

City of Belleville Official Plan

By-law 2021-180 (Office Consolidation)

BELLEVILLE
on the Bay of Quinte

Engineering & Development Services

July 2026

Appendix A to By-law 2021-180

City of Belleville
Official Plan

As Amended

October 2021

The City of Belleville Official Plan was adopted by City Council on November 8, 2021 pursuant to By-law 2021-180, and was approved by the Ministry of Municipal Affairs and Housing on April 11, 2023 pursuant to Section 17(34) of the *Planning Act*, subject to modifications.

This document reflects the approved Plan incorporating the modifications.

Further information can be obtained from the City of Belleville Engineering & Development Services Department, City Hall, 169 Front Street, Belleville, Ontario – (613) 968-6481.

NUMBER	AMENDING BY-LAW	COUNCIL APPROVAL	CLERK'S CERTIFICATE	AMENDMENT INCLUDES
1	Ministry Modifications – April 11, 2023			Text
2	2023-177	October 10, 2023	November 2, 2023	Loyalist Secondary Plan Mapping & Text
3	2024-19	February 12, 2024	March 6, 2024	Mapping Change
4	2024-61	April 15, 2024	May 9, 2024	Loyalist Secondary Plan Mapping Change
5	2024-124	June 10, 2024	July 3, 2024	Mapping Change
6	2024-150	August 12, 2024	September 4, 2024	Mapping & Text
7	2025-17	February 10, 2025	March 5, 2025	Text
8	2025-37	March 10, 2021	April 2, 2025	Text
9	2025-126	July 14, 2025	August 6, 2025	Text
10	2025-152	September 8, 2025	October 1, 2025	Text
11	2025-153	September 8, 2025	October 1, 2025	Text
12	2026-78	June 8, 2026	July 1, 2026	Mapping & Text

13	2026-66	May 11, 2026	June 3, 2026	West Belleville Secondary Plan Mapping & Text
14	2026-129	October 13, 2026	November 5, 2026	Text

Metric/Imperial Conversion Table

Provided for the convenience of the user – does not form part of the Official Plan

1 acre = 43,560 square feet
1 hectare = 10,000 square metres

1 acre = .4047 hectares
1 hectare = 2.471 acres

1 square foot = .0929 square metres
1 square metre = 10.764 square feet

1 foot = .3048 metres
1 metre = 3.2808 feet

Conversions for Values Contained in this Plan (rounded)

3 metres = 9.8 feet
3.5 metres = 11.5 feet
4 metres = 13.1 feet
5 metres = 16.4 feet
9 metres = 29.5 feet
18 metres = 59.1 feet
20 metres = 65.6 feet
23 metres = 75.5 feet
25 metres = 82.0 feet
26 metres = 85.3 feet
30 metres = 98.4 feet
45 metres = 147.6 feet
50 metres = 164.0 feet
75 metres = 246.1 feet
100 metres = 328.1 feet
120 metres = 393.7 feet
150 metres = 492.2 feet
300 metres = 984.3 feet
395 metres = 1,295.9 feet
500 metres = 1,640.4 feet
1,000 metres = 3,280.8 feet

200 square metres = 2,153 square feet

0.4 hectare = 1 acre
1 hectare = 2.5 acres
2 hectares = 5 acres
30 hectares = 74 acres
1,215 hectares = 3,000 acres

12 units per hectare = 5 units per acre
18 units per hectare = 7.25 units per acre
25 units per hectare = 10 units per acre
26 units per hectare = 10.5 units per acre
60 units per hectare = 24 units per acre
115 units per hectare = 47 units per acre

OFFICIAL PLAN

OF THE

CITY OF BELLEVILLE

October 2021

Prepared by:

CITY OF BELLEVILLE
Engineering & Development Services Department
169 Front Street
Belleville, Ontario
K8N 2Y8

Dillon Consulting Ltd.
177 Colonnade Road, Suite 101
Ottawa, Ontario
K2E 7J4

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SECTION 1 - ADMINISTRATION

1.1 Upon approval of the Minister of Municipal Affairs and Housing, this Plan will be known as:

THE OFFICIAL PLAN OF THE CITY OF BELLEVILLE

1.2 This Official Plan covers all land within the corporate limits of the City of Belleville.

1.3 The attached text and Schedules 'A' through 'H' constitute the Official Plan.

1.4 Background reports prepared to assist in preparation of this Plan contain supplementary background information, which is the basis for the policies of this Plan. These reports do not form part of this Plan.

1.5 The Municipality is responsible for administering this Plan. The principal duties of the Municipality are to review:

- applications for development (i.e. severances, subdivisions, zoning amendment applications, minor variances, site plans) for conformity to this Plan;
- applications for amendment to this Plan; and
- the policies of this Plan from time to time to ensure its relevancy.

1.6 Pursuant to the *Planning Act*, no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform to this Plan.

1.7 The planning horizon for this Plan is the year 2051.

SECTION 2 - A VISION FOR THE CITY OF BELLEVILLE

2.1 Vision Statement

The City of Belleville is a diverse urban and rural community strategically located on the Moira River and Bay of Quinte, providing the benefits of a high quality of life, a broad range of economic development opportunities, valued natural and cultural heritage resources, and a full range of essential services. The Municipality shall strive to create a balance of economic, social, cultural, and natural environments for the development of a sustainable, well-planned, and financially sound community that values its natural and cultural heritage and offers opportunities for its residents to prosper.

The Vision Statement provides the context within which long range planning of the City should occur. It sets out the characteristics of the City of Belleville that make it a great place to live and visit, and provides an image of the City that is desired for the future.

In planning for the future, the Municipality has taken stock of its past and present, as well as the economic and social trends that are occurring in the region and province. To be

successful, the Municipality intends to build on its strengths while addressing its weaknesses.

The Vision identifies and directs strategies and planning policies of this Plan to create a diversity of economic development opportunities in balance with the provision of services in a financially sound framework. It recognizes the importance of industry and commerce to the economic structure of the community and the importance that small business and entrepreneurship must play in the City's future. The Vision recognizes that the City's location on the Moira River and Bay of Quinte provides natural resources that sustain the community; these resources include productive agricultural lands, ground and surface waters, wildlife habitat, active and passive recreational opportunities, and areas of scenic beauty. The Vision encourages a balance in growth through both new development and redevelopment to ensure the most efficient use of the Municipality's investment in infrastructure. Responsible and sustainable growth by way of development and redevelopment in all sectors of the City's economy will be encouraged within the context of the Vision.

2.2 Interpretation of the Vision Statement

There are many elements to the Vision statement that require clarification for a full understanding of the intention of the Council for the City of Belleville.

2.2.1 The Future of the City of Belleville

The City will continue to build on its primary strength – diversity – that makes it a dynamic community. This diversity includes a mix of urban and rural lifestyles, small and large industrial and commercial business and employment opportunities, a wide array of housing types, and a full range of urban and rural services. Much of this diversity has been made possible due to the broad range of excellent transportation resources available (highway, rail, air, water). Diversity will be enhanced by conserving the City's significant cultural heritage resources, and by accommodating new trends and technological changes. Through the mix of urban and rural settings and the medium sized scale of the urban area, the City will be attractive for persons seeking an alternative to large urban centres, and for persons relocating for retirement purposes.

The City of Belleville will continue to evolve as the social and cultural centre of a larger region, and will strive to maintain historically shared values. These values include a strong sense of community, a sense of belonging, a tradition of self-reliance, social responsibility, and appreciation of natural and cultural heritage. The City of Belleville will be a healthy, progressive, diverse, and economically vibrant community that invests in its future in a financially sustainable and environmentally responsible manner.

2.2.2 Environmental and Physical Resources

The City's setting on the Moira River and Bay of Quinte is characterized by a diversity of natural features. As settlement pressures have increased, so has the awareness of environmental issues and the need to link economic growth with environmental

sustainability. In the past, historic economic activity resulted in damage to or depletion of natural resources and the natural ecosystems of the Moira River watershed and the Bay of Quinte; proper environmental and land-use planning can avoid further damage in the future, and remediation of existing conditions can improve the state of the local environment.

The Bay of Quinte and Moira River watersheds, wetlands, areas of natural and scientific interest, woodlands, fish and wildlife habitats, valleylands, prime agricultural lands, and aggregate resources require careful management. The Bay of Quinte and Moira River watersheds, including both surface and groundwater, are essential sources of water for human use, and provide important recreational and economic development opportunities. The waterways, wetlands, woodlands, valleylands, and related wildlife habitats provide for biological diversity and a variety of recreational opportunities.

Prime agricultural lands are located in the traditionally rural areas of the City and are required to provide sources of food and of economic activity. Aggregate resources are located in various parts of the community and are necessary to provide needed building materials.

The City will work collaboratively with the conservation authority to mitigate risks associated with the impacts of a changing climate through strategies guided by the Province; the types of risks to be mitigated include, but are not limited to, not creating new or aggravating existing hazards, damage to buildings from natural hazards, and/or endangering public safety from natural hazards.

The City supports green infrastructure, meaning natural and human-made elements that provide ecological and hydrological functions and processes. These can include components such as natural heritage features and systems, parklands, storm water management systems, street trees, urban forests, natural channels, permeable surfaces, and green roofs.

2.2.3 Growth Pressures

The City's population is projected to increase by 18,650 people by 2051 to approximately 75,200 inhabitants, a growth rate of roughly 1% per year. Housing preferences by unit type are anticipated to gradually shift towards medium- and high-density housing forms over the long term. Growth will be accommodated through efficient use of existing serviced land, the logical extension or improvement of services, and appropriate infilling.

In preparing for growth, careful planning and decision-making will ensure the unique and desirable characteristics of the City are not lost in accommodating growth pressures, including the importance of 5-year capital planning to address current infrastructure deficiencies and developing asset management strategies and programs to resolve delivery shortfalls.

It is the intent of this Plan to achieve an increase in the City's density through the application of intensification and density targets. New development and new secondary plans are subject to the following minimum densities:

- The City's minimum density for residential units over the forecast period is 14 units per gross hectare.

- The City's target for intensification and re-development is 10,540 units over the 2021-2051 forecast period (or 350 units annually).
- The City's target density for jobs is 15 jobs per net hectare on new (greenfield) employment lands over the forecast period.
- Over the 2021 to 2051 forecast period, new housing is forecast to comprise 45% low-density (singles and semi-detached), 23% medium-density (townhouses), 23% high-density (apartments), and 9% secondary units.

2.2.4 Settlement Patterns

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

In the rural areas, the Hamlets of Foxboro, Plainfield, Latta, Roslin, Halloway, and Point Anne will continue to function as local service centres and the focus of growth in the rural area. The Municipality will provide a range of housing opportunities located primarily in the urban serviced area, but additional limited residential development will be permitted in hamlets and traditional rural areas. To this end, the Municipality will promote compact and efficient development standards to minimize land consumption and servicing costs and will direct development to areas served by transit. The Municipality will avoid development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas.

The West Belleville Secondary Plan Area is intended to form the westerly extension of the urban community to serve a significant share of the future growth that is anticipated for the City of Belleville.

The Black Bear Ridge Village is centred on the transformation of the existing Black Bear Ridge golf course into a master planned resort.

The Municipality will encourage commercial and industrial development in appropriate areas to complement residential development. There is currently an identified surplus of commercial lands and therefore the designation of new commercial lands is discouraged. Employment areas should be accessible and connected to residential areas and transportation corridors and supported by active transportation routes and/or networks, infrastructure, and public transit services. Redevelopment activities in the City will result in the on-going restoration of the historic building stock and there will be more emphasis on architecturally blending the new to reflect the old when developing new projects, where necessary.

Opportunities for intensification and redevelopment will be encouraged and promoted through:

- the creation of new units, uses, or lots on previously developed land;
- the development of vacant and/or underutilized lots within previously developed areas;
- accessory dwelling units;
- infill development;
- the expansion or conversion of existing buildings; and
- redevelopment and revitalization of brownfield sites.

Settlement in the rural areas will maintain the quality, diversity, and character of the rural landscape, and will be directed away from agricultural, environmentally sensitive, hazardous and aggregate areas so as not to create a densely developed and suburbanized countryside. Generally, rural growth shall be limited to development on existing vacant lots in rural plans of subdivision and vacant rural lots. New rural lot creation shall be discouraged. Sustainability of development in rural areas that relies on private services will be considered.

Appropriate phasing of development contributes to the economic extension and utilization of services, infrastructure, and community facilities so that future development does not result in any economic burden to a growing City. Development should be appropriately phased to ensure the orderly progression of development such that intensification and redevelopment targets are achieved prior to, or concurrent with, development in greenfield areas. New development should contribute to existing built up areas, as it promotes compact form, creates a mix of uses and allows for efficient use of land, infrastructure, and public services.

2.2.5 Economic Development

The economic success of the City is due largely to the community's geographic location within easy travel distance to the cities of Toronto, Ottawa, and Montreal, the U.S. border, and its vicinity to the Bay of Quinte. Among the most important reasons for the City's prosperity have been and will continue to be, the excellent quality of life afforded the City's residents, the excellent transportation linkages to major markets, and the highly diverse economic base.

Employment opportunities will be provided through a balance of manufacturing, research and development, education, agriculture and agri-food, tourism, and commercial and industrial uses in areas designated and determined to be best suited for each economic sector. The Municipality encourages the establishment of retail small businesses and service commercial small businesses in the community and promotes the downtown core as a major focus of economic activity. A well-rounded, vibrant community with economic opportunities for people of all ages will be an objective of the Municipality.

Due in part to the fact that the City of Belleville includes the largest urban area in the Quinte region, the City will continue to be the centre of economic activity and employment opportunities.

In planning for the community, the Municipality will give consideration to the downtown core and industrial areas being defined in whole or in part as enterprise zones. Enterprise zones are defined as areas where land use and development control policies would be strongly oriented towards encouragement for investment, development, and innovation, accomplished by employing considerable flexibility in the manner land use and development is regulated.

The Municipality will foster a climate for innovative economic opportunities, with cooperation among members of the community and all levels of government. More non-residential taxable assessment will be promoted to lessen the dependency on existing and future residents. In addition to attempting to attract new commercial and industrial development, the Municipality will encourage existing businesses to expand as a

generator of local employment. The Municipality will give due consideration to the residential/non-residential assessment ratio and endeavour to maintain a favourable balance of assessment to ensure a sound economic future for the City, essential to the well-being of all businesses and the residents of the community. The Municipality will ensure that suitable serviced employment lands are available to meet the needs of all potential industrial and commercial investments and will encourage remediation and redevelopment of underutilized lands.

The Municipality will recognize the economic importance of culture in the region when establishing future economic priorities. This includes tourism development opportunities, as well as expanding the City's base of creative cultural industries and occupations. The Municipality will also leverage its identified cultural resources to help enhance and revitalize the downtown area. This will include creating opportunities and spaces to accommodate a culturally vibrant downtown and waterfront revitalization.

2.2.6 Agricultural System

Agriculture and the agri-food network as part of the Agricultural System will continue to be an important generator of economic activity in the rural sector and is recognized as the foundation for the rural community. The City will use an agricultural system approach, and support and foster the long-term economic prosperity and productive capacity of the agri-food network. In future, there will continue to be a distinct and important rural component to the City. Businesses that support the agricultural sector by adding value to farm products will be encouraged.

An objective of this Plan will be to discourage or prevent unnecessary or inappropriate encroachment or development of incompatible land uses within the immediate vicinity of significant agricultural resources. Large scale agricultural operations will be required to develop comprehensive waste management plans in order to protect surface and ground waters.

This Plan also encourages land uses that support the agri-food network and enhance local sources of food in urban areas through community or urban agricultural uses, such as community gardens and rooftop gardens.

2.2.7 Tourism

There will be a strong tourist demand in the future for the natural, historical, and cultural attractions of the City and region. The Municipality is committed to providing opportunities for sustainable tourism development. The protection and enhancement of the area's significant natural, historical, and cultural attractions will be the focus of the region's successful tourism strategy. The Bay of Quinte and Moira River will play important roles in this regard. Tourist support services will be expanded to complement and enhance the attractions of the City.

An increased number of recreational facilities and opportunities will be encouraged in many parts of the community to service the leisure needs of the tourists and residents of the City and region.

2.2.8 Commerce and Industry

The commercial service sector comprised of community, business and personal services will be encouraged to expand and diversify. The urban serviced area will be the focus of the majority of future commercial and industrial activity. Expansion of the retail commercial sector will be promoted to expand the City's primary and secondary market area.

The City Centre will be strengthened as a focal point for the City by encouraging the development of a wide variety of compatible land uses with emphasis on retail and office commercial uses and residential projects, the improvement of its urban design, built form, and functional characteristics, including the promotion of pedestrian friendly services and diversity through a wide variety of commercial, social, and cultural activities. Where appropriate, mixed-use development that incorporates commercial land uses will be encouraged, such as within the City Centre.

This Plan will endeavour to ensure the availability of sufficient industrial and commercial land with access to full municipal services and public and private transportation systems in the urban serviced area to meet a wide range of development needs. This Plan also encourages municipal acquisition of Employment Lands.

2.2.9 Social Needs

The City of Belleville will be a healthy community with a high quality of life for all of its citizens. While the City will offer an attractive location for retirees, it is intended that residents of all ages and abilities will find the City a pleasant and enjoyable environment in which to live.

The well-being of the City's residents will depend upon the effective delivery of:

- professional health care services (i.e., a full range of professional medical service providers, public health programs, emergency care, and a full-service hospital);
- affordable and well-maintained housing for residents of all ages, abilities, and incomes (single-detached dwellings, semi-detached dwellings, townhouse dwellings, multi-unit dwellings, home sharing, nursing homes, long-term care homes, etc.);
- health and community services, including those that rely greatly on the efforts and donations of volunteers from within the community;
- education that provides skills for healthy living, professional development, self-fulfillment, and employment opportunities within the City;
- recreational programs and events that encourage physical activity and social interaction for all age groups;
- the incorporation of the principles of active transportation into municipal infrastructure projects, where possible and economical to do so;
- an accessible physical environment;
- cultural programs and activities that offer enrichment and education and that foster an appreciation of the City's cultural heritage;
- a healthy environment and biodiversity to be enjoyed by all;

- opportunities for investment to create employment for all ages and abilities, and services for the local population.

Health care and social services will be community based and accessible; the urban serviced area will serve as a base for the administration of health services.

New community facilities and public uses should be directed to areas where they will contribute to the creation of a community hub, making better use of public space and improving the community's access to services. Services should also be located near long-term care homes.

2.2.10 Linkages

The transportation, servicing and communication networks will constitute the primary linkages within the City and also between the City and the region that residents and visitors will utilize. It will be an ongoing goal of the Municipality to minimize the time, distance, economic, and energy costs of movement for persons, goods and information within the City while maintaining public safety.

Electronic linkages (fibre optic cabling, digital switching, wireless communication systems, etc.) to assist or encourage businesses, telecommuters, home occupations, and communication will become more important in the future, and this Plan supports the installation of infrastructure to ensure businesses residents of the City have access to leading-edge technology, including the promotion of connectivity in the rural areas.

The Bay of Quinte and Moira River corridor will be major elements in the recreation linkages of the City.

The protection of existing and former railway corridors will be encouraged for potential uses such as communication and utility infrastructure, transportation corridors, and for recreational activities where appropriate.

Air and rail transportation facilities should be protected from incompatible development and enhanced where feasible.

Individual private modes of transportation will continue to be relied upon in the future. Public transportation will be provided to link more densely populated parts of the City with major commercial, industrial, and education nodes.

The integrity of the existing provincial and City road networks shall be maintained and upgraded, and integrated with cycling and walking routes as much as possible.

Within built-up areas, emphasis will be placed on designing facilities that encourage walking. Walking trails that connect shoreline areas, valleys, existing parks or other important physical or man-made features will be developed wherever possible while minimizing impact on sensitive lands.

2.2.11 Sustainability

Sustainable development is development that recognizes the interdependence of the economic, environmental and cultural needs of the community. It promotes actions that

expand economic opportunity, improve environmental quality, increase social well-being, and expands cultural engagement.

A sustainable community is one that incorporates the elements of sustainable development and successfully balances social well-being, cultural identity and vitality, economic opportunities, and environmental responsibility to meet the needs of other communities in the Quinte region.

The Municipality will promote sustainability through:

- encouragement of accessibility, and a mix of uses that foster pedestrian activity;
- encouragement of transit-supportive development and intensification in transit areas;
- the prioritization of public transit and active transportation when it comes to transportation expenditures to support a modal shift towards sustainable modes of transportation;
- road design that promotes the operation of transit, ready access to transit stops, facilitates road clearing and maintenance, and access by emergency vehicles;
- the design and construction of active transportation pathways and linked routes for non-motorized vehicles that connect residential areas to the wider community;
- incorporation of passive renewable energy sources;
- protection and enhancement of the City's natural heritage features, including wetlands and urban forests;
- the promotion of sustainable site proposals;
- the integrated planning of infrastructure and development to meet projected needs;
- supporting, where feasible and safe for human health and the health of the environment, the on-site and local re-use of excess soil;
- improvement of the City's urban tree canopy;
- protection and enhancement of the City's waterfront; and
- promotion of the City's Community Improvement Plan(s).

In reviewing urban and rural development applications, the City will promote sustainability through:

- encouragement of green building design to reduce greenhouse gases through:
    - compact building design;
    - energy efficient construction;
    - renewable sources of energy for lighting and heating;
    - natural lighting;
    - design which eliminates discharge into the storm sewers and minimizes discharge into the sanitary sewers;
    - design which incorporates the reuse of collected rainwater;
    - addition of green roofs;
- encouragement of the use of mitigative measures to address flood vulnerabilities at the property-level;
- compact building design and landscaping requirements that promote protection from undesirable sun, wind, or other conditions;

- construction and operational practices that minimize waste and maximize re-use of resources;
- design which promotes walking, cycling, and transit, including bicycle storage and parking;
- design which includes opportunities to support the agri-food network, urban agriculture, and local food provision, and
- use of materials that have been extracted or recovered locally.

In its overall decision-making, as well as the built form design and operation of City buildings, land, equipment, and facilities, the Municipality will seek to lead by example through initiatives that promote sustainability, including but not limited to:

- use of energy efficient design and green building practices;
- water and waste reduction and recycling practices;
- protection and acquisition of waterfront properties and ecologically valuable natural heritage features;
- use of streetscape design that coordinates the safe movement of pedestrians, cyclists, and transit, and addresses accessibility matters;
- use of sustainable practices, products, landscaping, and materials;
- vehicle acquisition and operation to reduce greenhouse gases;
- adaptive re-use and promotion of cultural heritage resources;
- municipal investment, private incentive programs, and possible partnerships with private enterprise;
- use of investments in parks and infrastructure as opportunities to increase and improve biodiversity, habitat, and stormwater management;
- promotion of the City's Community Improvement Plan(s); and
- promotion of any municipal incentives that encourage sustainable building design.

The Municipality supports sustainable development of a compact, efficient, urban area with a mix of land uses and residential densities that optimize the efficient use of land in order to:

- reduce infrastructure and public facility costs;
- reduce energy consumption and greenhouse gas emissions;
- support pedestrian movement, cycling, and viable public transit; and
- conserve agriculture and natural resources within the City.

2.2.12 Housing

The Municipality will accommodate a range of housing choices to meet the growing and changing needs of the City. This will include single-detached dwellings, semi-detached dwellings, townhouse dwellings, accessory dwelling units, multi-unit dwellings, and condominiums. The provision of these housing types will be varied, with some stock being provided on greenfield lands, and others in strategic infill locations. For the purposes of this plan, the term accessory dwelling unit shall have the same meaning as additional residential unit per the *Planning Act*.

The Municipality supports intensification as a means of achieving an efficient use of land and infrastructure, curbing urban sprawl, and creating more walkable neighbourhoods,

while also meeting the projected needs of the City. The Municipality will support forms of gentle intensification, which generally refers to new housing within existing residential neighbourhoods, including infill, where additional housing units are provided of slightly higher density than the surrounding density, in a way that is compatible with the existing neighbourhood. To support gentle intensification efforts, the City will provide policy guidance to permit multiple units as-of-right, on urban serviced lots where a detached dwelling, semi-detached dwelling or freehold townhouse dwelling is permitted, where appropriate, and subject to any criteria including servicing capacity. In addition, the City will support the development of "missing middle" housing forms (meaning multiple unit housing including, but not limited to multi-unit two-unit, three-unit, stacked townhouses, apartments, and other low-rise housing options). The City Centre area is expected to accommodate a wider range of intensification types, including mid- to high-rise buildings, infill, adaptive reuse and redevelopment, and live-work buildings.

Arterial roadways and corridors will accommodate intensification similar to the City Centre, decreasing in intensity further from the City Centre. Intensification will also be encouraged in underutilized areas throughout the City.

The Municipality will accommodate appropriate affordable and market-based housing consisting of a mix of residential types to meet long-term needs. Further, the Municipality is committed to increasing the supply of affordable housing units across the City. Boarding houses, (also known as rooming houses or multi-tenant houses but referred to throughout this plan as 'boarding houses'), can play an important role in delivering this.

2.2.13 Mixed-use

The Municipality encourages mixed-use developments that supports live/work opportunities and contributes to the creation of liveable, vibrant, and resilient communities. Mixed-use development is encouraged in specific areas where it will strengthen the City's urban fabric, such as in areas identified for intensification. Where appropriate, greyfield sites in strategic growth areas may be considered for redevelopment for mixed-use development. Mixed-use development may be appropriate in areas beyond those identified in the Plan, where the development can be appropriately accommodated, and will contribute to the creation of complete communities where people can live, work, shop, and access services within their neighbourhood.

2.3 Conclusion

The Municipality is committed to realizing its Vision for the future. A strategic and proactive Official Plan will help to achieve this ideal community. The Vision is attainable because it is based upon building from the current strengths of the community, while enhancing other features. The Vision will help the Municipality in guiding and assessing land use changes and development trends in the future.

SECTION 3 - LAND USE POLICIES

The intent of this Plan is to provide for the orderly development of the City within the framework of the Vision Statement. This Plan serves to direct development 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. The land use policies contained in this Plan implement the Vision and must be read in conjunction with the following schedules:

- Schedule 'A' – Land Use Plan - Rural Area
- Schedule 'B' – Land Use Plan - Urban Serviced Area
- Schedule 'B-1' – West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area
- Schedule 'B-2' – West Belleville Secondary Plan – Density Target Areas
- Schedule 'C' – Road System Plan
- Schedule 'D' – Cycling and Trails Plan
- Schedule 'E' – Detailed Planning Areas
- Schedule 'E-1' – Corridors
- Schedule 'E-2' – City Centre Intensification Plan
- Schedule 'F' – Natural Hazard Features
- Schedule 'G' – Constraint Areas
- Schedule 'H' – West Belleville Secondary Plan – Development Phasing

These schedules are attached to and form part of this Plan. Schedules 'A' through 'H' to this Plan are referred to throughout this Plan as the 'land use schedules'. Appendices 'A – Additional

Intensification Areas', 'B – Wildland Fire Hazard Areas', 'C – Natural Heritage Features', and 'D – West Belleville Secondary Plan – Stormwater Management Facility Plan' do not formally constitute a part of the Official Plan, however they do provide necessary context for the reader.

The pattern of land use illustrated on the land use schedules has been established with the intent of providing for future development in keeping with the socio-economic fabric of the City while protecting the natural resource base. In this regard, major land use designations have been identified and related policies for each designation established in this Section of the Plan.

The following designations are shown on the land use schedules, being Schedule 'A' - Land Use Plan - Rural Area, and Schedule 'B' - Land Use Plan - Urban Serviced Area:

- Hamlet
- Agricultural Land Use
- Rural Land Use
- Recreation Commercial Land Use
- Environmental Protection
- Open Space
- Mineral Aggregate
- City Centre
- Commercial Land Use
- Residential Land Use
- Low Density Residential
- Medium Density Residential
- Mixed-Use
- Community Facility
- Employment Land Use

3.1 Hamlet

Hamlets shown on the land use schedules are locations where limited urban growth outside of the urban serviced area, generally on private and/or communal services, will be encouraged. These areas include the hamlets known as Foxboro, Point Anne, Plainfield, Latta, Halloway, and Roslin. The Hamlet areas are predominantly residential but a variety of commercial, industrial, community facility, and recreational/open space uses are also located in the Hamlets. All of these uses will be permitted within the Hamlet designation in accordance with the policies of this Plan.

3.1.1 Residential Policies

a) Hamlets shall facilitate limited growth. When directing development in hamlets, consideration shall be given to locally appropriate rural characteristics, the scale of development, and the provision of appropriate service levels to support the development.

b) Residential development within Hamlets should be limited primarily to low density residential uses. Additionally, up to two accessory dwelling units may be permitted in accordance with Section 3.2.2 (d) and (e), and Section 7.18.

c) Should individual on-site sewerage and individual on-site water be required, lots should be sufficiently large to accommodate the development on private water and sewer services unless communal services are provided in which case it should be determined that sufficient capacity exists in the communal system to adequately service new residential development. Where private services are

provided, care should be exercised to ensure adequate separation between water supplies and septic systems according to applicable regulations is provided.

d) Individual on-site sewage and individual on-site water services are only permitted in accordance with Section 5.4 (Private Individual Water and Sewage Treatment Services) of this Plan.

3.1.2 Commercial and Industrial Policies

a) Commercial uses permitted in Hamlets may include a wide range of commercial uses that provide services for residents of the Hamlet and the surrounding area, and the traveling public. Commercial development should generally be small-scale and be permitted only along the main roads in the Hamlets. Such uses should be located in groupings as much as possible along the main roads.

b) Light industrial uses permitted in Hamlets should be restricted to uses that do not:

- require large quantities of water;
- pose problems for the disposal of wastes; or
- create problems from smoke, dust, noise, or similar obnoxious features.

c) Commercial and industrial uses should be compatible with surrounding uses, both existing and proposed, particularly with regard to appearance, traffic generation potential, noise, and any other potential nuisance features. Separation distances between proposed, committed and/or existing industrial facilities and sensitive land uses are recommended by the Province in accordance with Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses. Separation distances are based on the size and type of industry and the potential to produce point source and/or fugitive air emissions such as noise, vibration, odour, and dust through normal day-to-day operations. The guideline classifies industries as Classes 1, 2 or 3 and recommends minimum separation distances and influence areas.

d) The lot size and shape for new commercial and industrial uses should be appropriate to allow the use and all related accessory uses, adequate ingress and egress, as well as buffering such as fencing, landscaping, and distance separation.

e) Commercial and industrial uses should not be permitted within a Hamlet unless the lot is sufficiently large to accommodate the development on private water and sewer services with appropriate separation distances between water sources and septic systems, unless communal services are provided in which case it should be determined that sufficient capacity exists in the communal system to adequately service the proposed use.

f) All new commercial and industrial development should recognize and respect the cultural heritage value or interest of the Hamlet; new development should be compatible with the existing scale, function, aesthetics, and streetscape of the Hamlet.

g) Adequate buffering should be provided between the commercial or industrial use and any adjacent residential areas.

h) Large scale or extensive areas of open storage of goods or materials should be discouraged.

i) Individual on-site sewage and individual on-site water services are only permitted in accordance with Section 5.4 (Private Individual Water and Sewage Treatment Services) of this Plan. Additionally, the Province's approval is required under the *Ontario Water Resources Act* for large sub-surface sewage systems with a design capacity of greater than 10,000 litres per day. The Province's Guideline B-7 – Reasonable Use also applies in this case, and a study should be completed. Where development is serviced by a subsurface sewage system with a design capacity of 10,000 litres per day or less, the Province's guideline "Technical Guideline for Individual On-Site Sewage Systems: Water Quality Impact Risk Assessment" applies. These studies are required to assess the cumulative impact of development on the water supply and to protect the quality of groundwater.

3.1.3 Community Facility and Parking Policies

a) Community facility uses (public and private education facilities, places of worship, and institutional uses such as medical clinics, fire halls, museums, community centres, libraries, nursing homes, recreation/parks, and similar) may be permitted in the Hamlet designation; the policies set out in Section 3.1.2 for commercial uses in Hamlets should be applied to community facilities as appropriate.

b) Adequate off-street parking and loading spaces should be provided for all uses permitted in the Hamlet designation.

3.1.4 Servicing

a) Provision of municipal sewer and water services is the preferred means of servicing uses within Hamlets.

b) However, the ability of the Municipality to provide municipal services to Hamlets is limited, and communal services within Hamlets is encouraged by this Plan wherever possible. However, private services may also be considered through a servicing options study, subject to Section 5.4 (Private Individual Water and Sewage Treatment Services) of this Plan.

c) Where a lot or lots are serviced with individual on-site water and on-site sewage services, site conditions shall be suitable for the long-term provision of such services. This may require a hydrogeological and a groundwater impact assessment designed to assess the potential risk to groundwater. Reference shall be made to the Province's Guideline D-5-4, Technical Guideline for Individual On-Site Sewage Systems: Water Quality Impact Risk Assessment, in undertaking the appropriate assessment.

3.2 Agricultural Land Use

Lands designated Agricultural Land Use in the land use schedules are areas with a high potential for agricultural production, being lands predominantly comprised of Class 1, 2, and 3 in the Canada Land Inventory (C.L.I.) of Soil Capability for Agriculture, and which have the capacity for agricultural production. It is the principal intent of this Plan to preserve Prime Agricultural Lands to ensure their availability on a long-term basis by protecting such lands from incompatible uses and preventing their fragmentation. The Province may identify Prime Agricultural Areas using guidelines developed by the Province as amended from time to time. A Prime Agricultural Area may also be identified through an alternative agricultural land evaluation system approved by the Province.

This Plan encourages sustaining and enhancing the viability of the agricultural system through protecting agricultural resources, minimizing land use conflicts and enhancing geographic continuity of the agricultural land base, providing opportunities to support local food, and maintaining and improving the agri-food network.

3.2.1 Permitted Uses

There are three types of permitted uses in Agricultural areas. These are:

- Agricultural Uses
- Agriculture-Related Uses
- On-Farm Diversified Uses

The Municipality may refine the list of permitted uses through the implementing zoning by-law of this Plan. Development of any specific use shall be subject to the policies of this plan and will consider provincial guidance.

a) Agricultural Uses

The Agricultural Land Use designation permits many forms of agricultural activity including the raising and/or growing of crops, animals and fish, poultry, nurseries, market gardens, livestock operations, and uses that produce value-added agricultural products from the farm operation on the property (e.g. maple syrup production, pick-your-own operations, and seasonal roadside produce stands); and woodlots are also permitted uses. In prime agricultural areas, all types, sizes, and intensities of agricultural uses and normal farm practices shall be promoted and protected in accordance with provincial standards.

On-farm buildings and structures are also permitted but they must be integral to the farm operation and located on the same property. This includes, but is not limited to livestock barns, feed storages, silos, grain bins, drive sheds, farm implement buildings, greenhouses, value-retaining facilities, and housing.

On-farm housing includes single-detached dwellings and accommodation for full-time farm help.

- A single-detached dwelling is permitted on a lot provided it is integral to the farm operations and located on the same property. Additionally, an accessory dwelling unit may be permitted in accordance with Section 7.18.
- Housing for farm help: this use is permitted on farms requiring additional on-site accommodation for labour if it has been determined to be an integral part of the farming operation. This may include a separate dwelling or a temporary structure. This may be permitted provided the workers are full-time workers or seasonally employed, the housing forms part of the main housing area on the lot, on-site servicing is confirmed, and the housing meets all other residential dwelling criteria outlined in this Plan. Severances are not permitted for housing for farm help or other forms of additional residential units.

b) Agriculture-Related Uses

Agriculture-Related Uses, including agriculture-related commercial and industrial uses, may be permitted in agricultural areas as long as they are compatible with, and shall not hinder, surrounding agricultural operations. Agriculture-related commercial uses may include uses that provide products or services to farms, including farm supply operations, repair shops and stock yards, and sales operations such as farmers markets. Agriculture-related industrial uses include uses that process farm commodities, including abattoirs, feed mills, grain dryers, cold/dry storage facilities, fertilizer storage, and distribution facilities.

c) On-Farm Diversified Uses

Limited on-farm diversified uses, including home occupations, home industries, agri-tourism ventures, and uses providing value-added agricultural products, may be permitted in agricultural areas as long as they are compatible with, and shall not hinder, surrounding agricultural operations. Agricultural-related tourist commercial (agri-tourism) uses could be associated with activities such as markets, wagon rides, bed and breakfasts, and other farming and food activities that promote the enjoyment or education of the farming operation. Ground mounted solar facilities may be permitted in prime agricultural areas and specialty crop areas as an on-farm diversified use, where appropriate.

3.2.2 Policies

a) The City shall use an agricultural system approach based on provincial guidance, to maintain and enhance a geographically continuous agricultural land base and support and foster the long-term economic prosperity and productive capacity of the agri-food network.

b) New land-uses in prime agricultural areas, including the creation of lots and new or expanding livestock facilities and anaerobic digesters, will comply with the minimum distance separation formulae established by the Province, as amended from time to time, in order to minimize odour conflicts between livestock facilities and development.

c) A principal dwelling associated with an agricultural operation shall be permitted in prime agricultural areas as a main agricultural use, in accordance with provincial guidance, except where prohibited in accordance with 3.2.2 (w).

d) Where a residential dwelling is permitted on a lot in a prime agricultural area, up to two accessory dwelling units shall be permitted in accordance with provincial guidance, provided that, where two accessory dwelling units are proposed, at least one of these accessory dwelling units is located within or attached to the principal dwelling, and any accessory dwelling units:

   i) comply with the minimum distance separation formulae;

   ii) are compatible with, and would not hinder, surrounding agricultural operations;

   iii) have appropriate sewage and water services;

   iv) address any public health and safety concerns. A hydrogeological study may be required to demonstrate to the satisfaction of the City that human health and safety and the natural environment will be protected;

   v) are of limited scale and are located within, attached, or in close proximity to the principal dwelling or farm building cluster; and

   vi) minimize land taken out of agricultural production.

   Lots with accessory dwelling units may only be severed in accordance with Section 3.2.2 (w).

e) The two accessory dwelling units that are permitted on a lot in a Prime Agricultural Area in accordance with 3.2.2 (d) are in addition to farm worker housing permitted as an agricultural use.

f) All new development shall be compatible with its surrounding context and shall conform with the policies as written in this Plan.

g) Lot creation in the Agricultural designation is discouraged and will only be permitted in accordance with provincial policy, and will be subject to the following policies:

   i) New agricultural lots may be permitted where the lots are intended for agricultural uses.

   ii) The lots will be large enough to allow flexibility for future agricultural operations and will be subject to policies 7.2.3 (a) and (b) of this plan.

   iii) One new residential lot per farm consolidation for a residence surplus to an agricultural operation per the requirements of 3.2.2 (w).

   iv) New lots may also be permitted for agriculture-related uses provided that the lots are the minimum size needed to accommodate the use and appropriate sewage and water services, and will be subject to policies 7.2.3 (a) and (d) of this plan.

v) New lots for infrastructure purposes may be permitted, such as for utility corridors, where the facility or corridor cannot be accommodated through the use of easements or rights-of-way.

vi) Applications for non-agricultural uses will require the submission of an Agricultural Impact Assessment prepared by a qualified professional.

h) Agriculture-related commercial and industrial land uses should generally be encouraged to consolidate into groups within or adjacent to Hamlets or existing clusters of similar uses or in areas of lower quality agricultural land.

i) Agriculture-related commercial and industrial uses that are clearly supportive of and directly related to agricultural operations may be permitted subject to the following criteria:

i) the use must be justified on the basis of being required near to the farm operation;

ii) the proposed use is directly related to farm operations in the area and provides direct products and/or services to farm operations as a primary activity;

iii) the proposed use shall be compatible with and not hinder surrounding agricultural operations;

iv) the proposed use shall be appropriate to available rural services, such as road access, private water and wastewater services, utilities, fire protection, and other public services;

v) the proposed use maintains the agricultural character of the area;

vi) the proposed use meets all applicable provincial emission, noise, water, and wastewater standards and receives all relevant environmental approvals;

vii) the cumulative impact of multiple agriculture-related uses in prime agricultural areas should be limited and not undermine the agricultural nature of the area;

viii) the location of the proposed use shall provide for minimum sight distances from the access points in either direction along a municipal road;

ix) the proposed use shall be located and designed to mitigate potential adverse impacts, including noise impacts, on adjacent residential and other incompatible uses by buffering measures such as landscaping, berming, and building setback and layout;

x) the proposed use shall not be permitted in Provincially Significant Wetlands or Hazard Lands identified on Appendix ‘C’ (Natural Heritage Features) to this Plan;

xi) the proposed use shall not be permitted in or on adjacent land to the Natural Heritage Features identified on Appendix ‘C’, unless it has been

demonstrated that there will be no negative impacts on the natural heritage features or their ecological functions, in accordance with the policies of Section 3.5 (Environmental Protection and Natural Heritage Features); and,

xii) the proposed use shall be subject to site plan control, where warranted and as appropriate, in accordance with the policies of Section 8.2 (Site Plan Control) of this Plan.

j) Encourage the establishment of farm-gate sales as an on-farm diversified use.

k) Subject to the policies of this Plan, the municipality shall promote local employment initiatives including home occupations, home industries, and on-farm diversified uses.

l) On-farm diversified uses may be permitted subject to all of the following policies:

i) the use is located on a parcel of land which has an existing farm operation established on it;

ii) the use is secondary to the principal agricultural use of the property;

iii) the use is limited in area in accordance with Section 3.2.2 (n);

iv) the use may include, but is not limited to, home occupations, home industries, agri-tourism uses including overnight tourist accommodation, and uses that produce value-added agricultural products, including those that use crops from other producers;

v) the use is compatible with, and will not hinder, surrounding agricultural operations;

vi) the use is appropriate to available rural services and infrastructure;

vii) the use maintains the agricultural/rural character of the area;

viii) the use meets all applicable environmental standards; and,

ix) Outside storage areas, associated with the on-farm diversified use shall be included in the limited area calculations.

m) Outside storage areas shall be screened from the road and residential buildings on adjacent properties.

n) On-farm diversified uses shall be limited in size in accordance with the following policies:

i) The acceptable area occupied by an on-farm diversified use is up to 2% of a farm parcel to a maximum of 1 ha (10,000 m^2);

ii) The gross floor area of buildings used for on-farm diversified uses is limited to an approximate 20% of the acceptable land area;

iii) The land area and the area of existing buildings used for on-farm diversified uses may be discounted at the rate of 50%. Where the on-farm diversified use occupies the same footprint as a demolished building, the land area for the use may be similarly discounted by 50%;

iv) Where the on-farm diversified use uses an existing farm laneway, the area of the laneway will not be included in the area calculations;

v) 100% of the area needed for parking and outdoor storage for the on-farm diversified uses will be included in the area calculation;

vi) If more than one on-farm diversified use is proposed on a single property, the combined area of all on-farm diversified uses shall be within the land area and building area requirements;

vii) On-farm diversified uses that are proposed to grow beyond the area limits, either incrementally or otherwise, will not be permitted and will be encouraged to locate in rural areas appropriately designated for the use;

viii) On-farm diversified uses will be subject to site plan control, where warranted and appropriate (e.g. for those uses requiring outdoor storage areas, visitor parking and/or a new farm access, etc.), in accordance with the policies of Section 8.2 (Site Plan Control);

ix) Severances to separate the on-farm diversified uses from the farm property will not be permitted.

o) Wineries, craft breweries, cideries, and distilleries may be permitted in the Agricultural designation, subject to site plan control, where warranted and as appropriate, in accordance with the policies of Section 8.2 (Site Plan Control) of this Plan. These uses may be considered as an agriculture-related or an on-farm diversified use and subject to appropriate policies of the Plan and particularly to Section 3.2.2 (i), (l), (m), and (n).

p) Agricultural events that are beyond the scale of an on-farm diversified use shall only be permitted on a temporary basis through a temporary zoning by-law amendment or where the event is of a reoccurring or permanent nature and can be justified in accordance with the criteria outlined in Section 3.2.2 (w).

q) Home occupations may be permitted in accordance with Section 7.5.

r) Home farm industries shall be permitted provided that such activities are wholly conducted within a building, accessory to the main permitted use, and the use remains clearly secondary to the principal use of the resident of the property. In order to ensure that the scale of the business is clearly accessory to the main permitted use, the gross floor area of the home industry shall not exceed 50% of the gross floor area of the residential unit. Examples of home industries include small scale carpentry, electrical, welding machine and small engine repair, or similar uses. Home industries shall be subject to the policies of Section 7.7 (Sensitive Land Uses) of this Plan.

s) Nothing in this Plan shall prevent normal farm practices that are conducted in a manner consistent with proper and acceptable customs and standards as established and followed by similar agricultural operations under similar circumstances; or make use of innovative technology in a manner consistent with proper advanced farm management practices. Normal farm practices shall be

consistent with the *Nutrient Management Act* and regulations made under that Act.

t) Impacts from any new or expanding non-agricultural uses on the agricultural system are to be avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance.

u) Operators of agricultural uses are encouraged to undertake environmental management planning to:

- minimize contamination risks to surface and ground water;
- protect and enhance wildlife habitat in woodlots, fence-rows, and adjacent watercourses and wetlands; and
- protect and enhance the agricultural capability of the land.

v) Within areas designated Agricultural Land Use, drainage courses and streams, municipal drains, woodlots, and small wetland areas exist. This Plan encourages the use of good land and resource management practices to ensure that such resources are protected; fencing of streams to prevent bank erosion from livestock, sustainable woodlot management to encourage healthy tree growth, and maintenance of wetland areas which enhances water quality are examples of the types of initiatives supported by this Plan. The Environmental Protection policies of this Plan should be applied to the natural heritage features within lands designated Agricultural Land Use.

w) New residential development is not permitted within Agricultural areas, except for lot creation for an existing residence surplus to a farming operation as a result of a farm consolidation, subject to the following policies in accordance with the Provincial Planning Statement (2024), as well as Section 7.2.3 (a) and (c) of this Plan:

i) The new lot will be limited to the minimum size required to accommodate the appropriate sewage and water services.

ii) New residential dwellings and accessory dwelling units are prohibited on any remnant parcel of farmland created by the severance.

iii) The extent of agricultural lands being removed from the remnant agricultural lot should be minimal.

iv) There should be no unreasonable conflict created due to residential uses being established adjacent to agricultural activities and minimum distance separation formulae should apply.

v) There should be safe access to an open publicly maintained road that is designed to accommodate traffic generated by the residential use, generally having at minimum 50 metres of frontage on an open public road.

x) The City may permit non-agricultural uses such as extraction of minerals, petroleum resources and mineral aggregate resources or limited non-residential

uses on prime agricultural lands. Non-residential uses will only be permitted where the proposed development or land use necessitating the amendment:

i) has demonstrated a need within the planning horizon for additional land to be designated to accommodate the proposed use;

ii) has demonstrated that the land does not comprise of a speciality crop area;

iii) has demonstrated compliance with the minimum distance separation formulae;

iv) has shown there are no reasonable alternative locations which avoid lands designated Agricultural Land Use;

v) has shown there are no reasonable alternative locations in the areas designated Agricultural Land Use that avoid Class 1, 2, and 3 agricultural soils;

vi) has shown impacts from any new or expanding non-agricultural uses on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and

vii) has shown the agricultural land base will not be fragmented to such a degree that the area is no longer useful for agriculture.

