throughout the Corridor Study Area, with a specific focus at gateways, continuous commercial areas, and other key destinations (i.e. parks and open spaces).

b) Within each of the districts outlined in Section 5.0, a palette of street furniture should be selected to reinforce a distinct image but also support an overall image for the Corridor Study Area.

c) Along North Front Street, benches should be located approximately every 30.0m. Along Bell Boulevard and elsewhere in the Corridor Study Area, benches should be located in areas of heavy traffic and at regular intervals along all streets.

d) Waste receptacles should generally be provided in concert with benches but should be far enough away to ensure smells do not hinder enjoyment of the bench.

e) Street furniture should generally be located within the dedicated landscape zone and within the increased building setbacks on Bell Boulevard and North Front Street.

f) Street furniture should generally be aligned with the sidewalk, but located to ensure users, or the furniture itself, does not impede the pedestrian path of travel.

g) Where raised planters are provided, species should be selected to ensure that as they reach maturity, they should not protrude into the sidewalk. Where taller vegetation is used (i.e. potted trees), a vertical clearance of 2.1m should be provided over the sidewalk.

h) Street furniture should not obstruct pedestrian or vehicle movement and should not hinder sidewalk maintenance and snow removal.

i) Where raised planters are provided, they may serve a dual purpose and be designed to accommodate additional seating areas.

j) Benches should be selected to meet the functional needs of the widest range of users and should accommodate people of all ages and abilities.

k) Benches should have both arms and back support to facilitate longer rest periods and to assist with rising from the bench.

l) Advertising within street furniture is discouraged. Where appropriate, subtle plaques may be considered to identify sponsors, memorials, etc.

6.3.4 Lighting

Street lighting, together with private realm lighting, is necessary for safety and wayfinding, and can also be used to highlight key elements in the public realm. Properly designed and located street lighting creates a positive and relaxing environment.

a) Street lighting should be provided at regular intervals along Bell Boulevard, North Front Street, and throughout the Corridor Study Area, with a specific focus at gateways, continuous commercial areas, and other key destinations (i.e. parks and open spaces).

b) Street lighting should be located within the designated planting area.

c) All pedestrian and street lighting should be as sustainable as possible and should include LED fixtures and downward-facing, 'dark sky' friendly illumination that minimize light pollution.

d) Within each of the districts outlined in Section 5.0, lighting standards should be selected to reinforce a distinct image but also support an overall image for the Corridor Study Area.

e) Ground-oriented, pedestrian-scaled lighting should be provided at regular intervals (and may be incorporated into the vehicle-standard lighting).

f) Where appropriate, additional lighting may be provided to highlight important public amenities (i.e. public art, signage, etc.).

6.3.5 Public Art

Public art may take many forms, including standalone sculptures or features, murals, integrated design and built form elements, and/or unique plantings. Public art provides opportunities to celebrate both the local, as well as City-wide cultural heritage attributes, and can provide orientation, vibrancy, identity, interest and a sense of place for residents and visitors when placed in prominent locations.

a) The design and location of public art should generally be considered as part of a broader public art strategy for the Corridor Study Area and may include stand-alone sculptures and installations, murals, and elements integrated into street furniture and other public realm elements.

b) Public art should be commissioned and integrated through new capital projects.

c) Public art should be concentrated primarily along Bell Boulevard and North Front Street, with more prominent pieces focused at key locations, including gateways, parks and open spaces.

d) Where appropriate, public art should be integrated into the design of the boulevard and may include designs/text within paving surfaces and/or street furniture, or the unique design of the streetscape element itself.

e) Where larger private developments include POPS, public art is encouraged.

f) Public art should be creative and inspiring and where appropriate, should reflect the local Belleville context.

g) Larger public art pieces, and particularly those located at gateways, should be subject to a public design competition to elicit unique ideas.

h) Public art should be constructed of durable, low-maintenance materials that can withstand regular use and enjoyment.

i) Public art should be both visually and physically (where appropriate) accessible for people of all ages and abilities. Where appropriate, tactile and/or auditory features should be provided.

j) Where public art is located within the boulevard, it should be located within the designated landscape area and should not impede the sidewalk.

k) Public art should be complemented by adjacent landscaping where it does not compromise the intent of the piece.

6.3.6 Signage and Wayfinding

A well-coordinated signage and wayfinding strategy ensures the public can navigate the Corridor Study Area in a safe, easy and intuitive manner. Key elements include wayfinding signage, street signs, information kiosks, tactile guidance, and auditory cues. These elements should be embedded along streets and streetscapes, and within other public spaces.

a) The location and design of signage and wayfinding features should be considered as part of a broader Signage and Wayfinding Strategy for the Corridor Study Area and should include street signs, directional signage, and informational signs.

b) Within each of the districts outlined in Section 5.0, a palette of signage should be selected to reinforce a distinct image but also support an overall image for the Corridor Study Area.

c) Signage should generally be located at decision-making points (i.e. gateways and key intersections) and areas with high volumes of pedestrian traffic, including continuous commercial areas, parks and open spaces.

d) Where possible, signage should be consolidated to maximize information and minimize visual clutter.

e) Signage should be located within the designated landscape area and should not impede the sidewalk.

f) The scale and design of signage should reflect the intended user. For example, signs for pedestrians should be low and sized to not overwhelm the field of view. Signs for drivers should be larger, and easily located and read from a passing vehicle.

g) Signage should be intuitive and easy to read and understand. The use of plain language and/ or universally recognized symbols and icons is recommended.

h) Tactile and braille features should be provided on all signage to maximize usability for people with visual impairments.

i) Commercial signage should generally reflect the scale and character of the building on which it is located and should not overwhelm the appearance of the streetscape.

j) Non-permanent commercial signage, such as sandwich board signs, should be located within private building setbacks. Where this can not be achieved, signage may be located within the adjacent landscape area on a case-by-case basis.

6.3.7 Bicycle Parking

Dedicated and clearly demarcated bicycle parking supports and promotes active transportation, and should include a mix of short- and long-term parking options that are easily accessible and within close proximity to key destinations within the Corridor Study Area.

a) Bicycle parking should be provided at regular intervals along Bell Boulevard and North Front Street with a specific focus at continuous commercial areas, gateways, and other key destinations (i.e. parks and open spaces).

b) Within each of the districts outlined in Section 5.0, a standard of bicycle parking should be selected to reinforce a distinct image but also support an overall image for the Corridor Study Area.

c) Within parks, parkettes, plazas and POPS, bicycle parking should be sheltered wherever possible.

d) Bicycle parking should be located within the designated landscape area, or within private building setbacks, and should not impede the sidewalk.

e) Post-and-ring or inverted 'U' bicycle parking is generally preferred to minimize the amount of space occupied in the public realm. Where larger boulevards are provided (i.e. Bell Boulevard and parts of North Front Street), or where within parks and open spaces, larger facilities may be appropriate.

f) In areas with significant employment uses (i.e. north side of Bell Boulevard), long-term bicycle parking should be provided in both the public and private realm.

g) At gateways, or elsewhere as appropriate, unique bicycle locks may provide opportunities to integrate public art within the streetscape

6.3.8 Utilities

Utilities in the public realm include utility cabinets, transformers, and hydro and gas meters. When carefully considered, these items can be effectively integrated into new developments, and/or screened from view, to minimize their impacts on the public realm.

a) Utilities should be located within the public boulevard and buried underground wherever possible to minimize visual clutter.

b) Where utilities can not be located underground, they should be coordinated as much as possible, and located in areas where their visual impacts can be minimized.

c) Where possible, utilities should be integrated into the design of new buildings.

d) Where utilities can not be integrated and/or hidden, they should be treated as opportunities for public art through mural paintings, or attractive anti-graffiti wraps.

e) The use of a joint utility trench is encouraged to minimize the impacts of routine maintenance and repairs on street trees and other public realm elements.

6.4 Parks and Open Spaces

The Corridor Study Area is founded on an extensive network of parks and open spaces, ranging from small POPS and parkettes to larger community parks. These features support local residents and visitors, and promote active and healthy lifestyles. As redevelopment and intensification occurs, new and enhances parks and open spaces should be required to minimize stresses on existing infrastructure, maximize an interconnected network, and provide new recreational opportunities for people of all ages and abilities.

6.4.1 Hydro Corridor Trail

A continuous hydro-corridor runs immediately south of, and on some occasions through, the Corridor Study Area, including a large swatch that crosses North Front Street. Envisioned as a future hydro-corridor trail, this linear open space should facilitate a substantial amount of connectivity between the various districts, neighbourhoods and open spaces envisioned in the Corridor Study Area, as well as the established neighbourhoods that surround it. The design of the hydro corridor trail should be important in ensuring a safe, accessible and continuous experience for all users.

a) Potential new streets should, wherever possible, be located adjacent to the hydro corridor trail to facilitate public access, highlight the importance of the street, and create additional room for street trees, landscaping, and pedestrian connections in the public realm.

b) Parks and open spaces should be located at regular intervals along the hydro corridor trail to provide seamless connectivity between key elements of the broader open space network.

c) The design and programming of the hydro corridor trail should reflect its transitory nature, and should include elements that can be enjoyed while in transit, or during brief moments of respite.

d) Impervious surfaces should be minimized where they do not serve a functional role.

e) Bioswales, and other LID technologies should be used along the hydro corridor trail to address stormwater directly on site.

f) Provide public art and/or landscape design features that reflect and capitalize on the linear nature of the hydro corridor trail.

g) As a key connectors throughout the Corridor Study Area, wayfinding and informational signage should be located at regular intervals along the hydro corridor trail, and should provide clear directions to key locations (i.e. districts, parks, etc.).

h) The hydro corridor trail should be safe for all users, at all times of the day, and should adhere to the principles of CPTED.

i) Provide pedestrian-scale lighting and emergency beacons along the hydro corridor trail to enhance safety.

j) The hydro corridor trail should be Universally Accessible and should adhere to the principles and policies of the Accessibility for Ontarians with Disabilities Act.

k) Attention and directional tactile wayfinding (TWSI) should be installed along the hydro corridor trail.

l) Design and programming elements should be located to protect for a wide, uninterrupted path of circulation that can accommodate a variety of modes.

m) Where the hydro corridor trail is intended to accommodate both pedestrians and cyclists, separate paths of travel should be clearly demarcated.

n) Vehicle connections along the hydro corridor trail should be limited to emergency and maintenance vehicles.