Within the Agricultural Land Use designation, there may be small pockets of land that are marginally productive or of lower priority for agriculture due to their size, shape, topography, soil, drainage, and other physical characteristics. However, these physical limitations and site characteristics alone do not merit consideration for an amendment to this Plan to a non-agricultural designation.

y) This Plan encourages the Municipality and the Conservation Authority to monitor groundwater conditions within areas designated Agricultural Land Use.

z) This Plan supports maintaining and enhancing the agri-food network which includes infrastructure, on-farm buildings, agricultural services, farm markets, distributors, primary processing, and assets important to the viability of the agricultural and food sector.

3.3 Rural Land Use

Lands designated Rural Land Use in the land use schedules are characterized by a rural landscape which reflects the historical relationship between settlement areas and farm and rural community to which the settlement areas provide basic services. Lands designated Rural Land Use are predominantly comprised of soil Classes 4, 5, 6, and 7 according to Canada Land Inventory (C.L.I.) mapping for agriculture. These rural lands may include areas which have strong intermix of existing non-farm uses, and the agricultural land base may be fragmented to such a degree that it is no longer useful for agriculture. The amount and type of development in the Rural designation should be

consistent with maintaining its rural landscape including maintenance of large open space areas.

3.3.1 Permitted Uses

Within areas designated Rural Land Use, a variety of land uses will be permitted including those permitted uses within the Agricultural Land Use designation provided that there is sufficient lot area to accommodate these uses, as well as limited residential uses including home occupations and home industries, limited commercial/industrial, and conservation and small-scale outdoor recreation uses, including cemeteries. However, not all land designated Rural Land Use is appropriate for development; constraints to development for certain land uses include site specific conditions such as exposed bedrock, poor drainage, organic soils, steep and/or unstable slopes, high water table, natural features, and groundwater recharge or discharge areas.

3.3.2 Agricultural Policies

a) Retention of existing agricultural uses and the establishment of new agricultural uses, agriculture-related, and on-farm diversified uses is encouraged in areas designated Rural Land Use.

b) The policies of the Agricultural Land Use designation set out in Section 3.2 of this Plan with respect to agricultural uses shall apply to such uses within areas designated Rural Land Use.

c) The minimum distance separation formulae shall apply to rural lands where new land uses, including the creation of lots, and new or expanding livestock facilities and anaerobic digesters are proposed.

3.3.3 Residential Policies

a) The majority of residential development will be directed to the urban serviced area and Hamlets. Residential development on lands designated Rural Land Use may be used for limited low density residential development on existing vacant lots in rural plans of subdivision and vacant rural lots.

b) Only residential development that has minimal impact on natural features and the rural character should be permitted, which may include up to two accessory dwelling units in accordance with Section 3.2.2 (d) and (e), and Section 7.18. To that end, residential uses in areas designated Rural Land Use should reflect the character of existing development in the area, and should be encouraged on lots minimum 0.4 hectares in size with at least 50 metres of frontage on a public street.

Such development may be approved provided that:

i) it is in accordance with the policies in Section 3.5 (Environmental Protection and Natural Heritage Features) of this Plan;

ii) there is sufficient capacity in the natural systems to adequately service the residential use;

iii) the development does not interfere unreasonably with the normal functioning and the quality of natural features such as drainage courses and wetlands;

iv) the development fully complies with the minimum distance separation formulae discussed in Section 3.2.2 (b) of this Plan;

v) there is safe access to an open publicly-maintained road that is designed to accommodate traffic generated by the residential development;

vi) it does not preclude or hinder aggregate extraction in areas designated Mineral Aggregate (licensed and reserve areas) according to the policies of Section 3.7.2 of this Plan; and

vii) it can be accommodated in accordance with Section 5.4 of this Plan.

c) Estate residential subdivisions within areas designated Rural Land Use are strongly discouraged by the Municipality and must be limited in scale both in the context of the amount of development in the municipality as a whole and in the context of specific proposals for specific sites. Estate residential subdivisions should only be permitted pursuant to an amendment to this Plan, based on an analysis of:

i) the quantity and quality of the water supply, as per Section 5.4;

ii) the means by which sewage will be managed, as per Section 5.4;

iii) the necessity and advisability of using communal services, as per Section 5.5;

iv) stormwater management;

v) the adequacy of roads leading to the development;

vi) the impact upon the character of the rural landscape;

vii) the impact of the development on natural systems, in accordance with the policies of Section 3.5;

viii) the need for the proposed development;

ix) the impact of the development on traditional rural land uses, subject to the completion of an agricultural impact assessment; and

x) the impact of development mineral resource extraction according to Section 3.7.2 of this Plan.

d) Notwithstanding the policies of Section 3.3.3 of this Plan, within the area described as Part of Lot 20, Registered Plan 21M-175, and Part of Lot 14, Concession 7, Township of Thurlow, now City of Belleville, County of Hastings, development of estate residential lots shall be permitted by registered plan of subdivision.

e) In accordance with the provisions of subsection 3.3.3 (c) and the other pertinent policies of this Plan, an estate residential subdivision comprising a total five (5)

lots may be permitted on approximately 7.8 hectares of land located on Sills Road in Part of Lots 18 and 19, Concession 6, Thurlow Ward, City of Belleville.

f) In accordance with the provisions of subsection 3.3.3 (c) and the other pertinent policies of this Plan, an estate residential subdivision comprising a total of thirty-seven (37) lots may be permitted on approximately 20 hectares of land located in Part of Lot 13, Concession 7, Thurlow Ward, City of Belleville.

3.3.4 Rural Commercial/Industrial and Outdoor Recreation Policies

a) While the majority of commercial/industrial development would be directed to the urban serviced area and Hamlets, there may be a need for small scale commercial/ industrial development in the Rural area.

b) Rural commercial uses which provide for the basic and immediate needs of the rural population and of tourists and the traveling public may be permitted, as would such uses as small-scale resort and recreation commercial uses, tourist facilities, auction barns, farm-related commercial and convenience commercial, and other similar uses. Also permitted would be agricultural and food processing plants, including cheese factories, builder's supply yards, bulk storage yards, contractor yards, motor vehicle repair garage, saw mill and lumber yard, warehousing, and other similar industrial uses; generally such uses would not include heavy water users.

c) Outdoor recreation uses permitted in areas designated Rural Land Use should be restricted to small-scale uses such as small seasonal campgrounds and RV parks, small open spaces or parks that provide athletic facilities and passive recreational activities, and conservation areas.

d) The following policies apply to rural commercial/industrial and outdoor recreation uses in areas designated Rural Land Use:

i) The use should be appropriate for the proposed location and be compatible with surrounding land uses.

ii) Access to uses should be located to avoid creating any traffic hazard, with adequate off-street parking and loading spaces.

iii) The use should be appropriately screened and buffered from adjacent lands with landscaping, fencing, and/or distance separation as required.

iv) Signage and outdoor storage of goods and materials should not detract from adjoining lands or be out of character with the setting.

v) Appropriate servicing must be provided, as per Section 5.4.

vi) The use does not preclude or hinder aggregate extraction in areas designated Mineral Aggregate (licensed and reserve areas) according to the policies of Section 3.7.2 of this Plan.

vii) It should be determined that no suitable sites to accommodate the use are available within the urban serviced area or Hamlets.

viii) The lands to be utilized for the proposed use will be rezoned as per the Zoning By-law.

3.3.5 Natural Areas

a) Within areas designated Rural Land Use, drainage courses and streams, municipal drains, woodlots, and small wetland areas exist. This Plan encourages the use of good land stewardship and resource management practices to help sustain natural resources and to ensure that such resources are protected; fencing of streams to prevent bank erosion from livestock, sustainable woodlot management to encourage healthy forest ecosystems and rapid tree growth, and maintenance of wetland areas which enhances water quality are examples of the types of initiatives supported by this Plan. The Environmental Protection policies of this Plan must be applied to the natural heritage features within lands designated Rural Land Use except where continuing agricultural uses may be limited.

b) This Plan encourages the Municipality and the Conservation Authority to monitor groundwater conditions within areas designated Rural Land Use.

3.3.6 Rural Employment Area Reserve

In accordance with Section 2.8.2.1 of the PPS, the Rural Employment Area Reserve designation applies only to lands outside the Urban Boundary for which there are no plans for development during the life of this Plan, but could represent a logical future extension of fully serviced employment lands. The Rural Employment Area Reserve designated on Schedule 'A' is an area that is largely undeveloped or under-developed, primarily consisting of rural and rural residential uses, and is currently serviced by private water and sewage disposal systems. This area may only be developed after the urban boundary has been changed to encompass these lands and after the entirety of the lands are redesignated to Strategic Employment Area. The ultimate employment development shall be on full municipal services in accordance with the staging policies of this Plan, and is not expected for development prior to the development of the adjacent lands designated as Strategic Employment Area.

3.3.6.1 Applications for Consent

Division of land through Consent to Sever within the Rural Employment Area Reserve designation is prohibited as these lands are to be protected for future growth and development. Consents which are required for agricultural uses within those areas designated Rural Employment Area Reserve may be permitted, where the Municipality is reasonably satisfied that such changes will not negatively impact the future viability of these lands for employment development. For further certainty, Consents for any type of residential dwelling shall not be granted.

3.3.7 Rural Land Use – Exception One

For the lands at the municipal address of 41 Thrasher Road that are located within the Rural Land Use designation on Schedule 'A' to this Official Plan, the lands are exempt

from the limitation in Section 7.2.4 of this Plan on the number of lots that can be created by consent such that up to four (4) rural residential lots may be created, including the retained lot, subject to a zoning by-law amendment and subject to:

a) A servicing options study prepared to the satisfaction of the City that determines the strategy for private services, subject to Section 5.4 of this Plan; and

b) A hydrogeological study prepared to the satisfaction of the City that supports any severance associated with the property, which demonstrates that any development occurring on private servicing results in no negative impacts to the quality and quantity of water, sensitive surface water features, or sensitive ground water features.

3.4 Recreation Commercial Land Use

Lands as shown on the land use schedules as Recreation Commercial Land Use are intended to be used for large scale or space extensive developments and land uses which are geared primarily towards providing recreation or tourism services and resources to visitors to the region, as well as local residents. As the City of Belleville has natural resources and amenities that lend themselves to such development, and since this form of land use can have significant economic benefits for the region, this Plan supports resource-based recreation commercial uses outside of the urban serviced area provided natural systems are adequate to support such developments.

3.4.1 Permitted Uses

Uses permitted in areas designated Recreation Commercial Land Use may include golf courses, sports and recreation clubs (i.e. tennis resorts, hunt clubs, soaring clubs, yacht clubs), large-scale campgrounds and recreation parks, theme parks, and other recreation or entertainment uses which are noisy or otherwise could have significant off-site impacts. Hotel developments in combination with and generally ancillary to such uses may be permitted. Limited residential development may be permitted in combination with Recreation Commercial uses. Uses permitted in the Rural designation may be permitted within areas designated Recreation Commercial.

3.4.2 Policies

a) The use intended for lands designated Recreation Commercial should be resource-based and appropriate for the proposed location (i.e. with regard to land base or resource access) and be compatible with surrounding uses. Not all uses allowed within the Recreation Commercial designation may be appropriate for all lands so designated; the natural setting, access, landscape characteristics, servicing options, available municipal services, and similar should be considered prior to determining the appropriateness of any parcel of land for any use allowed in the Recreation Commercial designation.

b) Traffic generated by developments permitted in areas designated Recreation Commercial can be significant depending on the nature of the use. Main access

roads to developments should be adequate to manage the generated traffic volumes and ingress and egress points should be located to avoid creating any traffic hazard. Where needed, necessary upgrades to existing roads that will function as primary access routes to such developments may be required as a prerequisite to such development proceeding.

c) Developments should have adequate off-street parking and loading spaces to avoid conflict with traffic flow on adjoining roads.

d) Uses permitted in the Recreation Commercial designation should be appropriately screened and buffered from adjacent lands with landscaping, fencing and/or distance separation as required, in keeping with the nature and characteristics of the use being screened and of the adjacent uses.

e) Advertising signage, lighting, and outdoor storage of goods and materials should not detract from adjoining lands or be out of character with the setting.

f) Some of the uses permitted in the Recreation Commercial designation can be heavy users of water or producers of waste; unless located where municipal services are planned or available, use of private or communal services may be required. The impact of such developments on natural systems and the ability of existing natural systems to provide or accommodate the services required should be determined through appropriate studies prior to development being permitted. Such studies shall include a servicing options study to determine the best means of servicing the site. The policies of Section 3.5 of this Plan apply when addressing natural heritage features within this designation. Justification of the location of the new use will be required to ensure that there are no other locations within the municipality where the use could be accommodated on full municipal services. Groundwater quality and quantity should not be significantly impacted by such developments.

   Under the *Ontario Water Resources Act*, the Province's approval is required in those instances that a development proposal will result in a water taking of 50,000 litres per day or more, furthermore the Province's approval is required for sewage works where the development proposal has a design capacity of 10,000 litres or more.

g) Environmental impacts of recreation commercial development adjacent to any water (Bay of Quinte or any river or stream) should be appropriately mitigated, in accordance with the policies of Section 3.5 of this Plan.

h) Due to the size of development that may be undertaken in areas designated Recreation Commercial, stormwater management is important. The impact of runoff on natural systems and lands downstream of the use should be considered, and as such a stormwater management plan may be required prior to any development being allowed in areas designated Recreation Commercial.

i) Within areas designated Recreation Commercial, drainage courses and streams, municipal drains, woodlots, and small wetland areas exist. This Plan encourages the use of good land and resource management practices to ensure such resources are respected, in accordance with Section 3.5 of this Plan; plantings to prevent

bank erosion, sustainable woodlot management to encourage healthy tree growth, and maintenance of areas which enhances water quality are examples of the types of initiatives supported by this Plan.

j) The Municipality will monitor development and the nature of development proposals in the Highway 37/Harmony Road area; if it becomes evident that development in this area could become significant, the Municipality should give consideration to appropriate amendments to this Plan and preparation of a secondary plan to guide future change and growth within this area.

3.5 Environmental Protection and Natural Heritage Features

The Environmental Protection designation on the land use schedules is intended to define those lands that require special care and regulation due to their inherent natural or physical characteristics. Natural features and areas under this designation shall be protected for the long term. This designation applies to some of the following lands, while others require confirmation as indicated in Section 3.5.6:

- natural hazards, being lands or areas that are potentially hazardous to human use or development; examples include floodplains, steep slopes, unstable slopes or soils and/or unstable bedrock, lands having organic soils, poor drainage or a high water table, hazardous forest types for wildland fire, and karst topography; and
- natural heritage features, being lands that are important for their environmental and social values and which provide important ecological functions; examples include significant wetlands, significant coastal wetlands, other coastal wetlands, significant habitat of endangered and threatened species, significant woodlands and valley-lands, significant wildlife habitat, fish habitat, and significant areas of natural and scientific interest. The natural heritage features also include natural corridors which link natural features and areas and are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species, and ecosystems.

None of the policies in this section is intended to limit the ability of agricultural uses to continue.

The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features, and ground water features.

Minor changes to the boundaries of the Environmental Protection designation on the schedules may be permitted without a formal amendment to this Plan to reflect the findings of a comprehensive study and/or assessment, provided that the study/assessment has been undertaken to the satisfaction of the City and may include consultation with the Conservation Authority.

Changes to the limits or classification of individual features or components of the natural heritage system may be considered through the submission of an Environmental Impact

Study and/or hydrological evaluation based on a terms of reference approved by the City, in accordance with Section 3.5.6 of this Plan, and in consultation with the Conservation Authority as appropriate.

If the change to the limit or classification of an individual feature or component of the natural heritage system identified through an Environmental Impact Study, carried out in accordance with Section 3.5.6 of this Plan, can be justified to the satisfaction of the City, an amendment to this Plan shall not be required.

3.5.1 Floodplains

a) Floodplain management policies are intended to prevent the loss of life and to minimize property damage. Further, such policies encourage a co-ordinated approach to the use of land and the management of water to protect wildlife and fish habitat. Such lands are designated Environmental Protection on the land use schedules. A floodplain is defined as an area below the 100-year flood elevation (if known), plus the flood allowance for wave setup and wave uprush plus other water-related hazards (e.g. ice piling and ship generated waves) on the Bay of Quinte.

b) As only a portion of drainage courses in the community currently have had engineered flood lines defined pursuant to the 100-year storm event, floodplains may be determined through historical records or visual evidence to determine the probable limits of flooding activity. When new or additional engineered flood line mapping becomes available, the Municipality shall amend this Plan if necessary to incorporate the mapping.

Minor changes to the boundary of floodplains illustrated on the land use schedules may be made without amendment to this Plan provided the variation can be justified through appropriate engineering or other analysis acceptable to the Conservation Authority.

Where no floodplain mapping exists, new development shall be prohibited within 30 metres from the top of bank or seasonal high water mark of a watercourse, unless it can be demonstrated that the development will not be subject to a natural hazard.

c) No development, including the temporary or permanent placing or dumping of material of any kind (whether originating on or off site), shall be permitted within a floodplain except for flood or erosion control works, shoreline stabilization works, water intake facilities and passive recreational facilities (i.e. trails, boat docking/launching facilities). Permanent structures, the placement of fill or regrading will not be permitted in the floodplain. These activities may require a permit from the local conservation authority. Uses such as agriculture, forestry, conservation, wildlife management and similar activities may be permitted provided no associated buildings and structures are located in the floodplain. Retention and restoration of natural vegetation is encouraged in floodplains.

d) Where new lots are proposed adjacent to water courses or drainage systems, and where part of the lot will be located in a floodplain, sufficient land above the

flood line upon which to place buildings, yards and services in accordance with the policies of this Plan must be provided.

e) The provisions of Section 9.3 (b) of this Plan should be applied as necessary to the land use schedules to identify the limits of floodplains and establish which lands should be interpreted as being designated Environmental Protection Land Use.

There are numerous residential and other uses located within defined floodplain areas under this Plan. Such uses may be recognized as permitted uses; the following policy should be applied to existing uses within floodplains:

i) If an existing building or structure within a floodplain is destroyed (unless the destruction is due to flooding) or requires restoration or reconstruction to make it safe, such restoration or reconstruction may be permitted subject to the approval of the Conservation Authority and in accordance with the policies of Section 7.9 of this Plan.

ii) Further to the foregoing, should the existing building or structure be a built heritage resource, the Municipality shall obtain advice from the Municipal Heritage Committee (Heritage Belleville) prior to approving any plans for restoration or reconstruction.

3.5.2 Steep Slopes and Other Hazardous Lands

a) Lands with slopes that are too steep to safely accommodate development or which are near their natural angle of repose are designated Environmental Protection to avoid development or use of such lands that might result in risk to humans or property, and to prevent steep slopes from becoming unstable. Generally, no development should be permitted on or immediately adjacent to such areas other than which can be safely managed on the lands. In most instances, uses should be restricted to natural conditions.

b) Other lands that cannot safely be developed for human use or occupancy due to their unstable nature (i.e. areas of organic soils) or man-made environmental constraints (i.e. contamination) are designated Environmental Protection to prevent any development or use that might result in risk to humans or property.

c) If an existing building or structure immediately adjacent to or on a steep slope or any other hazard is destroyed or requires restoration, such work may be permitted in accordance with the policies of Section 7.9 of this Plan.

d) Development of such areas for an appropriate use, site alteration, or additions to existing buildings or structures may be permitted where the effects and risk to public safety are minor and can be mitigated in accordance with provincial standards provided that:

i) the hazards can be safely addressed and the work carried out in accordance with sound engineering and design practices including floodproofing standards, protection work standards, and access standards;

ii) new hazards are not created and existing hazards are not aggravated;

iii) no adverse environmental impacts would result;

iv) safe access to such lands is available at all times, especially during emergencies; and

v) uses do not include institutional uses or emergency services, or the disposal, manufacture, treatment or storage of hazardous substances.

e) To that end, the Municipality may require geo-technical and other studies that address the hazardous conditions to be prepared and agreements entered into prior to permitting any such work to proceed. Conditions to approval for development of such areas should ensure that all appropriate actions are undertaken to accommodate the proposed work or development safely.

3.5.3 Wetlands and the Habitat of Endangered and Threatened Species

a) All Provincially Significant Wetlands are designated as Environmental Protection on the land use schedules. Provincially significant wetlands and significant coastal wetlands identified through the provincial wetland evaluation process are indicated as such.

b) Development and site alteration shall not be permitted in Provincially Significant Wetlands or significant coastal wetlands.

c) Subject to consultation with the local conservation authority, no new development shall be permitted within any wetland feature, nor the expansion or redevelopment of existing development within such areas (excluding established agricultural activities) or within 30 metres of the feature. Conservation activities associated with maintaining and restoring wetlands and natural habitats of threatened species are strongly encouraged by this Plan.

d) Development shall not be permitted on lands adjacent (within 120 metres) to Provincially Significant Wetlands or unevaluated wetlands or the habitat of threatened or endangered species, or on lands adjacent to other wetland features (within 30 metres) unless it has been or can be demonstrated through preparation of an Environmental Impact Study (EIS) carried out in accordance with Section 3.5.6 of this Plan that there would be no adverse impact on the natural features or ecological functions.

e) Development applications will be reviewed using the best available information on Endangered/Threatened Species location that is available from the Province. This information shall be reviewed in a confidential manner so as not to disclose the location information related to the particular species. The Municipality recognizes that available information regarding the locations of endangered and threatened species and their habitat is incomplete; this data, where it does exist, is also confidential. The Municipality will accept information regarding Threatened and Endangered species habitat from the Province as it becomes available and will use this information, in confidence, to screen all planning applications for

potential development constraints. The municipality will consult with the Province as appropriate.

In order to determine the presence of Threatened or Endangered species and to assess the impacts that proposed activities may have on the habitat of Threatened and Endangered species, a site assessment by a qualified professional may be required to be completed at the appropriate time of year. The assessment must identify whether any endangered or threatened species are present and whether the proposed activities will have any impact on Threatened or Endangered species or their habitat. The Province can be contacted for further direction regarding site specific proposals.

f) Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements.

3.5.4 Areas of Natural and Scientific Interest (ANSIs)

a) ANSIs are lands and/or waters containing natural landscapes or features that have been identified by the Province on the basis of significant earth or life science values related to protection, scientific study, or education. Provincially significant ANSIs have been designated as Environmental Protection on Schedule 'A'. The two broad categories of ANSIs are:

- earth science areas which include significant rock and fossil locations and land forms; and
- life science areas which include significant landscapes, environments, biotic communities, and native plant life.

Together, these areas feature both typical and special areas that support rare, threatened and endangered species and plant life. ANSIs are designated Environmental Protection on the land use schedules.

b) ANSIs should be protected to maintain the integrity, environmental health, social and economic benefits of these significant features.

c) Development and/or site alteration shall not be permitted in or adjacent to Life Science ANSIs (within 120 metres) or Earth Science ANSIs (within 50 metres), unless it has been demonstrated through an Environmental Impact Study (EIS) carried out in accordance with Section 3.5.6 of this Plan that the proposed development and/or site alteration would have no negative impact on the natural feature or ecological functions for which the specific area has been identified.

3.5.5 Woodlands, Valleylands, and Fish and Wildlife Habitat

a) Significant woodlands, valleylands, and fish and wildlife include:

- significant woodlands that have a strong influence on the quality of the environment often providing significant wildlife habitat;
- significant valleylands that are important fish and wildlife habitat and to the biodiversity of the area;

- fish habitat that include spawning grounds and any other areas, including nursery rearing, food supply, and migration areas upon which fish depend directly or indirectly in order to carry out their life processes; and
- significant wildlife habitat that are important habitat for birds and animals, providing space needed to support their populations.

The Municipality recognizes that available information regarding the location of these features is incomplete and not shown in this Plan. The Municipality will accept information regarding these features from the local conservation authority and/or the Province as it becomes available and will use this information to screen planning applications for potential development constraints. The Municipality will consult with the local conservation authority and/or the Province as appropriate. In particular, but without limitation, the screening will consider:

- valleylands;
- woodlands;
- fish habitat;
- floodplains;
- steep areas; and
- meanderbelts.

b) The predominant use of such areas and lands in the vicinity should be related to conservation to preserve the natural qualities that have warranted designation. However, use of such areas or lands adjacent to these areas (within 120 metres of the tree dripline for significant woodlands, significant valleylands, and fish habitat) for other activities or land uses such as residential may be permitted, provided that it can be demonstrated through an Environmental Impact Study (EIS) carried out in accordance with Section 3.5.6 of this Plan, and in accordance with Sections 4.1.5 and 4.1.8 of the Provincial Planning Statement (2024), that no negative impact on the natural features or ecological functions for which the specific area has been identified would occur. For clarity, development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements.

c) The lands located at Ox Point (located on the Bay of Quinte due west of Point Anne) are designated Environmental Protection on the land use schedules due to the unique environmental characteristics in the general area. At the time of adoption of this Plan, there were six existing residences and a large vacant parcel on Ox Point, all accessed by a private road extending westerly from Manley Drive in Point Anne. It is the policy of this Plan that a limited number of residences may be permitted on Ox Point, provided they are located at least 500 metres from the boundary of any licensed quarry or, if supported by a noise assessment using provincial standards for a lesser distance, and the uniqueness of the area from an environmental perspective is protected.

d) Significant wildlife habitat may include: seasonal concentrations of animals (e.g. deer wintering areas and heronries), specialized habitats and rare vegetation communities, and/or habitats of species of special concern. The Province's Significant Wildlife Technical Guide and Ecoregion Criterion Schedules for the

Identification of Significant Wildlife Habitat shall be used by proponents to help identify significant wildlife habitat.

Development and site alteration are not permitted in or adjacent to significant wildlife habitat except for the following types of development where proponents have demonstrated that there will be no negative impacts on the habitat or its ecological function:

- creation of more than three lots through either consent of plan of subdivision;
- change in land use, not including the creation of a lot, that requires approval under the *Planning Act*;
- shoreline consent along a large inland lake or large river (denoted on 1:50,000 National Topographic System maps as being two-lined) that is within 120 metres along the shoreline of an existing lot of record or a lot described in an application for subdivision or consent; and
- construction for recreational uses (e.g. golf courses, serviced playing fields, serviced campgrounds, and ski hills) that require large-scale modification of terrain, vegetation, or both.

3.5.6 Natural Heritage System and Environmental Impact Studies

a) A Natural Heritage System protects natural heritage resources along with the ecosystems and biodiversity they support, as well as provides benefits to the people and communities living among them. This Plan identifies a Natural Heritage System on Appendix 'C' to this Plan, which delineates natural heritage features as defined by the Provincial Planning Statement (2024), including: Provincially Significant Wetlands, significant woodlands, and Areas of Natural and Scientific Interest, as well as their linkages.

The data used to develop the Natural Heritage Features map, included as Appendix 'C' to this Plan, was prepared by Lower Trent Conservation and developed using a GIS landscape overlay modelling approach, as described in the Proposed Natural Heritage Strategy (2015). This Plan encourages the Municipality to undertake additional work to field verify the natural features and linkages among Provincially Significant Wetlands, significant woodlands, and Areas of Natural and Scientific Interest. Results should be incorporated into this Plan through an Official Plan Amendment.

The Natural Heritage System will require updates from time to time to incorporate the results of studies regarding natural heritage features, in conjunction with other public agencies, to designate the lands as Environmental Protection, as needed.

b) The purpose of an Environmental Impact Study (EIS) is to assess potential negative impacts which may be caused by a proposed development. An EIS may be triggered for development proposed in or adjacent to features identified on Schedules 'A' and 'B' and Appendix 'C' to this Plan. In terms of developments in or adjacent to Natural Heritage Features and areas, the study will address potential negative impacts to the features or ecological functions for which the area has been identified (i.e. a Provincially Significant Wetland).

Since an Environmental Impact Study is a site-specific determination of potential impacts within or adjacent to certain areas, it does not necessarily guarantee that any development application which is subject to an Environmental Impact Study will be approved. The Environmental Impact Study shall be prepared by a qualified professional. The applicant shall be required to pre-consult with the Municipality prior to commencing the Environmental Impact Study to ensure the document will be prepared to the satisfaction of the Municipality, in consultation with the Conservation Authority (where a permit is required and the EIS comprises part of the permit application) and the Province (where appropriate). In addition to an Environmental Impact Study, a permit may be required from the Conservation Authority for development adjacent to regulated features. The scope of an Environmental Impact Study report should be determined by the Municipality in consultation with the Conservation Authority (where a permit is required and the EIS comprises part of the permit application) and should consist of:

i) A description of the proposed development, including:

   1) Descriptions and maps of:

      - existing on-site and adjacent land uses (including official plan and zoning designations); and
      - proposed development activities (including building location, site grading, landscaping, drainage works, roadway construction, paving, and sewer and water servicing) in relation to various environmental considerations.

ii) Information on existing conditions including an environmental inventory of the subject and adjoining lands, including:

   1) Identification and evaluation of the significance and boundaries of any natural heritage features, associated natural heritage linkages, ecological functions, and values on and adjacent to the site;
   2) Identification and mapping, using Ecological Land Classification (ELC), of the vegetation communities identified on and adjacent to the site;
   3) Identification of any suitable habitat that exists on the site for known species at risk (those listed on the Species at Risk in Ontario List) as well as suitable habitat for any species at risk that were observed on site;
   4) Description of the survey methods and level of effort undertaken, including the dates, weather conditions, and number of field visits/surveys, to demonstrate that assessments were conducted using appropriate methodologies at the appropriate time of year;
   5) An appendix that contains complete lists of the flora and fauna species and features that were observed on-site and which ELC community they were observed in; and
   6) An evaluation of any unevaluated wetlands in accordance with the Ontario Wetland Evaluation System.

iii) Demonstration that efforts have been made to address all required setbacks and restrictions. Where impacts are unavoidable, a description of how environmental conditions will be affected directly and indirectly, including;

1) Identification and evaluation of the significance of all predicted negative impacts and positive effects on the various environmental conditions, including impacts to natural features and their ecological functions;
2) Evaluation of the cumulative residual effects that the project (and any other known projects or activities) may have following implementation of any mitigation measures on the natural features and ecological functions identified for protection; and
3) A description of the actions necessary to mitigate the unavoidable negative impacts which might occur as a result of the proposed development.

iv) A description of any future monitoring and evaluation which may be necessary to ensure no negative impacts.

c) The Lower Moira River has been designated by the Province as a fish sanctuary for pickerel spawning. Where a development application is submitted on lands adjacent to the Lower Moira River, the Municipality, with the assistance of the Conservation Authority, the Province, and the Department of Fisheries and Oceans, should consider the impact of such development on the river and, if deemed necessary, require an Environmental Impact Study; the conclusions of the study should be incorporated into the design of the proposed development.

3.5.7 Wildland Fire

a) Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire. Locations of potential wildland fire hazard areas that have been identified by the Province are shown in Appendix 'B'.

b) Development may be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation best practices.

3.5.8 Karst Topography

Karst topography generally forms on limestone and dolostone plains and is marked by sink or karst holes interspersed with abrupt ridges and irregular, protuberant bedrock, that is commonly underlain by caverns and solution-enhanced joints and bedding planes that influence the flow of surface and ground waters. Due to the nature of its formation, karst terrains are ephemeral and are controlled by past and present climatic and local weather conditions. Due to its geological nature, karst topography presents a potential hazard to human safety which must be mitigated through development controls and approvals.

Quinte Conservation Authority regulates development on or near unstable bedrock, including karst. Areas shown on the Schedule 'F' to this Plan as being known, potential and inferred karst topography are considered to be potential development constraint areas. It is recognized that the mapping is approximate and identifies areas of potential environmental constraint to development that must be addressed prior to development occurring. Development shall generally be directed to areas outside of karst topography unless the effects and risks to public safety are minor so as to be managed or mitigated. In areas suspected to have karst topography, the following shall be undertaken for any *Planning Act* application to assess for the presence of karst topography and to mitigate against any potential hazard:

a) Phase 1 – Desktop Study and Site Visit

A desktop evaluation and site visit, undertaken by a qualified geoscientist with knowledge and experience in identification of karst topography, shall be undertaken to determine the potential for the presence of karst hazard. The desktop evaluation shall include but not be limited to the search and review of the following information:

- Mapping that shows historic and present-day karst, ground and bedrock topography, physiography, hydrology, Quaternary and Paleozoic bedrock geology, glacial tills, and partial aquitards;
- Existing engineering, geological (including oil/gas and geotechnical well records), hydrogeologic, hydrologic, geographic, and agricultural studies and land use publications;
- Surface water and groundwater well record data to determine the position of the water table and seasonal fluctuations, rainfall records, river discharge data, and water chemistry data;
- Comparison of historic and recent air photos and/or satellite imagery to determine changes in the landscape that may have resulted from karstification and subsurface drainage and/or anthropogenic changes;
- A visit to the property to provide comparison to historic air photo and/or satellite imagery to evaluate changes in the landscape.

If the Phase 1 evaluation determines that karst topography is not present, no further study of karst is required in support of a *Planning Act* or building permit application. Should the evaluation identify the presence of karst features and/or karst terrain characteristics, a Phase 2 evaluation will be required.

b) Phase 2 – Field-Based Karst Investigation

In areas where a Phase 1 evaluation has identified the presence of karst features and/or karst formation characteristics, a field-based karst evaluation shall be required, to be undertaken by a qualified geologist.

A terms of reference shall be completed in consultation with the appropriate approval authority and/or any relevant agencies which outlines the investigation type that will be undertaken for the subject lands. The types of field work required will be determined based on the areal extent and complexity of the proposed

development relative to the risk or potential impacts related to karst. The types of field work that may be required include, but are not limited to, the following:

- Passive Geologic/Geomorphologic Methods – primarily for the detection and mapping of sinkholes and caves;
- Soil Probing – to determine the risk of soil subsidence;
- Rock Drilling and Well Records – to determine the karstic nature of the bedrock groundwater; and
- Dye-Tracer Studies – to determine the sources, speed, and direction of shallow potable water movement within bedrock.

c) Phase 3 – Mitigation

In areas where a Phase 2 evaluation confirms the presence of a karst hazard, a geotechnical study and land use compatibility study shall be undertaken by qualified geologist. The studies shall be required to:

- Assess the impacts and risks to surface and groundwater contamination and/or construction restrictions due to unstable bedrock conditions;
- Identify compatible land use activities for which the karst topography does not pose a hazard, including identifying incompatible industrial and water management uses that may contaminate the groundwater and alter the water table;
- Establish any required development restrictions including limiting extensive blasting, intensive construction that would create excessive weight, and the alteration of drainage that could compromise underlying caves or buried sinkholes;
- Establish, where necessary, a karst feature buffer to restrict development around a specific hazard.

3.6 Open Space

Lands designated Open Space on the land use schedules apply to areas where the predominant use of land is for significant public outdoor parks and recreation uses. Some privately owned lands that have open space characteristics are also designated Open Space. This land use designation does not define all parkland areas that exist or that would be established within the community; some areas that would qualify as open space are located and are allowed to establish in other land use designations under this Plan.

3.6.1 Permitted Uses

Generally, open space uses include local or neighbourhood parks, community parks, and regional parks. Parks can also be defined by their primary function, as either active or passive open space; many parkland areas have a combination of both active and passive functions. While the majority of open space lands and facilities would be publicly owned and operated, certain recreational facilities with commercial potential can be owned and operated privately, either in a commercial capacity or as non-profit ventures.

3.6.2 Policies

a) Parks and open space in the City shall be designed to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction, and facilitate active transportation and community connectivity.

b) Public parkland shall be designed to accommodate a variety of complementary activities such as pathways, multi-purpose trail, playgrounds, and sport courts, and provide safe and accessible pedestrian access and circulation on-site in accordance with Section 7.11.2.

c) Open Space lands along the Bay of Quinte may be used for public or private boat docking, yacht clubs, and marina facilities provided such uses do not unreasonably impact natural and man-made amenities of the recreational area within which they are located. When determining the appropriateness of such developments, the Municipality in consultation with the Conservation Authority should consider:

- servicing of the site;
- existing environment contamination conditions if warranted;
- impact on fish and wildlife habitat, and the merits of remediation measures;
- impact of development on access to the waterfront by the general public; and
- integration of the use with the City's open space system.

d) Trails, pathways, sidewalks, and other pedestrian and cycling infrastructure shall be designed to ensure safe and accessible transitions and connections with other active transportation routes, supporting convenient and safe movement between homes, amenities, workplaces, and other daily activities.

e) Trails that support active transportation are an important component to the development of an open space system and the promotion of the community's quality of life. Trails that connect shoreline areas, valleys, existing parks, or other important physical or man-made features should be developed wherever possible but must be planned and designed in such manner that respects the interests of abutting property owners.

To facilitate the development of trails, this Plan encourages the Municipality and the Conservation Authority to acquire rights to, or ownership of, existing corridors (rail, hydro, or other utility) whenever opportunities arise.

f) This Plan may permit the establishment of a single high-quality recreational camping and RV park site within the immediate Belleville area. Certain lands designated Open Space may have potential for and be appropriate for this use. Prior to permitting such a use on any lands designated Open Space, Council should consider:

i) servicing of the site, or the capacity of the site to address the impact of camping from a servicing perspective;

ii) environmental issues;

iii) land use compatibility including visual compatibility;

iv) any existing issues from the lands previous use which may pose a risk to human health and the environment; and

v) access to the site from major transportation corridors.

g) Points of ingress and egress for open space areas should be established to ensure safe and accessible movement of vehicular, pedestrian, and cyclist traffic from the public street and the subject and adjoining lands. Further, such uses should have sufficient parking on-site, but it is recognized that reduced parking standards may be applied where there is sufficient parking off-site to address needs during times of peak usage.

h) Generally, only buildings and structures necessary to establish and support the principal use should be established on lands designated Open Space as a means to retain as much of the natural landscape of these lands as possible; this is particularly important when such lands support large indoor facilities such as pools, arenas, and community centres.

i) The visual appearance of all parking lots and service areas in parks should be enhanced through appropriate landscaping and screening. Appropriate lighting of such areas is required to ensure public safety and to accommodate certain uses; lighting should be oriented away from nearby residential properties as much as possible and from interfering with visibility on nearby public streets.

Parking lots, service areas, and areas of intense outdoor activity should be located to minimize the effects of noise on adjacent residential properties. Measures to mitigate impacts of such facilities on adjoining residential areas (i.e. plantings, fencing, berming and buffer strips, increased setbacks, etc.) should be employed as required.

j) All open space areas should have safe and accessible pedestrian access and circulation on-site.

k) The Municipality does not intend to acquire privately-owned lands identified as Open Space in the land use schedules.

l) Proposed development shall be consistent with the 2021 Parkland and Recreation Master Plan (as may be amended) as it relates to parks, open space, recreation, and/or community facilities.

m) This Plan encourages the Municipality to the update the Waterfront Redevelopment Master Plan (2006) to encourage the protection and enhancement of the City's waterfront areas, including encouraging greater public use of the waterfront areas, access to and enjoyment of the waterfront, and supporting the development of privately owned lands along the waterfront where public access can be maintained or enhanced. The update to the Master Plan should consider the redevelopment potential of the Bayshore Planning Area, including a review of the opportunities and constraints for servicing residential development, and the potential for the Municipality to undertake Phase 1 Environmental Site Assessment(s) to improve the marketability of the lands.

3.7 Mineral Aggregate

The City of Belleville contains potential primary, secondary, and tertiary sand and gravel resources. The lands designated Mineral Aggregate in the land use schedules include sand, gravel, and bedrock resources as well as pits and quarries either licensed by the Province or identified as aggregate deposits by the Province. It is the intention of this Plan to protect wherever possible such resources for aggregate extraction and to ensure that the resources are utilized in accordance with proper controls.

3.7.1 Permitted Uses

In the areas identified as Mineral Aggregate, the principal uses will be pit or quarry operations together with accessory uses such as crushing facilities, recycling of aggregate materials, stockpiles, screening operations, asphalt plants, ready-mix concrete plants, and aggregate transfer stations. Within the reserve areas, agriculture and interim land uses such as forestry and outdoor recreation uses may be permitted, provided that these do not include buildings or activities that would preclude or hinder the establishment of a pit or quarry.

3.7.2 Policies

a) Mineral aggregate resources shall be protected for long-term use. Where provincial information is available, deposits of mineral aggregate resources shall be identified.

b) For the areas designated as Mineral Aggregate, the area to be used for resource extraction and related uses should be located within the boundaries of the designation shown on the land use schedules. Any proposal to expand beyond these limits would require an amendment to this Plan.

c) The concept of influence areas is recognized as a means of protecting against incompatible land uses in the vicinity of Mineral Aggregate areas, and to protect existing pits and quarries (licensed areas) as well as deposits of sand, gravel, and bedrock resources from encroachment by incompatible land uses. It is the policy of this Plan to protect mineral aggregate operations from development and activities that would preclude or hinder their expansion or continued use by discouraging incompatible land uses in areas surrounding lands designated Mineral Aggregate, and/or from licensed areas and/or from known aggregate deposits. This area of influence is considered generally 300 metres for a pit or sand and gravel deposit and 500 metres for a quarry or bedrock deposit. In these areas, development that would preclude or hinder the establishment of new operations or access to the resources should only be permitted if:

   i) the resource use would not be feasible; or

   ii) the proposed use or development serves a greater long-term public interest; and

iii) issues of public health, public safety, and environmental impact are addressed.

d) Generally, only licensed pit and quarry operations should be zoned to permit such uses; reserve areas should be zoned in such a manner so as to protect such lands from incompatible development.

e) Pit and quarry operations that are subject to the *Aggregate Resources Act* (ARA) must be licensed by the Province and be undertaken in a manner which minimizes social, economic, and environmental impacts. Through the ARA, the municipality may have input on ARA applications as part of the consultation process. Where the ARA applies, the depth of extraction of new or existing mineral aggregate operations shall be addressed in accordance with the ARA.

f) All pits and quarries should be operated in such a manner which minimizes social, economic, and environmental impacts and satisfies the requirements of the Province with respect to pumping and dewatering, water supply, wastewater, solid and liquid waste disposal, dust, and all emissions to the atmosphere including noise and vibrations. Environmental studies (noise, hydrogeology, air emissions, etc.) should be required to assess the impact if development occurs within the influence area outlined above.

g) Prior to removing a Mineral Aggregate designation from the land use schedules, justification for the change that clearly demonstrates the need for the alternate land use should be provided. In consideration of such amendments, the Municipality may consult with the Province and take into account:

i) evidence provided by the applicant that aggregate extraction is not feasible due to quality, quantity, or other development constraints;

ii) the necessity of the alternate land use;

iii) the reason for the choice of the location and consideration given to alternate locations on non-aggregate lands; and

iv) the consideration given to the option of sequential land use in which the mineral aggregate is removed prior to development of land for another use.

h) With the exception of wayside pits and quarries, the establishment of any new pit or quarry outside of areas so designated on the land use schedules will require an amendment to this Plan. In proposing any such amendment, the applicant must provide sufficient information to properly evaluate the proposal including:

i) the type and location of any neighbouring land uses;

ii) the location of access routes, including the need to upgrade existing roads;

iii) the site plan for the pit or quarry;

iv) heritage impact assessments; and

v) assessment of noise, blasting, hydro-geology, drainage, environmental impact, archaeological conditions, and any other relevant matters.

i) In areas where Classes 1, 2, or 3 soils predominate on lands comprised of Classes 1, 2 or 3 soils according to the C.L.I. of Soil Capability for Agriculture, extraction of mineral aggregates is permitted as an interim use provided that rehabilitation of the site for agricultural use with similar soil characteristics as existed prior to the extractive use being established is carried out; however, complete agricultural rehabilitation will not be required if:

i) there is a substantial quantity of mineral aggregates below the water table warranting extraction; or

ii) the depth of planned extraction in a quarry makes restoration of pre-extraction agriculture capability unfeasible; and

iii) other alternatives have been considered and found unsuitable; and

iv) agricultural rehabilitation in other areas will be maximized.

j) Wayside pits and quarries and portable asphalt plants used on public authority contracts would be permitted as set out in Section 7.10 of this Plan.

k) Council shall conserve cultural heritage resources when considering the establishment of new areas for mineral extraction or when considering the establishment of new operations or the expansion of existing operations. When necessary, Council will require satisfactory measures to mitigate any negative impacts on cultural heritage resources.

l) Rehabilitation of mineral aggregate resource lands is required after mining or extraction operations have ceased, consistent with the provisions of the *Aggregate Resource Act* or other provincial legislation, to accommodate subsequent land uses on or adjacent to these lands, to promote land use compatibility, to recognize the interim nature of extraction, and to mitigate negative impacts to the extent possible. Final rehabilitation shall take surrounding land use and approved land use designations into consideration.

m) This Plan encourages the Municipality to undertake a planning exercise to evaluate its aggregate resources and identify appropriate levels of protection. The results of such exercise when completed should be incorporated into this Plan through an Official Plan Amendment.

3.8 City Centre

The Provincial Planning Statement (2024) recognizes that maintaining and enhancing the vitality and viability of the downtown is important to the long-term economic prosperity of a community. As one of the City's Strategic Growth Areas, the City Centre is intended to be multi-functional, serving as the business, professional, cultural, entertainment, and administrative centre of the City; and the policies of this Plan are intended to attract new investment to the core area to enable it to prosper and grow as the business and

administrative centre for the entire region. The City Centre is also targeted as a residential intensification area according to the Special Land Use Policies of Section 4.6.

Policies for the City Centre are designed to encourage and enhance the downtown core as a major focus of economic activity, create a source of civic identity and pride, and establish the City's core area as a community landmark. The purpose of the City Centre designation on Schedule 'B' is to encourage the development of a variety of compatible land uses in the City's core, overall creating a livable downtown that is compact, walkable, clean, secure, attractive, accessible, and economically stable.

Development should increase the diversity and vitality of the downtown and create a lively and vibrant environment that supports a wide variety of living, shopping, leisure, and cultural and working activities that meet the daily needs of residents. The downtown will provide for a wide range of housing options, types, and tenures that meet the needs of residents in all stages of life. These housing options will consist of infill and intensification, redevelopment of underutilized properties, and adaptive reuse. Furthermore, the waterfront is a key asset that anchors the downtown core and is crucial to the City's growth – development should respect and incorporate the Moira River and Bay of Quinte. The City shall prepare Intensification Design Guidelines to assist in assessing compatibility of new development with surrounding area and uses.

The City Centre contains significant cultural heritage resources, that are a major part of the character and quality of the area and are linked to the economic function. New private and public investment opportunities that conserve, protect, and enhance these heritage resources are important to the economic success of the City Centre.

Some areas within the City Centre Land Use designation also fall within Specific Policy Area #1 - Bayshore Planning Area. Should any of the City Centre Policies conflict with the Bayshore Planning Area policies in Section 4.1, the policies of this Section shall prevail.

3.8.1 Permitted Uses

The uses permitted in the City Centre shall include a broad range of commercial, residential and community facility uses, as follows:

a) A full range of commercial, employment, and tourism recreational uses, including but not limited to hotels, conference facilities, retail uses, business, professional and administrative offices, food access establishments (e.g. grocery stores), outdoor cafes and restaurants, places of entertainment, private clubs, theatres, art galleries, marinas, recreational uses, all types of commercial services, and parking lots.

b) Medium and high density residential uses including townhouses, stacked townhouses, low- to high-rise multi-unit dwellings, and affordable housing, either as primary uses or within mixed-use developments. Accessory dwelling units are permitted, subject to the provisions of Section 7.18. Existing low density residential uses are intended to intensify and/or incorporate accessory dwelling units to provide more housing in the City Centre.

c) Community facility uses including all government facilities and administrative offices, police station, places of worship, assembly halls, libraries, schools, nursing homes, museums, recreational facilities, day nurseries, parks and parking, and transportation facilities.

d) Mixed-use developments containing ground-floor commercial or community facility uses, with residential uses located above or behind the non-residential uses, in a range of densities, building types, and forms.

e) New automotive or industrial uses are prohibited from locating in the City Centre.

3.8.2 General Development Policies

a) As a Strategic Growth Area, the City Centre will be the focus of intensification and will accommodate higher density mixed-use development in a compact built form. Development in the City Centre will be planned to:

i) accommodate population and employment growth through a well-designed, compact built form that supports a pedestrian-oriented environment, active transportation, and a balanced multi-modal transportation system;

ii) accommodate infill and intensification through a range of densities, heights, and land-uses;

iii) be a focus of residential, commercial, institutional, office, employment, recreational, cultural, social, and public open space uses;

iv) be designed to have active uses on the ground floor with doors and windows connecting to the public sidewalk and public realm more generally;

v) be consistent with the existing street wall and setbacks;

vi) be designed to utilize best practices for the design of mid-rise and tall buildings;

vii) activate the waterfront through high-quality streetscape and architectural design, public art, and active uses at-grade;

viii) support affordable, accessible, and equitable housing;

ix) support access to nutritious and affordable foods by prioritizing food access establishments (e.g. grocery stores);

x) support public transit and active transportation infrastructure; and

xi) conserve and have regard for cultural heritage resources.

Many sites in the City Centre are vacant or under-developed and are expected to redevelop during the course of this Plan for commercial, residential, and employment uses. The details of this planned intensification are set out in the policies of Section 4.6 and are based on the City Centre Intensification Plan. The intensification of these sites will support the character and function of the City

Centre and are intended to have reasonable flexibility to encourage investment in the City Centre.

b) Residential uses on lands designated City Centre are permitted in mixed-use developments or as a primary single use on a lot, generally consisting of a medium and high density projects. Multi-unit residential developments shall incorporate a mix of unit types and sizes to accommodate a diverse range of household sizes and incomes. Medium and high density residential uses as defined in Section 3.10 of this Plan are permitted throughout the City Centre according to the policies of Section 4.6 of the Plan.

c) Mixed-use development supports a more efficient use of land and a range of uses that contribute to greater walkability, increased housing choices, and greater social, cultural, and recreational opportunities. Mixed-use development shall be encouraged in the form of medium and high density developments throughout the City Centre, including buildings with ground-floor commercial, office, or community facility uses, and live-work units.

d) This Plan encourages compact, intense development of lands designated City Centre in order to ensure that the core area is a walkable, transit-oriented, and vibrant focal point in the City. To achieve this objective, buildings that maximize land utility should be encouraged with a focus on supporting a pedestrian-oriented and transit-oriented environment.

e) The massing and height of buildings shall have regard for adjacent properties, cultural heritage resources, and the heritage value of the immediate areas. A balance between intensity and scale needs to be achieved, and may be subject to technical studies such as shadow studies, streetscape analysis, heritage impacts, and viewshed analyses with considerations for additional setbacks, height restrictions, landscaping, building stepbacks, and more, in order to ensure an appropriate transition, mitigate impacts, and demonstrate compatibility with the surrounding area.

f) Development in the City Centre shall reinforce connectivity and strong links to the waterfront and other commercial areas of the City by protecting and enhancing waterfront views and contributing to a vibrant pedestrian-oriented experience through active uses at-grade, streetscape design, public art, wayfinding, and connected pathways to key destinations from the City Centre to the waterfront. The City may undertake future studies of the waterfront to further inform compatible development and connections between the waterfront and City Centre.

g) The Municipality shall identify and create gateways to the City Centre at main vehicular and pedestrian access points in a manner that fosters a sense of place and contributes to community identity and civic pride.

h) Due to the intensity of development desired for the City Centre, developments should be designed to minimize land use conflict between uses (i.e. noise, lighting, air emissions, activity patterns, character of use, location of outdoor

facilities, and scale of buildings). The Municipality may employ the mechanisms outlined in Section 8 of this Plan to help manage potential conflicts.

i) Site-specific urban design studies may be required as part of any development proposal to ensure a design that is compatible with surrounding uses, pedestrians, and character, in accordance with Section 3.8.7 of this Plan.

j) Existing automotive sales, gas stations/gas bars, and drive-throughs are anticipated to be phased out over time. New drive-throughs will not be permitted in the City Centre.

k) The use of ground floor space is intended to add activity to the street, therefore the conversion of existing ground floor non-residential uses to residential uses is discouraged.

l) Commercial uses are generally encouraged to locate along main streets and key corridors, however other uses which may activate the street are also encouraged, such as, but not limited to, some institutional uses, and flexible work spaces.

m) This Plan encourages development at transit-supportive densities and intensification where transit is planned, exists, or may be developed.

n) The City Centre should be transit-oriented and support a complete streets approach in the planning and design of new developments. Development in the City Centre shall be facilitated through compact, dense, and walkable developments located close to public transit, along with transit-oriented design and facilities such as integrated active transportation infrastructure.

3.8.3 Heritage

a) The historic architecture in the City Centre will be maintained by preserving, rehabilitating, and restoring existing heritage buildings. Development or redevelopment of lands shall be encouraged to reflect the heritage characteristics of the immediate area in accordance with the heritage conservation policies of this Plan.

b) Views of the City Hall clock tower and heritage churches are important landmarks of the City and will be protected by respecting limitations to future building heights as outlined in the policies in Section 4.6 of this Plan.

3.8.4 Transportation and Mobility

a) Multi-modal transportation options are important to the success of the City Centre. A balanced mix of active transportation, public transit, and vehicular parking should be facilitated throughout the City Centre, with the goal of supporting a walkable, transit-oriented, and pedestrian-friendly core.

b) While vehicular parking is important to support the City Centre, proper consideration should be given to ensure that there is not an oversupply of parking. The City will plan for appropriate, well-designed public and private parking facilities to meet the needs of uses in the City Centre and will plan for reduced reliance on automobiles by supporting transportation demand management

(TDM), active transportation, public transit, and reduced parking standards in the City Centre where appropriate, in order to support a compact, mixed-use, and walkable core.

c) Major new development should be encouraged to provide on-site parking; this is particularly important for residential uses. However, it may not always be practical or appropriate to provide on-site parking due to location or access concerns; in such instances, the payment-in-lieu provisions as set out in Section 8.1.6 (a) of this Plan may be employed at the discretion of the Municipality.

d) New parking structures will be located along Pinnacle Street and will be carefully designed to enhance the at-grade streetscape and pedestrian function through highly articulated façades with high-quality design and materials.

e) This Plan encourages the Municipality to undertake a Comprehensive Parking Assessment Study for the City Centre to identify short- and long-term needs and identify appropriate strategies to manage parking demand and assess the need for new parking facilities.

f) Existing surface parking lots along the Moira River should be redeveloped for mixed-use purposes wherever possible. New surface parking areas along waterfront are discouraged. Where necessitated, their impacts should be minimized through increased landscaping.

g) The preferred forms for parking in the City Centre are below-grade, covered, or above-grade parking. Surface parking is discouraged and shall not be located adjacent to sidewalks or streets on Front Street. Surface parking should not be located adjacent to sidewalks or streets on all other streets in the City Centre.

h) Consolidated parking structures are encouraged in the City Centre in order to reduce impacts on the streetscape and minimize the use of land.

3.8.5 Pedestrian Circulation

a) Safe and convenient pedestrian circulation is critical to the success of the City Centre as a compact and walkable downtown. This Plan encourages planning public streets, spaces, and facilities to be safe, meet the needs of persons of all ages and abilities, foster social interaction, and facilitate active transportation and community connectivity through:

i) the maintenance of safe and clean sidewalks along all streets in the City Centre;

ii) direct pedestrian access from the main commercial streets in the City Centre;

iii) the establishment of attractive pedestrian links between Front (and other) Streets with the Bayfront and Riverfront Trails;

iv) adequate lighting of all pedestrian ways in the City Centre for public safety; and

v) the use of street furniture (benches, waste receptacles, etc.) along pedestrian corridors.

b) To substantially improve pedestrian access to the Bay of Quinte waterfront and to contribute to the beautification of the City Centre, a continuous trail along the Moira River and Bay of Quinte is intended to be linked with the City-wide trail network, including the Trans-Canada Trail to the north. Land dedication required for the trails and not currently owned by the Municipality may be obtained:

- as a condition of site plan, subdivision or condominium approval, subject to Section 7.11.3 of this plan;
- as a dedication from private landowners for walkway development as a credit against future parkland requirements associated with redevelopment, subject to Section 7.11.3 of this plan;
- through donation by private landowners; or
- through purchase by the Municipality.

3.8.6 Community Lands and Infrastructure

a) There is a concentration of publicly owned lands and buildings in the City Centre. The image and identity of the City Centre as the government, administrative, and cultural centre for the entire region would be enhanced through the protection, retention, and expansion of these public facilities. This Plan encourages:

i) retention of public buildings and lands in public use/ownership in the City Centre for community use unless deemed surplus to the needs of the Municipality and no appropriate community use can be identified;

ii) promotion to senior levels of government for the establishment of government administrative offices and other public facilities which are appropriate in the City Centre; and

iii) development of the City Centre as a cultural district through the location of facilities for the visual and performing arts in the City Centre.

b) Council, at its discretion, may acquire any lands within the City Centre under any procedure permitted by law to achieve objectives for:

i) redeveloping underutilized or poorly developed and configured lands within the City Centre, including consolidating lands for resale and redevelopment purposes, either independently or in partnership with land developers;

ii) resolving environmental contamination issues;

iii) expanding the range and type of appropriate public uses in the City's core; or

iv) expanding the City's open space system.

c) The Municipality will undertake infrastructure improvements to streets and public spaces in the City Centre to enhance the function and appearance. These improvements will include replacement of water and sanitary sewer mains, storm

sewers, and upgrades to underground utilities. These upgrades will be coordinated with road and streetscape improvements.

d) The Municipality intends to enhance cycling opportunities in the City Centre through the provision of bicycle parking, cycling lanes, and routes.

3.8.7 Urban Design

a) In addition to the Urban Design policies set out in Section 7.6 of this Plan, the following urban design and built form guidelines should be considered when undertaking any development or improvement project in the City Centre:

i) Building setbacks from public roads should be minimized except where lands are required for sidewalks, road widening, or landscaping, in order to frame the street;

ii) Large exposed blank walls should be avoided. All visible sides of a building should be finished and treated similarly to the front through architectural articulation or interesting designs such as murals. Where exposed walls exist, screening through landscaping should be provided;

iii) A building's first storey should have a minimum height of 4.5 metres to accommodate a range of non-residential uses;

iv) Rooftop mechanical equipment should be screened with architectural features;

v) Outdoor patios should be encouraged, and ideally located adjacent to pedestrian corridors;

vi) Building entrances should be oriented to streets, parking facilities, and trails;

vii) Amenity areas for dwellings units should be provided for mixed-use and residential developments, in accordance with the provisions of Section 7.11.4;

viii) Major parking and delivery areas should be confined to the rear or side of buildings. Loading and garbage enclosure areas are to be screened from public view;

ix) Electrical servicing should be installed underground wherever possible;

x) Tree planting along roads should include large specimen dense foliage trees appropriately spaced with clumped planting of mixed species at focal points;

xi) Parking lots should be properly demarcated, landscaped, and lit, and provide for a safe and direct pedestrian pathway from the parking facilities to the street and building entrances;

xii) Laneways providing access to parking lots should be well-lit and landscaped where feasible;

xiii) Signs should be located in between the first and second floor to support a consistent visual rhythm on the streetscape and be consistent with the scale of the building upon which they are placed;

xiv) Lighting of prominent buildings and monuments to accentuate civic and architectural design is encouraged;

xv) Accessibility and visitability should be actively promoted and improved where possible through new development;

xvi) Landscaping and green open space should be provided at appropriate locations to complement buildings, and as relief from concrete and asphalt surfaces; and,

xvii) The upper storeys of higher rise built form should be incrementally stepped back to reduce shadowing.

b) Development within the Courthouse District shall be consistent with the urban design guidelines applicable to the area, and which may be amended and/or updated from time to time, including the Courthouse Urban Design Guidelines (2010) and the Development Guidelines (2024), which provide urban design guidelines for the area.

3.9 Commercial Land Use

The purpose of the Commercial Land Use designation as illustrated on the land use schedules is to recognize and encourage a range of commercial uses and mixed-uses into nodes or areas of commercial activity defined by size, function, and/or intended market. While there are a number of areas designated Commercial Land Use throughout the City, there are four distinct areas of major commercial activity located generally within the urban serviced area outside of the City Centre where specific policies are required, as follows:

- Bell Boulevard Corridor
- Bayview Mall/Dundas Street East Corridor
- Dundas Street West Corridor
- North Front/Highway 62 Corridor

This Plan recognizes four (4) categories of commercial activity in the City, which are differentiated by the role, function, location, and intended market of the commercial use:

- Uses intended to serve the neighbourhood within which they are located are referred to as Neighbourhood Commercial Uses;
- Commercial uses intended to serve the City as a whole are referred to as Community Commercial;
- Large commercial developments or clusters intended to serve an entire region are referred to as Regional Commercial Uses; and
- Mixed-uses that consist of retail commercial, office uses, and residential units that support greater street activity and a pedestrian-oriented environment are referred to as Mixed-use Commercial.

Uses can also be distinguished by other characteristics – specialty commercial uses are usually geared to very specific market segments, such as tourists. Location is the critical issue for most commercial uses, as it influences function and its ability to penetrate preferred markets; location is closely aligned with ease and convenience of access.

Bell Boulevard and North Front/Highway 62 are recognized as key intensification corridors within the City, intended to accommodate a mix and range of commercial and employment uses, and a range of housing options. Development within the Bell Boulevard and North Front/Highway 62 Corridors shall make an efficient use of land, support active transportation, be compact, walkable, and connected. High-quality urban and streetscape design is essential to ensure the appropriate development of commercial and residential uses and the overall success of an enhanced urban environment.

3.9.1 Policies Applicable to All Lands Designated Commercial Land Use

a) Ensuring proper vehicular and pedestrian access is an important component to the planning and design of commercial developments. Points of ingress and egress should be established to minimize potential conflicts between different transportation modes and to ensure safe and efficient movement of:

i) vehicular traffic on the public street;

ii) vehicular traffic on the subject and adjoining lands; and

iii) pedestrian and cyclist traffic along the street and throughout the site.

Further, commercial development should provide for a balanced mix of parking and active transportation facilities to meet the needs of customers and staff to ensure that there is not an oversupply of parking.

b) The following design and built form policies shall apply to all commercial development:

i) The height, massing, and scale of buildings shall reinforce the street and contribute to a pedestrian-scale environment, particularly along major roads and corridors.

ii) Buildings shall be designed to be accessible for people of all ages and abilities, and provide direct pathways from the building entrance to sidewalks, streets, and parking areas.

iii) Development shall incorporate a pedestrian-oriented design approach that facilitates pedestrian comfort, activity, and safety through features such as street trees, canopies, sitting areas, landscaped treatments, lighting, and signage.

iv) Outdoor storage areas and waste storage areas shall be located in the rear or interior side yard and shall not be located in the front yard, exterior side yard, or adjacent to a public street. These areas shall be fenced, enclosed, and/or screened from adjacent uses.

v) Parking should be located in the rear or interior side yard and may only be located in the front yard, exterior side yard, or adjacent to a public

street where it will be for customer/client use only. Parking areas should be enhanced through appropriate landscaping, with appropriate lighting of such areas to ensure public safety, and be designed in a manner that minimizes potential conflicts with pedestrians and cyclists.

vi) Loading facilities and service areas shall be located in the rear or side yard and shall not be located in the front yard, exterior side yard, or adjacent to a public street in order to minimize the effects of noise and fumes on any adjacent residential properties and the streetscape. Loading areas shall employ measures to mitigate impacts through fencing or plantings, berming, and buffer strips, or increased setbacks.

vii) Facilities for pedestrian access and circulation on-site shall be provided to reduce conflicts with automobiles and provide safe and direct movement between buildings, parking areas, and the street.

viii) Where two commercial lands share an adjoining lot line, the municipality may require an easement between the two commercial land uses as a condition of development approval to improve circulation where street access is limited.

c) Developments adjacent to Highway 401 should ensure that the side of the property facing the highway are developed with a high standard of urban design. Open storage areas and parking and loading areas shall be prohibited from areas facing the highway unless it can be demonstrated that appropriate landscaping and screening to shield the open storage area will not detract from the intended character. All industrial/commercial activities shall be encouraged to locate within enclosed buildings unless it is essential for an activity to locate outdoors, in which case the industrial/commercial use will be suitably screened and buffered from the highway.

d) This Plan encourages the consolidation of small lots with poorly organized buildings and parking areas into larger more efficient development parcels to enable developments to more easily and effectively achieve the policies set out in this Plan for commercial areas; however, this policy is not intended to suggest that the consolidation of these lots is intended for the sole purpose of creating large format retail stores.

e) Mixed-use development may be permitted in the Commercial Land Use designation, subject to the following considerations:

i) Site location including proximity to residential areas;

ii) Compatibility with adjacent land-uses;

iii) Appropriateness of height, density, and massing;

iv) Proximity to existing or planned Municipal transit routes, and community services;

v) Location along an arterial or collector road;

vi) Adequacy of parking and loading facilities; and

vii) Availability of servicing and transportation infrastructure.

f) When considering mixed-use development consisting of residential uses, the policies of Section 3.10.2 shall apply. Priority for mixed-use development shall be given to areas within the City Centre Intensification Area as identified in Schedule 'E' and the Additional Intensification Areas as identified in Appendix 'A'.

g) The City shall undertake a coordinated approach to the planning, design, and streetscape improvements in commercial areas.

3.9.2 Bell Boulevard Corridor

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

b) The Bell Boulevard Corridor is envisioned to evolve into a vibrant mixed-use corridor with three (3) unique districts, as identified on Schedule 'E-1':

- Bell Boulevard West
- Bell Boulevard and Sidney Street Intensification
- Quinte Mall

Lands within the Bell Boulevard and Sidney Street Intensification District and Quinte Mall District that are designated Commercial Land Use are subject to the policies of this Section of the Plan. Development of lands in the Bell Boulevard West District is subject to the policies of Section 3.12 of this Plan.

c) Uses permitted on lands designated Commercial Land Use in the Bell Boulevard Corridor should include a wide array of commercial uses, including motels/hotels, conference facilities, restaurants, retail stores, personal service uses, day cares, automotive service uses, business, professional and administrative offices, recreational uses, places of entertainment, private clubs, theatres, and all types of commercial services, and parking lots, which may be developed either in clusters (such as plazas or malls) or on a standalone basis. Residential uses in standalone or mixed-use buildings may be permitted subject to direction provided for each district.

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

i) ensure safe traffic flow on adjoining streets, and

ii) promote efficient and convenient traffic circulation between uses.

e) Where significant stands of trees must be removed to accommodate new development, or where sites have limited vegetation, landscaping consisting of tree planting should be established as part of the development process.

f) Outdoor storage areas should be limited primarily to sales and display areas; where general storage areas are required, such areas should be adequately screened from the public street.

g) Quinte Mall District

i) The Quinte Mall District is envisioned to evolve into a vibrant, commercially focused node that builds upon and enhances its established role as a regional destination. Development in the Quinte Mall District shall be in accordance with the following:

1) Development fronting Bell Boulevard should be in the form of mixed-use buildings with commercial uses located on the ground floor with windows and entrances oriented to the street.
2) Stand-alone commercial development may be permitted. Stand-alone commercial uses shall be oriented to the street with parking provided in the rear or side yard. Where primary entrances are not oriented to the street, façades along frontages should interface and integrate into the streetscape and secondary entrances should be provided.
3) Residential only buildings may be permitted on larger lots as part of mixed-use development of the entire lot. Residential only buildings fronting onto Bell Boulevard are discouraged and may only be permitted where it is demonstrated that the inclusion of commercial uses is not feasible.
4) Parking should be provided underground or in a structure. Where surface parking is necessary, it shall be provided in a side or rear yard and shall be screened from view.
5) Building heights in the Quinte Mall District shall not exceed 8 storeys.
6) Development of new buildings under 3 storeys in height is discouraged and may only be permitted for stand-alone commercial development.

h) Bell Boulevard and Sidney Street Intensification District

The Bell Boulevard and Sidney Street Intensification District is envisioned to transform into a vibrant residential neighbourhood that builds upon its established employment and commercial character to create a unique destination with mid-rise residential and mixed-use buildings fronting onto Bell Boulevard and Sidney Street. Development in the Bell Boulevard and Sidney Street District shall be in in accordance with the following:

i) Standalone commercial uses should not front onto Bell Boulevard or Sidney Street.

ii) Buildings at the intersection of Bell Boulevard and Sidney Street should wrap around the corner to create a continuous streetscape and be designed to reinforce their gateway location.

iii) A range of housing types should be provided, including low-rise and mid-rise mixed-use buildings and predominantly higher density townhouses and apartments. Residential uses permitted include street, block, stacked or back-to-back townhouses, multiplexes, and apartment buildings.

iv) Residential only buildings fronting onto Bell Boulevard or Sidney Street are discouraged and may only be permitted where it is demonstrated that the inclusion of commercial uses is not feasible.

v) Building heights in the Bell Boulevard and Sidney Street Intensification District shall not exceed nine (9) storeys in height.

vi) Development of new buildings under three (3) storeys is discouraged along the frontages of Bell Boulevard and Sidney Street.

vii) Compatibility between adjacent Employment uses and residential and other sensitive uses shall be achieved in accordance with applicable provincial guidelines and standards as well as the policies of this Plan.

viii) Existing Employment uses within the Bell Boulevard and Sidney Street Intensification District shall be permitted uses and the policies of this Plan shall not apply to prevent their continuation or future expansion and improvement.

i) Development within the Bell Boulevard Corridor shall:

i) Contribute to a vibrant public realm through the provision of street furniture, landscaping, lighting, signage, public art, and active transportation facilities;

ii) Ensure appropriate built form transitions between various uses and the public and private realm through setbacks, height, building stepbacks on upper storey(s), open space, and separation distances; and

iii) Support a pedestrian-oriented environment by incorporating active uses at-grade, orienting buildings to frame the streetscape, and providing for enhanced architectural treatment and façade articulation.

3.9.3 Bayview Mall/Dundas Street East Corridor

a) The Bayview Mall/Dundas Street East Corridor, as shown on Schedule ‘E-1’ and located generally along Dundas Street East, east of the City Centre to Haig Road, is a significant commercial area, characterized by a mix of commercial, industrial and low, medium, and high residential density land uses, generally geared to service the community.

b) This area's role as a focus of employment and retail activity within the region should be strengthened through the consolidation and intensification of existing land uses while maintaining the character of adjacent residential neighbourhoods. Expansion of commercial uses will be permitted on Herchimer Avenue south of Dundas Street to take advantage of the waterfront as a location for public recreational activities. New medium or high density residential uses either as independent uses or in concert with commercial uses would be appropriate also.

c) Uses permitted on lands designated Commercial Land Use in the Bayview Mall/Dundas Street East Corridor include motels/hotels, conference facilities, restaurants, retail stores, personal service uses, day cares, automotive service uses, business, professional and administrative offices, recreational uses, places of entertainment, private clubs, theatres, community facilities, all types of commercial services, and parking lots.

d) Development of lands located south of Dundas Street East along Herchimer Avenue should be oriented towards recreation commercial uses to take advantage of the redevelopment of the Bayshore as a major public recreational resource area.

e) Redevelopment of residential properties located on the north side of Dundas Street East and in the vicinity of Bleecker and Dufferin Streets should be geared to uses that have minimal impact upon adjacent residential areas. Uses such as medical and business offices should be encouraged, but should be allowed through the appropriate assembly of lands to protect the interests of adjacent residential property owners.

f) Development or redevelopment of all lands in the Bayview Mall/Dundas Street East Corridor for commercial purposes should be designed to minimize adverse impacts on adjacent residential land uses. In this regard, vehicular ingress and egress points should be oriented in such a manner so as to minimize traffic on adjacent residential streets.

g) Mixed-use development may be permitted in accordance with the policies of Section 3.9.1 (e) of this Plan.

3.9.4 Dundas Street West Corridor

a) The Dundas Street West Corridor is located generally along Dundas Street West, generally west of Wilkie Street to Avondale Road, as shown on Schedule 'E-1'. This area has a mix of commercial uses generally intended to service the community, along with institutional and residential uses.

b) Uses permitted on lands designated Commercial in the Dundas Street West corridor include motels/hotels, conference facilities, restaurants, retail stores, personal service uses, automotive service uses, business and professional offices, information services, recreational uses, places of entertainment, clubs and theatres, community facilities, day cares, commercial services, and parking lots. New medium or high density residential uses either as independent uses or in concert with commercial uses would be appropriate also.

c) Development along the Dundas Street West corridor should be designed in recognition of the area's location along a main entry to the City from the west, and to minimize adverse impacts on nearby residential areas.

d) Mixed-use development may be permitted in accordance with the policies of Section 3.9.1 (e) of this Plan.

3.9.5 North Front/Highway 62 Corridor

a) The North Front/Highway 62 Corridor represents the major existing and developing arterial commercial strip that is intended to serve regional and local markets, as well as provide specialty services for the tourism sector. A variety of commercial land uses, ranging from highway commercial to general commercial and non-retail uses are located in this area.

b) As the major arterial entrance to the City from the north, it is important that the North Front/ Highway 62 Corridor be as attractive and accessible as possible to both the citizens of Belleville and the traveling public. Therefore, development and redevelopment of this area should focus not only on future land use but also on relevant urban design policies that address issues such as road width, intersection improvements, ingress and egress, landscaping, signage, and services.

c) The uses permitted on lands designated Commercial in the North Front/Highway 62 Corridor shall include those commercial establishments offering goods and services which primarily serve the whole of the community's market area, including business and professional offices, retail commercial uses, assembly halls, places of entertainment, restaurants, hotels and motels, automotive sales and service, personal service uses, day cares, community facilities, public uses, recreational uses, either in the form of individual stores or in plazas or clusters.

d) The Municipality has completed a corridor study, the Bell Boulevard and North Front Street Corridor Study, which addresses land use, transportation, servicing, and urban design for the portion of the North Front/Highway 62 corridor south of Highway 401, which is identified on Schedule 'E-1' and subject to additional policies in this Section of the Plan.

e) Developments should be co-ordinated as much as possible with adjacent uses and those on the opposite side of the street in order to limit the number of and establish effective locations for accesses onto the roadway to ensure safe traffic flow and to promote efficient traffic circulation between uses.

f) Where possible, parking areas should be located in the rear or side yards in an attempt to improve the visual appearance of the corridor from the street.

g) Outdoor storage areas should be limited primarily to sales and display areas; where general storage areas are required, such areas should be adequately screened from the public street.

h) While the entire corridor is to be fully serviced in time, the northerly portion of the corridor is not currently serviced with sewer and water. Some limited development may be permitted in the northerly portion of this corridor without

connection to full services provided that natural systems can adequately address the needs of such uses. Care should be exercised to ensure provision is made to connect such uses to full services when available. If any development is required to be on individual on-site sewage and individual on-site water services, the development must be capable of accommodating such services for the long-term with no negative consequences. If any development on individual on-site sewage and individual on-site water services is within a settlement area, it may only be used for infilling and minor rounding out of existing development.

i) The existing industrial use (ready-mix plant) located at the north-east corner of the intersection of Highway 62 and Cloverleaf Drive should be recognized as a permitted use, and the policies of this Plan should not apply to prevent its continuation or future expansion and improvement.

j) Parts of this corridor are under the jurisdiction of the Province. Within such areas, development shall take place in accordance with provincial policies and standards, and developers shall obtain approval prior to development projects being initiated.

k) Notwithstanding the policies of Section 3.9.5 (b) for the parcel described as 7-9 Evans Street and comprising an area of 0.5 hectares, residential uses shall be permitted in addition to the permitted uses of Section 3.9.5 (b).

l) Mixed-use development may be permitted in accordance with the policies of Section 3.9.1 (e) of this Plan.

3.9.6 North Front Street District

a) The North Front Street District is identified on Schedule 'E-1' and envisioned to transform into a vibrant destination with an active, pedestrian-focused streetscape characterized by a mix of compact low-rise and mid-rise buildings that provide a range of commercial and residential uses.

b) Development within the North Front Street District shall be in accordance with the following:

i) Development fronting North Front Street should be in the form of low-rise and mid-rise buildings with commercial uses located on the ground floor with windows and entrances oriented to the street.

ii) Stand-alone commercial development may be permitted. Stand-alone commercial uses shall be oriented to the street with parking provided in the rear or side yard. Where primary entrances are not oriented to the street, façades along frontages should interface and integrate into the streetscape and secondary entrances should be provided.

iii) Stand-alone residential buildings may be permitted and should be located at the rear of properties as part of a larger comprehensive development. Stand-alone residential buildings may be in the form of street or block townhouses, stacked townhouses, back-to-back townhouses, multiplexes, or apartment buildings.

iv) Building setbacks along North Front Street should be consistent in depth but may vary to accommodate landscaping, plazas, patios, or other public spaces.

v) Building heights in the North Front District shall not exceed 9 storeys in height.

vi) Development of mid-rise buildings over 4 storeys in height shall be limited to sites without adjacent low density residential uses, except where it is demonstrated that an appropriate transition will be provided.

vii) Development of new buildings under 3 storeys is discouraged along the North Front Street frontage and may only be permitted for stand-alone commercial development.

c) Development within North Front Street District shall:

i) Contribute to a vibrant public realm through the provision of street furniture, landscaping, lighting, signage, public art, and active transportation facilities;

ii) Ensure appropriate built form transitions between various uses and the public and private realm through setbacks, height, building stepbacks on upper storey(s), open space, and separation distances; and

iii) Support a pedestrian-oriented environment by incorporating active uses at-grade, orienting buildings to frame the streetscape, and providing for enhanced architectural treatment, and façade articulation.

3.9.7 All Other Lands Designated Commercial Land Use

a) There are a number of areas designated Commercial Land Use on the land use schedules aside from those areas described in the preceding sections. These areas should be developed and used generally for commercial purposes in accordance with the following and other applicable policies of this Plan.

b) Commercial uses permitted within areas designated Commercial Land Use should be appropriate for the market area the commercial area is best suited or designed to service. Commercial uses which are intended to service the community or regional markets should be directed to areas designated Commercial Land Use which are readily accessible from the City's arterial road network; commercially designated areas which are not along major thoroughfares should be limited to uses which cater to neighbourhood needs, or specialty markets. Accessory residential uses may also be permitted in these areas. Further, regardless of the commercial area's function or market orientation, care should be exercised to ensure only uses which address issues of land use compatibility, access, servicing, and related matters are permitted on specific sites.

c) In general, uses to be permitted within areas designated Commercial Land Use would include business and professional offices, retail establishments, places of entertainment, assembly halls, restaurants, hotels and motels, personal service

uses, day cares, automotive uses, community facilities, recreational uses, and accessory residential uses, where appropriate.

d) However, not every property designated Commercial Land Use is suitable for all forms of commercial activity; the range of uses permitted within each area designated Commercial Land Use should be established taking into account:

i) the nature and extent of the market area that is to be served by the property and the commercial development;

ii) the nature of abutting land uses and the potential impact of commercial development upon such uses, and the effectiveness of mitigative measures;

iii) the ease of access to the lands in question from the City's road system and the impact of commercial development upon traffic circulation;

iv) the potential and suitability of the location to achieve the market penetration needed to enable the commercial development to be successful;

v) servicing implications; and

vi) urban design, in accordance with Section 7.6, and sustainability.

e) Notwithstanding any other provision of this Plan to the contrary, for the southern 1.28-hectare portion of the lands known as 40 Yeomans Street as it existed on August 9, 2021 that are located within the Commercial Land Use Designation on Schedule 'B' of this Official Plan, the following policies shall apply in addition to the Commercial Land Use policies and all other relevant policies of this Plan:

i) The lands shall generally develop in accordance with the site concept plan, as shown in Figure 1;

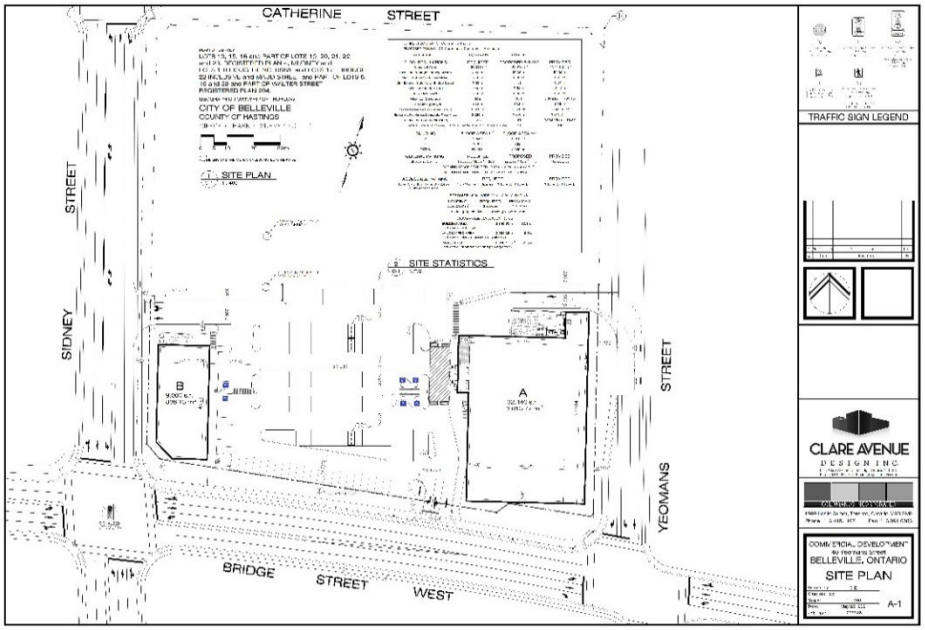


Figure 1: Site Concept Plan for the Southern Portion of 40 Yeomans Street

ii) The design of the subject property shall be context-sensitive, in consideration of the adjacent low-rise residential neighbourhood to the east;

iii) The design of the subject property shall be consistent with the Traffic Analysis completed in support of the City's Schedule B Municipal Class Environmental Assessment process for the widening of Sidney Street (from Bridge Street West to south of Wilkins Street), and improvements to the Sidney Street and Bridge Street West intersection;

iv) In addition to any other application requirements for a site plan approval, the proponent shall undertake a site-specific Urban Design Brief, in accordance with Section 3.8.2 (i) of this Plan, to demonstrate how the development is compatible with surrounding uses and character, and creates a pedestrian-friendly environment; and,

v) In addition to any other application requirements for a site plan approval, the proponent shall undertake, either separately or through a single report:

1) a report by a qualified professional to demonstrate how there will be adequate protection and functionality of the nearby monitoring wells to the north that are part of an active groundwater monitoring program;
2) a landscape plan to the satisfaction of the City demonstrating how landscaping has been applied to the Yeomans Street frontage that achieves an appropriate visual aesthetic experienced by the residential development on the east side of Yeomans Street that are looking toward the back of the grocery store;

3) an Illumination Plan demonstrating that all exterior lighting is oriented away from residential properties and adjoining streets;
4) a functional servicing report to demonstrate adequate water and wastewater servicing capacity to support the proposed development; and
5) a stormwater management report demonstrating adequate onsite retention, and quality control; and,

vi) Notwithstanding Sections 6.2.3 (d) and 3.9.7 (b), commercial access onto local roads may be considered where other policies of the Plan are met.