6.4.2 Parkettes

Parkettes are smaller parks that support both active and passive programming and are envisioned throughout the Corridor Study Area. Parkettes provide a critical link within the parks and open space network, offering areas to gather and socialize in the immediate area of a mix of residents and employees. Parkettes should be predominantly soft landscaping, with smaller hardscape elements as appropriate, and should encourage a mix of small scale programming and passive socialization, such as a playground, splash pad, seating, etc.

a) Parkettes should be located to ensure that all residents have access to a park within 200 to 400.0m (2.5 - 5 minute walking distance).

b) Parkettes should be located at the terminus of streets, between buildings, adjacent to natural heritage features, and at gateways (where appropriate).

c) The character of parkettes should reflect the district in which they are located, including a more traditional residential design in the Bell Boulevard West District and a more contemporary and urban design within the other districts.

d) Parkettes should be rectangular in shape, where possible, to maximize programming opportunities.

e) The perimeter of parkettes should be framed by buildings and/or streets to maximize safety and visibility. A minimum of 50% of a parkette should have a public frontage.

f) Where commercial uses front onto parkettes, they should have spill-out uses (i.e. cafes, patios, etc.) fronting onto the parkette.

g) Residential uses adjacent to parkettes should include individual at-grade entrances with private landscaping that fronts on to the parkette. In such cases, a public pathway should be provided at the edge of the parkette to ensure it is not perceived as private amenity space.

h) A significant amount of parkettes should be treed to provide shade and expand the urban tree canopy.

i) Where trees and/or landscaping is provided at the edge of a parkette, it should not obscure views into the parkette.

j) Parkettes should accommodate a mix of smaller-scale passive and active uses that are suitable for users of all ages and abilities, and may include passive amenities, such as a playground, splash pad, seating, etc.

k) Playground equipment should be imaginative, easily maintained and located in areas that are well shaded.

l) Provide public art and/or landscape design features that enhance the character of the site.

6.4.3 Urban Plazas

Urban plazas are not illustrated on the Demonstration Plan in Section 7.1, but are envisioned throughout the Corridor Study Area in concert with new development, and particularly mid-rise residential and mixed-use buildings. Urban plazas are also envisioned at gateways, and other areas with high pedestrian traffic. Urban plazas are the 'front door' for many visitors and a destination and gathering space for those who live and work within the Corridor Study Area. Urban plazas should be predominantly hardscaped, and should serve as a place for day-to-day gathering and socialization with small-scale programming where appropriate. Adjacent buildings should provide active at-grade uses that reinforce a strong synergy with the plaza, and provide opportunities for spill out commercial uses, such as cafés, patios, and retail areas.

a) Urban plazas should be located at gateways and in continuous commercial areas and should be directly connected to the public boulevard to maximize connectivity and visibility.

b) Urban plazas should be safe, and fully accessible, at all times of day and for people of all ages and abilities.

c) At gateways, urban plazas should reflect a high level of design that reinforces the plaza as a 'front door' and may include decorative planting, public art, special paving, furniture and other built elements (i.e. water features, feature walls, etc.).

d) Urban plazas should be predominantly hardscaped to reinforce an urban character. A variety of paving materials and techniques are encouraged to create variety and distinguish the urban plaza from the remainder of the streetscape.

e) The character of urban plazas should reflect the district in which they are located, including more traditional designs within the Bell Boulevard West Character Area and more contemporary designs within the other districts.

f) Urban plazas should ideally be located adjacent to, or in close proximity of, at-grade commercial uses. In such cases, spill-out uses (i.e. cafes, patios, etc.) should expand into the plaza provided they do not interfere with pedestrian circulation or the overall function of the plaza.

g) Low Impact Development techniques should be integrated into urban plazas, wherever possible, to offset the extensive paving elements.

h) While urban plazas should be predominantly open, some landscaping, large trees and seating areas are encouraged to break up the space and provide for passive gathering and socializing. Opportunities may also be delineated for public art displays, small performance spaces, etc.

i) Provide public art and/or landscape design features that enhance the character of the urban plaza.

6.4.4 Privately Owned Public Space (POPS)

POPS, or privately-owned public spaces, are smaller open spaces on private property that are accessible to all members of the public. Usually associated with new buildings, POPS may take the form of parkettes or urban plazas and should be located in highly visible areas that are easily accessible from Bell Boulevard, North Front Street, or other key streets. POPS should be designed and located as integral components of the broader parks and open space network.

a) POPS may reflect either parkettes or urban plazas in character and may be (but not always) located more internally on a site. In either case, the appropriate guidelines in Sections 6.4.2 and/or 6.4.4 should be referenced and applied.

b) POPS should be considered and designed as an integral component of overall open space network and should facilitate important community connections and/or facilitate a required function within the system. They should not be designed as a feature of the adjacent building.

c) Signage for POPS should be designed and located to clearly indicate that the space is intended for public access.

d) On a case-by-case basis, rooftop amenity space may be considered as a POP provided that it is clearly accessible, both visually and physically, for users of all ages and abilities.

e) POPS should be designed to ensure a seamless transition between the public and private realm, free of physical and/or visual barriers that may suggest the space is private.

f) Where POPS are provided in tandem with at-grade commercial uses, they should be accessible without having to access the commercial use and without making a purchase.