3.10 Residential Land Use

The purpose of the Residential Land Use designation as illustrated in the land use schedules is to define the areas of the City within which the majority of housing development should be established.

3.10.1 Permitted Uses

Residential development will be permitted at low, medium, and high densities with forms ranging from single-detached dwellings and semi-detached dwellings to various types of multi-unit dwellings such as townhouse dwellings, stacked townhouse dwellings, apartment dwellings as part of a mixed-use development, and mid-rise and high-rise apartment dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). Additional needs housing, including but not limited to group homes and long-term care homes will also be permitted.

Certain secondary uses of land of a non-residential nature may be permitted. Such uses would be restricted to those that are compatible with residential uses and which often perform a service function in support of the residential area within which they are located, or otherwise have such a minor impact that location within residential areas is of little or no consequence. Examples would include small convenience retail and service shops and offices, food access establishments (e.g. grocery stores), bed and breakfasts, places of worship, day care centres, branch libraries, and home occupations. Public schools and ancillary uses are permitted on urban residential land. Private schools may be permitted subject to a zoning by-law amendment and site plan approval.

3.10.2 Residential Policies

a) Residential development within areas designated Residential Land Use should be permitted to occur at various densities within the City to ensure a full range of housing forms at different sizes, tenures, and styles including market-based and affordable housing that meets the needs of all citizens is provided. Densities are provided as "net residential density," which means the total number of residential dwelling units per hectare of land excluding all roads, stormwater management facilities, utility corridors and similar which are necessary to support the

residential area. The densities that are support by this Plan are as follows, subject to servicing capacity:

i) Low density residential uses would normally include ground-oriented dwellings such as single-detached dwellings, semi-detached dwellings, and multi-unit dwellings developed up to a maximum of 40 units per hectare net residential density.[1] Gross density for greenfield residential subdivisions will be up to a maximum of 28 units per gross hectare.

ii) Medium density residential uses would normally include various types of multiple unit dwellings or townhouse dwellings, and small low-rise multi-unit complexes, and small-scale mixed-use buildings, developed up to a maximum of 75 units per hectare net residential density.[1] Medium density housing should front onto a local street which leads directly to a collector or arterial street but which does not run through significant areas of sensitive land uses leading to the collector or arterial street (i.e. significant areas of low density residential uses).

iii) High density residential uses would normally include various types of multiple dwellings such as mid-rise and high-rise multi-unit complexes, and mixed-use buildings, developed to a maximum of 115 units per hectare net residential density.[1]

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

b) In order to implement the planned densities and housing, the following shall apply:

i) Lands suitable for medium and/or high density residential, including Specific Policy Areas, shall not be downzoned for lesser density than permitted by the implementing zoning by-law.

ii) Increases in density beyond the permissions identified in this Plan may be considered. In all such instances, the proposed development shall:

1) Incorporate affordable housing units with an agreement to maintain the affordability of the units for a minimum of 25 years;
2) Incorporate contributions to streetscape design elements, public art, active transportation, and enhanced landscaping;
3) The proposed development may be required to contribute to overall public benefit including, but not limited to, child care, commercial services for residents, publicly accessible parks that are privately owned, and transportation demand management requirements;

[1] *Net residential density means the total number of residential dwelling units per hectare of land excluding all roads, stormwater management facilities, utility corridors and similar which are necessary to support the residential area.*

4) Incorporate a higher level of urban design to ensure compatibility with the surrounding area, including use of high-quality materials and façade design, and the use of angular planes to minimize overlook and shadowing onto adjacent properties.

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

c) The type and arrangement of dwellings and densities are important to the character of the City and specific residential neighbourhoods. Ideally all neighbourhoods should contain a mixture of dwelling types at different densities, including missing middle housing and other forms of gentle intensification that integrate with the built form character of the neighbourhood. Areas of high-density are to have a supply of municipal services and community facilities to meet the needs of such a neighbourhood.

In implementing a mixture of dwelling types for neighbourhoods, Council shall consider the following:

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

ii) the ability of the proposed development to integrate with the existing streetscape, neighbourhood landscape, and built form of the surrounding community and all adjacent heritage buildings and/or landscapes. New residential development should be sensitively designed to complement the existing character of the area, but not be required to replicate the existing neighbourhood;

iii) the capacity of schools, parks, and other soft services in the area to adequately service the neighbourhood; and

iv) the availability of or the ability to provide transit services.

d) This Plan supports the development of adequate affordable housing for persons of low and moderate incomes in all residential areas.

e) In addition to the policies of this Plan, proposed high density residential development in the form of a high-rise multi-unit or mixed-use complex shall:

i) Include a podium with sufficient ground floor commercial use to enliven the streetscape;

ii) Incorporate a high-level of urban design excellence and architectural expression;

iii) Mitigate significant negative shade or shadow cast impacts or wind impacts (as determined by a technical study such as a sun/shadow analysis or wind study respectively);

iv) Address the height, setbacks, massing, siting, and architecture of existing buildings to ensure compatibility with development in the area;

v) Have regard for urban design best practices for high-rise buildings;

vi) Facilitate the appropriate height and placement of buildings to provide for spatial separation between taller buildings in a manner that minimizes adverse shadow and wind impacts, and provides for adequate light, view, and privacy;

vii) Reinforce a continuous streetwall through the podium with breaks in massing to retain a pedestrian-scale environment;

viii) Provide for increased setbacks from the street and adjacent properties for towers above the podium;

ix) Contribute positively to the City's skyline presence by mitigating impacts on the skyline and preserving important view corridors such as the waterfront; and

x) Provide the appropriate parking, loading, bicycle parking, and amenity area space per the Zoning By-law requirements.

f) In addition to the above, proposed high density residential development outside the City Centre designation on Schedule 'B' shall be guided by the following land-use and built form considerations:

i) The lands shall have direct frontage on or immediate access to arterial or major collector roads.[2] Development with access only to collector streets shall be smaller-scale.

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

iii) The preferred locations for large scale high density residential developments is on major arterial roads and at major intersections where access to two or more major transportation corridors is available.

iv) High density residential development shall be directed to areas that are adequately serviced with open space and other required community facilities that are of sufficient size to meet the needs of the residents of the housing development.

v) While not a prerequisite, a preferred location for large scale high density residential development would be in close proximity to or adjacent to non-residential land uses that service the residential area such as, but not limited to neighbourhood commercial uses, schools, parks, and places of worship.

[2] *Fronts onto a local street which leads directly to a collector or arterial street but which does not run through significant areas of sensitive land uses leading to the collector or arterial street (i.e. significant areas of low density residential uses).*

vi) As the potential impact of high density residential uses on adjacent or nearby residential uses can be significant, care shall be exercised when determining site layout and configuration, building heights, setbacks, buffering, and building orientation to ensure the impacts on residential areas of lower density is minimized; however, where unreasonable land use conflict between high density residential development and areas of lower density would be unavoidable, high density residential development should not be permitted. Where impacts from proposed high-density development cannot be sufficiently mitigated the development shall not be permitted.

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

i) The lands should have direct frontage on or immediate access to either an arterial or collector road.[2]

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

iii) Where located along collector streets, the preferred locations for medium density residential developments would be at intersections or where access to two or more transportation corridors is available.

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

v) A preferred location for medium density residential development would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, places of worship).

vi) Medium density residential development is a preferred housing form to be established immediately abutting a non-residential land use in another land use category, or along very high traffic corridors.

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

h) Low density residential developments should be permitted in all areas designated Residential Land Use except in locations where low density uses would not be appropriate. The following principles should guide the development of low density residential uses:

i) Low density residential uses should not be permitted in any area where access to the roadway from individual driveways would create a traffic hazard.

ii) Low density residential uses should not be permitted in any area where the impact of adjoining non-residential uses would be excessively disruptive to the quiet enjoyment of the low density residential development.

iii) Low density residential uses are appropriate along minor collector and local roads and should not be permitted on arterial and major collector roads.

iv) Infill on existing lots of record, minor redevelopment, and accessory dwelling units is a priority for creating new housing in existing low density communities.

i) In considering the appropriateness of residential development or redevelopment, issues of built form and density shall be addressed. More specifically, if: (1) a property is located outside the City Centre designation on Schedule 'B', and (2) it is proposed for rezoning to a higher magnitude residential or mixed-use zone (e.g., from R1 to R2), and (3) the property would be adjacent to a lower magnitude zone after the proposed rezoning (e.g., the property rezoned to R2 is adjacent to a property in the R1 zone), and (4a) the proposed development has a density of 75 units per net hectare or greater, and/or (4b) the proposed development is taller than five storeys, then the rezoning may be approved subject to an Urban Design Brief prepared by a qualified professional that will address conformity with the City's urban design guidelines and the appropriateness of incorporating into the rezoning:

i) appropriate stepbacks to minimize massing and overlook and provide sunlight into the lower density adjoining properties; and

ii) a minimum rear setback of 7.5 metres from the rear lot line shared with the lower-magnitude residentially zoned property, if the provisions of the Zoning By-law would otherwise allow a lesser setback.

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

k) The conservation and rehabilitation of existing housing stock is encouraged by this Plan in order to maintain the supply of varied housing sizes and forms, and to preserve the character of existing neighbourhoods. New development, and expansions to existing dwellings, should be sensitively designed to complement the existing character of the area, but not be required to replicate the existing neighbourhood.

l) Infill housing should be encouraged in existing neighbourhoods to maximize land utilization and efficiency of municipal infrastructure, provided such development does not detract from the character of the neighbourhood. In some instances, conversion of larger existing residential dwellings into multiple use is warranted provided sufficient parking can be provided and the character of the existing dwelling is not significantly altered.

m) Residential neighbourhoods in the City consist of mature areas, which are established neighbourhoods that are generally low-density in nature. Where

intensification is proposed adjacent to or within a mature area, development shall address:

i) compatibility with the neighbourhood character in terms of massing, height, scale, setbacks, landscaping, natural features, lot fabric, driveway patterns, heritage character, stormwater, and streetscape impacts;

ii) an appropriate transition between the mature area and the development/intensification through considerations of overlook, privacy, shadowing, and views; and

iii) protection of existing local services that support complete communities, including compatible small-scale retail and service uses as permitted in this plan.

Intensification development proposed for mature areas must conform to the relevant provisions of any Intensification Guidelines and be subject to Section 3.10 and Section 7.16 of this Plan. The City may implement zoning overlays for mature areas.

n) Plans of subdivision shall contain a mix of built forms and housing types and shall not consist solely of single-detached dwellings.

o) The City shall not support the conversion of rental housing to condominium tenure if the proposed conversion will result in a reduction of available rental housing that is lower than five percent (5%) as defined and reported yearly by the Canada Mortgage and Housing Corporation (CMHC) Rental Market Survey. The City may consider condominium conversions only where the following conditions are satisfied:

i) The applicant has demonstrated that the supply of rental housing has not been reduced;

ii) Where an application is being made for condominium approval, all tenants shall be given notice by the applicant through registered mail that the development is proposed for condominium approval;

iii) All existing tenants shall be given first right to purchase their units at a rate no higher than the price for which the units are offered to the general public;

iv) The applicant shall provide, to all existing tenants at the date of the filing of an application, relocation assistance for a period of three years from the date of draft approval to those who must relocate as a result of the conversion, in finding alternate comparable accommodation, as mutually agreed upon between the applicant and each such tenant, and pay the moving costs of such tenant to other comparable or better accommodations;

v) The provision of a minimum of five units to be sold at the affordable home ownership price for Belleville as defined by CMHC;

vi) The building for which conversion is proposed meets the requirements of the Building Code and property standards by-law through the completion of an independent engineering study, funded by the developer, to determine:

- The structural integrity of the building;
- Any Building Code and maintenance deficiencies;
- An appropriate replacement reserve, pursuant to the *Condominium Act*; and
- The need for landscaping and site servicing improvements.

vii) An agreement with the City by the developer to:

- Undertake all remedial work identified in the engineering study prior to registration;
- Create and fund a replacement reserve in accordance with the engineering study; and
- Enter into a new site plan agreement to upgrade all site improvements to current design standards;

viii) The completion of any other conditions of approval in accordance with the Council decision.

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

i) buffering through use of plantings, fencing, berming;

ii) increased setbacks;

iii) solid structural barriers; and/or

iv) architectural design (orientation of building fenestrations).

Council may require the preparation of noise and vibration attenuation studies as set out in Section 7.7 of this Plan to ascertain the extent of the potential impact and to identify the most effective mitigative measures. Reference should also be made to the Province's D-series guidelines which provides environmental considerations and requirements for employment land uses, sensitive lands, sewage, and water services.

q) Residential uses in rural areas must comply with the setback provisions outlined in the minimum distance separation formulae.

r) Notwithstanding the policies of Section 3.10.2 (g), for the property described as 165 Foster Avenue and comprising an area of approximately 1,010 square metres, six (6) residential units shall be permitted.

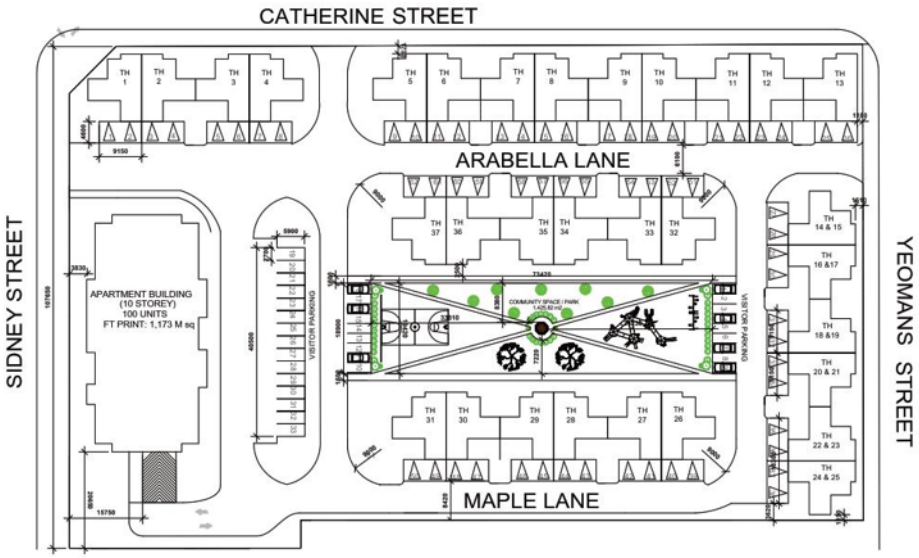
s) Accessory dwelling units may be permitted in accordance with Section 7.18.

t) Notwithstanding the policies of Section 7.7 (e) and (m) of the City of Belleville Official Plan, for the property municipally known as 187 Stanley Street and

comprising an area of approximately 1,140 square metres, six (6) residential units in the form of a two-storey apartment building shall be permitted.

u) The development of the land known municipally as 40 Yeomans Street (north portion) shall conform to the policies set out below:

i) The lands shall generally develop in accordance with the site concept plan, as shown in the following figure:



ii) The design of the subject property shall be context-sensitive, in consideration of the adjacent low-rise residential neighbourhood to the east;

iii) In addition to any other application requirements for a site plan approval, the proponent shall undertake a site-specific Urban Design Brief, in accordance with Section 3.8.2 (i) of this Plan, to demonstrate how:

1) the development is compatible with surrounding uses and character, and creates a pedestrian-friendly environment;
2) the height of the apartment building is appropriately transitioned from the existing low-rise dwellings on the east side of Yeomans Street; and
3) the main entrances of low-rise housing units are oriented to local streets.

iv) Outdoor amenity area for each residential unit shall be required and the size of the required outdoor amenity area shall be tailored to the particular requirements and needs of the residents of the proposed development, in accordance with Section 7.11.4 of this Plan (e.g., a townhouse unit would have a functional private yard and an apartment would have a functional balcony);

v) In addition to any other application requirements for a site plan approval, the proponent shall undertake, either separately or through a single report:

1) a report by a qualified professional to demonstrate how there will be adequate protection and functionality of the on-site monitoring wells that are part of an active groundwater monitoring program;
2) a functional servicing report to demonstrate adequate water and wastewater servicing capacity to support the proposed development; and
3) a stormwater management report demonstrating adequate onsite retention, and quality control.

vi) Notwithstanding 3.10.2 (f), the main access route may be through low density areas should no other option be feasible.

3.10.3 Non-Residential Policies

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

i) limited in size to no more than 200 square metres floor area;

ii) compatible with adjoining residential uses;

iii) only permitted in areas which are capable of adequately servicing the needs of the neighbourhood or otherwise be inconsequential; and

iv) where grouped, generally limited in size to a cluster of no more than three to four separate uses.

b) Where commercial development is permitted, site development criteria to be applied should ensure that:

i) safe access from the public street is provided;

ii) all outdoor storage areas for garbage are fenced or screened from adjacent uses and preferably located away from the public street;

iii) the visual appearance of the property is enhanced through landscaping;

iv) all exterior lighting is oriented away from residential properties and adjoining streets; the impact of loading facilities, parking lots, and service areas on adjacent residential uses is minimized through fencing or plantings, berming, and buffer strips, or increased setbacks;

v) safe pedestrian access and circulation is provided on-site; and

vi) the architectural approach recognizes the character of the surrounding neighbourhood.

c) Community scale commercial uses are encouraged along arterial roads to service residential areas.

Residential uses in combination with such development may be permitted provided both land uses are designed to exist compatibly on the same lot.

d) Institutional and open space uses within areas designated Residential Land Use should be restricted generally to residential-type institutional uses which cater primarily to the needs of the immediate residential neighbourhood within which they are located; examples would include places of worship, day care centres, and neighbourhood parks. Community gardens are permitted on vacant or underutilized lands except where the cultivation of crops might have negative impacts on existing natural features or might pose a risk to human health.

Residential-type institutional uses should be restricted to areas which are considered appropriate for medium or high density residential development as set out in Section 3.10.2 (f) and (g) of this Plan, whereas open space uses may be permitted within any area designated Residential Land Use.

The impact of such uses on adjoining residential uses should be considered and mitigative measures taken to ensure impact on such adjoining uses is not excessive; the site development criteria set out in Section 3.10.3 (b) should be applied to such situations.

Non-residential-type institutional uses should be developed on lands designated as commercial and industrial.

e) Notwithstanding the policies of Section 3.10 of this Plan, within the area described as Part of Lot 21, Government Plan, and Lot E, Registered Plan No. 296 (177 Church Street), a business, professional and/or administrative office shall be a permitted use.

3.10.4 Residential Land Use – Exception One

Notwithstanding any other provision of this Plan to the contrary, for the lands generally located as Part of Lot 6 and Part of Lot 7, Registrar's Compiled Plan No. 1819; Lot 15, 16 27 & Part of Lot 26 Registered Plan No. 135, City of Belleville, as described in Plan 21R-8344 and located within the Residential Land Use designation on Schedule ‘B’ to this Official Plan, the following policies shall apply in addition to the Residential Land Use policies and all other relevant policies of this Plan:

a) Additional study is required to determine the strategy for servicing this area with sanitary sewer services. A sanitary sewer servicing study will be required to investigate the capacity of the existing sanitary sewer delivery system, identify options for the delivery of sewage from this area to the sewage treatment plan and to assess the sewage treatment plant's capacity to process expected flows;

b) A water distribution study will be required to determine the most appropriate methods for ensuring that adequate water pressures and capacities, including fire flows are available for future development;

c) A stormwater management study will be required with all future development applications, to be reviewed and approved by the Municipality and local conservation authority, as appropriate, prior to development approval; and,

d) A traffic impact study will be required to determine the impact of future development on the existing and future road network.

3.11 Community Facility

The purpose of the Community Facility designation as shown on the land use schedules is to recognize the most significant community or institutional uses located throughout the community, generally within areas predominantly used for residential purposes. This land use designation does not define all establishments that would qualify as community facilities or institutional land uses; institutional uses are located in, and are allowed to establish in, a number of other land use designations established by this Plan. Community Facilities are encouraged to be located such that they sustain Belleville as a complete community, and contribute to complete neighbourhoods, thereby helping residents access services in close proximity to where they live and work.

3.11.1 Permitted Uses

The predominant uses of the land in areas designated Community Facility are uses which exist for the benefit of the residents of the community and which are operated for the most part by the City, senior levels of government, school boards, non-profit organizations such as church groups and public service agencies. The uses permitted would include education facilities including schools (including staff and student housing), places of worship, cemeteries, hospitals, fire halls, day nurseries, police stations, libraries, museums, galleries, theatres, community centres, service clubs, nursing homes, homes-for-the-aged, parks and playgrounds, and similar uses. It is recognized however that not all areas so designated are appropriate for all forms or types of community facility uses. Also, commercial uses may be permitted where accessory, incidental or complementary to the community facility use.

To enhance access to local food sources, support the agri-food network and increase opportunities for community and urban agriculture, community gardens, edible landscaping and roof top gardens shall be permitted as accessory uses for community facilities.

3.11.2 Policies

a) Uses permitted in the various areas designated Community Facility should be defined according to:

- the function for which the area is designated;
- the nature of access to the subject lands;

- the servicing limitations of the subject lands; and
- the nature of adjoining lands uses and the potential for land use conflict.

Facilities should be located where they are capable of adequately servicing their principal user groups and on lots which are adequately sized to accommodate buildings, parking, and landscaping.

An accessory dwelling unit may be permitted in accordance with Section 7.18. Furthermore, where lands designated Community Facility are located in predominantly residential areas, residential uses may be permitted where it has been determined:

i) there are no appropriate government or other institutional uses apparent for such lands; and,

ii) the residential land use is appropriate in keeping with the policies of Section 3.10 of this Plan.

b) Development of the majority of institutional or public facility uses is dependent upon vehicular access to function properly. Points of ingress and egress should be established to ensure safe movement of:

i) vehicular traffic on the public street;

ii) vehicular traffic on the subject and adjoining lands; and

iii) pedestrian and cyclist traffic along the street.

Further, such uses should have sufficient parking on-site but a reduced parking standard may be applied where there is sufficient parking off-site to address the needs of such establishments during peak usage periods.

c) This Plan encourages the joint or multiple use of community facilities to provide the most efficient and effective use of physical resources in the community. This Plan also encourages grouping of community facilities to maximize use of related services and to provide convenience to the public.

d) The visual appearance of all parking lots and service areas should be enhanced through appropriate landscaping. Appropriate lighting of such areas is required to ensure public safety; lighting should be oriented however away from nearby residential properties and from interfering with visibility on public streets.

Parking lots, service areas, and outdoor activity areas should be located so as to minimize the effects of noise and fumes on nearby residential properties. Measures to mitigate the impact of such facilities on adjoining residential areas by fencing or plantings, berming, and buffer strips, or increased setbacks should be employed as required.

e) Community facilities should provide for safe pedestrian access and circulation on-site, and provide, as necessary, facilities such as bus drop-off areas and outdoor pedestrian crush spaces which do not conflict with vehicle movements.

f) The exhibition grounds located north of Bridge Street along Sidney Street have potential for redevelopment. The size of this site restricts expansion of large-scale

exhibition and similar activities, and relocation of the exhibition grounds to larger and more appropriate lands is supported by this Plan.

g) Not all lands that are required to accommodate community facilities are so designated in this Plan. Community facilities that are essential to accommodate development of the community, such as storm water management ponds, pumping stations, and utility sub-stations would be permitted in all land use designations under this Plan except in areas designated Environmental Protection.

h) The City's existing wastewater treatment facilities are designated Community Facility and may be required to expand in the future according to the Wet Weather and Wastewater Master Plan. When new development is proposed within 300 meters of wastewater treatment facilities/sites, the Municipality will seek to ensure land use compatibility of development to both the existing and expanded sewage treatment facilities identified in the Wet Weather and Wastewater Master Plan by referencing applicable provincial guidelines.

i) Community facilities should be provided in a coordinated and efficient manner which considers the impacts which may emerge from climate change while simultaneously addressing the projected needs of the area.

j) Municipally owned community facilities should be financially viable for the duration of their life cycle and available to meet the current and projected needs of the area. This may be demonstrated through asset management planning.

k) Before consideration is given to developing new public service facilities, opportunities for adaptive re-use should be considered, wherever feasible.

3.12 Employment Land Use

Areas designated Employment Land Use on the land use schedules are intended to serve as the major concentrations of industrial activity and employment in the City. The Municipality is committed to planning for, protecting and preserving employment lands for current and future uses, and to ensure that the necessary infrastructure is provided to support current and projected needs. Industrial areas are considered to be the City's major enterprise zones, and the policies of this Plan are intended to provide flexibility to enable firms to respond quickly to changing economic conditions. General industrial uses may be large or small scale and may or may not be in enclosed buildings and are usually incompatible with non-industrial uses. Service industrial uses are generally located within enclosed buildings with limited outdoor storage and do not produce levels of noise, dust or odours characteristic of general industrial uses which can be detected off-site.

3.12.1 Permitted Uses

Uses permitted in areas designated Employment Land Use include activities associated with the manufacturing, research and development, assembling, fabricating, packaging or processing of goods and services, including transportation/truck terminals, warehouses, railway uses, and other similar uses, and ancillary facilities.

Residential uses, commercial uses, public service facilities, and other institutional uses are prohibited. Retail and office uses associated with a primary employment use are permitted. Other sensitive land uses may be permitted only where they are ancillary to a permitted use.

3.12.2 Policies

a) This Plan encourages diversification of the types and sizes of industrial activities in the City. Industrial uses should be permitted on lots of all sizes; for each lot, there should be sufficient area provided to accommodate buildings, parking and loading areas, and landscaping. Uses may be permitted either as a single use on a lot or in concert with other uses on the same lot, such as industrial malls or plazas.

b) Certain lands designated Employment Land Use are located immediately adjacent to residential areas or land uses that can be sensitive to the impacts of industrial activity. In such areas, the range of uses should be limited to service industrial uses which are less likely to cause significant off-site impacts.

Industrial uses considered obnoxious may be prohibited from being established in the community, or alternatively may be directed to areas that are secluded and located considerable distance from areas that may be impacted by such uses.

Where Employment Land Uses are proposed adjacent to agricultural operations, impacts will be mitigated to the extent feasible based on the proposed employment use. This could include measures such as the use of vegetative screening, or other forms of buffering, and storm water management systems to ensure proper water infiltration.

c) Where industrial development is proposed adjacent to lands designated or used for sensitive land uses such as residential development, the Municipality should determine, using the Province's guideline on compatibility between industrial facilities and sensitive land uses, the separation distances or mitigative measures that should be employed to reduce the potential of land use conflict. Separation distances may vary depending upon the nature of the proposed industrial use and the sensitive land use.

Where an existing Employment Land Use is located in close proximity to sensitive land uses, the Municipality should encourage the establishment of mitigative measures to reduce the impact of the industrial use on adjoining land uses (i.e. fencing, landscaping, berming, limited building fenestrations oriented towards the sensitive land uses). The Municipality should attempt also to protect such industrial uses from further development of incompatible land uses in close proximity to the industrial use that would increase the degree of incompatibility, and employ appropriate mitigative measures (i.e. setbacks, berming, screening and landscaping, fencing).

d) Dry industrial uses may be permitted without connection to full municipal services (i.e. sanitary sewer and water) where it can be demonstrated that such a use can be appropriately developed without connection to full municipal services;

care should be exercised in such situations to ensure adequate road access and soft services (e.g. police and fire protection) can be provided to the development.

Generally, this would only be employed to accommodate small enterprises or space extensive uses (e.g. trucking depots or storage yards, recycling uses, and contractors' yards), and similar, where such uses do not require access to full services, and where municipal services are not yet available and are not intended to be extended to such lands in the immediate future.

e) All industrial uses should meet the guidelines and requirements of the Province with respect to solid and liquid waste disposal and all emissions to the environment.

f) Adequate off-street parking should be provided to accommodate employee parking requirements. Adequate off-street loading facilities should also be provided. Outdoor storage areas should be appropriately buffered from adjacent roads and properties that may be impacted by such areas through use of landscaped strips, plantings of trees, and berming.

g) Within certain areas designated Employment Land Use that have not yet been developed, natural drainage courses, wetlands and natural areas exist. When development of these areas is proposed, this Plan encourages the retention of such areas in their natural state. However, where site modification is necessary, steps to mitigate environmental impacts of developing such areas should be incorporated in development plans; new planting areas, engineered wetlands, and naturalized drainage courses are among the options that should be considered.

h) Certain lands designated Employment Land Use are used for railway purposes, either as rail corridors, spur lines or marshalling yards, together with maintenance and support uses. The following policies apply to areas designated Employment Land Use which are used for railway purposes:

   i) Railway corridors should be buffered from adjacent non-compatible land uses as much as possible through such measures as landscaped strips, berms, plantings of trees, and fencing.

   ii) Care should be exercised at all level crossings to maintain good sight lines to protect public safety and to enable rail operations to continue with as much security as possible.

   iii) As railway corridors and marshalling yards are a major source of noise and vibration, the policies of this Plan set out in Section 7.7 should be applied in new developing areas where development that may be subject to the impacts of rail operations is proposed in close proximity to railway lands.

   iv) Should any railway corridor be abandoned, the Municipality should endeavour to acquire the right-of-way or otherwise assure its preservation and reuse as an open space corridor or that of a similar purpose that maintains the corridor's integrity and continuous linear characteristics, such as recreation trails, service corridors, and transportation linkages. Where no appropriate use for an abandoned rail

corridor is determined and acquisition of the corridor by the Municipality is not undertaken, the rail corridor may be used for uses consistent with adjoining land use designations in this Plan without amendment to this Plan.

i) Commercial uses that are accessory to uses permitted in employment areas, but which shall not include destination-oriented commercial and shopping uses such as Large Format Retail uses, are permitted.

j) Retail and office uses proposed in employment areas must be limited in scale and be accessory to the existing employment uses in the area.

k) Development of Employment lands should be phased so they are fully serviced to support the future projected needs of the area.

l) The City may permit the conversion of Employment lands to other uses only where it has been demonstrated that:

  i) there is an identified need for the conversion and the land is not required for employment purposes over the long term;

  ii) the proposed use would not adversely affect the overall viability of the employment area by:

    1) avoiding, or where avoidance is not possible, minimizing and mitigating potential impacts to existing or planned employment area uses in accordance with Section 3.5;
    2) maintaining access to major goods movement facilities and corridors;

  iii) existing or planned infrastructure and public services facilities are available to accommodate the proposed uses; and

  iv) the City has sufficient employment lands to accommodate projected employment growth to the horizon of the approved Official Plan.

m) Where isolated Employment sites (not in an employment area) are proposed to be converted to non-Employment uses, they should also be reviewed against the following criteria to determine the merits for conversion:

  i) the site is located outside an established or proposed industrial/business park;

  ii) the site is isolated from surrounding designated employment lands;

  iii) the site is surrounded by non-employment land uses on at least three sides;

  iv) the conversion would not create incompatible land uses;

  v) the conversion of site will not negatively affect employment lands in the area;

  vi) the conversion would be consistent/supportive of City policy planning objectives;

vii) the conversion does not contravene any City policy planning objectives;

viii) the site offers limited market choice for employment lands development due to size, configuration, physical conditions, or other; and

ix) the site does not offer potential future expansion on existing or neighbouring employment lands.

n) Where parcels designated as Employment Land Use share an adjoining lot line, the municipality may require an easement between the parcels as a condition of development approval.

o) Development of lands within the Bell Boulevard West district shown on Schedule 'E-1' shall be designed to contribute to an attractive streetscape with active and administrative uses oriented towards the street with loading areas and mechanical units located and designed to be screened from public view. Employment uses visible from Highway 401 should be designed with regard for presenting an attractive view. Any rezoning to implement this land use designation shall comply with provincial policies and guidelines for land use compatibility.

p) Parcels of land within the Employment designation that were used for uses excluded from the definition "area of employment" in paragraph 2 of subsection 1 (1) of the *Planning Act*, that were lawfully established on or before October 19, 2024, may continue to be used for such purposes pursuant to subsections 1 (1.1) and (1.2) of the *Planning Act*.

3.13 Strategic Employment Area

The Strategic Employment Area designation generally applies to future employment lands within the Urban Boundary for which there are no immediate plans for development (i.e., these lands are not designated for development) but the long-term rationale for these lands is to be employment lands. The Strategic Employment Area designated on Schedule 'B' is an area that is largely undeveloped or under-developed, primarily consisting of rural and rural residential uses, and is currently serviced by private water and sewage disposal systems. The City shall plan for, protect and preserve the Strategic Employment Area for future uses, and ensure that the necessary infrastructure is provided to support projected needs at the time of development in accordance with the time frame identified in this Plan. This area is intended for long term employment growth and development on full municipal services in accordance with the staging policies of this Plan, and is not expected for development prior to 2038, unless the Belleville East Arterial Road (BEAR) is constructed within this period of time. It is the intent of this Plan that development within the Strategic Employment Area will only be permitted when a secondary plan designated the lands for development has been prepared to the satisfaction of the Municipality.

It is recognized that changing circumstances within the Municipality, with respect to supply and availability of land to accommodate development, and construction of the BEAR may trigger the need to begin more detailed planning of those areas designated as Strategic Employment Area prior to 2038. Where Council for the municipality recognizes

the need for more detailed planning of those lands within the Strategic Employment Area prior to 2038, Council may initiate the preparation of the secondary plan.

3.13.1 Applications for Consent

Division of land through Consent to Sever within the Strategic Employment Area designation is prohibited, as these lands are to be protected for future growth and development. Consents which are required for agricultural uses within those areas designated Strategic Employment Area may be permitted, where the Municipality is reasonably satisfied that such changes will not negatively impact the future viability of these lands for employment development. For further certainty, Consents for any type of residential dwelling shall not be granted.

3.13.2 Zoning

Prior to development on full municipal services, lands designated as Strategic Employment Area will be zoned to permit existing uses, and may also be zoned to permit uses of a temporary nature that do not require municipal servicing and generally do not involve buildings or significant structures. Uses such as agriculture, forestry, open space and outdoor recreation will generally be permitted, and compatible public uses that do not require municipal water or sewer services will also be permitted.

3.13.3 Secondary Plan

The Municipality may prepare a Secondary Plan (or require development proponents to prepare a Secondary Plan for the Municipality's review) for the Strategic Employment Area prior to development. The Secondary Plan will be prepared, presented for public consultation, and adopted as an Official Plan Amendment. The Secondary Plan will address and coordinate at a minimum, but not necessarily be limited to:

a) identifying the study area boundaries for land use, environmental, and servicing studies;

b) recognizing that all new development in this area should respond to an identified need for employment lands and complement the planned construction of the BEAR;

c) providing for, and identifying the location of proposed land uses;

d) assigning a mix of non-residential land uses (related to jobs, employee density, and floor space);

e) designing the road and pathway systems including all modes of active transportation, transit and vehicular movement within the study area including consideration of access points, design, traffic calming measures and any major off-site transportation improvements;

f) ensuring compatibility with existing, planned or adjacent land uses;

g) protecting the natural heritage system;

h) protecting cultural heritage resources as required by the policies of this Plan;

i) identifying and protecting Prime Agricultural Land where possible;

j) Minimum Distance Separation formulae requirements;

k) providing for adequate and cost-effective municipal infrastructure, including fulfillment of any municipal class environmental assessment requirements;

l) timing and phasing of proposed development; and

m) ensuring adequate public, stakeholder, and First Nations consultation.

SECTION 4 - SPECIFIC POLICY AREAS

In addition to the land use policies set out in Section 3 and the area specific policies set out in Section 10 – West Belleville Secondary Plan, it is necessary to establish additional policies and guidelines for certain areas which require particular care or attention. These areas are illustrated on the land use schedules as specific policy areas. Broad based plan policies, including those related to servicing requirements, also apply to Specific Policy Areas. Where there is a conflict between area-specific policies and other policies of the Official Plan, the area-specific policies will prevail, with exception to Sections 3.5 and 5.3. Where any policies set out in this Section specify land use boundaries, roadway locations, or servicing corridors, variations would be permitted without an amendment to this Plan provided that:

- the general intent and purpose of the policies of the specific policy area are not compromised;
- such variations do not adversely affect the development potential of adjoining lands; and
- servicing parameters, including traffic circulation, are not compromised.

4.1 Specific Policy Area #1 – Bayshore Planning Area

The Bayshore of the City of Belleville contains a mixture of many different land uses, some having existed for many years, and others comparatively new. Some uses exhibit a high degree of urban design, while others are not visually attractive. There are conflicts between these different land uses, and environmental contamination issues exist for some of the existing and former industrial areas and adjoining lands. While the Bayshore

contains a number of existing industrial uses, the area is envisioned as a mixed-use waterfront, and no new industrial uses should be located in the area.

The Bayshore has potential to become a major destination for recreational purposes, and a preferred location in which to live or establish a business. The Bayshore Trail and other park development has opened the area for public recreation and solidified the perception that the Bay of Quinte has the potential to define the character of the City and improve the quality of life for residents of the entire region. This Plan establishes policies to encourage redevelopment of Bayshore lands in a manner that enables the City to achieve maximum benefit from the area's inherent characteristics and opportunities.

4.1.1 Policies

a) The main objective for the Bayshore Planning Area is:

To fully develop the mixed-use potential of the Bayshore Planning Area through the establishment of a combination of open spaces, and compatible commercial, public facility and residential land uses, employing sensitivity to issues of urban design, built form, environmental conditions and the area's setting along the shores of the Bay of Quinte, creating a destination within the City which is strongly oriented to the needs of all residents of and visitors to the community.

b) Through the redevelopment of the Bayshore area, this Plan encourages the Municipality to identify opportunities to enhance public access to the waterfront by establishing additional open space areas within the Bayshore Planning Area. To maximize the utility of open space areas, the Municipality may acquire additional lands to:

i) retain for park or other public recreational purposes;

ii) connect with other lands acquired for park or other public recreational purposes; or

iii) exchange as a means to consolidate areas of open space into larger more usable tracts.

Acquisition of lands along the Bayshore and the Moira River for park or other public recreational purposes should be considered the highest priority.

c) The Municipality may acquire any lands within the Bayshore Planning Area under any procedure permitted by law to achieve objectives for:

- redeveloping underutilized or poorly developed and configured lands within the Bayshore Planning Area, including consolidating lands for resale and redevelopment purposes, either independently or in partnership with others;
- resolving environmental contamination issues;
- expanding the range and type of public uses along the waterfront; or
- expanding the City's open space system.

The Municipality may enter into partnership or other agreements with landowners to facilitate redevelopment of lands within the Bayshore Planning Area through

joint initiatives to address environmental, servicing or other issues that must be addressed prior to development being undertaken.

d) Building heights within the Bayshore Planning Area should be carefully managed to ensure that the waterfront is not visually barricaded from the rest of the community. Ideally, buildings immediately adjacent to the waterfront should be low profile, with taller buildings located further away from the waterfront.

e) Access to the Bay of Quinte is an important component to the success of redeveloping the City's waterfront. This Plan encourages the Municipality to develop trails and public access points to the shoreline where feasible.

Should the Canadian Pacific Kansas Kity (CPKC) rail corridor through the Bayshore Planning Area be abandoned for railway purposes, this Plan strongly encourages the Municipality to acquire the corridor for development as a public recreation trail, and/or for reuse as a mechanism to encourage the redevelopment of adjoining lands for uses in keeping with the main objective for the Bayshore Planning Area.

f) Urban design guidelines may be established by the Municipality as set out in Section 8.13 of this Plan as a means to encourage and guide the redevelopment of lands within the Bayshore Planning Area using appropriate architecture and landscaping to create an environment interesting to residents and visitors.

g) The Municipality may expand on the policies of this Plan through amendments or may establish other strategic initiatives to assist with evolution of the Bayshore Planning Area in keeping with the main objective for the Bayshore Planning Area.

h) The Municipality may consider grants or loans for brownfield sites in the Bayshore Planning Area that are eligible under a Community Improvement Plan.

i) Development in the area described as East Bayshore in Belleville's East Bayshore Final Report (2003) should have regard for:

i) the twenty-five year vision which envisions the East Bayshore area as more diverse and interesting place to live, work, visit and play, with:

1) nodes of redevelopment at the Downtown Bayshore and the former Bakelite property, which will be lively, urban places, with a rich mix of housing, recreation, tourism and commercial opportunities;
2) protected natural heritage features;
3) parks and stormwater management facilities which are linked to natural features and create a greenway that provides for environmental protection and enhancement, recreation and tourism; and
4) a continuous trail set in the greenway that links Belleville's West and East Bayshores and connects north to the Parrott Riverfront Trail, neighbourhoods and business districts, as well as to other Lake Ontario communities via the Waterfront Trail.

ii) the principles, and concepts contained therein, including:

1) the area should be healthy, accessible, green, usable, attractive, affordable, connected, and diverse; and
2) the Downtown Bayshore area should create a waterfront extension of the downtown core, with new low to medium-rise housing, small-scale retail such as shops, boutiques, cafes, a restaurant, tourist attractions and a waterfront commons to serve Belleville residents and visitors, including boaters.

4.1.2 East Bayshore Planning Sub-Area

The East Bayshore Planning Sub-Area applies to the former Bakelite property, generally known as 621 Dundas Street East, as delineated on Schedule 'B'. It is intended that this area will be revitalized for primarily residential and open space uses, and those areas requiring environmental conservation (including their buffers) will retain their designation of Environmental Protection on Schedule 'B'. In addition to the policies of Section 4.1.1 of this Plan, the following policies apply:

a) Lands designated as Environmental Protection on Schedule 'B' within the East Bayshore Planning Sub-Area will be managed in accordance with Section 3.5 of this Plan. For the avoidance of doubt, any lands falling within the regulated 100-year floodplain as determined by the most current Quinte Conservation mapping are to remain in the Environmental Protection designation and zoned accordingly, and managed in accordance with Section 3.5.1 of this Plan.

b) Lands designated as Residential on Schedule 'B' within the East Bayshore Planning Sub-Area will be developed in accordance with Section 3.10 of this Plan, and may be rezoned for residential uses.

c) Lands designated as Residential and denoted with a 'P1' on Schedule 'B' within the East Bayshore Planning Sub-Area are planned for a park. These lands are to be dedicated as land and/or payment-in-lieu in accordance with the parkland dedication policies in Section 7.11 of this plan. If dedicated as land, an area of 0.75 hectares is to be provided within the extent of the Residential designation, although the ultimate location of the park is flexible. The final shape and location of the 0.75-hectare park shall be to the satisfaction of the City of Belleville, zoned accordingly in the Zoning By-law, and developed in accordance with Section 3.6 of this Plan.

d) The Municipality may enter into negotiations with the landowner to facilitate the creation of an approximate 3 hectares of park space at the location designated as Residential and denoted with a 'P2' on Schedule 'B' within the East Bayshore Planning Sub-Area. If the Municipality acquires the lands for the park then they will be rezoned accordingly, and developed in accordance with Section 3.6 of this Plan. If the Municipality ultimately opts to not acquire the lands for the park, then the lands may be rezoned for appropriate uses as part of the revitalization of the area.

e) The Municipality may enter into negotiations with the landowner to facilitate the extension of the waterfront trail through the East Bayshore Planning Sub-Area,

which will be rezoned accordingly, and developed in accordance with Sections 3.6 and 6.6 of this Plan.

f) Further to policies (d) and (e) above, nothing in those policies exempts the landowner from the parkland dedication policies in Section 7.11 of this Plan; however, any portion of lands acquired by the Municipality for park and/or trail purposes may count towards the required parkland dedication.

g) Further to policies (b) to (e) above, no rezoning of lands in the East Bayshore Planning Sub-Area will be approved until the landowner has completed a scoped Environmental Impact Study (EIS) to the satisfaction of the Municipality and Quinte Conservation. The scoped EIS must build upon the report "Natural Environment Work in Support of the Redevelopment of the Former Bakelite Site in Belleville" by Michalski Nielsen Associates Limited dated January 10, 2022, and must address, at minimum, the following:

i) All field information and history;

ii) A detailed discussion on significant wildlife habitat (confirmed and potential) and their locations on the site, as well as the habitat locations for confirmed and potential species-at-risk;

iii) A discussion on any lands that might be transferred to the Municipality for parks and recreation, and what structures are being considered for parks or recreation uses;

iv) If applicable, a discussion on the use of the waterfront (e.g. whether docks or boating activities are anticipated);

v) Discussion of and mapping of the recommended buffers for all natural features; and

vi) Discussion of and mapping of the setback from the 76.1 metre elevation of the 100-year floodplain.

Any rezoning discussed in policies (b) to (e) above will zone the natural features and their buffers for environmental protection based on the mapping in the scoped EIS described in clause v) above.

4.2 Specific Policy Area #2 – The Hamlet of Point Anne

Point Anne, located on the Bay of Quinte, has a long and important history. It is located in a high quality natural area along the Bay in the immediate vicinity of extensive rock quarry operations. Shallow soil cover, waterfront location, extensive nature of nearby incompatible land uses, and uniqueness of the location in close proximity to extensive natural areas warrant the establishment of policies for this hamlet.

4.2.1 Policies

a) Development within the Hamlet of Point Anne should reflect its cultural heritage value. In approving development or redevelopment, Council should consider:

i) building heights which generally should be limited to 1 to 2 storeys;

ii) the retention of existing buildings where suitable for adaptive reuse; and

iii) buffering in the form of open space and/or landscaping between existing, proposed or planned development, and in particular between non-compatible land uses and residential and other sensitive land uses.

b) Prior to any significant development being permitted within Point Anne, a special study should be completed for Point Anne to address land use and servicing issues. Such a study should recognize the historic importance of the community. The study should have regard for the Belleville to Point Anne Significant Areas Strategic Plan, 1997 and address among other things:

i) the extent of current and future aggregate extraction;

ii) the protection of natural features including wetlands and the alvar;

iii) provision of public access to the Bay of Quinte;

iv) adequacy of water supply and sewage treatment services; and

v) opportunities for development and redevelopment in the Hamlet.

At the completion of such study, amendments to this Plan to incorporate policy initiatives may be warranted.

c) Due to the close vicinity of an extensive licensed quarry adjacent to Point Anne, the policies of Section 3.7.2 of this Plan must be considered when addressing issues pertaining to development in the Hamlet of Point Anne. This should form a critical component of the special study referred to in Section 4.2.1 (b) of this Plan.

4.3 Specific Policy Area #3 – Corbyville Village

Corbyville Village, as identified in Schedule 'E', applies to the historic Corby distillery site on the Moira River. It is intended that this area be redeveloped as a village accommodating a broad range of housing with supporting and complementary uses, while recognizing existing non-residential uses.

Nothing in this Section shall preclude the City from preparing a secondary plan for the area to implement the policies of this Plan. Should a secondary plan be prepared, this Specific Policy Area shall be replaced and the Official Plan amended accordingly.

4.3.1 Permitted Uses

Uses permitted in Corbyville Village include a combination of low and medium density residential uses, commercial uses geared primarily to service the residential community, and open space, recreational and community facility uses. It is intended that these uses combine to create a largely self-contained village providing a broad range of housing types and styles, recreational opportunities and ancillary uses. The existing industrial use would be recognized also, but could be redeveloped for residential purposes.

4.3.2 Residential Policies

a) The maximum residential development within Corbyville Village should not exceed 850 dwelling units on the basis that the industrial area is redeveloped for residential purposes. If the industrial area is retained for non-residential uses, the maximum number of residential units should not exceed 700 units. Development would consist of low and medium density residential uses.

The actual number of residential units is dependent upon a number of factors, most importantly the issue of servicing as set out in Section 4.3.5 of this Plan.

b) Uses allowed as low density residential would include single-detached dwellings and semi-detached dwellings. It is intended that lot sizes be relatively small, permitting the clustering of residential units in a woodlot or garden setting with abundant provision of open space. The density of development at low density would approximate 12 units per net hectare.[3]

c) Uses allowed as medium density would include low density uses as well as townhouse dwellings and low-rise multi-unit dwellings. Further, to provide for some residents and to maintain stability in the community, multi-unit dwellings would be permitted. The density of development at medium density would approximate 26 units per net hectare.[4]

d) Dwellings should be designed and constructed to high standards of quality.

e) Residential units may be developed in a series of self-contained clusters connected by a series of small parkettes and continuous walkway systems.

4.3.3 Commercial and Industrial Policies

a) Commercial uses permitted within the Corbyville Village would include facilities and services that are ancillary to and supportive of the village concept including a hotel/motel/inn, retail convenience stores designed to serve the needs of the community, speciality type retail stores, postal services, bank, medical and dental clinics, restaurants and other similar uses.

b) In the design of the Corbyville Village, the following guidelines should be considered for commercial land uses:

i) minimal setback of commercial uses from street lines should be encouraged;

ii) parking areas should be located in the rear and side yards and buffered by the use of perimeter landscaping;

iii) provision should be made for a sidewalk and landscaping between the road and commercial buildings where appropriate;

[3] *Net residential density means the total number of residential dwelling units per hectare of land excluding all roads, stormwater management facilities, utility corridors and similar which are necessary to support the residential area.*
[4] *Ibid.*

iv) signage should be integrated into the building façade and/or landscape design;

v) buffering, such as setbacks and/or fencing, should be required adjacent to residential/open space uses; and

vi) garbage and loading areas should be screened from streets by buildings and landscaping.

4.3.4 Community Facilities, Open Space, and Recreation Use Policies

a) Community facilities necessary to support the village (places of worship, nursing homes, government offices, public uses) would be permitted in Corbyville Village.

b) Open Space and recreational uses should consist of recreational and open space uses including passive recreational uses, and would include health/fitness and/or activity centres, playgrounds and athletic fields, indoor swimming pools, tennis courts, recreation trails, parks, and other similar compatible recreational uses.

c) Use of the historic Corby Distillery administrative buildings for general business, government, and professional offices, restaurants and businesses that rely upon the character of these buildings would be permitted.

d) Open space areas should be designed for both passive and active recreation use; wherever possible, existing natural features including stormwater management facilities should be enhanced through landscaping and buffer areas.

e) Where possible, Moira River frontage should be acquired by the Municipality or Conservation Authority for public use.

4.3.5 Servicing and Site Conditions

a) Subject to the provisions of clause (b) of this Section, it is intended that the site of the Corbyville Village be serviced by municipal water through extensions to the Cannifton Road watermain and by municipal sanitary sewage, subject to Section 5.3 of this Plan.

b) Council, at its discretion, may determine that servicing the Corbyville Village through extension of municipal services is not feasible, and may permit development of the Corbyville Village to proceed on communal servicing. Prior to permitting development to proceed on the basis of communal servicing, the overall maximum residential density should be determined on the basis of servicing studies prepared by the developer and approved by the Municipality in consultation with the Province and other appropriate authorities.

c) Facilities associated with the water supply and sanitary waste disposal systems in the Corbyville Village would be subject to compliance with the regulations of the Province and local authorities and should be appropriately distanced and buffered from adjacent residential and open space uses.

d) Hazard areas adjacent to the Corbyville Village may be used for storm water management facilities, which should be developed in accordance with the Bay of Quinte Remedial Action Plan; however, stormwater management facilities should not be located below the 1:100 year flood-line.

e) Prior to obtaining final approval to develop the Corbyville Village, the owner should undertake and provide to the Municipality:

i) a servicing report addressing the provision of sanitary sewage and municipal water services, stormwater management facilities, and other utilities;

ii) an environmental report and record of site condition indicating the site is free of hazardous wastes and is suitable for the proposed uses in accordance with the Province's Guideline for Use at Contaminated Sites in Ontario;

iii) a development phasing plan;

iv) heritage impact assessments;

v) an urban design study; and

vi) an archaeological assessment of the property.

4.3.6 Urban Design and Heritage Policies

a) This Plan encourages the development of urban design guidelines for the Corbyville Village that reflect a common urban design theme, to reflect the historical character of the area. The theme should reflect the architecture of the late 19th century and should be incorporated into the design for both residential and commercial land uses.

b) In addition to the above historical urban design criteria, the urban design guidelines that should be considered include:

i) building heights which generally should be limited to 1 to 2 storeys for commercial uses and single-detached dwellings, semi-detached dwellings, or townhouse dwellings, 3 storeys maximum for low-rise multi-unit dwellings;

ii) retention of existing buildings for adaptive reuse; and

iii) buffering in the form of open space and/or landscaping between existing, proposed or planned development located outside of the Corbyville Village, and the Corbyville Village, and in particular between non-compatible land uses and residential and other sensitive land uses.

4.4 Specific Policy Area #4 – West Belleville Secondary Plan

The West Belleville Secondary Plan Area is located on the west side of the City's urban area, generally located north of the Bay of Quinte, east of Wallbridge-Loyalist Road, and South of Highway 401. It is intended to form the westerly extension of the urban community to serve a significant share of the future growth that is anticipated for the City of Belleville. For lands within the West Belleville Secondary Plan Area as delineated on Schedule 'E' to this Official Plan, the policies in Section 10 of this Official Plan shall apply.

4.5 Specific Policy Area #5 – Cannifton Planning Area

The Cannifton Planning Area, as identified in Schedule 'E', is within the Urban Area, north of Highway 401, bisected by Highways 62 and 37, and the Moira River. It is approximately 1,215 hectares in size and includes the existing settlement known as Cannifton. There are portions of this planning area that are fully developed for urban uses, but significant development potential exists for a variety of land uses throughout the planning area. This planning area is intended to accommodate a significant portion of the City's future residential, commercial and industrial development.

Nothing in this Section shall preclude the City from preparing a secondary plan for the area to implement the policies of this Plan. Should a secondary plan be prepared, this Specific Policy Area shall be replaced and the Official Plan amended accordingly.

4.5.1 General

a) To guide the servicing and development of the Cannifton Planning Area in a cost-effective and efficient manner, the Municipality may prepare more detailed land use plans and servicing strategies to identify proposed land uses and municipal infrastructure alignments to guide development as set out in Section 8.12 of this Plan. Details on specific residential densities, municipal sewer and water extensions, road networks, stormwater management strategies, and recreational and park systems may be included.

b) Development of the Cannifton Planning Area should occur in stages in accordance with the logical extension of services into and through the planning area. Except as otherwise provided, stages should be approved only as servicing infrastructure is capable of being extended to accommodate new development in accordance with Section 5.3 of this Plan.

c) Within this Planning Area, there are a number of traditional rural or agricultural land uses. The policies of this Plan will not apply to prohibit the continuation of such uses, and such uses may continue subject to the Rural Land Use policies of this Plan, however the policies of Section 7.2.4 are not applicable for lands within the Urban Serviced Area, as shown on Schedule 'B' to this Plan. The intent of the foregoing is to ensure that designation of lands within the Cannifton Planning

Area for urban development does not infringe upon the right of current rural or agricultural land uses to continue operating unencumbered by urban land use designations.

4.5.2 Residential Land Use Policies

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

b) It is anticipated that the Cannifton Planning Area will provide housing for up to 7,500 persons once fully developed, consisting of approximately 2,000 low density residential units and 1,000 medium/high density residential units.

c) In the settlement area known as Cannifton, residential development of a nature that preserves the character of the area should be encouraged.

4.5.3 Commercial and Employment Land Use Policies

a) Major commercial development would be permitted along the Highway 62 corridor and immediately north of Highway 401 in areas easily accessible from Highway 401 interchanges. Uses permitted in such areas would be as set out in Section 3.9.5 of this Plan.

b) Neighbourhood commercial uses would be permitted in areas designated Residential Land Use in accordance with the policies of Section 3.10.3 (a) of this Plan.

c) Uses permitted in the area designated Employment Land Use in the Maitland/Parks Drive area may include various types of industrial uses but should generally be oriented to quasi-commercial and industrial uses, such as contractors yards, discount retail outlets, equipment rental establishments, truck terminals and depots, home improvement businesses, and similar uses that often exhibit both industrial and commercial characteristics. This area may be designated an enterprise zone by Council due to the variety of land uses within this area.

In other areas designated Employment Land Use, development should be established pursuant to the policies set out in Section 3.12 of this Plan.

d) While it is intended that in time all lands within this Planning Area would be serviced with full municipal services, the policies of this Plan will permit the lands designated Employment Land Use to be developed for certain industrial uses without access to municipal water and sewer services subject to the following criteria:

i) Such uses should have limited demand for services; natural systems must be capable to managing the servicing demands of the use for the long-term with no negative impacts.

ii) Adequate municipal road access is available.

iii) Provision is made for future servicing through the establishment of servicing easements and/or agreements respecting payment for municipal services and connection thereto whenever such services are to be provided.

iv) The means to provide effective fire fighting services would be available.

4.5.4 Community Facility and Open Space Policies

a) Community facility uses that maintain and enhance the social, cultural and educational services within this area should be permitted. Community facility uses such as schools and places of worship should be permitted as needed. Such uses should be developed as provided for in Section 3.10.3 (d) of this Plan within areas designated for Residential Land Use.

b) Recreational land uses within the Cannifton Planning Area would consist mainly of a network of active and passive parks and trail systems that complement the Municipality's efforts to provide a variety of recreational opportunities to area residents. The Parkland and Recreation Master Plan referred to in Section 7.11.1 (a) of this Plan should identify major open space requirements and new trail locations. Development of parks within areas designated Residential Land Use should be undertaken in accordance with Section 3.10.3 (d) of this Plan.

4.5.5 Transportation Policies

a) The proposed major road network for the Cannifton Planning Area is identified on Schedule 'C' to this Plan, and consists of existing and proposed collector and arterial roads that would ensure safe and efficient vehicular access to and through the area. The proposed road network should provide guidance to developers and the Municipality when preparing and reviewing applications for development.

b) In context with the detailed land use plans referred to in Section 4.5.1 (a) of this Plan, the Municipality may define more specific locations for major roads set out in Schedule 'C' of this Plan.

c) Access points along Highways 62 and 37 should be spaced in accordance with the Province's policy and standards so as to protect the safe and efficient movement of vehicles along these provincial highways.

4.5.6 Municipal Servicing Policies

a) It is the intent of this Plan that the Cannifton Planning Area be fully serviced by municipal sanitary sewage and water supply, and by other utility systems.

The location, sizing and design of sewer and water systems should be in accordance with the requirements of the City in accordance with specifications designated by the Municipality. The Municipality has established guidelines and standards on the extension of services that should be employed to guide all future works.

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

c) At the time of preparation of this Plan, the means by which lands located generally east of Highway 37 within the Cannifton Planning Area would be serviced with sewer and water services has not been ascertained. Until servicing strategies are determined and the preferred method for extending services to these lands has been established, the policies of Section 5.3 of this Plan should be employed. A portion of the area can be serviced with water services without major expansion of the water system, including establishment of an elevated water tank and water booster stations. Development should only be approved and allowed to proceed in accordance with the available service capacity, and Section 5.3 of this Plan.

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

   i) evaluated with respect to sewer and water capacity;

   ii) allocated sewer and water capacity at approval; and

   iii) required to execute separate development agreements containing provisions outlining the number of lots to be developed or the extent of development to be undertaken, and an estimate of the sewer and water usage.

e) Due to the servicing limitations for this area, some limited form of development may be permitted without access to full services, in accordance with Section 5.4 and the following:

   i) In areas designated Residential Land Use, the Rural Land Use policies set out in Section 3.3.3 of this Plan should be employed as appropriate.

   ii) In areas designated Commercial Land Use, the policies set out in Section 3.9.5 (g) of this Plan should be employed.

   iii) In areas designated Employment Land Use, the policies set out in Section 4.5.3 (d) of this Plan should be applied.

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

   i) Master drainage plans should be prepared for each drainage basin within the Cannifton Planning Area in accordance with Municipal requirements prior to any significant development being permitted. Such plans should identify stormwater management systems including locations and sizes of storm sewers, swales, and retention/detention ponds, and means to limit phosphorus loading on the Moira River and to protect near-shore fish habitat.

ii) As a guiding principle, master drainage plans should be prepared on the basis of 0% increase in peak runoff through use of a variety of stormwater management techniques supported by this Plan.

iii) Master drainage plans should include methods to address stormwater quality.

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

4.6 Specific Policy Area #6 – City Centre Planning Area

4.6.1 City Centre Districts

a) The City Centre Specific Policy Area provides more detailed policies to guide intensification and redevelopment of the City Centre. There are seven (7) distinct neighbourhoods or districts within the City Centre as identified on Schedule 'E'. Four (4) of these areas are districts: Downtown, Church Street, The Flats, and East Gate, since these areas are predominately mixed-use, while the other three are predominately residential neighbourhoods with commercial uses: Riverview, West Village, and The Harbour. This differentiation between district and neighbourhood is not critical to the opportunities for intensification, however the development of the three (3) surrounding neighbourhoods for residential uses is important to the revitalization efforts.

b) The existing residential development just beyond the City Centre in the East Hill and West Hill already contribute to the vitality of the City Centre; however, there are fewer opportunities for intensification in these neighbourhoods, which are relatively stable, fully built-out areas.

c) While the City Centre Districts are all identified as key intensification areas, low density residential development is still permitted within these areas. As long as the overall intent of mixed-use is achieved, low density residential dwellings are permitted in all residentially zoned areas of the City Centre.

d) Development within the City Centre should contribute to a range of uses within each of the City Centre districts and neighbourhoods.

e) Mixed-use development is encouraged where residential units are provided in conjunction with ground floor retail use fronting onto the main street.

f) High-rise developments should be sympathetic to existing development and should not be significantly taller than adjacent buildings. The upper storeys of high-rise buildings should be set back to reduce shadowing of the street or neighbouring buildings.

g) New developments within the City Centre should be located close to the street edges to frame public streets and to ensure a consistent rhythm.

h) Commercial uses should be located on main streets and along key corridors. Other uses that contribute to providing activity on the street may also be permitted at ground level.

i) If an existing purpose-built commercial building is proposed for redevelopment or reuse, and the building is located on a main street or along a key corridor, then the future building should retain commercial uses on the ground floor.

j) The use of podium-built form that contributes to the creation of an active public façade at street level, is encouraged.

k) Surface parking areas should generally only be permitted as accessory uses but may be permitted as a primary use subject to a temporary use zoning by-law.

4.6.2 Intensification Plan

a) The Provincial Planning Statement (2024) obligates municipalities to identify and promote intensification where it can be accommodated. The City Centre provides opportunities for intensification that will contribute to its revitalization.

b) The City Centre Intensification Plan is shown on Schedule 'E-2'. This Plan has evaluated the opportunities for redevelopment, including the reuse of brownfield sites; the development of vacant or underutilized properties; infill development; and the expansion or conversion of existing buildings within the City Centre at a higher density than currently exists. The intent of Schedule 'E-2' is to actively encourage the intensification and redevelopment of these lands within the City Centre.

c) The Municipality may consider grants or loans for brownfield sites and greyfield sites within the City Centre which are eligible under a Community Improvement Plan.

4.6.3 Intensification Targets

a) Intensification targets define the potential for additional development by 2051. These targets have taken into account the development proposals that have the highest level of realization, sites with existing approvals or are currently vacant, or where there is greater likelihood of redevelopment occurring. Municipal servicing capacity has also been considered.

Neighbourhood/ District	Potential Dwelling Units	Commercial/Employment GFA (ft^2)
Downtown	350	144,548
The Flats	368	83,270
West Village	117	5,479
Riverview	330	-
East Gate	63	-
The Harbour	52	174,375
TOTALS	1280	407,672

4.6.4 Building Intensification Sites

a) Future intensification opportunities in the City Centre are conceptually shown as building footprints in colour overlay on Schedule 'E-2'. It is intended that the intensification of these areas generally proceed according to the special neighbourhood or district policies; and to the Land Use Policies of this Official Plan.

4.6.5 Development Approvals

a) Land use approvals for intensification sites will occur through the rezoning and site plan approval process. The Municipality will encourage development of these properties provided that the development proposal meets the policies of the Official Plan and relevant design guidelines; there is sufficient municipal servicing capacity available; planning for pedestrian and community needs has been taken into account; and all environmental matters related to flood proofing, soils, noise impact or traffic safety have been addressed.

4.6.6 Limitation on Building Heights

a) Approved building heights within the City Centre are illustrated on Schedule 'E-2'. These recommended heights are based on previous planning studies of the downtown area and are intended to protect the cultural heritage resources and prominence of landmarks such as the City Hall clock tower and to ensure land use compatibility in established areas.

b) These height controls will be governed by the height provisions of the Zoning By-law.

c) To vary from these provisions and permit a greater building height, a site-specific urban design study must be prepared that clearly indicates to the satisfaction of the City that a taller building is compatible with the massing of the surrounding buildings and neighbourhood, and does not create shadowing or block important view corridors.

4.6.7 Gateway Areas

a) Gateway Areas are shown on Schedule 'E-2' at visually prominent major entrances to the City Centre and at the intersections of arterial or collector streets. Gateways create a sense of entrance, and contribute to the image and identity of the City Centre.

b) Taller buildings that incorporate high standards of architectural design are encouraged to be built in these locations.

c) Buildings located at corners shall provide distinct architectural appearance and a high level of detailing to ensure that the design continues around the corner with articulated façades towards both streets.

d) Taller buildings in Gateway Areas should generally be stepped back from the street level above four (4) storeys, unless located across from open space areas, where the street wall can be up to five (5) storeys.

4.6.8 The Flats

a) The Flats is a mixed-use district on the west side of the Moira River south of Bridge Street extending to the Bay of Quinte. The Quinte Consolidated Courthouse (QCC) and surface parking occupies a significant portion of the district.

b) The Billa Flint House is a protected heritage property south of the Courthouse and directly across the Moira River from City Hall. It will be preserved with a civic plaza and landscaped courtyard.

c) Urban design guidelines for the Courthouse District (2010) will guide future redevelopment of the area surrounding the Courthouse that is delineated on Schedule 'E-2'.

d) There are opportunities for higher density residential development on the west side of Coleman Street, and south of the rail line on the Bay of Quinte. Development at these locations takes advantage of waterfront views and arterial road access. Extension of the Waterfront Trail and public access along the Bay of Quinte through these lands should be provided in the future.

e) Intensification of The Flats will serve as the west anchor of Downtown and as another connection to the Bay of Quinte. Dundas Street is the gateway for tourists from Bay Bridge and Prince Edward County. As development unfolds in this district:

   i) A pedestrian bridge will be provided to connect Billa Flint House to a civic plaza in front of City Hall; and

   ii) Dundas Street West will be improved by burying hydro lines, adding a multi-purpose Trail and street tree planting on the south side and landscaping of the parking lots on the north side.

f) The property at 26 Colbourne Street (northwest corner of Coleman Street and Dundas Street West), comprising a land area of 0.31 hectares, shall be permitted to develop at a density of 310 units per hectare.

g) In addition to the policies of Section 4.6, the policies of Section 4.1 also apply to The Flats district, provided that, in the event of a conflict, these intensification policies take precedent.

4.6.9 West Village

a) The West Village neighbourhood is on the west side of the Moira River north of Bridge Street with older industrial and warehousing uses. Some of the intensification opportunities are:

i) Conversion of the historic industrial buildings that back onto the River into loft condominium multi-unit dwellings or live/work spaces;

ii) Wherever possible, turning new infill development to face the river and add decking or terraces;

iii) Reclaiming or preserving public access to the River; and

iv) Maintain and upgrade the street housing along Coleman Street.

b) The property at 1 North Front Street (east of North Front Street, south of Grove Street, and north of Moira Street East), comprising of 0.23 hectares, shall be permitted to develop at 430 units per hectare.

4.6.10 Riverview

a) The Riverview neighbourhood has potential as a desirable high-density neighbourhood, fronting onto the Riverfront Trail and parkland, and Memorial Park. It is a gateway from the train station into Downtown. Many of the existing properties are vacant or with derelict buildings; some require remediation.

b) Intensification of new residential development with higher densities fronting onto Station Street, lower densities fronting onto the side streets, parking in interior central blocks, and a pedestrian trail at the base of the escarpment is envisioned for Riverview.

c) The property at 111 Great St. James Street, comprising a land area of 0.51 hectares, shall be permitted to develop with up to 32 dwelling units.

4.6.11 Downtown

a) Intensification in Downtown must ensure that:

i) New buildings are of a scale and massing that is complementary to buildings in the surrounding area;

ii) Historic façades are to be preserved and restored during intensification; and,

iii) In order to encourage increased pedestrian activity and to maintain a traditional streetscape, mixed-use development on Front Street between Dundas Street and the Sagonaska Bridge should provide for non-residential uses at street level with residential uses directed to upper floors or to areas of the building where the use will not detract from an active streetscape.

b) General intensification opportunities in Downtown are:

i) Infill on smaller vacant lots along Front Street for commercial ground floor uses and residential units on upper floors;

ii) The new infill buildings should be consistent with the massing and heights of adjacent buildings. They should be built at the street edge or align with the façade of the adjoining building; and,

iii) Conversion of the upper floors of existing commercial buildings to residential multi-unit dwellings is encouraged wherever proper access, amenity area, and parking can be provided.

c) A major opportunity for intensification on lands south of Bridge Street, along Pinnacle and Front Streets, and north of Dundas Street, is shown as the Downtown-South Redevelopment Plan on Schedule 'E-2'. Further details are provided in the Intensification Plan report.

i) The Plan capitalizes on the City-owned lands, including the surface parking lots, the Memorial Arena, former City Recreation Centre, and property on the east side of Pinnacle Street;

ii) This area forms a major gateway to the Downtown and should be promoted for redevelopment for commercial, office, and residential uses at higher densities;

iii) The riverfront parking areas would be developed for commercial and residential uses that overlook the Riverfront Trail with enhanced surface parking offered on the east side of Front Street;

iv) A new mid-block connection would be provided through the improved parking area from Front Street to Pinnacle Street. This mid-block connection helps to link the land uses along Pinnacle and Front Streets;

v) Redevelopment of the Memorial Arena would anchor the future development phases. The frontage of the Memorial property along Pinnacle Street would be improved with landscaping to enhance views to Market Square; and,

vi) Street improvements are necessary along Pinnacle Street to widen sidewalks and provide street tree planting.

d) The existing riverfront parking lots north of the footbridge could be redeveloped for residential development as shown on Schedule 'E-2'. The new buildings would be combined with ground-floor enclosed parking and/or commercial units for restaurants and retail uses.

i) A service corridor for vehicular access/loading areas would be provided between the existing commercial units on Front Street and the new buildings;

ii) The rear additions to existing commercial buildings should be removed to improve access, parking and aesthetics;

iii) The architectural style of new buildings along the riverfront should reflect the natural setting and historic character; and,

iv) The Riverside parking lot south of the footbridge could be converted to a multi-use "flex" space for public events when needed, and parking space for the remaining time.

e) The City Hall and Market Square are key elements to the civic identity of the City. This cultural heritage value or interest will be enhanced in the future with a

new public square on a portion of the Riverside parking lots directly across from City Hall on the west side of Front Street. The existing historic façade would act as the street wall, defining the space. The Riverfront Square will serve as the forecourt to City Hall with a pedestrian link to the Court House precinct on the west bank of the Moira River. It will be a green space with large trees and seating areas. Wide sidewalks along the perimeter of the Square would connect to Front Street and the Riverfront Trail.

f) The Market Square will continue as the historic outdoor Farmers' Market and as an outdoor public venue. Market Square occupies a central location and attracts shoppers and visitors to the area, providing an outlet for locally produced products and fulfilling an important role in terms of education, social interaction, tourism, and cultural heritage. It provides a venue for cultural/arts festivals and events, and for civic functions. This Plan encourages the enhancement of the Market Square and surrounding community facilities.

g) The implementation of the intensification plans in Downtown will require coordination with private landowners; property acquisition and assembly; a call for development proposals; detailed design and servicing plans; the provision of site services and flood proofing; and addressing lost surface parking.

h) This Plan encourages the Municipality and the Belleville Downtown Improvement Area (BDIA) to initiate or support programs and projects, either directly or through the efforts of community groups, towards the beautification of Downtown through enhanced landscaping and improved streetscapes, and the provision of street furniture, lighting and public art.

i) Development on lands designated as Belleville Commons on Schedule 'E' of this Plan should be in conformity with the recommendations of the Belleville Downtown Commons Feasibility & Economic Impact Study (2019).

4.6.12 Church Street

a) Church Street is an institutional district with historic architecture and larger properties. These institutional uses include education, worship and professional offices. It is at a higher elevation and serves as a transition to the East Hill neighbourhood.

b) Given the elevation relative to Downtown, to protect the predominance of the landmark buildings new structures should be consistent in height with those shown on Schedule 'E-2'. Potential for gentle intensification exists on the east side of Church Street.

4.6.13 East Gate

a) East Gate is a small mixed-use district along Dundas Street north of the CPKC rail line. It extends to the Kinsmen Park as an eastern gateway to the City Centre. There is opportunity for some higher density residential infill development that is oriented towards Dundas Street, with parking to the rear.

4.6.14 The Harbour

a) The Harbour neighbourhood is a residential neighbourhood interspersed with industrial, commercial and high density residential uses. It fronts onto Victoria Harbour and the Meyers Pier basin. It is juxtaposed between the Bayfront and Riverfront Trails. Future efforts to properly connect these Trails are encouraged along South Front Street.

b) The redevelopment and intensification of this neighbourhood should recognize and preserve the unique qualities of this area, and should be undertaken in a manner sympathetic to the qualities of the existing residential community.

c) New structures should be consistent in height with those shown on Schedule 'E-2' of this Plan and sympathetic to the massing and scale of existing uses. Maximum building heights may be identified in the implementing Zoning By-law of this Plan.

d) This neighbourhood has existing industrial activities and the potential for more employment uses near the rail line and sewage treatment plant. It is not the intent of this Plan to require existing industrial uses to relocate from this area. Adding employment uses is desirable provided that it can coexist with the existing low density neighbourhood. Continuation of existing industrial uses is supported by this Plan, but reuse of industrial sites for appropriate commercial, residential or mixed-use projects is also encouraged.

e) In addition to the policies of Section 4.6, the policies of Section 4.1 also apply to The Harbour neighbourhood, provided that in the event of a conflict, these intensification policies take precedent.

4.6.14.1 Special Policy Sub-Area: 105 Pinnacle Street

The lands municipally known as 105 Pinnacle Street is a special policy sub-area located in The Harbour neighbourhood within the City Centre, and the development of 105 Pinnacle Street shall conform to the policies set out below:

a) The lands shall generally develop in accordance with the site concept plan, as shown in Figure 2;

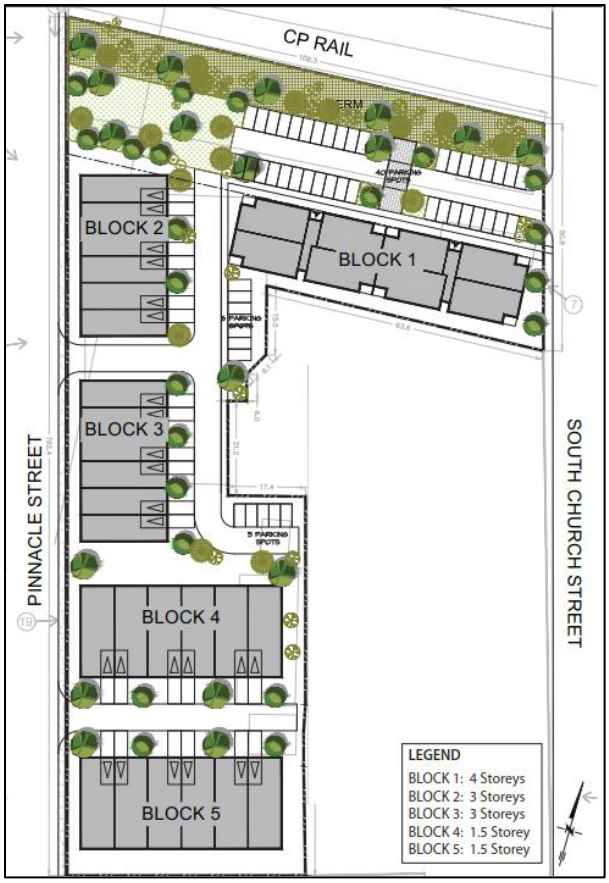


Figure 2: Site Concept Plan for 105 Pinnacle Street.
(not to scale; image source: Hobin Architecture Incorporated)

b) The development shall address the following neighbourhood transition and proximity to heritage requirements:

   i) The design of the subject property with regard to building height and form shall be context-sensitive, in consideration of:

      1) the adjacent built heritage property to the west;
      2) the single-detached residential dwellings to the south and east; and
      3) the CN Rail line to the north; and,

   ii) The subject property shall respect the heritage characteristics of the built heritage property to the west, in accordance with Section 3.8.3 (a) of this Plan;

c) The design of the subject property shall conform to the urban design guidelines outlined in Section 3.8.7 and Section 7.6 of this Plan;

d) In addition to any other application requirements for a site plan approval, the proponent shall undertake a site-specific Urban Design Brief, in accordance with Section 3.8.2 (i) of this Plan, to demonstrate how:

   i) The development is compatible with surrounding uses, pedestrians, and character;

ii) Building façades that face Pinnacle Street have been designed to be pedestrian-oriented at grade;

iii) Buildings with ground-oriented residential uses have their privacy maintained through a combination of architectural design and landscape design;

iv) The apartment building block height is justified, in consideration of the pre-existing single-detached residential dwellings to the south and east; and,

v) The development maintains strong physical and visual connections to:

1) the waterfront and adjacent commercial areas;
2) the gateway area immediately north of the subject property; and
3) the Downtown district in the north (refer to the Downtown-South Redevelopment Plan on Schedule 'E-2');

e) Outdoor amenity area for each residential unit shall be required and the size of the required outdoor amenity area shall be tailored to the particular requirements and needs of the residents of the proposed development, in accordance with Section 7.11.4 of this Plan (e.g., a townhouse would have a functional private yard and an apartment would have a functional balcony);

f) In addition to any other application requirements for a site plan approval, the proponent shall undertake, either separately or through a single report:

i) a Noise Impact Study, including a specific analysis on how all outdoor amenity areas of the development are appropriated located and designed; and

ii) a Vibration Impact Study;

g) Notwithstanding anything in this Plan to the contrary, the proponent for the subject property shall include on-site parking, given that there are no public parking lots in close proximity, and further:

i) The minimum amount of parking shall be one (1) space per unit;

ii) Should the proponent include on-site parking, it may take the form of surface parking and it may be located within the 30-metre building setback area from the CPKC rail line; and

iii) Underground parking shall be prohibited, as excavation below one (1) metre is restricted in the Harbour neighbourhood due to the presence of bedrock and contamination from the former coal gasification plant.

h) The proponent for the subject property shall include a Planning Justification Report and a Functional Servicing Report as part of the zoning application for the development.

4.7 Specific Policy Area #7 – Black Bear Ridge Village Planning Sub-Area

The Black Bear Ridge Village Planning Sub-Area applies to the Black Bear Ridge golf course and surrounding lands, as delineated on Schedule 'E', which is known as Black Bear Ridge Village. It is envisioned that this area will be developed on full municipal services for a master planned resort-style development centred on the golf course alongside fully serviced subdivisions with residential and non-residential land uses that are complementary to the golf resort. Within this Planning Area, development should be guided through the policy and schedules of the Black Bear Ridge Village Secondary Plan, which is adopted as part of this Official Plan. Those areas requiring environmental conservation (including their buffers) shall be retained in the Environmental Protection designation on Schedule 'A'. The following policies also apply:

4.7.1 Special Studies Required Prior to Development

a) No new development will be permitted for Black Bear Ridge Village unless it is fully serviced by municipal water and municipal sanitary sewer systems.

b) No new development will be approved for Black Bear Ridge Village until special studies have been completed to the satisfaction of the City of Belleville and/or appropriate planning approvals have been granted to the satisfaction of the City of Belleville. Special studies which may be required, but not limited to, are identified in Section 8.12.3 of this Plan.

c) Before initiating any of the special studies by the developer, the City shall be consulted with to provide input on the terms of reference for the special studies. If the terms of reference are satisfactory to the City then it will indicate its acceptance of them; otherwise, the City reserves the right to deem any of the special studies as unacceptable.

4.7.2 Limited Expansion of Golf Course Facilities

a) Notwithstanding Section 4.7.1 of this Plan, the existing facilities of the golf course use may be expanded as long as the expansion can be serviced within the capacity of the existing on-site well and septic system.

4.8 Specific Policy Area #8 – Old Fairgrounds Area

The Old Fairgrounds Specific Policy Area is made up of a portion of the Old Fairgrounds and the industrial uses immediately to the north of the Old Fairgrounds, and is approximately 24.5 hectares in size. In response to growing pressures for housing supply and affordability identified in the Municipality's 2022 Growth Forecast, the lands are designated "Residential" on Schedule 'B' and identified as "Old Fairgrounds Area" on Schedule 'E', and are subject to the policies of this section.

4.8.1 The following policies apply:

a) The main objective for the Old Fairgrounds Specific Policy Area is to realize the redevelopment of underutilized lands within the Old Fairgrounds Area through a combination of compatible residential land uses, road network, and public open space, all of which have fully addressed any contamination issues and are appropriately phased-in based on servicing availability.

b) A detailed strategy is required to guide the servicing and redevelopment of the Old Fairgrounds Area in a coordinated, cost-effective and efficient manner. The Municipality may prepare more detailed land use plans and servicing strategies to identify the range/mix of land uses and municipal infrastructure needed to guide development as set out in Section 8.12 of this Plan. Details on specific residential densities, municipal sewer and water extensions, road networks, stormwater management strategies, and recreational and park systems may be included in these plans/strategies.

c) Development of the Old Fairgrounds Area should occur in stages in accordance with the logical extension of services and the transportation network into and through the area, after proper study. Except as otherwise provided, stages should be approved only as servicing infrastructure is capable of being extended to accommodate new development in accordance with Section 5.3 of this Plan.

d) The Old Fairgrounds Area is expected to be developed through any combination of plan of subdivision, rezoning, and/or site plan approval. The Municipality will encourage development in the Old Fairgrounds Area provided the development proposal has met the policies of the Official Plan and relevant design guidelines, there is sufficient municipal servicing capacity available, and all environmental matters related to site contamination have been addressed.

e) To ensure that development proceeds in an orderly and economical manner, as a condition of development approval, the developer will be required to execute an agreement capping the development to the approved number of dwelling units, the square metres of non-residential floorspace, and the population equivalent that are the basis of servicing flows. Furthermore, as a condition of development approval, no above-grade building permits will be issued unit the Municipality has confirmed that there is sufficient servicing available for any approved development.

f) Through the redevelopment of the Old Fairgrounds Area, this Plan encourages the Municipality to identify opportunities to enhance public access to open spaces. The Municipality may, in accordance with the *Planning Act* and the policies of this Plan, acquire lands in the Old Fairgrounds Area to:

   i) Provide open space for parks or other public recreational purposes;

   ii) Connect with other lands acquired for park or other public recreational purposes; and/or

   iii) Consolidate areas of open space into larger more usable areas.

g) Residential development in the Old Fairgrounds Area will be in accordance with the densities in Section 3.10 of this Plan; however, residential development shall consist primarily of medium- and high-density residential uses, with a modest amount of low density residential development, all in accordance with the detailed land use plan/servicing strategy identified in (b) above.

h) Mixed-use development is permitted only if medium- or high-density residential is developed with commercial and/or retail use(s) on the ground floor of the building fronting onto an arterial or collector road.

i) The Municipality will utilize the following approaches and tools to promote transit-oriented development:

   i) Allowance for reduced parking rates;

   ii) Allowance for shared parking arrangements; and

   iii) Requirements for enhanced streetscape and active transportation facilities in accordance with the detailed land use plan identified in (b) above.

j) Development in the Old Fairgrounds Area will be encouraged to take part in any active program of the Municipality's Community Improvement Plan that offers incentives for affordable housing development and brownfield redevelopment.

SECTION 5 - SERVICING POLICIES AND UTILITIES

The provision of services and utilities throughout the City is essential in achieving the objectives of this Plan. All lands in the City of Belleville within any land use designation except Agricultural Land Use designated lands established by this Plan may be used for any plant associated with the provision of any public roadway, service, or utility provided that such location is either essential for the said service or represents the preferred location. The following policies together with the policies set out in Section 6 pertaining to roads and other transportation systems will provide guidance on the requirements for and the provision and use of services and utilities.

5.1 General Policies

a) Urban development shall be provided with the necessary support services and facilities including:

i) sanitary sewers and storm drains, piped water, gas, power, telephone utilities, and water and sewage treatment;

ii) fire protection, garbage collection and other municipal services;

iii) access to transportation; and

iv) access to schools, parks, and related community facilities.

b) The location of infrastructure and public service facilities shall consider natural hazards policies of the Province and be strategically located to support the effective and efficient delivery of emergency management services, and to ensure the protection of public health and safety.

c) The co-location of linear infrastructure (water, wastewater and stormwater infrastructure, highways, electricity transmission, etc.) is encouraged to promote cost-effectiveness and coordination.

5.2 Access to Public Roads

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

b) Exceptions to the above-noted policy will be allowed for:

i) conservation uses not having an accessory dwelling or any building or structure to which the public would have access; and

ii) individual units within condominium developments provided the development as a whole has access to a public road.