6.4.5 Mid-Block Connections

Mid-block connections are a key linking element of the broader parks and open space network, and essential to achieving porous and well-connected neighbourhoods that support all modes of transportation. Generally located between buildings, mid-block connections help to break up larger blocks, and provide more direct routes between key locations within the Corridor Study Area and to adjacent neighbourhoods.

a) Mid-block connections should be located between buildings to enhance permeability, break up larger blocks, and promote walkability.

b) Mid-block connections should be designed to reflect AODA standards and should be safe and accessible for people of all ages and abilities.

c) Vehicular access to mid-block connections should be limited to maintenance and emergency vehicles and should be controlled using removable bollards.

d) Where possible, provide direct building entrances from mid-block connections to activate the space.

e) Where space permits, provide pedestrian amenities (i.e. seating) along mid-block connections.

f) Seating and other amenities should be located to ensure they do not interfere with pedestrian circulation. At a minimum, mid-block connections should ensure a clearly demarcated 2.1 m sidewalk that is free of barriers at all times.

g) Awnings, and other design elements, should be used to create continuous weather protection along mid-block connections.

h) Provide public art and/or landscape features that create an interesting experience along mid-block connections.

i) Mid-block connections should adhere to the principles of Crime Prevention through Environmental Design (CPTED) and should be safe at all times of the day.

j) Mid-block connections should be framed by active building elements (i.e. retail uses, living areas, amenity rooms) to enhance safety through casual surveillance.

k) Provide pedestrian-scale lighting and emergency beacons along mid-block connections to enhance safety.

7.0
Demonstration Concept

7.0 Demonstration Concept

This section synthesizes all the background information, vision, analysis, and policy recommendations from Section 2.0 through 5.0 and provides a demonstration of one of the ways that the corridor could evolve over time. It is understood that this Plan aspires to provide a vision for the City's far future, but this concept illustrates the maximum potential envisioned in the study area as a result of the proposed land uses, frameworks, districts, and urban design guidelines.

7.1 Visionary Approach

At the west end of Bell Boulevard, a concentration of employment uses are envisioned south of Highway 401 to provide employment opportunities and to attract innovative new industries.

Along the north side of Bell Boulevard, special purpose commercial uses provide a transition from the employment uses to the north, complementing the existing hotel, casino, and other established uses along the corridor.

Between Bell Boulevard and the Hydro Corridor Trail, new low to medium density residential uses provide a transition to the lower density residential permitted in the Loyalist (West Belleville) Secondary Plan update.

East of Sidney Street, a mix of uses support residential intensification that integrates with, and transitions to, established commercial uses. At Bell Boulevard and Sidney Street, higher density residential uses with at-grade commercial development where appropriate should service this new neighbourhood and enhance walkability. The Quinte Mall area should remain a commercial anchor, with residential uses above grade where appropriate.

Along North Front Street, strategic infill of vacant and underutilized parcels should promote a finer grain of retail and service uses that augment those found in Downtown Belleville and serve the neighbourhoods to the east and west, and the new neighbourhoods along Bell Boulevard. Where appropriate, new residential uses above grade should provide additional housing and ensure vibrancy at all times of day. With the historic smaller lots, this may require lot consolidation.

The plan is developed around a network of parks and open spaces, catering to each neighborhood and the community as a whole. These spaces are linked by the Hydro Corridor Trail and further integrated into the street network through mid-block connections.

A continuous active transportation network centred around the Hydro Corridor Trail establishes a key alternative transportation link parallel to Bell Boulevard, connecting from Wallbridge-Loyalist Road to North Front Street, and beyond to Riverside Park and the Riverside Park Trail.

Figure 13:

Demonstration Concept

8.0
Transportation and Servicing

8.0 Transportation and Servicing

This section summarizes the results from the Transportation Assessment Report (TYLin, October 2024), which looks at how well Belleville's existing transportation network can handle expected growth in the coming years. The report forecasts traffic patterns for 2031, 2041, and beyond, identifying areas where congestion could worsen. It also suggests strategies to address these issues. The focus was on improving key corridors and intersections, while considering broader changes to the network, such as alternatives to vehicular use. In addition, TYLin conducted several servicing analyses that address water (February 2025), wastewater (February 2025), and stormwater management (January 2025), all of which are outlined in this section. For more information, refer to the TYLin reports.

8.1 Transportation Assessment Recommendations

The Transportation Assessment Report (TYLin, 2024) evaluates the transportation network's ability to accommodate future growth projections for 2031, 2041, and beyond. The projected growth based on the Corridor Study's Development Plan will trigger critical traffic conditions at multiple intersections along the corridors as development occurs, however will remain operational with recommended improvements and proactive infrastructure planning and investments in sustainable alternatives.

The findings of the Transportation Assessment Report are summarized in the following sub-sections:

/ 8.1.1 Geometric Recommendations;
/ 8.1.2 Active Transportation Recommendations;
/ 8.1.3 Transit Recommendations; and,
/ 8.1.4 Transportation Networks.

For a more detailed assessment and full recommendations, please refer to the Transportation Assessment Report prepared by TYLin (October 2024).

8.1.1 Geometric Recommendations

To address future traffic growth, the Transportation Assessment Report outlines geometric improvements targeting key intersections and arterial roads. These recommendations aim to optimize traffic flow, reduce congestion, and enhance overall network efficiency. By focusing on both short-term and long-term measures, the City can effectively manage increasing vehicular volumes and improve travel conditions.

Short-Term Improvements (2031-2041):

- Lane additions at key intersections, such as Bell Boulevard and Sidney Street (e.g., eastbound right-turn lane by 2041).
- Optimizations to accommodate traffic volumes, including adjustments to turning lanes and signal timing.