5.3 Municipal Sanitary Sewer and Water Systems

a) Development within the urban serviced area identified on Schedule 'B' to this Plan should proceed in an orderly and phased manner and only be permitted where adequate municipal services or communal facilities exist or can be provided within the financial capacity of the municipality and where orderly and compact development will result. Municipal sewage services and municipal water services are the preferred form of servicing for lands within the urban boundary.

b) This Plan encourages an ongoing program of reconstruction and rehabilitation of the municipal water and sanitary sewer systems, including the separation of sanitary and storm sewers.

c) Municipal services should only be extended when existing built-up areas are substantially developed or where new development can be coordinated with the extension of existing services.

d) The extension of municipal services for new development should occur adjacent to existing built-up areas, and new development shall have a compact form, mix of uses and densities to allow for the efficient use of land, infrastructure, and municipal services.

e) Extensions of water and sanitary sewer services generally should be borne by private development and paid for either through direct contribution or other means such as development charges, with the Municipality assuming

responsibilities in assisting with the costs of service extensions only as necessary to ensure equitable allocation of costs to all who benefit.

f) Prior to approving any significant infill development or redevelopment within built-up areas of the City, the Municipality should ensure that trunk water or sewer mains are adequate to service the development, or that provisions to upgrade such services can be established.

g) As it is important that water and sewage treatment capacity exists to meet the needs of growth within the urban service area, the Municipality should prepare an annual update on the residual capacity in the water and sewage systems in accordance with the Province's guidelines as a planning tool to manage growth and undertake effective capital planning.

h) Partial services shall only be permitted in the following circumstances:

i) where they are necessary to address failed individual onsite sewage services and individual on-site water services in existing development;

ii) within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts; or

iii) within rural settlement areas where new development will be serviced by individual on-site water services in combination with municipal sewage services or private communal sewage services.

i) In rural areas, where partial services have been provided to address failed services in accordance with Section 5.3 (h), infilling on existing lots of record may be permitted where this would represent a logical and financially viable connection to the existing partial service and provided that site conditions are suitable for the long-term provision of such services with no negative impacts.

j) Connection to municipal water and sanitary services is the preferred form of servicing and shall be prioritized where possible.

k) This Plan encourages the prioritization of infrastructure upgrades in intensification areas, where the condition of existing infrastructure has been identified as a constraint to development, such that the area has adequate infrastructure to support public health and safety.

l) This Plan encourages the phased extension of servicing to the Employment Lands east of Jamieson Bone Road. Lands that currently have access to servicing should be developed first followed by adjacent lots, as servicing capacity is extended, to avoid the development of lands that are not immediately serviceable but are expected to be developed over the horizon of this Plan. New lot creation should only be permitted where confirmation of sufficient servicing capacity is provided. This Plan encourages the development of an Infrastructure Phasing Strategy to identify priorities for infrastructure upgrades over the horizon of this Plan. The results of such studies when completed should be incorporated into this Plan through an Official Plan Amendment.

m) This Plan supports the minimization of erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure and low impact development.

n) This Plan encourages investment in adaptable solutions when planning or replacing infrastructure in order to enhance resiliency and reduce vulnerability to prepare for the impacts of a changing climate. Life cycle costing of potential options is encouraged in order to identify green infrastructure alternatives.

o) The co-location of linear infrastructure (water, wastewater, and stormwater) is encouraged to promote cost-effectiveness and coordination. This plan supports the integration of stormwater management and planning for water and sewage services to encourage system optimization and long-term viability.

5.4 Private Individual Water and Sewage Treatment Services

a) Where municipal sewage and municipal water services or private communal sewage services and private communal water services are not available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided site conditions are suitable for the long-term provision of such services with no negative impacts. Within the urban serviced area, and in hamlets outside of the urban serviced area these services may only be used for infilling and minor rounding out of existing development.

Negative impacts refers to potential risks to human health and safety and degradation to the quality and quantity of water, sensitive surface water features and sensitive ground water features, and their related hydrologic functions, due to single, multiple or successive development. Negative impacts should be assessed through environmental studies including hydrological or water quality impact assessments in accordance with provincial standards.

b) All development to be undertaken using private services must receive approval from the appropriate approval authority as required by provincial statute or regulation, in accordance with municipal procedures as applicable.

c) The minimum lot size for development using private services should be in accordance with relevant sections of this Plan. However, the minimum lot size for any development parcel may be increased to ensure natural systems are adequate to provide the required services; servicing studies may be required to be provided by the proponent by the approval authority prior to the approval of any proposed development.

d) Development to be serviced on private on-site sewage systems is discouraged in all vulnerable areas where it would be a significant drinking water threat. The City shall, in cooperation with the Quinte Region Source Protection Authority, assess applications for development in areas where on-site sewage systems would be a significant drinking water threat. This assessment may require one or more of

the following to be prepared by a qualified professional and which demonstrates that a future on-site sewage system can be adequately managed and will not adversely impact the municipal water supply:

i) Hydrogeological study;

ii) Engineered sewage system design; and

iii) Best management practices and site design.

e) At the time of an Official Plan review or update, the City may assess the long-term impacts of private individual sewage and water treatment services on environmental health, and the financial viability or feasibility of other forms of servicing such as municipal and communal sewage and water services.

5.5 Communal Services

a) Where Municipal sewage and water services are not available, planned or feasible, the City may support the establishment of communal water and wastewater systems to serve multiple properties. Development proposals shall demonstrate how shared servicing opportunities have been explored through the pre-consultation and application review process. Communal Services shall include private communal sewage services and private communal water services, as defined in the Provincial Planning Statement (2024), as amended.

b) Lands within the Hamlet or Recreation Commercial designation may be developed on the basis of communal services, where municipal sewage services and municipal water services are not available, planned or feasible.

c) Prior to installation, the design of such systems must address the requirements of the Municipality and the Province, as well as any applicable approval processes pursuant to the *Environmental Assessment Act* and the *Planning Act*.

d) Where privately owned communal services are to be provided, the Municipality may enter into operating agreements to address the operating responsibilities for such systems or to ensure effective operating procedures will be established and maintained for such systems.

e) The Municipality may support the establishment of communal water and wastewater systems to serve multiple properties. Development proposals shall demonstrate how shared servicing opportunities have been explored through the pre-consultation and application review process.

f) The Municipality, in approving any communal system, the Municipality shall mitigate financial burdens to the City and should have particular regard for the documented performance of the proposed systems, financial securities to be provided, long-term maintenance requirements and operation and administration requirements for the systems.

g) Stormwater management planning shall promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.

h) Stormwater management planning shall maximize the extent and function of vegetative and pervious surfaces.

i) Stormwater management planning shall mitigate risks to human health, safety, property and the environment.

j) The Municipality should ensure that communal servicing systems are upgraded and appropriately maintained when and as necessary to ensure the continuation of adequate service levels to those connected to such systems and to ensure there is no adverse impact to the environment.

k) Approval from the Province is required for a large communal system (>10,000 litres per day). Appropriate studies outlining demand and capacity shall be completed to demonstrate that a planned development can be accommodated by a planned sewage/water system.

5.6 Stormwater Management

a) Stormwater management is an important component of the City's broader interest in protecting water quality. Since development affects the quality and quantity of stormwater run-off, the Municipality should ensure that adequate consideration is given to stormwater management prior to permitting development to proceed.

In establishing requirements for stormwater management systems, the Municipality should have regard to:

i) the Remedial Action Plan for the Bay of Quinte;

ii) relevant guidelines of the Province; and

iii) the recommendations of the City of Belleville Pollution Control Planning Study 1997.

b) Due to the necessity of planning on a watershed basis, the Municipality should work with other agencies in preparing appropriate watershed studies for areas deemed by the Municipality to require such studies. The Municipality should have regard to the recommendations and conclusions of such studies; specifically, sub-watershed plans may be used as a mechanism to co-ordinate the installation of new and the improvement of existing stormwater management facilities. This Plan encourages the development of Master Drainage Plans, where relevant.

c) Prior to approval of any development, the Municipality may require that stormwater management plans be prepared for review by the Municipality, and other agencies that may be affected. Such plans should include a description of the stormwater management practices to be applied, and be in keeping with all relevant policies and guidelines of the Municipality, the Conservation Authority,

as appropriate, and the Province. The Municipality may approve development conditional upon the recommendations of such studies being instituted.

The policies that should be applied to the preparation of such studies are as follows:

i) Increases in peak runoff from development should be controlled so as to reduce the impact of development on lands downstream, generally ensuring that peak post-development flows do not exceed pre-development rates. The Municipality may establish standards to which developments must adhere to achieve such objectives.

ii) Stormwater quality should be considered in all stormwater management studies and plans, and means to address issues of quality instituted where feasible.

iii) Stormwater management strategies may be employed on either a site-by-site basis or on an areas basis, as circumstances warrant. Where addressed off-site on an area basis, approval of site-specific developments may provide for payment of monies to assist with the provision of area-wide solutions.

iv) Stormwater management strategies shall endeavor to mitigate risks to human health, safety, property and the environment.

v) On-site detention should be encouraged for large scale developments.

vi) Prior to the approval of any development, the Municipality in consultation with the Conservation Authority, as appropriate, should be satisfied that adequate stormwater drainage outlets are available or can be provided.

d) To minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, techniques supported by this Plan for stormwater management include but are not limited to:

i) green infrastructure solutions and Low Impact Development (LID);

ii) detention ponds (normally dry flow-through ponds) which serve to detain water during significant storm events, used primarily to control peak runoff;

iii) retention ponds (normally designed to retain water to support vegetation) which are used primarily to achieve water quality objectives;

iv) artificial or man-made (engineered) wetlands which can be employed to achieve water quality objectives; and

v) on-site detention using site features such as appropriately designed parking areas or rooftops for detention, and landscaped areas where natural attenuation is possible, used primarily to control peak runoff.

e) In order to control flooding, ponding, erosion and sedimentation and to protect water quality and aquatic habitat or other natural habitat which depend on water

courses and other water bodies for their existence, stormwater management plans shall be required for any new development consisting of more than four lots or for commercial or industrial developments with large amounts of impervious area. Stormwater management plans will be prepared in accordance with the Province's Guideline "Stormwater Management Planning and Design Manual, 2003", or as updated from time to time.

The municipality shall require the use of stormwater management facilities downstream of new developments, where appropriate, in those rare circumstances where it is necessary to mitigate downstream development impacts on stormwater management facilities, constructed with gentle slopes. Applications for development shall be required to be supported by a stormwater quality/quantity management study.

f) Stormwater management planning shall be integrated with planning for sewage and water services in all new development applications, where feasible to ensure the systems are optimized, feasible and financially viable over the long term.

5.7 Private Utilities

a) Development throughout the City relies upon the provision of a number of utilities including telephone, cable television, internet, electric, and natural gas. Further, a number of major utility corridors or pipelines extend through the community. Many of these utilities are located on roads or other public rights-of-way, with service sites located throughout the City. Additionally, some stormwater management facilities only service private property.

b) The improvement of utilities is an ongoing process requiring replacement of existing facilities and creation of new sites for utility related functions such as transformer stations, pumping stations, and valve stations. This Plan encourages the co-operation of utility companies in order to avoid duplication and unnecessary disruption to the public through the co-ordination of the siting of utilities within rights-of-way and easements and the scheduling of works such as maintenance.

c) This Plan encourages the placement of utilities and all plants related thereto underground where possible.

d) Utility companies should be consulted during the design and approval process for new development or redevelopment to ensure adequate provision is made for essential utilities.

5.8 Telecommunication Facilities

a) Telecommunication facilities play an important role in the maintenance and improvement of quality of life for business, education, public health, individuals, commercial radio and television broadcasting and emergency communications.

b) Existing telecommunication facilities sites should, where possible, be protected from incompatible uses. New telecommunication facilities should be encouraged where possible to locate adjacent to existing facilities.

Prior to the installation of new telecommunication facilities, Council and the utility company should consider:

i) the visual impact on adjacent land uses;

ii) whether the location or the site is effective in achieving required service objectives; and

iii) the nature of access from a publicly maintained road allowance for construction and ongoing maintenance.

c) This Plan encourages the placement of telecommunication infrastructure and plants related thereto underground, where possible, within all new subdivisions.

5.9 Educational Facilities

a) Educational facilities are considered an important component of any community. As such, the location of schools should be considered in the context of their importance to meeting the needs of the community, and, where feasible and appropriate, planned and co-located with other public service facilities and parks and open space to promote cost-effectiveness and facilitate service integration, access to transit, and active transportation.

b) Elementary and secondary schools are under direct control of local school boards. This Plan should serve as a general guide for Council and school boards for future development of the public and separate school systems.

In considering the location for future schools, the school boards should consider:

i) the appropriate school size in relation to the size of the neighbourhood or catchment area which the school is intended to serve;

ii) the appropriate site size, topography and shape and its relationship to current or future abutting land uses;

iii) the geographical area the school is intended to serve, and suitability of locations to provide convenient and safe service to the greatest number of children;

iv) the nature and appropriateness of other facilities to be established in conjunction with the school;

v) the timing of the construction of the school relative to development intended to occur in the school's vicinity; and

vi) the nature of existing and future transportation systems and their suitability to meet the needs of the community for access to the school.

c) Loyalist College is a critical part of the educational system within the community. This Plan encourages the growth and expansion of this college to:

i) extend its reach as a regional facility providing unique educational services;

ii) expand the range of educational programs to meet the needs of the community;

iii) establish services and programs as needed to meet the needs of local industry and commerce; and

iv) develop innovative ways of expanding the range of services (e.g. student housing) and business ventures (e.g. technology park) to strengthen the college and increase its importance as an important post-secondary educational facility in the Province of Ontario.

Specific policies for Loyalist College are contained within the West Belleville Secondary Plan in Section 10 of this Official Plan.

5.10 Pipelines

a) Major trunk pipelines transporting petroleum products and natural gas extend through the City of Belleville, as illustrated on the land use schedules. This Plan recognizes the necessity of these pipelines for the well-being of the City and the Province and supports the development and upgrading of such facilities as required from time to time.

b) Pursuant to the *Canadian Energy Regulator Act*, the Canada Energy Regulator has established regulations pertaining to development in the vicinity of pipelines (generally within 30 metres from the pipeline centreline). This Plan recognizes that structures (including fences and retaining walls), roadways and driveways, walkways, railways, drainage works, buried communication or power lines, and utility works are subject to such regulations. All development within 30 metres or crossings of a pipeline shall require written consent from the pipeline company and is the responsibility of the applicant to obtain prior to development approval.

c) When development is proposed within 200 metres of a pipeline, the City shall require early consultation with the pipeline company.

d) New development in proximity of a pipeline right-of-way shall incorporate appropriate setbacks in accordance with the pipeline company's development standards and the City's Zoning By-law.

e) Pipelines, including their rights-of-way and appurtenances to pipelines, are permitted in all land use designations established under this Plan. Such rights-of-way may be used for passive open space uses subject to approval of the owner of the pipeline.

f) Prior to the establishment of a compressor station, or where a compressor station is in existence, the owner of the pipeline should provide for such buffering as is required by regulation or is otherwise necessary to provide public safety.

g) Where an Energy Storage System or Data Centre development is proposed within 300 meters of a pipeline, the City shall refer the application to the pipeline company for review and comment. Consultation is required to assess potential impacts from electrical infrastructure, grounding systems, and operational loads on pipeline corrosion protection systems and to ensure compatibility with safe pipeline operations.

5.11 Development to Have Servicing Feasibility

a) Development should be encouraged in areas where other municipal services (public roads, garbage collection, fire and police protection services, transit services, and parks) are already available or can be readily provided.

b) In general, new development should not be approved which would create an undue financial burden for the Municipality unless Council is satisfied that the long-term benefits of providing for such development would outweigh the short-term costs.

5.12 Fully Serviced Resort Area

a) The lands delineated as Fully Serviced Resort Area on Schedule 'A' to this Plan are envisioned for the Black Bear Ridge Village. These lands will only be allowed to develop on full municipal services in accordance with Section 4.7 of this Plan.

b) Development of Black Bear Ridge Village shall be phased-in to ensure that there is always available servicing allocation for intensification and other greenfield development in the City. If there is an instance where there is limited servicing allocation prior to issuing approvals on multiple development applications, the City may prioritize servicing allocation to intensification over Black Bear Ridge Village.

SECTION 6 - TRANSPORTATION POLICIES

A safe, convenient and functional transportation network is of great importance to the City. The transportation network includes roads, railways, recreational trails, sidewalks, cycle routes, airport facilities, and parking. This Plan recognizes that in order to achieve a healthy and livable community, the transportation system, now and in the future, will need to reduce reliance on the automobile in favour of more sustainable forms of connective transportation such as walking, cycling and transit.

The Municipality should maintain and improve the public road systems and related facilities within the financing capability of the Municipality and in co-operation with the private sector and the Province.

The City's Transportation Master Plan (TMP), as may be amended from time to time, will guide the provision of transportation infrastructure and services in Belleville over 20 years or beyond.

The TMP is comprehensive, integrated, and supports multimodal transportation systems and a complete streets approach, addressing the needs of all Belleville residents both now and in the years to come.

6.1 General Policies

a) Transportation systems shall be safe, energy efficient, and facilitate the movement of people and goods, are appropriate to address projected needs, and support the use of zero- and low-emission vehicles.

b) Efficient use should be made of existing and planned infrastructure, including using transportation demand management strategies, where feasible.

c) As part of a multimodal transportation system within the City, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries.

d) Major goods movement facilities and corridors shall be protected for the long term.

e) The co-location of linear infrastructure should be promoted, where appropriate.

6.2 Roads

The road system in the City is under the jurisdiction of two levels of government, the Province who is responsible for provincial highways, and the Corporation of the City of Belleville who is responsible for all other public roads.

6.2.1 Provincial Highways

a) Highway 401 is subject to the Province's policies and regulations. The Province regulates building and land uses within 45 metres of the highway right-of-way and areas within 395 metres of the centre point of the intersection of Highway 401 and any intersecting road and areas within 800 metres for any land use that causes persons to congregate in large numbers through issuance of permits.

b) The Province also has jurisdiction over Highways 37 and 62 in the City. The Province's regulated area (MTO Permit control area) for Highway 37 is the same as for Highway 401, although the MTO Permit control area around road intersections with Highway 62 is 180 metres.

c) Development adjacent to these highways under the jurisdiction of the Province would be regulated by the *Public Transportation and Highway Improvement Act* (PTHIA). Early consultation with the Province, who control the location and size of entrances onto the highway to protect public safety and maintain the function of the highway as a traffic carrier, is encouraged to ensure the integration of municipal planning initiatives with provincial transportation planning. The Province also regulates signage along such highways to protect public safety.

Traffic studies may be required for any development proposal within the Province's regulated area. All development proposals within these limits should be circulated to the Province for comment. A drainage study may also be required

to address the impacts of stormwater management from the proposed development.

d) For access connections along municipal crossroads in the vicinity of a provincial highway intersection or interchange ramp terminal, any proposed municipal road must meet the Province's access management practices and principles. The Province's approval will be required and the appropriate intersection spacing requirements of the Province must be met.

e) To ensure the protection of the Highway 401 corridor, the water distribution system north of Bell Boulevard shall be subject to a minimum setback set by the Province. Early consultation with the Province is encouraged to ensure that this setback requirement is met, and the Province will communicate setback needs for all developments proposed within the regulated area as defined in Section 6.2.1 (a) above.

At the time of the adoption of the West Belleville Secondary Plan, a planning study was initiated by the Province to determine future needs of Highway 401, including minimum setback requirements for municipal servicing infrastructure. Once completed, the City should amend the West Belleville Secondary Plan in Section 10 to incorporate the relevant recommendations from the study.

6.2.2 Municipal Roads

a) All public roads other than provincial highways are under jurisdiction of the Municipality. Generally, all public roads are maintained year-round, although roads which are not essential and which do not provide access to developed lands may not be maintained in an open condition during winter months.

b) Direct access to municipal roads will only be permitted in locations that can accommodate traffic in a safe manner. Where sight deficiencies exist because of curves or grades, no new access should be permitted unless the deficiency is corrected in a manner acceptable to the Municipality. New entrances should not be established unless the Municipality issues an entrance permit.

6.2.3 Functional Road Classification

The road network in the City should be developed and maintained in accordance with the defined functional classification while having regard for the policies of the Province and the Municipality. The functional classification of the existing and proposed road network is identified on the Road System Plan on Schedule 'C' and as defined in accordance with the hierarchy as set out below.

a) Provincial Controlled Access Highways

Freeways and highways are intended to provide links between various communities and the City of Belleville, or to provide links between communities through the City. Generally, such highways carry very high volumes of traffic at high speeds, with expressways carrying the greatest amount of traffic.

Freeways are divided, usually with four to six travel lanes. Access to such roads is strictly controlled, restricted to public grade-separated interchanges with extensive acceleration and deceleration lanes. These highways are intended to handle traffic at a constant high rate of speed with minimal interference.

Highways are intended to carry lower volumes of traffic than expressways and usually are designed to function at lower speeds. Highways can be two to four travel lanes wide but generally are not divided, and do not commonly have grade separated intersections or extensive acceleration and deceleration lanes. Entrances to provincial controlled access highways will be subject to the Province's policies and standards to ensure public safety and protection of the highway's function.

Highways perform an arterial road function as defined in this Plan.

b) Arterial Roads

These roads typically carry high volumes of traffic, constituting the main transportation links between different areas or neighbourhoods of the City, or between neighbourhoods and provincial controlled access highways leading out of the City. The majority of traffic on such roads is non-local. Typically, arterial roads carry in excess of 1,200 vehicles per peak hour.

Arterial roads are usually developed with four travel lanes but may be developed with two travel lanes on a right-of-way between 23 and 30 metres. Both the number of lanes and the right-of-way widths are dependent on a variety of factors, including travel demand on the road and the need to expand the right-of-way for sidewalks and utility services. These standards are also determined by existing constraints and/or opportunities such as the location of existing uses in built-up areas. Increased width of the right-of-way may also be required to accommodate wider right lanes on multi-lane roads to enable safe and proper side-by-side sharing of the road with bicycles and noise abatement features.

When identified as feasible and appropriate, separate bicycle lanes may be constructed as part of the arterial road right-of-way.

c) Collector Roads

i) A collector road is a roadway that collects traffic from local streets to provide access to an arterial road. A collector provides a combination of mobility and land access.

ii) A major collector refers to a collector road with a right-of-way width of at least 26 metres, with no permitted lot frontage and restricted access. Major collectors are intended to carry moderate to high volumes of traffic, linking neighbourhoods to arterial roads. These roads commonly carry significant levels of non-local traffic. Typically, major collectors carry up to 1,200 vehicles per peak hour.

iii) These roads may be two or four travel lanes wide, and undivided. The rights-of-way may be widened depending on local circumstances to accommodate needs such as wider right lanes to enable safe and proper side-by-side sharing of the road with bicycles, sidewalks, noise

abatement features, or landscaped boulevards. When reasonable, bicycle lanes may be constructed as part of the major collector road right-of-way.

iv) A minor collector is a collector road typically with a right-of-way width of between 20 metres and 26 metres, with permitted lot frontage and direct access other than at major intersections where approved urban design guidelines, traffic concerns, or safety concerns require restrictions within 35 metres of the intersection. Minor collectors typically carry moderate volumes of traffic linking neighbourhoods to major collector and arterial roads. These roads commonly carry only small amounts of non-local traffic. Typically, these roads carry between 300 to 500 vehicles per peak hour.

v) These roads are usually two travel lanes wide, and undivided. The rights-of-way may be increased in width to accommodate needs such as sidewalks, wider right lanes to enable safe and proper side-by-side sharing of the road with bicycles, sidewalks, utility services, and landscaped boulevards.

d) Local Roads

Local roads typically carry low volumes of traffic from individual properties within neighbourhoods to minor collectors, major collectors and arterials. Non-local traffic on these streets is intended to be at very low levels. Typically, these roads generally carry less than 1,000 vehicles per day (approximately 100 vehicles in the peak hour).

Local roads are usually two travel lanes in rights-of-way of up to 20 metres wide.

e) Rural Areas

The same road classifications (arterial, collector, and local) would apply in rural areas, but the traffic volumes traditionally would be less than defined above. As a result, the number of travel lanes for higher functioning roads may be less than defined. It is the functionality of such roads that is critical, and care should be exercised to ensure the road's principal function is protected regardless of volume.

6.2.4 Design Criteria

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

i) Where new roads are required to serve a developing area, a logical hierarchy of roads should be identified and designed with the capacity to accommodate anticipated traffic generated by the development.

ii) Development approvals will encourage a complete streets approach, in which the design of the road should provide for the safe movement of all users, including vehicles, pedestrians, cyclists, and transit, and ensures accessibility for people of all ages and abilities.

iii) Development approvals will encourage good principles of active transportation in the project design, including the provision of convenient, high-quality connections to the City's pedestrian and cycling network.

iv) The carrying capacity of the adjacent roads should be sufficient to accommodate the anticipated traffic generated by the proposed development, as well as anticipated growth in levels of background traffic.

v) The carrying capacity of existing and proposed arterial and collector roads should be protected by:

1) the use of shared access, where appropriate, for new development;
2) limiting the number of entrances/exits for non-residential developments located adjacent to these roads; and
3) limiting the number of intersections of local streets with arterial and major collector roads.

b) The regulation of entrances onto roadways is required to ensure that public safety is achieved and the function of the roadway is not compromised. In considering the nature of access to be permitted to roads from abutting lands, Council should consider the following criteria:

i) No direct access to an expressway from any abutting lot would be permitted; direct access to highways is permitted with the approval of the Province. For highways under local jurisdiction, the Municipality would issue entrance permits.

ii) Direct access to major arterial roads should be permitted only from lots with large frontages; lots having narrow frontages should be developed using reverse frontages (i.e. onto an internal local road) or through consolidation of entrances. While not preferred, direct access from lots having narrow frontages to less significant arterial roads may be permitted provided the impact of entrances on the ability of the road to function as required would be minimal.

iii) Direct access to major collector and collector roads should be permitted from lots with large frontages and from lots with narrow frontages provided the impact of entrances on the ability of the road to function as required would be minimal.

iv) Direct access from abutting lots to local roads should be permitted.

v) The design of entrances onto any road is critical to the function of the road and the safety and convenience of the public. When approving entrances onto any road, the Municipality should consider:

1) whether the entrances would have an adverse impact on the ability of the road to perform its primary function;
2) whether the entrances promote safe movement of traffic on the public street and on the adjoining lot through provision of adequate

sight lines, and relationship with entrances on adjoining lots and lots on the opposite side of the road;

3) traffic characteristics of the use on the lot, and the adequacy of throat storage and turning lanes to manage anticipated traffic flows;
4) the safe movement of cyclists and pedestrians along the road; and
5) the provisions for lighting, drainage, and signage.

c) The Municipality should consider the following guidelines when designing arterial or collector roads or considering development applications that include arterial or collector roads as part of the development:

i) In areas of new development where heavy traffic volume is projected, residential lots shall be encouraged to back onto arterial or major collector roads, or be accessed by a local road parallel to and intersecting such roads.

ii) Traffic controls should give priority to travel on arterial and collector roads over travel on local roads; synchronized and vehicle actuated traffic signals should be employed as appropriate.

iii) Street lighting should be provided and a sidewalk shall be located along arterial and collector roads where pedestrian traffic is anticipated.

d) The Municipality should ensure that all roads under its jurisdiction are maintained in a safe condition. Priority for road repair should be given to those roads where such repair reduces the need for major reconstruction of the roads, as determined through the capital budgeting process.

e) The Municipality shall consider various traffic calming and management measures (e.g. narrowing streets, roundabouts, on street parking) to reduce through traffic and to promote safer streets.

6.2.5 Road System Plan

a) The Road System Plan attached to this Plan as Schedule ‘C’ sets out the existing and proposed road system for arterial and collector roads in the City. Such roads should be improved or established in accordance with the policies of this Plan in keeping with the principles of the Road System Plan. The precise location of proposed arterial and collector roads can only be determined following detailed study, and minor departures from the locations shown on Schedule ‘C’ but which maintain the intent of this Plan will be permitted.

b) The Road System Plan illustrates a proposed arterial road on the east side of the urban area, extending from Airport Parkway across Highway 401 to Highway 37 (referred to as the BEAR ‘Belleville East-side Arterial Route’). The BEAR would perform an important function in providing a new access to Highway 401 from the City’s north-east industrial park. Alignment of the BEAR as illustrated on the Road System Plan should be considered conceptual for purposes of this Plan. This Plan considers the development of this arterial a priority.

Further, the design of Highway 37/401 interchange is subject of investigation by the Province. A possible new BEAR interchange with Highway 401 may remove a substantial amount of truck traffic from the Highway 37/401 interchange. The Municipality and the Province should work cooperatively on plans for the BEAR and Highway 37 interchange to ensure that in future, the most effective means of establishing a north-south arterial on the east side the urban area is achieved at the most economical cost with minimal impact upon current users of the existing Highway 37 interchange.

6.2.6 Complete Streets

a) The Municipality will prepare a Complete Streets Policy and use the Policy to develop a Complete Street Design Guide for the design/construction of new streets or reconstruction of existing streets to ensure they are designed to be safe for all users including people who walk, bicycle, take transit, or drive, and for people of all ages and abilities.

6.2.7 Freight Audit

a) This Plan encourages the completion of a Freight Audit, as described in the Freight-Supportive Guidelines prepared by the Province, through the update to the TMP. Recommendations from this audit should be incorporated into this Plan through an Official Plan Amendment.

6.3 Road Widening

a) The Municipality may require land to be conveyed to the appropriate road authority at no cost for the purpose of widening the existing road right-of-way as a condition of severance, subdivision, or site plan approval. Plans of Subdivision and Site Plan Approval should be the mechanism in which the Municipality will obtain any necessary road widening for implementation of Complete Streets, including cycle lanes, sidewalk widening, central medians, green boulevards, and street tree plantings.

Generally, widening should be sought equally from both sides of the right-of-way, but conditions may exist which makes this unachievable; exemptions or modifications to the requirements may be necessary to reflect site constraints, existing physical development or encroachments, placement of buildings, heritage structures, scale of proposed development, and pedestrian safety.

b) Further to the foregoing, as a condition of the approval of a proposed development within a site plan control area, the owner of the property may be required to convey to the Municipality without compensation land for the purpose of widening any public road abutting on the land, including land required for day-lighting triangles at the intersection of roads abutting the land, and for turning lanes and bus layovers. The following policies represent the maximum extent of road widening that may be required as a condition of site plan approval:

i) The maximum dedication for road-widening purposes for arterial roads designated under this Plan is 5 metres from each side, up to a maximum road allowance width of 36 metres.

ii) The maximum dedication for road-widening purposes for collector roads designated under this Plan is 4 metres from each side, up to a maximum road allowance width of 30 metres.

iii) The maximum dedication for road-widening purposes for local roads designated under this Plan is 3 metres from each side, up to a maximum road allowance width of 20 metres.

iv) Where it is determined through traffic studies conducted for large scale developments that turning lane(s) on any abutting arterial, collector or local road are required to:

1) facilitate safe movement of traffic in and out of the lot proposed for development; and
2) ensure the public road continues to function as intended notwithstanding heavy traffic volumes generated by the development.

v) The maximum dedication for road-widening purposes above any other road dedication required by this Section is 3.5 metres, provided that such widening should only be required for the length of the necessary turning lane(s).

vi) Where it is determined that a bus layover is required along any arterial, collector or local road, the maximum dedication for road-widening purposes over and above any other road dedication required by this Section is 3.5 metres to a maximum length of 25 metres.

vii) Where a sight triangle abutting an arterial, collector or local road is required, the maximum dedication abutting the arterial or collector road is 9 metres, and abutting the local road is 5 metres. Where a turning lane is to be provided between two arterial roads or between an arterial road and a collector road, the maximum dedication abutting both roads may be increased to 18 metres.

viii) Notwithstanding the foregoing, additional land takings may also be required for sight triangles and/or intersection configurations.

6.4 Parking and Loading Facilities

The provision of vehicle parking and loading facilities is essential to the proper functioning of the municipality and the operation of its road transportation network.

6.4.1 Parking Facilities

a) As parking is an integral component of the transportation system, this Plan encourages the location and design of parking facilities that support the efficient and safe functioning of the transportation system.

b) On-street parking may be permitted on any road upon where such parking would not cause any hazard and not adversely impact the functionality of the road. Where the issue of functionality applies to only peak traffic periods, on-street parking may be permitted in non-peak periods. Where on-street parking is permitted, care should be exercised to ensure:

i) good sight lines are maintained;

ii) access to abutting lands is not adversely impacted; and

iii) traffic flow along the street is not unreasonably impacted.

To ensure these conditions are met, the Municipality may restrict parking to only one side of any road, establish no-parking zones, or limit the time during which parking is permitted. To assist with winter maintenance of roads, over-night on-street parking may be restricted.

Generally, on-street parking would be prohibited on most arterial roads, and would only be permitted on major collector and collector roads if interference with traffic flows would not be unreasonable. Typically, on-street parking on local streets would be permitted.

c) The Municipality should have regard to the following factors when considering the approval of individual parking lots and the parking component of a larger development:

i) Access and exit to parking areas should be located so that:

1) visibility of other vehicles is not hindered by inadequate sight triangles or buildings set too close to public streets or the internal road system;
2) visibility is maintained between vehicles entering/exiting the site and pedestrians along the property frontage in order to minimize conflict;
3) there is minimal disruption to the function of the adjacent road by providing turning lanes where required; and
4) where practical, adjoining land uses on arterial, major collector, and collector roads share access points in order to minimize traffic hazards.

ii) Accessible parking spaces must be provided in accordance with the provincial standards under the *Accessibility for Ontarians with Disabilities Act*. These spaces should be located on a barrier-free path of travel to the entrance of the facility they serve, being mindful of such things as surface treatment, grading, ramps, street furniture, and landscaping. Illumination of public parking areas should be provided to

increase the safe and secure use of parking facilities, but should be oriented so as to prevent glare onto adjoining lands or public roads.

iii) Parking areas should be designed to control storm water runoff in a manner that does not adversely impact abutting lands and which does not promote pooling on water on-site.

iv) Pedestrian circulation routes through parking areas should respect natural pedestrian travel routes, minimize hazards and inconvenience and maximize pedestrian security.

v) Council shall, when appropriate for specific development proposals, consider excluding designated heritage resources from the parking requirements of the Zoning By-law to facilitate the retention of heritage resources. This Plan encourages the review of the minimum parking requirements provided in this Plan's implementing Zoning By-law to ensure the requirements promote compact built form and walkable development patterns. The review should consider a reduction in historic parking requirements for multiple unit dwellings, and significant reductions for developments near high frequency transit if justified. The review should also consider requirements for bicycle parking for certain land uses.

6.4.2 Loading Facilities

a) The Municipality should require the provision of on-site loading facilities for development that may regularly receive or dispatch goods. This would not be typically required in the City Centre or in concentrations of uses where the establishment and use of common loading areas is possible.

b) All development that does not receive curbside solid waste collection shall have appropriate on-site solid waste loading facilities.

c) Loading facilities should be located to minimize the effects of noise and fumes on adjacent uses and not interfere unreasonably with customer/employee parking areas or pedestrian circulation.

6.5 Railways

a) Both the Canadian Pacific Kansas City Railway (CPKC) and the Canadian National Railway (CNR) companies maintain mainline rail services through the City. In the instance of the CNR, a marshalling and maintenance yard is established in the City's north-east industrial park. VIA Rail operates commuter rail service and also has a station in Belleville.

b) Maintaining an excellent railway service is important to the continued health and expansion of the City's industrial sector. This Plan supports the continuation of both rail services in the City and encourages development in the vicinity of the rail corridors that is either compatible with rail operations or that is undertaken

using such mitigative measures as are appropriate to reduce the impact of rail operations on such uses.

c) This Plan encourages the establishment of facilities that serve to eliminate points of conflict between railway operations and activities in the City. Facilities that can be developed to achieve this objective include:

i) grade-separated interchanges between the City's road network and rail lines;

ii) development of pedestrian overpasses or tunnels;

iii) barrier fencing along the corridors to discourage trespass;

iv) noise attenuation barriers and fencing; and

v) effective infrastructure to manage storm water runoff in a controlled manner.

d) The Municipality should seek the co-operation of railway companies as necessary to reduce the need to employ whistling through the urbanized portions of the community. To assist, the Municipality should ensure that plans for new development take into account issues of safety with respect to railway operations, and take measures as may be possible to reduce the number of at-grade interchanges and discourage pedestrian trespass onto railway lands.

e) As railway lands and corridors are prominent and within easy view from public areas, this Plan encourages railway companies to maintain their lands in an attractive condition through use of landscaping and ground maintenance.

f) This Plan encourages the completion of a study to determine the most appropriate way to deal with new and existing development adjacent to railway lines. Recommendations from this study should be incorporated into this Plan through an Official Plan Amendment.

6.6 Trails and Pedestrian/Cycling Systems

a) It is the intent of this Plan that the concept of recreational trails connecting various parts of the City be considered as an integral part of the City's active transportation system. Recreation trail systems are a unique community resource, providing opportunities for public waterfront access, outdoor leisure and recreational activities, interpretation of the natural environment and historic context of the community, and diversity of tourism activities, but also provide an important transportation resource to residents of the community.

b) It is important that private property rights be respected during the planning, design, and development processes for trails. The impact of trails on adjoining sensitive land uses must be considered, and where necessary appropriate mitigative measures incorporated into the design. In some instances, relocation of proposed trail alignments may be necessary to prevent unreasonable impacts upon adjoining sensitive land uses.

c) Trail locations on Schedule 'D' to this Plan are approximate, and their final locations will be determined by the City of Belleville. Development of a trail shall not be permitted in or on adjacent land to the Natural Heritage Features identified on Appendix 'C', unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with policies of Section 3.5 (Environmental Protection and Natural Heritage Features).

d) This Plan encourages the Municipality to prepare a comprehensive and continuous active transportation network plan throughout the community to provide a framework for developing trails and for acquiring lands for such purposes. This plan should identify a trail network in the region and include provisions to expand and link the City's Bayshore Trail and Moira River Trail to the Hastings Heritage Trail, the Waterfront Trail, and the Trans-Canada Trail system. This plan should also designate any water-based trails (canoe routes) that would be available for public recreational use.

e) This Plan encourages the development of sidewalks along all new and reconstructed roads as follows:

   i) sidewalks on both sides of an arterial road;

   ii) sidewalks on both sides of a collector road; and

   iii) sidewalks on at least one side of a local road.

f) This Plan encourages the development of a sidewalk strategy for addressing gaps in the existing pedestrian network.

g) Development of dedicated cycling corridors or lanes along arterial and collector roads is encouraged where feasible, either on the dedicated roadway or on the boulevard perhaps as an adjunct to pedestrian facilities. Where located on the travelled portion of the public street, this Plan encourages the delineation of such lanes through line painting and signage.

h) This Plan encourages the development of active transportation design guidelines to provide guidance on the selection and implementation of cycling facilities, including bicycle parking, signalization and grade separation, and pedestrian amenities such as tree cover, under different road conditions.

i) In the event the Canadian Pacific Kansas City (CPKC) rail line through the urbanized area of the City is abandoned or relocated, Council should initiate procedures to either acquire the corridor for development of a trail, or enter into negotiations with appropriate authorities to ensure this corridor remains intact and in public control.

j) Any proposed pedestrian trail to cross beneath or above a provincial highway requires prior approval from the Province.

k) The City will encourage connections between its active transportation network and the province-wide cycling network.

l) The City will encourage the preservation and reuse of abandoned corridors in a manner that respects the corridor's integrity and continuous linear characteristics, where feasible.

6.7 Public Transit

a) Public transit provides the primary transportation alternative to the private automobile. This Plan encourages the retention and improvement of the public transit system to provide a viable alternative to use of the private automobile, including for those with disabilities.

b) To accommodate the operation of a public transit system, planning for community development should include consideration of requirements for public transit, which would include:

i) allocations for bus bays;

ii) restrictions on street parking to accommodate bus stops to reduce impact on traffic flow;

iii) streets planned and designed to accommodate transit vehicles;

iv) placement of bus shelters at critical locations, including in close proximity to new residential developments, and in existing underserviced areas; and

v) the careful location, design, and site planning of higher densities along and in the vicinity of transit routes.

c) The use of transit will be supported and encouraged through the development and intensification of mixed-use areas and mixed-use buildings and through the increase of densities within newer areas, compatible uses and infill with complementary uses, and appropriate redevelopment of underutilized and brownfield sites.

6.8 Air Transportation

a) Air transportation is important to the success of business and industry due to globalization of the economy and the need to move goods and people in and out of the community quickly. Recreational flying is also an important activity within the community.

b) This Plan recognizes the importance of air transportation services, and encourages Council to ensure that adequate facilities are available within the Quinte region to meet the needs of business and the recreational pilot.

c) Illustrated on Schedule 'G' to this Plan is the regulated bird hazard and surface approach area for the Trenton air force base under the jurisdiction of the Federal Government. Within this regulated area, no use of land or development would be allowed that does not conform to the applicable regulations.

d) The operation of the privately operated Belleville Aerodrome is under the authority of the *Aeronautics Act*.

e) Airports shall be protected from incompatible land uses and development by:

i) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;

ii) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and

iii) prohibiting land uses which may cause a potential aviation safety hazard.

SECTION 7 - GENERAL DEVELOPMENT POLICIES

The policies of this Section deal with development considerations that are common to the community as a whole or to a number of land use categories. These policies apply, where relevant, in addition to the policies under the specific land use designations and specific policy areas identified on the land use schedules.

7.1 Community Improvement Policies

a) The Municipality encourages improvement to the quality of public services, community facilities, and existing development, particularly within hamlets and the urban serviced area, and provide those additional community facilities as circumstances and finances permit.

Community improvement may include:

- upgrading and provision of improved municipal hard services (sewers, water systems, roads, hydro, sidewalks, etc.);
- upgrading of municipal soft services (parks, playgrounds, community centres, etc.) and improvement to the amenity of public lands;
- acquisition of lands to protect natural heritage features (e.g. significant areas of flora and fauna or wildlife habitat such as the alvar or the Moira River caves);

- upgrading and provision of transit and traffic control systems;
- encouraging development in areas and corridors targeted for intensification;
- encouraging the development of affordable housing in all forms, including medium and high density residential development;
- encouraging the development of employment lands;
- rehabilitation of existing buildings and structures which result in greater accessibility and visitability;
- replacement of inappropriate uses which have a serious negative impact upon an area with alternative uses and/or more appropriate buildings; and
- reuse of brownfield and greyfield sites, particularly for mixed-uses, medium to high density residential development.

b) Criteria used to define community improvement areas include:

- opportunities to provide affordable housing;
- opportunities to rehabilitate sites and/or buildings;
- deficiencies in or lack of adequate municipal hard and soft services;
- poor building conditions due to age, design, construction, or neglect;
- suspected or known existence of contamination;
- existence of conflicting land uses; and
- lack of public services (i.e. parking areas, pedestrian services).

Council may by by-law designate the whole or any part of the municipality as a community improvement project area. This Plan recognizes that of particular importance for community improvement initiatives are:

i) the lands designated City Centre;

ii) Specific Policy Area #1 – Bayshore Planning Area;

iii) Specific Policy Area #2 – Point Anne; and

iv) areas identified for intensification.

c) Where a community improvement area is designated by by-law, Council may adopt a Community Improvement Plan to provide for works necessary to achieve the objectives of this Plan for community improvement, which may include:

i) the funding of improvements to or the extension of municipal hard services (i.e. sewer systems, storm water management works, water services, hydro services, roads, sidewalks);

ii) the funding of improvements to or the expansion of municipal soft services and community facilities (i.e. parks/playgrounds, trails, community facilities);

iii) the acquisition of significant natural heritage features;

iv) the funding or acquisition of privately owned lands to eliminate incompatible land uses or promote reuse and redevelopment in keeping with the objectives of this Plan, including the expansion of the City's open space system or resolution of environmental contamination issues; and

v) the financing in part through grants, loans or other financial incentives of improvements to privately owned buildings and properties.

d) Council shall ensure that community improvement plans and programs encourage the preservation, rehabilitation, renewal, and reuse of heritage resources.

7.2 Subdivision of Land

The subdivision of land has significant implications on how the community develops, and the provision of services to meet the needs of current and future residents. Further, there are two primary procedures for subdividing land, the plan of subdivision process and the consent process, each of which is best suited to different situations. Policies set out in this Section are intended to provide direction on the nature of the subdivision of land and the circumstances for use of the two primary procedures for subdividing land.

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

a) When any application to subdivide land is considered, the approval authority should employ the following policies and principles:

i) No subdivision of land should be approved which would contravene the policies of this Plan.

ii) The approval authority should be satisfied all development parcels would be appropriate (i.e. sufficient frontage and area, configuration, alignment) for their intended uses.

iii) No subdivision of land should be granted which would result in any landlocked parcel being created.

iv) New development parcels should not be created where an entrance permit cannot be issued due to site deficiencies or traffic safety concerns.

v) New development parcels that require new private level crossings should be discouraged.

vi) Development parcels should have direct access to an open municipal road (excluding individual units within condominium developments).

vii) New development parcels should not be created without access to services adequate to meet the needs of the use anticipated for the lot, including access to fire and police services, hydro, telephone and other utilities.

viii) New development parcels should not be created in residential neighbourhoods where the proposed lot size and/or configuration is not similar in scale to its surroundings and the proposed architectural design is not in keeping with the character of the area.

ix) There should be no significant negative impact upon the environment, either directly or through the cumulative impact of development in the

area; where private services are proposed (i.e. septic system and well), the adequacy of natural systems to provide required services should be confirmed. The means by which cumulative impacts are to be assessed should be addressed.

x) No development parcel should be created such that buildings, structures or private services would have to be located in very close proximity to or within areas of natural heritage or hazard; where any lot includes lands designated Environmental Protection, there should be sufficient area outside such areas to accommodate buildings, sewage disposal systems and accessory uses with appropriate setbacks.

xi) Development parcels for residential uses should be located an appropriate distance from designated aggregate resource areas.

xii) No development parcel should be created which would create a hazard to any person using the lot, adjoining lands, or an abutting road.

xiii) Where approvals or certificates are required from other agencies or government departments (i.e. access permit from the Province), no subdivision of land should be granted unless such approvals or certificates are first obtained or otherwise assured.

xiv) Subdivision of land adjacent to a provincial highway should be designed such that the lots back onto the provincial highway and front onto a local internal street.

xv) The approval authority may impose any conditions to the subdivision of land that it believes are necessary and prudent to ensure the policies of this Plan are addressed adequately, which may include but not necessarily be restricted to:

1) laying out and naming of roads and the provision of road widenings;
2) installation or upgrading of municipal services (sewers, water lines, streets, curbs and sidewalks, street lights) and private utilities;
3) establishment of stormwater management facilities;
4) provision of open space, including trails and pedestrian links;
5) allocation of sufficient lands for community facilities (e.g. schools);
6) completing studies to address issues such as noise attenuation, traffic and traffic control, servicing capacity, soil conditions, and archaeological remains;
7) heritage impact assessments; and
8) establishment of appropriate land use controls.

xvi) Conditions of the approval authority to the granting of any subdivision of land may be secured through execution of agreements and posting of securities.

xvii) Lands proposed to be dedicated to the Municipality for park or other public recreational purposes must be acceptable for use as open space; Council retains the option to require payment-in-lieu of the provision of land for open space.

xviii) When reviewing subdivision proposals, consideration should be given to the need for commercial uses to service the proposed neighbourhood.

xix) The minimum distance separation formulae will apply to the creation of lots within the rural area.

xx) The creation of new lots shall only be permitted if there is confirmation of sufficient reserve servicing capacity in the municipal sewage system and water system or private communal sewage system and water system. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.

b) The Municipality may establish procedural guidelines and municipal standards as set out in Section 8.13 to provide direction and clarity on the Municipality's requirements for the subdivision of land. Of critical importance in such guidelines would be:

- standards for the design and installation of services;
- the requirements for service over-sizing;
- methods of calculating service capacities and stormwater management requirements;
- landscaping and fencing requirements;
- the manner by which costing of required services would be determined; and
- the manner by which legal issues relating to the development would be addressed by the Municipality.

c) The Municipality may require the completion of a hydrogeological study for any consent application that would result in a new development parcel on private services if the subject land is within an area of known constraint where groundwater quantity or quality may be of concern, or if it is in an area constituting 5 or more existing dwellings/lots occupying 4 hectares of land or less within 300 metres of the new lot boundary. The detailed hydrogeological study shall be undertaken by a qualified professional and shall demonstrate that an adequate water supply exists and that no adverse impacts will result to the surface and groundwater.

7.2.2 Plans of Subdivision vs. Consents

a) Except as set out below pertaining to industrial and commercial land uses, the plan of subdivision approval process should be used to accommodate the subdivision of land whenever:

i) the division of land results in the creation of a new municipal road;

ii) the development would create generally more than five separate development parcels; or

iii) there are significant concerns respecting environmental issues or servicing capacities.

b) Subject to policies pertaining to specific land use designations set out in other paragraphs of this Section, the consent approval process should be employed to accommodate the subdivision of land whenever:

i) there is no new municipal road being created by the division of land;

ii) the number of development parcels being created is generally five or less; and

iii) there are no significant concerns respecting environmental issues or servicing capacities.

Consents that create more than five development parcels may be considered where there would be insufficient justification to employing the plan of subdivision process to address issues (e.g. creating separate lots within a townhouse dwelling development which has been previously approved through other procedures).

The consent process should also be employed to deal with technical issues with regard to land titles and lot line adjustments.

c) For any subdivision of land intended to accommodate industrial or commercial land uses, the subdivision of land may be undertaken using the consent process provided that the approval authority is satisfied that:

i) a plan of subdivision application is not necessary in the public interest;

ii) provision has been made to provide all necessary municipal services, including the provision of roads and stormwater management facilities; and,

iii) appropriate and necessary studies have been or will be undertaken to resolve issues related to servicing capacities and environmental issues.

The staging or phasing of such development should be considered to ensure services (i.e. roads, sewers, municipal water, and stormwater management systems) are installed logically and sequentially while ensuring development is managed in a cost-effective manner.

7.2.3 Consents in Areas Designated Agricultural Land Use

a) It is the policy of this Plan that the subdivision of land within areas designated Agricultural Land Use be through the consent process only.

b) New lots for agricultural purposes would be permitted provided they are of a size appropriate for the type of agricultural uses common in the area and are sufficiently large to maintain flexibility for future changes in the type and size of operation. The minimum lot size shall be 40 hectares.

c) The creation of new residential lots in agricultural areas is not permitted, except in the case of a consent to enable disposal of a residence surplus to a farm operation occurring as a result of a farm consolidation may be permitted, provided that:

i) the new lot will be limited to a minimum size needed to accommodate the use and appropriate sewage and water services;

ii) new residential dwellings and accessory dwelling units are prohibited on any remnant parcel of farmland created by the severance;

iii) with the exception of existing buildings, any accessory buildings included on the severed lot should be smaller than the house;

iv) inappropriate fragmentation of agricultural land is not promoted; and

v) the provincial minimum distance separation formulae has been met.

Lot adjustment consents may only be permitted for legal or technical reasons.

d) Lots to be used for agriculture-related use may be created provided that:

i) the use is directly related to farm operations in the area;

ii) the use supports agriculture;

iii) the use benefits from being in close proximity to farm operations;

iv) the use provides direct products and/or services to farm operations as a primary activity;

v) the new lot will be limited to a minimum size needed to accommodate the use and appropriate sewage and water services;

vi) inappropriate fragmentation of agricultural land is not promoted and viability of the principal agriculture use is retained;

vii) the viability of adjacent agricultural operations is not compromised; and

viii) the provincial minimum distance separation formulae has been met; and,

ix) Applications for non-agricultural uses will require the submission of an Agricultural Impact Assessment prepared by a qualified professional.

7.2.4 Consents in Areas Designated Rural Land Use

a) It is the policy of this Plan that the subdivision of land within areas designated Rural Land Use be through the consent process only.

b) New lots for agricultural purposes would be permitted provided they are of a size appropriate for the type of agricultural use intended.

c) Rural Area consents shall not permit the creation of more than a total of 3 residential lots (2 severed, 1 retained) to be established from Lots of Record existing on January 1, 1998. The minimum lot size for a residential use is 0.4 hectares, provided that the individual on-site water and on-site sewage services can be accommodated, as per Section 5.4. The creation of irregularly shaped lots is to be avoided where possible.

No consent that creates a number of development parcels in excess of the foregoing shall be granted during the life of this Plan.

d) A consent to enable disposal of a surplus dwelling created through the consolidation of lands may be permitted, as would a technical severance to correct a lot boundary or separate two lots to which titles have merged. The lot created by a surplus dwelling shall meet the standards outlined in the Zoning By-law.

e) New lots for residential purposes shall only be created where there is sufficient separation from livestock facilities according to the provincial minimum distance separation formulae, and the minimum lot area for residential purposes shall be 0.4 hectares. New residential dwellings and accessory dwelling units are prohibited on any remnant parcel of farmland created by the severance.

f) Lots to be used for rural commercial, industrial, and outdoor recreational uses may be created provided that:

   i) the severance is to provide for a use permitted in the Rural Land Use designation;

   ii) inappropriate fragmentation of land is not promoted;

   iii) no land use conflicts with adjoining land uses would be created;

   iv) there is sufficient separation of the lot from adjacent farm-related structures according to provincial policy; and

   v) the provincial minimum distance separation formulae has been met.

7.3 Group Homes

a) Group homes are defined as residential uses providing long-term housing for three to ten persons (excluding staff or receiving family) who by reasons of their emotional, mental, social or physical condition, or legal status require a supervised living arrangement for their well-being. Often, support services such as counselling is provided in the group home. Group homes are generally licensed or approved for funding pursuant to provincial statutes or regulations.

Group homes may be permitted in all areas of the community with the exception of areas designated Environmental Protection, Employment, Mineral Aggregate, or Open Space Land Use.

b) Transition homes are defined similarly to group homes except accommodation is provided for more than 10 persons.

Transition homes may be permitted in areas designated Rural Land Use, Commercial Land Use, and Community Facility. Transition homes may be permitted in areas designated Residential Land Use and in Hamlets provided they can be successfully integrated with neighbouring development.

7.4 Cultural Heritage and Archaeological Resources

Cultural heritage contributes to the Municipality's identity, economic prosperity, quality of life, and overall sense of place. This Plan recognizes the importance of conserving cultural heritage resources so that they may be experienced by current and future generations. Protected heritage property, which may contain built heritage resources or cultural heritage landscapes, shall be conserved. This Plan encourages the identification, conservation, protection, management, maintenance, and enhancement of cultural heritage resources, which include built heritage resources, cultural heritage landscapes, and archaeological resources. The processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*. While some cultural heritage resources may already be identified and/or recognized, the significance of others can only be determined after evaluation and may be supported by the completion of technical cultural heritage studies.

7.4.1 Cultural Heritage Resources

a) All new development shall conserve and have regard for cultural heritage resources. Development shall mitigate negative impacts and incorporate such resources into development plans, where feasible. New development will be planned in a manner that enhances the context in which cultural heritage resources are situated.

b) Pursuant to the provisions of the *Ontario Heritage Act* and in consultation with the Municipal Heritage Committee (Heritage Belleville), the Municipality may designate by by-law properties or areas to be of cultural heritage value or interest as set out in Section 8.6 of this Plan.

In addition to designation, Council may list properties per the processes of the *Ontario Heritage Act* on the Municipality's Register of Cultural Heritage Properties. The Municipal Heritage Committee (Heritage Belleville) may advise on ways to mitigate development impacts on protected heritage properties. Council shall consult with the City's Municipal Heritage Committee (Heritage Belleville), as required under the *Ontario Heritage Act*, for matters related to listed properties and/or alterations, removal, or demolition on protected heritage properties.

c) The Municipality may participate in the conservation of significant cultural heritage resources, which have been determined to have cultural heritage value or interest, through acquisition, assembly, establishment of covenants, heritage easements, or joint ventures.

d) Council shall have regard for cultural heritage resources in the undertaking of municipal public works. When necessary, Council will require a heritage impact assessment by a qualified heritage consultant, which will identify any mitigation measures once the heritage value is known, the heritage attributes have been listed and the impacts adequately assessed by a qualified professional.

e) This Plan encourages Council to demonstrate proper stewardship of cultural heritage resources by conserving, restoring, enhancing, and maintaining such resources under its direct control.

f) Council may require technical cultural heritage studies (e.g. an archaeological assessment(s), conservation plan, and/or a heritage impact assessment) to be conducted by a qualified professional (such as a professional member of the Canadian Association of Heritage Professionals) whenever a development has the potential to affect a protected heritage property/cultural heritage resource. Development and Site alteration on adjacent lands to a protected heritage property will not be permitted unless the heritage attributes of the protected heritage property will be conserved.

g) Council shall ensure that it has accurate and adequate architectural, structural and economic information to determine the feasibility of rehabilitation and reuse versus demolition when considering demolition application of designated heritage properties.

h) In considering applications for waterfront development Council shall ensure that cultural heritage resources both on shore and in the water are not adversely affected. Council will require satisfactory measures to mitigate any negative impacts on significant cultural heritage resources.

i) Council shall support the reduction of waste from construction debris as a result of the demolition of buildings by promoting and encouraging the adaptive reuse of older building stock and built heritage resources.

j) Under the *Ontario Heritage Act* the Municipality may designate an area as a heritage conservation district. Prior to designating an area as a heritage conservation district, the Municipality will undertake a heritage conservation district study per the processes and requirements of the *Ontario Heritage Act*. During the study period, alteration works on the properties within the heritage conservation district study area, including alteration, demolition, or removal may be regulated. In addition, prior to designation, the Municipality should pass a by-law defining an area or areas to be examined for future designation as a heritage conservation district(s). For each designated heritage conservation district, a heritage conservation district plan will be prepared in compliance with the requirements of the *Ontario Heritage Act*.

k) This Plan supports the 10 Year Cultural Plan for Hastings County + Quinte Region and encourages the strengthening of cultural heritage conservation, including the protection, identification, management, and use of cultural heritage resources, and identifying opportunities to integrate these features into the City in a way which enriches the City and community.

l) This plan encourages the development of a Cultural Plan for the City of Belleville.

7.4.2 Archaeological Resources

a) Areas of archaeological potential are determined through the use of provincial screening criteria, or an Archaeological Management Plan.

b) Council views the preservation of archaeological sites in an intact condition as the preferred means for mitigating impacts to archaeological sites. Archaeological excavation as a means for mitigating impacts will only be considered when it is demonstrated that preservation is not possible.

c) Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. Prior to the approval of development in areas of archaeological potential or lands containing archaeological resources, the Municipality shall require an archaeological assessment(s) by a licensed archaeologist. Such reports must be completed in compliance with guidelines and licensing provisions set out by the Province, under the *Ontario Heritage Act*.

d) The Municipality may develop archaeological zoning by-laws pursuant to the *Planning Act* for the protection of significant archaeological sites and features.

e) The Municipality may undertake the preparation of an Archaeological Management Plan. This plan would identify and map known archaeological sites registered with the provincial archaeological sites database, as well as areas within the City having archaeological potential. The Management Plan can include further policies, guidelines and strategies to protect significant archaeological sites within the City.

f) Council should ensure adequate archaeological assessment and consult applicable provincial ministries, when an identified historic human cemetery, or marked or unmarked human burial, is affected by land use development. The provisions under the *Ontario Heritage Act* and the *Funeral, Burial and Cremation Services Act* shall apply.

g) The Municipality shall require a marine archaeological assessment to be conducted by a licensed marine archaeologist pursuant to the *Ontario Heritage Act* as a condition of any development proposal affecting areas of marine archaeological potential or marine archaeological resources, which may include partially or fully submerged remains of ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft, and other items of cultural heritage value.

h) Where archaeological resources are documented and found to be affiliated with an Indigenous community or communities, a copy of the archaeological assessment report shall be provided to Indigenous communities and organizations based on the city's existing understanding of who may have rights and/or interests in the area.

7.4.3 Protection of Resources

a) The Municipality should utilize available government or non-government funding programs to assist with implementation of cultural heritage resource policies.

b) The Municipality should co-operate with other levels of government and private agencies and individuals in the conservation of significant cultural heritage resources. The Municipality should co-ordinate its heritage plans and programs with heritage plans and programs of senior levels of government.

c) The Municipality shall maintain a register of all property designated under Part IV and Part V of the *Ontario Heritage Act*. This register may also contain properties that have heritage conservation easements placed upon them as well as properties that are not designated, but which are considered by Council to be of cultural heritage value or interest.

d) Council shall encourage the identification, protection, management and conservation of cultural heritage landscapes which are defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites, or natural elements that are valued together for their relationship, meaning, or association. Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the *Ontario Heritage Act*, or have been included on federal and/or international registers.

e) Council shall encourage the identification and conservation of roads with cultural heritage value or interest per the processes of the *Ontario Heritage Act* or forms of protection and commemoration through other legislation.

f) Council shall make every effort to conserve and protect known cultural heritage resources and areas of archaeological potential when undertaking municipal public works, such as roads and infrastructure projects that are carried out under the Municipal Class environmental assessment process. Council will require heritage impact assessments and satisfactory measures to mitigate any negative impacts affecting cultural heritage resources.

g) Council shall, when appropriate for specific development proposals, consider excluding protected heritage property from the parking requirements of the Zoning By-law to facilitate the conservation of cultural heritage resources.

h) The Municipality shall engage early with Indigenous communities and consider their interests when identifying, protecting, and managing cultural heritage and archaeological resources.

7.5 Home Occupations

a) Home occupations are defined as commercial or occupational activity within a dwelling operated by the principal residents of the dwelling.

Home occupations may be permitted as accessory to residential uses provided:

i) the external character of the dwelling is not significantly altered;

ii) the impact upon adjoining residential dwellings is not unreasonable;

iii) traffic generated by the home occupation does not disrupt the quiet enjoyment or the safety of the neighbourhood (e.g. retail, restaurants, etc.); and

iv) the main use of the property for residential purposes remains and hazards to the occupants of the dwelling are not created.

b) Limitations should be established on such uses to ensure that the foregoing matters are appropriately addressed by controlling:

i) the percentage of floor area of a dwelling or accessory buildings that could be exclusively devoted to the home occupation;

ii) the range of uses that qualify as home occupations to prevent uses that generate significant levels of traffic or create noise or other disruptions;

iii) the number and size of commercial vehicles allowed for the home occupation;

iv) the numbers of employees permitted;

v) the nature of external advertising; and

vi) the use of yards for commercial vehicles and storage.

c) The range of uses permitted as home occupations within areas designated Agricultural and Rural Land Use may be broader than in settlement areas. However, the necessity of ensuring the residential character of properties that accommodate rural home occupations remains paramount. The quality of the rural landscape and the potential impacts of home occupations on natural systems and adjoining lands should be considered in determining the range of uses that should be permitted. Care should be exercised to ensure there is sufficient separation of home occupations that may have off-site impacts from adjacent residential land uses.

d) All home occupations proposed within the permit control areas of the Province require that appropriate permits from the Province be obtained.

7.6 Urban Design

Good urban design is a key planning tool to create sustainable communities. Safe and attractive neighbourhoods contribute to the overall community health of the City. Therefore, it is important that this Plan ensure the application of high standards of urban design wherever possible. The City's general objectives for urban design are:

- To foster a high quality and distinctive community image;
- To establish a pattern of interconnected streets and active transportation networks in which built-form frames and activates a human-scale public realm;

- To create public spaces that are safe, accessible, and attractive for the use and enjoyment of all members of the community;
- To promote compact, mixed-use development;
- To create healthy and diverse neighbourhoods that provide a range of housing options and support affordability;
- To support development and redevelopment that is a good fit, and compatible within its context;
- To effectively integrate built, cultural, and natural heritage resources with development; and
- To promote and encourage sustainably designed development that is resilient to long-term change.

7.6.1 General Policies

a) The design policies contained in this section shall be considered in the review and approval of all infrastructure projects, public realm improvements, and development applications, including plans of subdivision and site plans.

b) The design policies contained in this section shall apply to all land uses designations in accordance with Schedules 'A' and 'B'.

c) In accordance with Section 8.12.3 of this Plan, proponents of development applications may be required to prepare and implement an urban design study or brief to the satisfaction of the City, prepared by a qualified person, that demonstrates how the proposed development meets the policies of this Plan and addresses the relevant design guidelines.

d) Where appropriate, the Zoning By-law will be used to implement the urban design policies of this Plan and include regulations that promote compatibility in built form and appropriate infill projects.

e) Urban design guidelines and/or standards may be developed for the City as a whole or for specific geographic areas, land uses, or built form typologies to provide further details on the Design Policies in this Section of the Plan.

7.6.2 Design Policies

7.6.2.1 Street System

a) Streets shall be designed as public spaces by accommodating sufficient and accessible space for active transportation users of all abilities, and vehicles, public transit, and utilities.

b) New neighbourhood development shall generally be designed with block and street patterns to:

i) promote walkability for pedestrians and connectivity for all modes of travel;

ii) provide connections to neighbourhood focal points;

iii) incorporate significant views and vistas; and

iv) minimize cul-de-sacs, dead-ends, and other street patterns which inhibit such street networks.

7.6.2.2 Streetscapes

a) Streetscapes shall be designed to provide sufficient space for attractive landscaping, lighting, and street furniture, as well as weather protection and wayfinding information, where appropriate.

b) The City will coordinate street infrastructure elements such as lighting, parking areas, landscaping, transit shelters, trash containers, bicycle racks, and signage to enable the continuity in character and function of the streetscape.

c) Tree planting along streets shall use species native to this climatic region and which are suited to streetscapes in urban and rural environments. Conflict shall be avoided with overhead wires and to ensure that selected species do not grow beyond what is appropriate based on the location.

d) The use of enhanced landscaping features and treatments shall be encouraged at road intersections, provided there is no impairment of sightlines or daylight triangles.

e) New development and redevelopment shall contribute to achieving an attractive, pedestrian-oriented streetscape by generally locating buildings close to the street, orienting principal entrances towards the street, and locating active uses at street level.

f) New development and redevelopment shall be designed to minimize blank building façades along streets and provide variation in façade details.

g) In residential areas, garages and driveways shall be designed to appropriately integrate with the streetscape. Garages, driveways, and parking areas shall not dominate the frontage of the lot, unless plans are submitted by the applicant to demonstrate to the satisfaction of the City that the garages can be appropriately integrated with the streetscape.

h) Reverse lotting on arterial and collector roads shall be avoided wherever possible.

i) Utilities shall be located underground to reduce their visual impact wherever possible.

7.6.2.3 Public Spaces

a) Public facilities, parks, trails, seating areas, play equipment, open spaces, and recreational facilities shall be of universal design, and integrated into neighbourhoods to facilitate healthy and active lifestyles for all ages and abilities.

b) Development and redevelopment adjacent to parks and other public open spaces shall compliment the design of the parks and public open spaces, provide safe and accessible connections, where appropriate, and protect natural features from any negative impacts of development.

c) Public spaces shall be designed to accommodate tree planting and growth, and assist in achieving any goals that may be established by Council through the development of urban tree policies.

d) Enhanced landscape treatments and other features such as seating areas, low masonry walls, rockery, special building and roofline treatments, landmark features (e.g. clocks, towers, cupolas, bays, pergolas, weather vanes, and art), outdoor activities areas (e.g. patios, plazas, and squares) that define the street and public open space, frame important views and vistas, direct pedestrian movement, and contribute to a strong sense of place and character are encouraged within the City Centre, areas designated Open Space, and the Bayshore Planning Area, and other appropriate areas of the City.

e) The City will strive for a public art policy to provide guidance on the methods of acquiring public art, themes to be pursued, and the conditions of acceptance. A committee to provide advice and guidance on the use of public art may be established by Council.

7.6.2.4 Site Layout

a) The site layout of a new development should be designed to respond to the existing built form, surrounding uses, and the existing and planned character of the surrounding area.

b) Driveways, aisles, walkways, and the layout of parking areas shall be designed to achieve an efficient, safe, and accessible on-site vehicular and pedestrian circulation system that minimizes conflicts between pedestrian and vehicular movements.

c) Clear access for emergency vehicles should be provided and where required, fire routes of sufficient size should be designated and appropriately signed.

d) Development and redevelopment shall be designed to contribute to a safe and comfortable environment for pedestrians by providing walkways that are well lit, accessible, attractive, and safe and that are connected to the public sidewalk and parking areas.

e) New developments and redevelopments, where possible, are encouraged to be situated to minimize the visual exposure of parking areas to the street.

f) Buffering should be employed as necessary to mitigate the effects of uses upon other adjacent properties and sensitive uses. Techniques that may be appropriate and requested at a planning approval stage include barrier and boundary fencing, berming, extensive tree and shrub planting, and physical separation (i.e. the placement of a parking area between two buildings containing conflicting land uses), subject to the City's discretion. Use of existing natural features is preferred for buffering where possible.

g) Fencing, curbing, sidewalks, landscaped strips, planting areas, berms, and other landscape features as appropriate to clearly delineate different functional areas on development sites.

h) Unitary equipment, including switch boxes, transformers, electrical and gas meters, ground-mounted air conditioning units, and other above-ground or building mounted mechanical equipment for residential and commercial development shall be located at the side or rear of buildings and avoid frontages, entrances, street intersections, and public spaces.

7.6.2.5 Built Form, Scale, and Massing

a) New buildings shall be attractive, functional, and compatible with nearby existing buildings and planned development in relation to massing, scale, and design, and with the overall streetscape.

b) Building design for non-residential, mixed-use, and multi-residential uses shall consider the following:

i) locating buildings close to the street with greater massing at major intersections and in central areas;

ii) orienting primary façades and pedestrian entrances to public street frontages;

iii) avoiding blank façades along public streets and public spaces;

iv) incorporating architectural elements and design features to add visual interest and to enhance the streetscape, particularly on corner lots, at gateways, at vista terminations, and along arterial roads;

v) incorporating exterior design elements such as fenestration, building articulation, weather protection, rhythm of façades, and the use of high-quality materials;

vi) providing screening of parking areas, service areas and utilities;

vii) minimizing the appearance of rooftop mechanical equipment and providing screening where applicable;

viii) minimizing shadows on adjacent properties and wind conditions on pedestrian areas;

ix) exhibiting a bird-friendly design;

x) creating private and shared amenity areas in multi-residential and mixed-use developments;

xi) incorporating universal design principles; and,

xii) Balconies, terraces, or similar outdoor amenity spaces should not create privacy concerns for neighbouring properties so that the privacy of the abutting properties is generally maintained.

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

d) Specific built urban form requirements will be added through any applicable urban design guidelines, and/or area or site specific urban design concepts or plans, as approved by the Municipality.

e) Maximum building heights shall be established by the Zoning By-law.

7.6.2.6 Landscape Design

a) Landscaping should be used to:

i) define spaces;

ii) highlight prominent features and landmarks;

iii) add visual interest;

iv) define pedestrian areas;

v) delineate public and private spaces;

vi) add comfort and improve health;

vii) offer visual screening; and

viii) improve the aesthetic quality of neighbourhoods.

b) Specific landscape design requirements will be added through any applicable urban design guidelines and zoning by-law, and/or area or site specific urban design concepts or plans, as approved by the Municipality. Any removal or reductions in the landscaping requirements in front yards is strongly discouraged.

c) A landscape plan shall be required as part of the site plan approval and subdivision processes, at the discretion of the City.

7.6.2.7 Tree Planting

a) Tree planting may be required pursuant to the approval of new subdivisions and site plans for new developments.

b) Existing healthy trees shall be maintained and incorporated in the landscape design, where possible. A Tree Inventory and Tree Preservation Plan may be required for development applications in accordance with the relevant provisions of Section 8.12.3 of this Plan.

c) Street trees shall be provided, wherever possible, within public rights-of-way to the satisfaction of the Municipality, through the development approval process.

d) Owners of private lands are encouraged to undertake tree planting programs to improve the amenity of their lands and to complement tree plantings along public streets. On private lands, a wider variety of species can be employed, including many varieties of coniferous trees. Tree planting on private lands can be supplemented by effective use of shrubs, ground coverings, and other landscape features. It is essential that the design of landscapes for all lands be appropriate to prevent soil erosion.

e) This Plan encourages the Council to adopt urban tree policies and a Tree Preservation By-law to protect trees on municipal rights-of-way and City-owned properties, and to prohibit the destruction of trees on certain private properties, unless and until such time as a tree cutting permit is obtained, where required.

7.6.2.8 Signage

a) Provisions for signs within private development shall comply with the City's Sign By-law.

b) Signage on buildings shall in keeping with the architecture and scale of the building.

c) Free-standing signs on lots shall be positioned to achieve their intended function but not cause any hazard or obstruction due to their location, size or type.

7.6.2.9 Municipal Servicing and Utilities

a) All wired or piped conduits for new development shall be installed underground to eliminate or avoid visual clutter, increase the level of public safety, and reduce the risk of service interruption through accident or natural disaster.

b) Where any service, utilities or plant is located above-ground, such as a service access box, then the owner of such service is encouraged to appropriately design and landscape the grounds and maintain the site in a suitable manner.

7.6.2.10 Cultural Heritage

a) Council shall encourage conservation, retention, and enhancement of cultural heritage resources, heritage, and heritage conservation districts through effective community design.

b) Historic and long-standing buildings shall be renovated in a manner sympathetic to the original architectural style of the building.

c) As set out in Section 8.13 of this Plan, Council may develop area-specific design guidelines, which shall encourage the protection of public views and sightlines to significant cultural heritage resources.

d) Built heritage shall be upgraded in a manner that does not adversely impact the heritage attributes and in accordance with the *Ontario Heritage Act*.

e) Development and redevelopment adjacent to designated cultural heritage resources or within a Heritage Conservation District shall be sensitively designed to complement and reflect the form and massing, and surrounding heritage character, including landscape features, through the selection of appropriate architectural features, materials, colours, and lighting in accordance with the provisions of a Heritage Conservation District Plan, where they exist, and/or Cultural Heritage Impact Assessment.

7.6.2.11 Accessible Design

a) All new buildings and sites to which the public have access shall be developed so as to be accessible to people with disabilities through use of consistent and stable surfacing on pathways, sidewalks, and ramps, and railings that accommodate the needs of wheelchairs and walking aids.

b) Sites should be adequately lighted to enable clear visibility of all features important to the movement on the site, and should include a combination of audible, visual, and tactile safety features where applicable.

c) Owners of existing buildings and sites that were not developed with universal accessible design are encouraged to modify the site and the building accordingly.

d) This Plan encourages the City to install accessible curb ramps at intersections and to align them across streets so that pedestrians can cross safely; wherever possible, the use of steps and other impediments to access for people using mobility devices should be avoided.

e) Where demand warrants, use of consistent audible pedestrian signals should be employed to assist people who are Blind or have low vision.

f) Universal accessibility shall be considered in the design of all new buildings.

g) On City-owned property, the City shall endeavour to provide accessible solutions in a manner that respects the cultural heritage value or interest of a protected property. Heritage properties will require unique accessibility plans to ensure that alterations do not adversely affect the heritage attributes. Council encourages this practice for privately-owned heritage buildings that are open to and used by the public.

h) This Plan encourages the development of age-friendly design guidelines for the incorporation of features that provide a basic level of accessibility and visitability into residential units.

i) This Plan encourages all transit stations and stops to be designed, or upgraded to be, barrier-free, and promotes a transportation network that provides frequent access to public transit.

j) During the review of development applications for residential units that support aging residents, consideration must be made for the adequate provision of parking spaces for visitors and caretakers.

7.6.2.12 Sustainable Design

a) Development is encouraged to incorporate principles of sustainable design to minimize energy consumption while maximizing energy efficiency and emphasizes the use of renewable energy sources. In this regard, the City shall encourage:

    i) development sites to be designed for proper building orientation in relation to sun, wind, and site and grading conditions;

ii) development to be resilient and adaptable to climate change and natural hazards;

iii) landscaping that incorporates sustainable and low impact development techniques including rainwater harvesting, rain gardens, constructed wetlands, bio-retention, permeable paving where appropriate, and reduction of impermeable surfaces;

iv) the use and siting of vegetation that is drought-resistant, native, and non-invasive, that increases the urban tree canopy and that assists in reducing the energy consumption of buildings;

v) measures to prioritize pedestrian movement within the site, to the street and to adjacent buildings, sites and neighbourhoods, and other improvements to the public realm to facilitate pedestrian use;

vi) safe and direct on-site connections to public transit where available;

vii) on-site bicycle facilities;

viii) measures to reduce reflected/waste light to mitigate adverse impacts on the night sky;

ix) parking lot design and landscaping to minimize the urban heat island effect;

x) the adaptive reuse of buildings;

xi) the use of sustainable building materials and resources in new development and redevelopment;

xii) the use of green roof designs in new developments where appropriate; and

xiii) the use of energy-efficient construction and space heating techniques in new development and renovations.

b) This Plan encourages the creation of sustainable development guidelines for new development and redevelopment to reduce infrastructure costs and demands, environmental impacts, greenhouse gas emissions, and long-term building operating costs.

c) The City may require specific studies at the time of a planning application to demonstrate the sustainable design features.

7.7 Sensitive Land Uses

a) Certain land uses can be impacted significantly by odour, noise, vibration, and other contaminants generated by rail lines, rail yards, major highways, airports, and similar major facilities. Sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimize and mitigate any potential adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term operational and economic viability of

major facilities in accordance with all applicable provincial guidelines, standards, and procedures, and all municipal by-laws and policies.

Where avoidance is not possible, planning and development of proposed adjacent sensitive land uses are only permitted if potential adverse affects to the proposed sensitive land use are minimized and mitigated, and potential impacts to industrial, manufacturing, or other major facilities are minimized and mitigated in accordance with provincial guidelines, standards, and procedures.

The planning approvals of new major facilities will be coordinated with processes and approvals required under other provincial statutes or regulations, including Environmental Compliance Approvals under the *Environment Protection Act*, to ensure compatibility with existing and planned sensitive land uses within the vicinity of any new major facility is achieved.

b) For the purposes of highways, sensitive land uses include passive recreation, certain public assembly, and residential land uses. Lands that are sensitive to noise generally are within 250 metres of major provincial highways and 100 metres of other major thoroughfares.

c) Development of noise sensitive land uses, in the vicinity of the CN Belleville Rail Yard and the rail line shall comply with all applicable provincial guidelines, regulations, and standards, and all municipal by-laws and policies.

d) Any required noise or vibration study shall be prepared by a qualified professional, preferably a professional engineer with experience in environmental acoustics, in accordance with recognized noise and vibration measurement and prediction techniques, in accordance with all applicable provincial guidelines, regulations, and standards, and all municipal by-laws and policies.

e) Development applications, including Official Plan amendments, Zoning By-law amendments, Plans of Subdivision, and Consents, proposing residential or other noise sensitive land uses between 300 metres and 1000 metres from the limits of the CN Belleville Rail Yard or within 300 metres of the limits of a railway line shall include a noise feasibility study and such study shall be to the satisfaction of the Municipality and the appropriate railway company. The Municipality may also require, in addition to a noise feasibility study, a detailed noise study and if such is required it shall be to the satisfaction of the Municipality and the appropriate railway company. Residential and other sensitive land uses are prohibited within 300 metres of the limits of the CN Belleville Rail Yard.

f) As determined by the Municipality in consultation with the appropriate railway company, a vibration study may be required to be submitted for development proposed within 75 metres of the CN Belleville Rail Yard or a railway line.

g) Any required noise feasibility study, detailed noise study, or vibration study shall be submitted prior to or at the time of application submission, and shall be completed to the satisfaction of the Municipality and the appropriate railway company. The required studies shall provide recommendations for noise and/or vibration mitigation, as appropriate, to ensure that predicted maximum sound levels do not exceed, and are in accordance with, the maximum noise level limits

established by provincial guidelines, regulations, and applicable municipal by-laws or policies.

h) In compliance with other policies, the Municipality shall ensure that land use arrangements which minimize the impact of noise and vibration be considered in the review of any development proposal.

i) Where a noise study completed to the satisfaction of the Municipality identifies and recommends appropriate mitigation measures, the recommendations shall be implemented as a condition of approval. Measures may include:

- sound isolation or sound reduction measures, construction techniques, and materials including the acoustical performance of exterior walls, windows and doors;
- layout and design of the structure, including the size and location of windows and doors, or outdoor living areas, and the location of non-habitable space within the structure to further mitigate noise impacts;
- spatial separation from the source, including the insertion of permitted sound-insensitive uses between the source and receivers; and/or
- acoustical barriers such as berms, sound barrier versions of living walls, walls, favourable topographic features, or other intervening structures, where appropriate and according to all other policies of this Plan.

j) Where a noise study completed to the satisfaction of the Municipality in consultation with the appropriate railway company identifies and recommends that potential noise impacts should be indicated to future tenants or purchasers, the recommendations shall be implemented as a condition of approval and registered agreements and may include noise impact advisories such as warning clauses, agreements such as subdivision and condominium agreements, agreements under the *Industrial and Mining Lands Compensation Act*, covenants, and environmental easements granted by the proponent of sensitive land uses in favour of the appropriate railway company.

k) A Class III Industrial Facility is defined as a place of business for large scale manufacturing or processing characterized by: large physical size, outside storage of raw and finished products, large production volumes, and continuous movement of products and employees during daily shift operations. It has frequent outputs of major annoyance and there is high probability of fugitive emissions.

l) New residential and other sensitive land uses are prohibited within 300 metres of the CN Belleville Rail Yard.

m) All proposed development adjacent to railways or the CN Belleville Rail Yard shall ensure that appropriate safety measures such as setbacks, berms, and security fencing are provided to the satisfaction of the Municipality and in consultation with the appropriate railway company.

n) For purposes of this Section 7.7, “noise sensitive land uses” means buildings, amenity areas, or outdoor spaces where routine or normal activities occurring at reasonably expected times would experience one or more adverse effects from

noise or vibration discharges generated by the CN Belleville Rail Yard. Sensitive land uses may be a part of the natural or built environment. Examples may include, but are not limited to: residences, day care centres, and educational and health facilities.

o) Where appropriate, consideration may be given by the City, at the City's sole discretion, to the use of the Class 4 area classification, as provided for in the applicable provincial environmental noise guideline (currently MECP Environmental Noise Guideline NPC-300) for a residential site (or sites).

The area (or sites) to be affected must be approved by Council or the relevant approval authority.

The use of Class 4 will only be considered by Council where it can be demonstrated that:

i) the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;

ii) the development proposal for a new noise sensitive use does not impair the long-term viability and operation of an employment use;

iii) it is in the strategic interest of the City, furthers the objectives of the Official Plan, and supports community building goals; and

iv) all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source, including, but not limited to, building design and siting options for the proposed new noise sensitive use.

p) If Council supports the use of Class 4 for an area or site proposed for a new sensitive land use, proponents for noise sensitive land uses proposed in a Class 4 area shall, at a minimum, ensure that the following are addressed:

i) Appropriate noise impact assessments are conducted to verify that the applicable sound level limits will be met;

ii) Noise control measures are completed or in place, including receptor and source-based measures, as may be required to ensure compliance with the applicable sound level limits at the new noise sensitive land use;

iii) Enter into appropriate agreements with the City (and any other relevant approval agencies), to confirm all relevant requirements have been met; and

iv) Registration on title of any recommended noise mitigation measures, including appropriate noise warning clauses to notify prospective purchasers that applicable Class 4 (as per Guideline NPC-300) area sound level limits for the affected dwelling are protective of indoor areas and are based on the assumption of closed windows.

q) To protect employment areas for the long-term, provide for appropriate transition to adjacent non-employment areas, and mitigate potential adverse affects to nearby sensitive land uses to ensure land use compatibility and economic

viability, following shall apply within 300 metres of lands designated Employment and Strategic Employment Area:

i) Noise, vibration, and air quality studies prepared in accordance with provincial guidelines, standards, and procedures shall assume full build-out of all lands designated Employment and Strategic Employment Area as the basis for their analysis. The resultant mitigation measures determined by the studies for the proposed non-employment development shall ensure the future viability of employment lands.

ii) To advise future owners of potential adverse affects from employment uses in their proximity, the City may require that warning clause(s) be registered on title as a condition of development approval, and shall require warning clause(s) if the proposed development is a sensitive land use.

7.8 Hazardous Uses and Contaminated Lands

The policies of this Section are intended to address uses and lands that pose risk to human use and activity.

7.8.1 Salvage Yards

a) A salvage yard includes premises where derelict, discarded, abandoned or inoperable motor vehicles and/or other goods, wares, merchandise or articles are stored wholly or partly in the open, including junk yards, scrap yards, recycling depots, and automobile wrecking yards.

b) Salvage yards should be located a significant distance away from any existing or proposed residential, commercial, community facility, natural heritage and hazard, or open space uses to ensure that there would be no adverse impact from salvage yards on such land uses. The actual separation distance may vary depending on topography, intervening land uses, or natural buffering.

c) Salvage yards should be adequately screened on all sides either naturally or by artificial means so that no portion of the operation, including the storage area, is visible from a public road. Solid fencing and berming of sufficient height should be employed as required.

d) Salvage yards should not cause or contribute to the pollution of any ground or surface water or natural heritage features and must operate in compliance with all pertinent federal and provincial legislation. The Municipality may require studies identifying impacts on ground or surface water or natural heritage features prior to approval of any new or the expansion of any existing salvage yard.

7.8.2 Waste Management Sites

a) Waste management sites are depicted on land use schedules and for the purposes of this Plan, waste management sites include:

i) sanitary landfill sites which may be either closed or operative;

ii) recycling depots and transfer stations within which wastes are collected, stored, sorted, and/or packaged for shipment to markets;

iii) composting facilities upon which materials are managed to permit decomposition;

iv) depots for the storage of industrial or toxic wastes pending transfer to recycling or disposal sites; and

v) depots for the temporary storage of used tires.

Waste management sites need to be provided that are of an appropriate size and type to accommodate present and future requirements, and facilitate, encourage and promote reduction, reuse and recycling objectives.

All uses noted above generally would require an Environmental Compliance Approval issued by the Province.

b) Sanitary landfill sites are not permitted as-of-right under the policies of this Plan, and the establishment of a new landfill site would require an amendment.

If contemplated, sites considered for such a use should be located an adequate distance away from natural heritage features, existing or proposed residential or commercial land uses, community facilities, hamlets, open spaces and outdoor recreation uses in order to avoid excessive negative impacts (i.e. noise, traffic, visual, environmental). The Province has recommended that impacts be assessed within 500 metres of the perimeter of a landfill area; the guideline entitled 'D-4 Land Use on or Near Landfills and Dumps' should be referenced. An assessment of need and suitability of sites and waste management options should be undertaken pursuant to the *Environmental Assessment Act* prior to any site being selected.