Long-Term Improvements (2041+):

- Expansion of arterial roads to provide additional vehicle or transit lanes.
- Channelized turning lanes at key intersections to improve traffic flow.

8.1.2 Active Transportation Recommendations

Active transportation enhancements play a critical role in reducing reliance on automobiles and promoting healthier, sustainable mobility options. The Transportation Assessment identifies key opportunities to expand pedestrian and cycling infrastructure, creating a more accessible and interconnected network.

Proposed Improvements:

- Multi-use path connections linking local trails, schools, and commercial areas.
- Seamless east-west active transportation routes, including extensions to Riverside Park and beyond.
- Year-round maintenance of facilities to encourage continuous use.
- Increase mode share for cycling and walking, to reduce reliance on personal vehicles.

8.1.3 Transit Recommendations

The Transportation Assessment highlights the critical role of transit in reducing road congestion and supporting sustainable urban development. By enhancing the city's transit system, Belleville can provide more efficient, accessible, and environmentally friendly transportation options.

General Improvements:

A grid-based transit network is proposed to improve coverage and efficiency. This shift from a radial network aims to better serve major trip generators and support cross-town journeys.

Specific Proposals:

Bus Rapid Transit (BRT):

- Conduct feasibility studies for a dedicated BRT system offering fast and efficient service.

Mini-Bus Systems:

- Deploy smaller vehicles for "last-mile" connectivity in residential areas.
- Provide shuttle services to high-traffic areas such as Loyalist College and commercial hubs.

High-Occupancy Vehicle (HOV) and Transit Lanes:

- Monitor and investigate HOV/transit lanes on Bell Boulevard to incentivize carpooling and transit use in the long-term future.

Future transit improvements shall also be alignment with the City of Belleville's Transit Master Plan.

8.1.4 Transportation Network Recommendations

Recognizing the projected growth and its impact on traffic patterns, the Transportation Assessment emphasizes the need for continuous monitoring and strategic improvements to the transportation network. These recommendations aim to enhance connectivity, reduce congestion, and accommodate future development, including the following proposed improvements:

- Monitor major intersections for congestion and implement targeted improvements as needed.
- Formalize east-west collector road extensions, such as the Hamilton Road extension, to enhance local connectivity.
- Consider additional roadway widening to accommodate growth, subject to environmental and property constraints.

Future transportation network improvements shall also be alignment with the current edition of the City of Belleville's Transportation Master Plan.

8.1.5 Implementation

All future development projects will need to include a Transportation Impact Study to demonstrate that their site development does not pose negative impacts on local transportation network.

Required improvements or upgrades shall be in alignment with the Transportation Assessment Report, Transportation Master Plan and Transit Master Plan and costs will be borne by the developers.

8.2 Water System Assessment Recommendations

A servicing analysis for water infrastructure was conducted by TYLin (Feb 27, 2025) along Bell Boulevard and North Front Street in the City of Belleville for the proposed intensification study for this corridor. The overall Study Area generally includes:

/ Bell Boulevard, from Wallbridge-Loyalist Road to North Front Street; and,
/ North Front Street, from Highway 401 to the rail corridor north of Ridley Street.

Please refer to the TYLin Bell Boulevard and North Front Street - Proposed Conditionals Water System Analysis (February 27, 2025) for additional details. The following sub-sections summarize the findings.

8.2.1 Existing Condition Analysis

The analysis assessed the current state of the water system in Belleville, using the WaterGEMS model to analyze system pressures and available fire flows. It revealed that the existing system cannot fully meet fire flow demands (around 300 L/s) along the northern limits of the service area. The city is divided into two pressure zones: Zone 1 (south of Highway 401) and Zone 2 (north of Highway 401). Since Bell Boulevard is at the northern limits of pressure Zone 1, the highest elevated areas currently experience low water pressure.

8.2.2 Planned Infrastructure Projects

The Infrastructure Phasing Strategy Background Report identifies several water infrastructure projects to improve service in the Bell Boulevard and North Front Street areas. These projects, listed in Table 3 of the Water System Assessment Memo, are detailed with their timing and how they will support water network upgrades in the region. The appendix of the Memo provides further specifics on the infrastructure upgrades.

8.2.3 Proposed Condition Analysis and Recommendations

The analysis evaluated the impact of proposed watermain upgrades and future water demands. After adding planned improvements to the model, it showed that most of the intensification corridor should have adequate fire flow (≥ 200 L/s). However, some areas with existing dead-end watermains will have less than adequate fire flow. Future road construction will improve watermain looping and flows in these areas. The Bell Boulevard Booster Pumping Station is necessary for addressing fire flow issues in the study area and remains crucial for long-term service upgrades, however, it will be evaluated in the Loyalist (West Belleville) Secondary Plan Water Servicing Strategy.

8.2.4 Implementation

Future development projects will need to include a Functional Servicing Report to demonstrate that their site development has adequate water supply and pressure, including sufficient fire flow.

Where upgrades or new infrastructure is required, the costs will be borne by developers.

Future servicing analysis shall refer to and be in alignment with the findings and recommendations of the following studies:

- Loyalist (West Belleville) Secondary Plan Servicing Strategy
- City's Master Water Servicing Plan
- City's Infrastructure Phasing Strategy

8.3 Stormwater Assessment Recommendations

A review of existing stormwater management (SWM) measures was completed for the Study Area and a proposed SWM strategy was developed to inform future development along the Bell Boulevard and North Front Street intensification corridor. The overall Study Area generally includes:

- / Bell Boulevard, from Wallbridge-Loyalist Road to North Front Street; and,
- / North Front Street, from Highway 401 to the CN rail corridor.

Please refer to the TYLin Bell Boulevard and North Front Street - Stormwater Strategy (January 17, 2025) for additional details. The following sub-sections summarize the findings.

8.3.1 Existing Stormwater Management System

The study area has a mix of residential, employment, and commercial properties, with older developments lacking modern stormwater control measures. Newer developments and greenfield areas have updated stormwater systems, including storm sewers and detention ponds like Potter Creek Pond 6. Existing stormwater systems in the older parts of the area typically direct water to local ditches or watercourses, including Potter Creek, No Name Creek, and the Moira River.

8.3.2 Proposed Stormwater Management Strategy

The Corridor Study

The proposed plan envisions new residential, commercial, and employment developments in the area. Development in anticipated to occur in phases: short-term (up to 2031), medium-term (2031–2041), and long-term (beyond 2041).

Stormwater Management Criteria For new greenfield developments along the western portion of Bell Boulevard, stormwater management will follow the Potter Creek Master Drainage Plan.

For redeveloping existing sites, on-site stormwater controls will be required to manage runoff, meet water quality criteria, and avoid overloading existing drainage systems.

Stormwater Management Strategy

The proposed strategy applies stormwater guidelines based on the drainage characteristics of each development area.

Potter Creek Watershed: Existing SWM infrastructure, like Potter Creek Pond 6, will continue to handle stormwater within the existing Pond's established drainage area limits. New developments outside of Pond 6's drainage limits will contribute to new ponds (Pond 7 and Pond 8) in specific areas.

Moira River Watershed: Current developments along Bell Boulevard manage stormwater through private systems, with runoff flowing into the Lemoine Wet Pond and eventually into the Moira River. Redeveloping these areas will require on-site stormwater management measures.

No Name Creek Watershed: The proposed SWM strategy for the properties within this watershed is to maintain the drainage outlet and apply the SWM criteria for redevelopment sites.

8.3.3 Implementation

Stormwater management upgrades will coincide with the redevelopment of properties. The full buildout of Potter Creek Pond 6 will be aligned with new development. New stormwater ponds will be created when development reaches the necessary stages. An update to the Potter Creek Master Drainage Plan and other watershed studies is recommended to ensure the strategy remains relevant.

Future development projects will need to include a Preliminary Stormwater Management Study to demonstrate that their stormwater plans are feasible and comply with city and environmental standards.

8.4 Wastewater System Assessment Recommendations

A servicing analysis for wastewater infrastructure was conducted by TYLin (Feb 27, 2025) along Bell Boulevard and North Front Street in the City of Belleville for the proposed intensification study for this corridor. The overall Study Area generally includes:

/ Bell Boulevard, from Wallbridge-Loyalist Road to North Front Street; and,
/ North Front Street, from Highway 401 to the CN rail corridor.

Please refer to the Bell Boulevard and North Front Street - Proposed Conditionals Sanitary Sewer Analysis (February 28, 2025) for additional details. The following sub-sections summarize the findings.

8.4.1 Sanitary Sewer Design Approach

The City's Sanitary Sewer Design Criteria (Development Manual, Version 1, July 2024) were used to calculate the peak hourly sanitary flows, considering both current land use and future development. The analysis assigned sanitary flows to specific areas based on land use type (residential, commercial, and employment) and zoning information. This approach focused on drainage areas and their corresponding manholes within the existing sewer network, assessing how these areas would impact the sanitary system. Detailed assumptions are provided in Appendix A, which should be reviewed for each development to ensure accuracy with future plans.

8.4.2 Sanitary Capacity Analysis

Design sheets were used to evaluate the impact of proposed land use on wastewater flows. These sheets assessed the capacity of sewers within the study area, particularly those along Bell Boulevard and North Front Street. Larger sewers (≥600 mm) were excluded from the analysis. The analysis assigned each drainage area to a specific sewer connection point and the capacity of each sewer was determined by calculating the theoretical peak wastewater flows based on the City of Belleville's design standards.

8.4.3 Sewer Upgrade Requirements/ Recommendations

The sanitary capacity analysis identified 38 sewers that need upsizing to accommodate the proposed developments. These upgrades are necessary when the design flow exceeds 100% of the current sewer capacity. The recommended upgrades aim for an 80% full flow capacity to avoid triggering unnecessary downstream upgrades. The planning level cost estimate for these upgrades is provided, though it should be viewed as approximate (-50%/100%). The assumption is that each sewer will be upsized, though twinning may be considered during the design phase, depending on feasibility.

8.2.4 Implementation

Future development projects will need to include a Functional Servicing Report to demonstrate that their site development has available downstream sewer capacity.

Where upgrades or new infrastructure is required, the costs will be borne by developers.

Future servicing analysis shall refer to and be in alignment with the findings and recommendations of the following studies:

- Loyalist (West Belleville) Secondary Plan Servicing Strategy
- City's Master Wastewater Servicing Plan
- City's Infrastructure Phasing Strategy

9.0
Implementation

9.0 Implementation

The success of the Corridor Study lies in shaping new development, and achieving the vision and principles of this plan, and is directly related to adopting a clear implementation process. This includes implementation strategies to guide short-, medium-, and long-term planning and investment. As the Corridor Study is implemented, ongoing efforts should be required to capitalize on opportunities. It is important that the plan remains flexible while still reinforcing the intent outlined in the Corridor Study. The success of the plan and the ability of new development to achieve the vision, should be reviewed, updated and amended as needed.

9.1 Policy and Process Amendments

The Corridor Study establishes a general direction for Bell Boulevard and North Front Street, with the Demonstration Concept and Districts guiding and illustrating one way the corridors may evolve over time. The City of Belleville should implement these directions through a suite of planning documents, tools, and practices. Implementation strategies may range from high-level incentives to detailed processes and requirements.

9.1.1 Corridor Study Policy Recommendations / Official Plan Amendment

The key directions of the Corridor Study will be translated into a policies which will be incorporated into the City's Official Plan through an Official Plan Amendment. The Official Plan Amendment will establish priorities and focused policies for land use and development within these areas.

The Official Plan Amendment will include schedules that establish land use, overlays, parks and open space, landscaping guidance for enhancing boulevards, and streetscapes aligned with the directions that have been identified in the Corridor Study. The supporting text will establish corresponding policies for each designation, such as permitted uses, building form, and general character and guidelines.

Urban Design Guidelines specific to the Bell Boulevard and North Front Street Corridors have been developed in Section 6.0 of this document. These guidelines are not expected to form an independent guideline document, but will be used to inform updates to the City's Development Guidelines (July 2024) for the corridor areas and certain aspects may be implemented through the Official Plan Amendment, as appropriate.

9.1.2 Zoning By-Law Consolidation

To implement the Official Plan policies, the City will enact a corresponding Zoning By-Law Amendment for the Corridor Study Area. Assigning new zones (where appropriate) to various districts and areas defined in the Corridor Study will ensure the intended development forms established in the Corridor Study and Policy Document.

Zoning for properties within the Corridor Study Area will permit a variety of land uses envisioned in the zoning designation, as well as establish performance standards.

The amended zoning may feature a combination of unaltered existing zones, existing zones with site-specific exceptions, site-specific exceptions for the Corridor Study Area, or a series of new zones. The specific approach will be up to the City's discretion.

9.1.3 Development Application Process

Development blocks and public infrastructure, such as street rights-of-way and public parks, may be created through a Plan of Subdivision or Condominium, a series of parcel conveyances through Consent (i.e., lot consolidation, additions, etc.), and/or transactions involving the City (where no consent is required). The Plan of Subdivision or Condominium process is generally used to divide land, generally where a new municipal road is proposed, or the proposal would create more than five separate development parcels. As private landowners and developers prepare to redevelop their lands, they will be required to submit appropriate applications to permit the required development blocks and infrastructure.

Once development blocks are created, Part Lot Exemption applications can create individual properties for development within the block. The Part Lot Control process will be particularly important for the development of freehold townhouses and semi-detached dwellings.

Development applications should be supported where they align with the policies and intent of the Corridor Study, however, there are policies that allow for the continued use of existing uses, as to not force new development to occur.

9.1.4 Site Plan Approval

A site plan approval process is required for most development, including construction, additions, or alterations to buildings and structures (as enabled by the Planning Act). It is also required to lay out commercial parking lots. Site Plans establish both design and technical aspects of development (i.e. stormwater, servicing, traffic, landscaping) all in conformity with the provisions of the Zoning By-Law and Development Manual (July 2024). It also allows the City to ensure that a development meets the intent of the Official Plan, zoning, Corridor Study, as well as Development Guidelines (July 2024).

The Site Plan Approval process results in a Site Plan Agreement between the landowner/developer and the City, which establishes conditions of approval and applies securities for works on public and private lands.

9.1.5 Engineering Standards

The City of Belleville may want to update its engineering standards to respond to and/or allow for any unique elements proposed in the Corridor Study. In particular, a series of alternative road cross-sections and cross-section elements may be considered to reflect the intent of the new proposed cross-sections in Section 4.3. This includes updates to, or the addition of, enhanced public realm parameters such as widened sidewalks, landscape medians, reductions to lane widths, and multi-use pathways.

Where a landowner/developer proposes ROWs that are narrower or that do not conform to the city's engineering standards, it is recognized that the street may be required to remain privately owned and subject to the maintenance by a condominium corporation or landowners group. The infrastructure and public realm elements envisioned for these corridors will require regular maintenance by the City.

For example, alternative right-of-way configurations may afford less space for servicing infrastructure, street trees, street furniture, and other items. Staff should be aware of new arrangements when maintaining infrastructure, as there may be an increase in physical overlap between elements. In particular, adjustments to snow removal and maintenance, and emergency vehicle access.

It is recommended that the City prepare a comprehensive implementation plan to provide strategic direction and actions required by the City over the build-out of the corridors to plan for and address short, medium, and long-term operations and maintenance requirements.

9.1.6 Existing and Future Studies / Plans

Transportation Master Plan

The Transportation Master Plan (2014) identified planned improvements for both Bell Boulevard and North Front Street, as well as several additional cycling network links. The Corridor Study has built on the Transportation Master Plan to include additional guidance on potential new streets, street improvements, mid-block connections, cycling links, and multi-use pathway alignments. The Transportation Analysis, as part of the Corridor Study Study, assesses the impacts of future potential development and identifies a series of recommendations to mitigate any impacts on the transportation network and capacity. The findings from the Transportation Analysis, coupled with the recommendations and directions of the Corridor Study, should be integrated into the next Transportation Master Plan Update, where appropriate. As noted previously, updates to and/or the addition of up-to-date engineering standards may be required.

Servicing Master Plan

The City of Belleville has completed a City-wide Servicing Master Plan that identifies existing and future servicing capacity. A Servicing Analysis was prepared as part of the Corridor Study study to assess the additional servicing requirements and impacts associated with the future potential development of the corridors. The findings from the servicing analysis, coupled with the recommendations and directions of the Corridor Study, should be integrated into the next Servicing Master Plan Update and taken into consideration when determining future servicing capacity for the area.

Parks and Recreation Master Plan

The Parks and Recreation Master Plan guides municipal investment to enhance the City's public park system, including land acquisitions, development and redevelopment, community use, and funding over the next 10 years. The recommendations and directions of the Corridor Study, such as mid-block connections, trails and pathways, parks and open space, and more specifically the hydro corridor options, should be integrated into the next update of the Parks and Recreation Master Plan.

Employment Lands Study

The Corridor Study recommends a mix of residential, commercial, and employment uses in the Bell Boulevard West District. It is recommended that an update of the employment lands study be undertaken to understand the impacts related to the introduction of new uses, particularly to reflect conditions at the time of potential redevelopment and specifically to respond to the proposed uses envisioned in the Corridor Study.

Commercial Strategy

The Corridor Study proposes mixed-use areas along North Front Street and at Bell Boulevard and Sidney Street, which reinforce at-grade commercial uses. It is identified in the Corridor Study that the commercial uses should animate the streetscape, provide destinations within walking distance for new and existing residents, and complement existing commercial nodes. A commercial strategy is recommended to further refine the visions of the Corridor Study by determining the scale, type, and feasibility of commercial uses within the Corridor Study.

Community Improvement Plan

The City of Belleville Community Improvement Plan includes programs that provide financial incentives for development, redevelopment, or remediation projects. Projects meet a series of eligibility criteria to obtain funding.

The City's is undergoing an update to the City's Community Improvement Plan with additional incentive programs to promote and encourage missing middle and affordable housing units, which may include incentives that could respond to the planned growth and needs for the Corridor Study area.

9.1.7 Monitoring

The City of Belleville should monitor the progress and success of the Corridor Study objectives over the life of the Plan. City staff should periodically report to Council on the progress of implementation, including the development of buildings, open spaces, and infrastructure.

The rate and frequency of development should be tracked to determine whether landowners and developers within the Corridor Study area are appropriately incentivized to develop their properties. If the Corridor Study is not developing according to the general intent of the Corridor Study, then further incentives may be necessary.

In the event that development is not proceeding in accordance with the Corridor Study, the City should hold discussions with the development community to ascertain the feasibility of development. The City may decide to further incentivize development through reductions to development charges, application fees, or other mechanisms.

As a long-term plan that will be implemented incrementally, it is important that the Corridor Study continues to respond to the evolving context, changing trends, and key priorities. It is recommended that the City undertake a review of the Corridor Study every 5 years to ensure the vision is being implemented and updates and amendments are provided where appropriate.

9.2 Transportation Implementation

In addition to the proposed policy and process amendments (i.e. updating Transportation Master Plan, Engineering Standards, etc.), the City of Belleville should also consider the following steps and actions to effectively implement the transportation assessment's recommendations. By focusing on both immediate and long-term strategies, the City can ensure a balanced and sustainable approach to transportation planning.

To address future transportation challenges, the City of Belleville should:

- Prioritize short-term geometric and signal timing improvements to manage immediate traffic growth.
- Expand active transportation infrastructure to encourage cycling and pedestrian travel.
- Consider complementing existing transit system with mini-bus and shuttle services.
- Conduct feasibility studies for long-term transit solutions, including BRT systems and HOV lanes.
- Monitor traffic patterns and update the Transportation Master Plan to adapt to evolving needs.
- Revise the active transportation network and add ideal road cross-sections with any technical updates from a Transportation Master Plan
- Accelerate and advance relevant infrastructure project such as Tracey Street / Fahey Street Sanitary Sewer Oversizing, North Front Street (Bell Boulevard to College Street), and widening Bell Boulevard (Wallbridge Loyalist Road to future Hamilton Road extension)

9.3 Water, Stormwater, and Servicing implementation

The City of Belleville should consider the following steps and actions to implement the water and wastewater assessment recommendations.

To address future water and wastewater challenges, the City of Belleville should:

Water Servicing

- Assess the fire flow requirements on a case-by-case basis for each new development to ensure sufficient water supply.
- In areas where fire flow is insufficient, especially in locations with dead-end watermains, new watermains should be installed.
- Future road construction should focus on enhancing watermain looping in areas that currently lack proper water flow, improving the system's overall performance.
- The Bell Boulevard Booster Pumping Station is a key component to address fire flow challenges in areas outside the study area.
- Developers will be expected to cover the costs of installing new watermains, particularly when additional looping or connections are required, in accordance with the Local Service Policy.

Wastewater

- There are 38 sewers identified in the analysis that should be upsized to handle the proposed development and prevent overloading.
- Sewer upgrades should target 80% of the full flow capacity to minimize the need for further downstream sewer upgrades.
- During the design process, consider twinning sewers if it proves to be a more practical solution than simply upsizing them.
- Use the planning-level cost estimates (-50%/100%) for general budgeting, but remain flexible to adjust these figures as the detailed design progresses.