Any proposed sanitary landfill site should be:

i) located and operated so that the contamination of any ground or surface water would not occur;

ii) set back a sufficient distance from a public road so that all functions related to the operation of the site can be carried on so that there is no unsightly appearance visible from any public road;

iii) subject to a substantial impact zone (with appropriate compensation) being created around the actual disposal footprint to buffer adjoining land uses; and

iv) located so that ingress and egress points do not create a traffic hazard with good access from the road system.

c) Sanitary landfill sites no longer in use should be rehabilitated to the standards required by the Province. Use of such sites for passive open space and in some instances active parkland is preferred. No use or development of the site other than what was authorized at the time of site closure should be made of closed

landfill sites for a period of twenty-five years from the year in which use of the site ceased without prior approval of the Province.

d) Waste transfer stations, industrial or toxic waste storage depots, recycling depots, and composting facilities may be permitted in various areas of the community provided that impacts upon adjacent land uses is considered prior to approval. Generally such uses should be directed to areas designated Employment Land Use but may be permitted in areas designated Agricultural and Rural Land Use, subject to the policies pertaining to such areas.

e) Sites used for storage of tires are strongly discouraged by this Plan but where permitted, should be restricted to sites that are:

i) small and can accommodate only a limited amount of external storage;

ii) well buffered from adjoining lands and would not create any land use conflict;

iii) well drained and would pose no risk to contamination of groundwater resources; and

iv) capable of being used in accordance with applicable criteria of the Province.

f) When new development is proposed adjacent to waste management sites, the Municipality will seek to ensure land use compatibility of development by referencing to applicable guidelines, such as the Province's D-Series Guidelines.

7.8.3 Contaminated Lands and Brownfield Sites

Brownfield sites are undeveloped or previously developed properties that may be contaminated and are typically underutilized, derelict or vacant. Rehabilitation and redevelopment of these sites is important to achieving the land use, economic development and environmental goals of this Plan. The following policies apply to all lands within the Official Plan, particularly those located within the Community Improvement Project Area which includes all of the Urban Serviced Area shown on Schedule 'B'.

a) Certain sites and lands in their vicinity within the community are known or suspected to have soils contaminated with residues of current or previous industrial or commercial land uses (e.g. hydrocarbons, heavy metals) which would preclude reuse of such lands for other purposes without first eliminating or reducing the contamination levels to acceptable levels. The Municipality shall encourage the rehabilitation and redevelopment of these sites as a means to achieve environmental enhancement, neighbourhood revitalization, efficient use of existing urban services, and to remedy the urban blighting effects of vacant and derelict properties. Where sites may be contaminated, such sites could have the potential for adverse effects on human and/or the natural environment and their remediation is a principal goal of this Plan.

b) Reuse or redevelopment of contaminated land is subject to the provisions of the Province's *Environmental Protection Act* and Ontario Regulation 153/04, and other standards/documents in force.

c) In managing development on potentially contaminated sites, the Municipality will:

i) utilize available sources of information on known or suspected contaminated lands. This can include the requirement for conducting Phase I and Phase II Environmental Site Assessment (ESA) as part of applications for change of use or development of lands, as provided for under other policies of the Official Plan and relevant legislation;

ii) inform the applicant upon receipt of an application for development of any such site where contamination is suspected or where proposed development would trigger a need to assess the environmental condition of the subject site;

iii) secure conditions and/or agreements as part of the development review process to ensure an ESA as set out in Section 7.8.3 (d) of this Plan is conducted; and

iv) receive a Record of Site Condition (RSC) either prior to development approval, at the time of release of conditions of approval, or at the time of issuance of building permits, as required or stipulated by the Municipality.

d) When considering applications for development which includes sites suspected or known to be contaminated, the Municipality will:

i) Require, at its discretion, a Phase I Environmental Site Assessment (ESA) be undertaken by the applicant in accordance with Ontario Regulation 153/04 as may be amended from time to time; This requirement is in addition to Ontario Regulation 153/04, which prescribes those uses for which a Phase II ESA is required.

ii) In addition to any regulatory requirements that necessitate a Phase II ESA, the Municipality may require, at its discretion, a Phase II ESA to be conducted to further investigate the potential environmental contamination of a site where the results of a Phase I ESA recommend that a Phase II ESA be undertaken.

iii) Require, where necessary as a result of a Phase II report, a Phase III remedial action plan be undertaken and implemented by the applicant to meet, at a minimum, the regulatory requirements of the Province, and where relevant, the Federal Government. As a condition of approval, the Municipality will require that remediation, where required, is undertaken to the appropriate site condition or risk assessment standards, as specified in Ontario Regulation 153/04 Records of Site Condition, under Part XV.1 of the *Environmental Protection Act* or, if superseded, other regulatory requirements of the Province of Ontario, as amended from time to time.

iv) Require applicants to prepare and submit a Record of Site Condition (RSC) to the Province as obligated under Ontario Regulation 153/04. In such instances, final approval of the application, or waiving of conditions of approval, is contingent on the Province's acknowledgment of the RSC as well as any Certificate of Property Use issued by the Province in respect of the property.

v) The Municipality, at any stage of completion of an environmental site assessment, may require an independent peer review of the work being conducted, and may require the costs of such review to be assumed by the proponent.

e) Where the Municipality is deeded land for public highways, road widenings, parks, stormwater management, easements, or for any other purpose, the Municipality will require that such transfers are conditional upon the verification, satisfactory to the Municipality, that the environmental condition of the property meets provincial legislation, regulations and guidelines. Where required by the Municipality or the Province, this may include the filing of a Record of Site Condition (RSC) on the Environmental Site Registry by a Qualified Person as defined by legislation and regulation, and its acknowledgement by the Province.

f) Within the designated risk management area shown as Former Industrial Lands in Schedule 'G', all development requiring *Planning Act* approval must comply with applicable terms and conditions of the applicable Risk Management Measures (RMM) Plan under By-law 2020-21 in order to identify if there is an environmental or health and safety risk or concern associated with the proposal. If such risks are identified, measures to adequately minimize or address such risks must be implemented in compliance with the RMM Plan.

g) This plan encourages studies to be undertaken for known contamination sites, such as the former Hastings County/Thurlow Salt Dome, the results of which should be utilized in planning for the remediation and redevelopment of these sites.

7.9 Non-Conforming Uses

a) Any existing use of land, buildings, or structures that does not comply with the relevant policies contained in this Plan would be deemed non-conforming in terms of this Plan.

b) Under certain circumstances, non-conforming uses may be zoned in recognition of the present use provided:

i) the zoning would not permit any change of use or performance standard that will aggravate any situation detrimental to adjacent complying uses;

ii) such uses do not constitute a danger to surrounding uses and persons by virtue of their hazardous nature or the traffic flow they generate;

iii) such uses do not pollute the air, water or soil to the detriment of health and safety of residents; and

iv) they do not interfere with the development or enjoyment of adjacent areas in accordance with this Plan.

Where an existing use meets the above criteria, such zoning may provide for the current use and any other uses which are deemed to be similar to or more compatible with adjacent complying uses than the current use.

While applicable throughout the community, the foregoing policy is most applicable in older residential areas of the City where numerous non-residential uses which otherwise do not conform to the policies of this Plan have been established in the past and are likely to continue throughout the term of this Plan.

c) Where a non-conforming use is destroyed by fire or other accidental cause, such building or structure may be reconstructed to its former dimensions and location provided work is commenced within twelve months of the date of destruction. Prior to the issuing any permit to reconstruct, the Municipality should consider:

i) whether the lands should be acquired to prevent the non-conforming use from being re-established;

ii) requiring the owner to conduct studies (e.g. geo-technical) to assess the advisability and implications of re-constructing the non-conforming use; and

iii) requiring the owner to enter into an agreement to confirm building size and dimensions, siting, landscaping, the provision of parking and loading areas, entrances to public streets, and the exterior design of the building.

d) Existing uses that do not conform to the minimum distance separation formulae should refer to guideline 12 of the minimum distance separation formulae I and II.

7.10 Wayside Pits and Quarries

a) Wayside pits and quarries are temporary operations established by or on behalf of a public road authority on short notice solely to fulfill an immediate road construction or maintenance need. Portable asphalt plants would be included under this definition.

b) Wayside pits and quarries are generally permitted throughout the community without the need to amend this Plan or Zoning By-law, except those areas of existing development or particular environmental sensitivity which have been determined to be incompatible with extraction and associated activities.

c) Prior to the establishment of a wayside pit or quarry, the Municipality should be advised by the applicable provincial ministry that the proposed operation qualifies as a wayside pit or quarry, and a rehabilitation plan and estimate of capacity should be filed with the Municipality.

d) Where the wayside pit or quarry is on land designated Agricultural Land Use, the lands will be rehabilitated as per Section 3.7.2 (i) of this Plan.

7.11 Open Space System

The City's open space system constitutes all publicly and privately owned parks, recreational lands and facilities, natural features, cemeteries, and similar which contribute to the provision of leisure time services for public recreation. It is important that policies be established to encourage the appropriate development of the City's open space system for the benefit of residents of and visitors to the community. Components of the open space system generally include:

- public park system and other lands owned and/or managed by the Municipality to which the public have access for recreational purposes;
- school and college lands and playgrounds to which the public have access for recreational purposes;
- lands owned by the Conservation Authority to which the public have access for recreational purposes;
- lands owned by the Crown (Provincial or Federal) to which the public have access for recreational purposes; and
- lands owned privately or under private lease from the Crown to which the public have access for recreational purposes, such as golf courses, lawn bowling clubs, marinas, tennis clubs, utility corridors, and similar.

7.11.1 Parkland and Recreation Master Plan

a) The Municipality should prepare and adopt a comprehensive Parkland and Recreation Master Plan in conformity with the policies of this Plan, which should:

i) incorporate guidelines to plan and provide for a full range and equitable distribution of publicly-accessible built, and natural settings for recreation, including facilities, parklands, public spaces, open/green space areas, trails and linkages which shall include providing an appropriate supply and distribution of community facilities and programs to meet the social, health and recreation needs of existing and future residents in a manner that maximizes accessibility regardless of age, physical ability and financial means;

ii) develop and identify recreational and leisure time goals for the City;

iii) inventory the existing open space system;

iv) provide direction in development, improvement, and expansion of the public park system and recreational facilities;

v) provide direction and recommendations for development of school sites, and other lands in the open space system not owned by the Municipality;

vi) identify deficiencies in the open space system and specifically the public park system;

vii) provide recommendations for improvements to the park system and recreational facilities;

viii) articulate a sustainable and long-term vision for cultural vitality in the City.

ix) support the arts and preservation of our heritage; and

x) promote beautification of the community through excellence of urban design.

b) The Parkland and Recreation Master Plan should be developed in context with the nature of the total open space system, and account for present and future recreational needs of the citizens of the region including visitors to the community.

c) While it is preferable that all areas of the community be adequately serviced with all types of parks, this Plan recognizes that providing a range of all types of parks in all areas of the City is not possible, which should be reflected in the parks system plan.

In developing areas, the Municipality should ensure that open space meeting the needs of such areas is adequately provided. In developed areas of the City within which deficiencies exist, this Plan encourages the Municipality to attempt to remedy such deficiencies as opportunities and financial circumstances permit.

7.11.2 Parkland Classification

In accordance with the Parkland and Recreation Master Plan, the future of parks planning will be guided by the classifications below to ensure parks are design-oriented and comprehensively planned to accommodate the variety of uses and amenities that may be part of a park:

a) Parkettes are intended to serve as local areas that are generally located in urban or residential areas, providing connections to larger parks and open spaces. These parks generally have a lot size that is less than 1.0 hectare are generally used as small open spaces that have limited to no recreational facilities or passive programming such as seating and temporary gathering;

b) Neighbourhood Parks are intended to serve the local area who live in the general vicinity and can walk or bike to the park. These parks generally have a minimum lot size of 1.0 hectare and are generally used as a combination of active and passive recreation opportunities such as minor sports fields, multi-purpose courts, playgrounds, and informal play areas;

c) Community Parks are intended to serve more than one neighbourhood within the City but are not intended to serve the City as a whole. These parks generally have a minimum size of 5.0 hectares and are generally used as active and/or passive recreation such as sport fields, sport course, playgrounds, water play, amenity buildings, and on-site parking;

d) Destination or Regional Parks are intended to serve as municipal, regional, or provincially significant destinations with event-hosting capacity. These parks may vary in size and are generally used for active and/or passive recreation opportunities that meets the needs of residents but also of interest to visitors;

e) General Open Spaces are intended to serve as undeveloped lands accessible to the public. These parks may vary in size and are generally used for active and passive recreational activities such as pedestrian pathways, bicycle trails, community gardens, open lawn areas, and remnant parcel of open land; and,

f) Natural Open Spaces are intended to serve as undeveloped lands accessible to the public that contain significant natural features. These parks may vary in size and are generally used for passive recreation activities that do not negatively impact ecological and biological functions of their natural surroundings.

7.11.3 Standards for the Dedication of Parkland

a) As a condition of development or redevelopment of land, the Council may require the following parkland dedication or payment-in-lieu requirements:

- For commercial or industrial purposes, a rate of 2% of the land area;
- For Residential purposes, a rate of 5% of the land area;
- For purposes that contain mixed-use, a rate of 4% of the land area; and
- For any other purposes not listed above, a rate of 5% of the land area.

b) The dedication of land for open space may be waived or reduced if Council is of the opinion that:

- adequate open space facilities are provided by the owner to a standard that is satisfactory to the Municipality;
- adequate open space facilities are in close proximity to the proposed development; or
- such dedication is not required for industrial or commercial subdivisions.

c) Council may adopt a by-law applicable to any part or the whole of the City stipulating that pursuant to the approval of residential, commercial or industrial development, parkland should be dedicated to the Municipality.

The by-law may require dedication of up to 2% of the land area proposed for industrial or commercial development, and in all other cases up to 5% of the land area proposed for development, for park, or other public recreational purposes in accordance with provisions in the *Planning Act*. Council may waive or reduce such requirements if in Council's opinion:

- adequate open space facilities are provided by the owner to a standard that is satisfactory to the Municipality;
- adequate open space facilities are in close proximity to the proposed development; or
- such dedication is not required for industrial or commercial subdivisions.

d) Council, at its discretion, may elect to require payment-in-lieu of park land where:

i) the allowable land dedication fails to provide an area of suitable shape, size or location for appropriate parkland development;

ii) the required dedication of land would render the remainder of the site unsuitable or impractical for development;

iii) there is adequate parkland provided in the vicinity of the development;

iv) the existing parkland and recreational development in the vicinity of the site are adequate to serve the needs of existing and future residents of the area; or

v) such contribution may be more effective in achieving service levels and objectives of the Parkland Recreation Master Plan.

Such payment should be based on an appraisal by a qualified land appraiser, to the value of the land otherwise required to be conveyed as determined as of the day an application for an approval of development under site plan control or an application for an amendment to the Zoning By-law, as the case may be, was made in respect of the development or redevelopment. If a development or redevelopment was subject to more than one application, the later one is deemed to be the applicable application. However, if on the day the first building permit is issued for the development or redevelopment, more than two years have elapsed since the application, the day a building permit was issued in respect of the development or redevelopment applies or, if more than one building permit is required for the development or redevelopment, as of the day the first permit is issued. Where, in the opinion of the Municipality, the cost to prepare a land appraisal would be unreasonable given the anticipated payment-in-lieu value, the Municipality may utilize a standard for payment-in-lieu of parkland. In establishing such a standard, the Municipality should ensure that application of such a standard would not result in cash requirements exceeding the maximum permitted.

Money acquired as payment-in-lieu is to be placed in a fund specifically for parkland acquisition and development of recreational facilities.

e) The Municipality should not accept any lands as parks dedication that would not be suitable for parkland. Conditions including but not limited to the following, may be deemed by the Municipality to be unsuitable for parkland:

i) areas of steep hillsides, ravines, wetlands, or other constraining topographic features;

ii) lands lacking suitable topsoil for the establishment of lawns, shrubs or trees;

iii) Environmental Protection areas, natural hazard lands, buffers, and natural heritage features;

iv) lands that are encumbered or part of an easement or right-of-way;

v) lands that are contaminated or overly degraded by the construction process;

vi) lands containing stormwater management facilities;

vii) lands encumbered by liens or non-City utilities;

viii) lands that do not contain street frontage;

ix) lands which size and configuration limits or restricts the City's ability to use the land for parkland development; and/or

x) lands previously used for a temporary construction yard and/or traffic.

This same policy should be applied with respect to configuration and location, dimensions and other matters that affect the suitability of lands for recreational purposes. Land that is conveyed to the City for stormwater management facilities, overland flow routes, floodplain or conservation purposes, roadways, walkway blocks, or any other non-parkland purposes will not be credited against the required parkland dedication within the *Planning Act*, as amended. Over dedication of parkland provided willingly shall be given gratuitously and will receive no compensation by the City.

f) Council may elect to accept lands for parks purposes for resale or trade in order to consolidate lands of acceptable size, shape, and location for park purposes.

7.11.4 Recreation Facilities on Private Lands

a) The municipality may require the provision of on-site recreational facilities. These facilities should be oriented to the recreational needs of the residents of the proposed development and should be proportionate in size and scale of the development they service. Such areas should not be considered as part of parkland dedication.

b) Outdoor on-site recreational facilities shall be designed in accordance with the following:

i) A balance of sun and shade exposure, and provide protection barriers as required;

ii) Barrier-free pedestrian path from building(s) to amenity area(s) and site elements (e.g. walkways, roads, sidewalks, and buildings);

iii) Adequate screening and landscaped buffer from adjacent loading and service areas;

iv) Gates and fencing as required; and

v) Separation from vehicular paved areas by a raised curb.

c) In some cases, outdoor amenity areas provided in surplus of municipal requirements may be considered for shared use with the Municipality for the purposes of parkland dedication, subject to an agreement to the satisfaction of the Municipality.

7.12 Water Resources

a) This Plan recognizes the importance of groundwater resources to rural lifestyles and to fish and wildlife habitat. Efficient and sustainable use of water resources shall be promoted, including practices to conserve water and protect or enhance water quality. Groundwater quality and quantity should not be adversely impacted by development. When possible and where necessary groundwater quality should be improved. Groundwater studies should be utilized as necessary to determine whether development that would rely upon groundwater or would use excessively large quantities of groundwater should be permitted. Sensitive groundwater features, such as significant groundwater recharge areas, should be protected.

The taking of water for commercial purposes is subject to regulation by the Province. The policies of this Plan do not preclude such enterprises, but strongly encourage that prior to any enterprise being endorsed, the potential impact of such business on the water source, the aquifers, and long-term supply of groundwater be considered. Where approved, groundwater resources should be monitored to ensure such activities do not have adverse impacts.

Any development which occurs on private servicing should result in no negative impacts to the quality and quantity of water, sensitive surface water features, or sensitive ground water features. The impacts of development should be assessed through environmental studies including hydrogeological or water quality impact assessments to ensure there are no negative impacts. Ground water studies or impact assessments should be required for any development that could potentially impact the quality of groundwater resources.

b) Other than land uses which by necessity must be located immediately adjacent to the water's edge (e.g. marinas and related uses, boat dockage/launching facilities, dams/hydroelectric facilities), buildings and structures should be adequately set back from the high-water mark in order to minimize visual disruption and to help avoid water pollution and property damage. The appropriate setback distances shall be determined in consultation with the Conservation Authority, at a minimum of 15 metres, taking into account issues such as engineered flood-lines, potential for erosion, wave up-rush potential, fish and wildlife habitat, and public access to the water.

c) An impact assessment of a large development proposal on a site abutting a water body shall be required to ensure water quality protection. The study should take into consideration the existing water quality of the water body, surface water run-off, impact and loadings of phosphorus from septic systems, type of soils, stormwater management and nature of vegetation. For new lot creation, development, including the septic system tile bed, must be set back a minimum of 30 metres from the high water mark of any permanent waterbody with non-disturbance of the native soils and very limited removal of shoreline vegetation. For existing lots of record, new development should be set back 30 metres if possible, otherwise as far back as the lot permits.

d) The International Joint Commission has identified the Bay of Quinte as a Great Lakes area of concern; water quality impairment is related to eutrophication, bacteriological contamination, persistent toxic contaminants, and destruction of fish and wildlife habitats. A remedial action plan was prepared to address this problem, and the Official Plan supports all initiatives that would lead to the eventual de-listing of the of the Bay of Quinte as an area of concern.

To restore and enhance the Bay's ecosystem, the Bay of Quinte Remedial Action Plan encourages the Municipality to:

i) protect fish and wildlife habitat and shoreline along the Bay;

ii) develop in co-operation with other agencies, strategies for achieving and maintaining nutrient loading limits to approved levels;

iii) ensure in co-operation with other government agencies, the quality of stormwater runoff from development does not further reduce the quality of the waters of the Bay with respect to nutrient, bacterial, and toxic contaminants;

iv) participate with senior levels of government and community groups in implementing remedial action and abatement programs;

v) support measures to reduce the negative impact of agricultural, industrial and municipal land uses, and activities on the Bay;

vi) establish stormwater management works with other public works projects; and

vii) support watershed remediation programs.

7.12.1 Source Water Protection

The primary purpose of a Source Protection Plan is to protect municipal drinking water sources from contamination and overuse. As part of the applicability and analysis of Source Water Protection policies in this Section, reference should also be made to the approved 2019 Quinte Region Source Protection Plan. The Plan, created under the *Clean Water Act*, outlines a set of policies developed by the Quinte Region Source Protection Committee. Additionally, a small portion of the municipality is subject to the Lower Trent Source Protection Area.

a) The Municipality will assist the Source Water Protection Committees, where appropriate, on the identification and assessment of threats to drinking water sources in order to protect and where appropriate, enhance the quality of the City's drinking water sources.

b) The Municipality will protect all municipal drinking water supplies and designated vulnerable areas which are so designated because of their importance as a drinking water source. The Quinte Region Source Protection Plan identifies the following types of vulnerable drinking water areas:

- Surface Water Intake Protection Zones (IPZs);
- Wellhead Protection Areas (WHPAs);

- Highly Vulnerable Aquifers (HVAs); and
- Significant Groundwater Recharge Areas (SGRAs).

The Quinte Region Source Protection Plan contain policies that address significant, moderate and low threats to source water. Policies within the Plans may restrict or even prohibit drinking water threat activities, or they may address threat activities through provincial instruments, education, outreach, or incentives.

c) The Municipality will update the implementing Zoning By-law of this Plan to implement policies and recommendations outlined in the Quinte Region Source Protection Plan, which may be updated from time to time. The following IPZs and WHPAs have been identified in Belleville and are shown on Schedule 'G':

- Belleville IPZ 1
- Belleville IPZ 2
- Point Anne IPZ 1
- Point Anne IPZ 2
- Point Anne WHPA A
- Point Anne WHPA B
- Point Anne WHPA C

Note that there are areas of overlap within the areas designated as IPZs and WHPAs in Point Anne.

The IPZs are classified based on the following factors:

- IPZ 1: the area of land and water closest to a water intake pipe. This is the area of highest concern surrounding the intake because within this area pollutants and contaminants could reach the intake pipe very quickly and with little or no dilution; and
- IPZ 2: a secondary protection zone of land and water, outside the IPZ 1, that surrounds a municipal water intake pipe. The IPZ 2 shows the area where pollutants and contaminants could reach the intake pipe within several hours.

The WHPAs are classified based on the following factors:

- WHPA A: the area within a 100-metre radius from a wellhead that is considered the most vulnerable area for ground water intakes
- WHPA B: the area in which a pollutant released in this area could reach the well within two years (excluding WHPA A)
- WHPA C: the area in which a pollutant released in this area could reach the well within five years (excluding WHPA A and WHPA B)

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

To conform with Quinte Region Source Protection Plan policies, future waste disposal sites or the expansion of an existing waste disposal site are prohibited in the vulnerable areas where they would be significant drinking water threats. Sites that do not require an environmental compliance approval are exempt and instead

require a risk management plan in areas where they could be significant drinking water threats. Further, sewage treatment plants are prohibited in the vulnerable areas where they would be significant drinking water threats if proposed in the future.

d) In the event of a conflict between this Plan and the significant threat policies of the approved Quinte Region Source Protection Plan, the Source Protection Plan prevails in accordance with the *Clean Water Act*, 2006.

e) All development and planning applications within any areas designated as IPZ 1, IPZ 2, WHPA A, WHPA B, and WHPA C will be reviewed in the context of vulnerability to the associated municipal water supply and may require a Section 59 Restricted Land Use Notice issued under the *Clean Water Act*, 2006 or a risk management plan from Quinte Conservation's Risk Management Official for an application to be deemed complete in accordance with Section 8 of this Plan.

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

g) The Municipality is required to implement the Quinte Region Source Protection Plan in this Plan, the Zoning By-law and through development review. Certain land use activities that pose a threat to municipal drinking water within WHPAs or IPZs identified on Schedule 'G' may be restricted or prohibited.

h) The Zoning By-law will restrict land uses that have the potential to cause contamination of the groundwater resources and surface water supply in the areas identified on Schedule 'G' as WHPAs or IPZs consistent with the Quinte Region Source Protection Plan.

7.13 Tourist-Related Development

a) The Quinte region has many qualities that support a strong tourist industry, and the City is in a position to benefit from this opportunity.

b) This Plan encourages development of uses that attract and provide services to tourists (e.g. restaurants, hotels and motels, theatres, trails and beaches, parks, golf courses, recreation complexes, etc.). The land use policies for the downtown, Bayshore Planning Area, commercial districts, open space, and recreation commercial areas provide for the development of many uses that achieve those objectives.

In addition, this Plan supports the establishment of bed & breakfasts in areas designated City Centre, Commercial, Residential, Agricultural, and Rural Land Use, and in Hamlets provided that:

i) the residential character of the home is retained;

ii) impact of the use upon abutting residential properties is minimal;

iii) the lot has sufficient space to accommodate the parking off the street without detracting from the character of the neighbourhood;

iv) the home meets minimum standards for health and fire; and

v) there is good access to the property from the City's road system.

Preference should be given to use of homes that are large and have architectural or locational attributes that lend themselves to such a use.

c) In order to provide appropriate service for tourists, this Plan encourages effective use of directional signage and information kiosks in critical locations.

d) This Plan recognizes the importance of the sports fishery to the region's tourist industry, and encourages the maintenance and enhancement of the fishery. Public access to the Bay of Quinte and Moira River should be provided as appropriate.

e) This Plan recognizes the importance of culture in the City's tourism sector. The recommendations related to developing cultural related tourism from the "10 Year Cultural Plan for Hastings County + Quinte Region" should be referenced when determining the most appropriate way to encourage cultural related tourism growth within the City.

7.14 Energy Conservation and Climate Change

a) This Plan shall encourage and support energy conservation through the development of innovative hydro and thermal energy projects, innovative wind energy projects, and area wide heating and solar energy projects.

b) The Municipality shall promote innovative subdivision and site plan design that minimizes energy consumption through road design and lot layouts which maximize passive solar energy opportunities and other alternative energy sources.

c) The Municipality will encourage and facilitate the application of energy conservation measures in the design and construction of new buildings and in the rehabilitation and upgrading of existing buildings and structures. Standard municipal requirements for building orientation, landscaping design, lot coverage, and other site or building characteristics may be varied to provide for increased energy efficiency.

d) The Municipality shall consider the installation of green or light reflecting roofs in the feasibility and design phase of all municipal buildings.

e) The Municipality shall consider the installation of solar panels, geothermal heating/cooling systems, and other sustainable energy practices in the feasibility and design phase of all municipal buildings.

f) Retrofits for achieving energy efficiency will only be undertaken in a heritage building where it is demonstrated that retrofitting can be accomplished without compromising the heritage integrity of the building.

g) Land use and development implications as set out in the policies of this Plan should be considered prior to approval or installation of any such projects.

h) Energy conserving features supported by this Plan include:

i) upgraded insulation levels and improved construction techniques;

ii) energy conscious design of buildings;

iii) siting of buildings to maximize passive energy potential, including predisposition towards east/west street orientation;

iv) landscaping for wind shelter in winter and control of overheating in summer;

v) limitations on excessive scattered low density residential development;

vi) infill development on lands suitable for such development;

vii) mix of land uses to encourage multi-purpose trips;

viii) neighbourhood facilities to provide convenient and easily accessible services to residential areas;

ix) development of higher density uses adjacent to transit routes;

x) use of traffic management measures to reduce energy consumption, emissions and congestion (i.e. synchronized and vehicle actuated traffic signals);

xi) development of trail systems to provide alternative transportation services;

xii) reuse or intensification of existing buildings;

xiii) on-site and local re-use of excess soil; and

xiv) expanded use of public transit services as demand warrants.

i) This Plan recognizes these features cannot be provided in all circumstances; it is intended that the Municipality consider the foregoing when developing plans and granting approvals for development.

j) This Plan will encourage and support the reduction of greenhouse gas emissions and increase the City's resiliency and adaptability to climate change. This Plan has the following objectives and goals related to climate change:

i) to consider environmental, social, cultural and economic factors when making decisions around land use;

ii) to support efforts to reduce greenhouse gas emissions within the City of Belleville;

iii) commit to retain and sustain the urban forest and urban tree canopy where feasible;

iv) to consider the impacts of climate change when assessing risks associated with natural hazards; and

v) to support climate-resilient architectural design of buildings.

k) To meet the above stated goals and objectives, this Plan encourages the Municipality to:

i) demonstrate leadership in reducing greenhouse gas emissions including through municipal demonstration projects and corporate procurement;

ii) support the efforts made by developers and residents to reduce greenhouse gas emissions;

iii) strongly consider the anticipated impacts of climate change when designing and planning infrastructure upgrades;

iv) prepare an Urban Forest Master Plan and undertake on-going monitoring of the urban forest;

v) encourage the integration of land use planning and infrastructure planning to achieve cost effective development;

vi) encourage LID to maximize the amount of permeable surfaces and vegetation within settlement areas to reduce the urban heat island effect and minimize the impacts of storm events;

vii) encourage sustainable design standards such as Leadership in Energy and Environmental Design (LEED) for development, and incorporation of sustainable development forms, technologies and techniques;

viii) develop incentives to encourage sustainable building and landscape design;

ix) promote an orderly and compact urban development pattern maintaining a convenient commuting distance to the City Centre and employment areas;

x) encourage intensification to support the efficient use of existing infrastructure;

xi) encourage greater use of active transportation options;

xii) encourage retrofitting of existing buildings to make them more sustainable;

xiii) consider how proposed developments/redevelopments may be contributing to the mitigation of climate change by utilizing appropriate systems/techniques and adaptation considerations including but not limited to:

1) the reduction of greenhouse emissions;
2) the improvement of air quality;
3) the promotion of compact development form;
4) the orientation of development to increase exposure to sun;
5) the amount of impervious landscape being proposed and its potential impact on stormwater runoff;
6) the promotion of green infrastructure;
7) the promotion of design and orientation which:

i. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation;
ii. maximizes opportunities for the use of renewable energy systems and alternative energy systems.

xiv) encourage the use of natural building materials with notable energy retention and thermal mass properties; and

xv) support development that encompasses sound construction principles and techniques meeting or exceeding the legislative code standards of the Province.

7.15 Housing Policies

The purpose of this Section is to provide guidance on the provision of housing to meet the needs of current and future residents of the City.

7.15.1 Supply of Residential Lands

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

i) a 15-year supply of lands which are designated and available for residential development; and

ii) land with servicing capacity sufficient to provide a 3-year supply of lands suitably zoned, including units in draft approved and registered plans, be available at all times.

b) Council should ensure that the above objectives are achieved by:

i) planning for future residential development to ensure sufficient lands are appropriately designated;

ii) developing plans for extension and financing of municipal services to ensure capacity exists to accommodate new residential development;

iii) monitoring housing trends to define housing targets and to ensure planning policies and strategies reflect changing conditions; and

iv) monitoring the status of applications for the approval of building lots and housing developments.

7.15.2 Housing Renewal and Innovation

a) This Plan supports innovative residential development; Council should endeavour to increase awareness of innovative approaches to housing to foster exceptional solutions to the City's housing needs.

b) Council should encourage maintenance, rehabilitation and renewal of the existing housing stock by:

i) providing a high standard of municipal service;

ii) avoiding or reducing where possible adverse effects from incompatible land uses and traffic, including relocating incompatible uses and redevelopment of such lands for housing where possible; and

iii) using federal and provincial programs when available to fund the upgrading within older neighbourhoods.

7.15.3 Affordable and Additional Needs Housing

a) This Plan encourages the creation of sufficient affordable and additional needs housing to meet the current and future needs of the community. The majority of such housing would be created through new residential construction. To achieve this objective, Council should:

i) ensure that a minimum of 25 percent of all new housing in the City be affordable to low and moderate income households;

ii) target the development of 1,000 rental units by 2025;

iii) ensure sufficient lands are zoned for a variety of housing types including single-detached dwellings, semi-detached dwellings, townhouse dwellings, multi-unit dwellings, accessory dwelling units, boarding houses, and long-term care homes;

iv) provide opportunities for development of small dwelling units in the City;

v) encourage developers to build and market portions of their developments for affordable and special needs housing;

vi) facilitate where appropriate conveyance of lands or units within housing developments to co-operative, private, or non-profit housing corporations;

vii) support and participate in programs of higher levels of government such as, but not limited to any applicable Housing and Homelessness Plans;

viii) support the development of not-for-profit housing by not-for-profit organizations;

ix) consider reducing parking requirements for affordable housing developments;

x) consider the use of surplus lands owned by the municipality for affordable housing;

xi) provide financial incentives through a CIP, or other programs;

xii) monitor the housing market, including the rental housing supply and vacancy rates, on an ongoing basis, to ascertain whether sufficient affordable and special needs housing is available or able to be provided; and

xiii) develop a City of Belleville Affordable Housing Strategy to further identify and support initiatives to increase the supply of housing that is

affordable for low and moderate income households; the results of such studies when completed should be incorporated into this Plan through an Official Plan Amendment.

b) Housing for the elderly, supportive housing for people with special needs, and long-term care homes shall be located, wherever possible, in proximity to transit routes, medical, social service and community facilities, open/green spaces, recreational facilities, and shopping areas.

c) The County of Hastings, the Local Service Manager for the City of Belleville, will be consulted when considering the housing needs of residents.

7.16 Residential and Non-Residential Intensification

a) This Plan supports compatible housing intensification and infill development within the City's built boundary, such as:

i) accessory dwelling units or conversions of large residential structures to mixed-use in appropriate areas;

ii) infilling on existing lots of record and maximizing use of underutilized lots;

iii) subdivision of oversized residential lots;

iv) conversion of upper floors above commercial uses in the City Centre to residential use;

v) conversion of a portion of first floor commercial uses, that is not street-facing, in the City Centre to residential uses;

vi) establishment of boarding houses in neighbourhoods of mixed land uses; and

vii) conversion of non-residential buildings to residential use in appropriate areas.

b) Infill development is considered a form of intensification and is encouraged on underutilized sites.

c) As a Strategic Growth Area, the City Centre will be the focus for intensification. Additional Intensification Areas, as shown on Appendix 'A', indicate areas where residential and non-residential intensification will be focused outside of the City Centre, and where greater densities of residential development may be permitted.

Intensification may also be permitted on sites which are consistent with the 2024 Provincial Planning Statement's definition of intensification, consistent with the policies of this Plan, and are aligned with the intensification targets and policies included in this Plan.

d) The Municipality will consider the impact of intensification on the character of existing neighbourhoods, including common lot frontages and lot sizes, along

with the availability and adequacy of existing municipal infrastructure to service the increased density, in accordance with Section 5.3.

Intensification areas shall be subject to site plan control, in accordance with Section 8.2, to ensure that the design of new intensification sites, including building massing and design, relationship to surrounding uses, site access, landscaping and grading, servicing, etc. are context-appropriate.

e) This Plan encourages the development of Intensification Design Guidelines, in consultation with the public, stakeholders and Indigenous communities to provide direction regarding the compatibility of intensification, including consideration for massing and design, the relationship to adjacent land uses, site access, landscaping and grading, servicing, as well as the transition areas between intensification sites and existing neighbourhoods.

f) This Plan encourages the intensification of commercial areas, such as Bay View Mall and Quinte Mall, as mixed-use areas, subject to the Secondary Plan policies of Section 8.12, where the redevelopment is consistent with other vision and policies set out in this Plan.

g) The Zoning By-law shall prescribe a minimum density for sites that represent the best opportunities for the City to achieve its intensification targets. When a proposed development does not comply with the minimum density prescribed in the Zoning By-law, the proponent shall provide an analysis through a planning justification report to support the Official Plan amendment and Zoning By-law amendment.

h) This Plan encourages the consolidation of small lots into larger more efficient development parcels in order to create parcels of a size that more easily and effectively enable intensification through redevelopment.

7.17 Petroleum Resource Operations, Resources and Deposits

a) The Municipality shall consult the online Oil, Gas, and Salt Library to identify the location of wells and petroleum resources within the City of Belleville.

b) Petroleum resources shall be protected for long-term use.

c) Petroleum resource operations shall be protected from development and activities that would preclude or hinder their expansion or continued use or which would be incompatible for reasons of public health, public safety, or environmental impact.

d) New development shall be setback a minimum of 75 metres from well operations, in accordance with provincial standards.

e) Development and activities in known petroleum resources or on adjacent lands which would preclude or hinder the establishment of new operations or access to the resources shall only be permitted if:

   i) Resource use would not be feasible; or

ii) The proposed land use or development serves a greater long-term public interest; and

iii) Issues of public health, public safety, and environmental impact are addressed.

f) Development on, abutting or adjacent to lands affected by oil, gas, and salt hazards or former mineral aggregate operations or petroleum resource operations may be permitted only if rehabilitation or other measure to address and mitigate known or suspected hazards are under way or have been completed.

7.18 Accessory Dwelling Units

a) Accessory dwelling units are defined as residential units that are accessory to a main use, limited in size and scale, and a form of gentle intensification. Accessory dwelling units are permitted for the following main uses along with the specified maximums:

i) Within the Residential Land Use designation where a parcel is connected to municipal water and sanitary services, and where the main use is permitted, the following shall apply:

1) On a parcel containing a single detached, semi-detached, or townhouse dwelling, up to three (3) accessory dwelling units may be permitted;
2) On a parcel containing a main building with two (2) dwelling units, up to two (2) accessory dwelling units may be permitted;
3) On a parcel containing a main building with three (3) dwelling units, one (1) accessory dwelling unit may be permitted;
4) One (1) accessory dwelling unit may be permitted for a place of worship;
5) A maximum of one (1) detached accessory dwelling unit may be permitted for a multi-unit dwelling containing less than nine (9) dwelling units and having an existing density of 60 units per hectare or less, subject to a rezoning. The development will only be approved subject to the following:
    - incorporating parking space, bicycle parking, and amenity space requirements for the accessory dwelling unit which cannot be further reduced; and
    - prohibiting the expansion of a driveway or parking area in the front yard.
6) Applications for an accessory dwelling unit in a detached building with a height greater than what is permitted in the Zoning By-law may be considered through a minor variance process and addressing the general intent and purpose of the following:

- Increased side yard and rear yard setbacks shall be required as part of any such request to ensure adequate separation distances are maintained between the accessory dwelling.
- A minimum separation distance shall be maintained between the accessory dwelling unit in a detached building and the primary dwelling to preserve privacy and minimize any adverse impacts.
- Balconies, terraces, or similar outdoor amenity spaces should not be permitted on accessory dwelling units in a detached building where they may create privacy concerns for neighbouring properties;
- The proponent can demonstrate that the privacy of the abutting properties is addressed;
- The siting and scale of the detached building does not negatively impact abutting properties.

b) Accessory dwelling unit(s) are permitted as accessory uses as described in this subsection 7.18 (a), provided:

i) The unit shall be incidental and secondary to the main use;

ii) The parcel has direct frontage on a municipal street;

iii) The unit is prohibited from future severance from the main building;

iv) The unit is not located within any area subject to natural hazards (i.e. wetlands, unstable bedrock, erosion hazards, or flooding); and

v) The siting and scale of any accessory structure is lower in height and proportionately lesser in size than the main building.

c) Within the Residential Land Use designation where a parcel is not connected to both municipal water and sanitary services, or is within the Agriculture, Hamlet or Rural Land Use designations, two (2) accessory dwelling units may be permitted on a parcel containing a single detached dwelling, provided that, where two accessory dwelling units are proposed, at least one of these accessory dwelling units is located within or attached to the principal dwelling, and any accessory dwelling units:

i) Comply with the Minimum Distance Separation formulae;

ii) Are compatible with, and would not hinder surrounding agricultural operations;

iii) Have appropriate sewage and water services;

iv) Address any public health and safety concerns. A hydrogeological study may be required to demonstrate to the satisfaction of the City that human health and safety and the natural environment will be protected;

v) Are of limited scale and are located within attached, or in close proximity to the principal dwelling or farm building cluster; and

vi) Minimize land taken out of agricultural production.

d) Within the City Centre designation where a parcel is connected to municipal water and sanitary services and where the main use is permitted, this subsection 7.18 (a) shall apply; and

e) Within the Community Facility designation, one (1) accessory dwelling unit may be permitted for any place of worship.

7.19 Applications for Minor Variances for Parcels of Urban Residential Land

Applications for minor variances arising from a reduction in setbacks in accordance with Section 34 (1.4) of the *Planning Act* shall be reviewed on the following basis, in addition to the provisions of Section 45 of the *Planning Act*:

a) The reduction in setback shall not establish a precedent or basis for approving the minor variance(s) arising from the reduced setback provisions.

b) The variances shall be assessed and reviewed to ensure that the general intent of the following policies is achieved:

i) The height, scale and massing of the proposed building shall be consistent with the streetscape on which the building is proposed;

ii) Appropriate landscaping shall be provided in the front and rear yard to enhance the streetscape, support stormwater management, and compatibility with neighbouring properties;

iii) The requirements for the number of parking spaces and the dimensions of the parking spaces shall be achieved;

iv) The privacy of the abutting properties is addressed;

v) The siting and scale of the building addresses potential impacts on adjoining properties;

vi) The streetscape is generally maintained; and,

vii) Appropriate stormwater provisions are incorporated into the site design.

7.20 Protecting the Long-Term Viability of Employment Areas

The City shall avoid, or where avoidance is not possible, minimize and mitigate land use incompatibilities within 300 metres of lands designated Employment Land Use to protect public and environmental health and safety and to avoid impacts on the long-term economic viability of employment uses. Measures shall be incorporated in accordance with provincial guidelines to minimize negative impacts when new uses are proposed in proximity to existing Employment Land Use designations.

7.21 Mines and Mineral Resources

a) Mineral resources shall be protected for long-term use.

b) Known mineral deposits and areas of significant mineral potential shall be protected from activities or development (both on the resource lands and on adjacent lands) that would prevent or interfere with the establishment of new mineral operations or access to those resources. Such activities or development may only be permitted where it is demonstrated that:

   i) the mineral resource cannot be feasibly used; or

   ii) the proposed land use or development serves a greater long-term public interest; and,

   iii) potential impacts on public health, public safety, and the environment have been adequately addressed.

   Development on, abutting, or adjacent to lands affected by mine hazards or related resource extraction hazards shall occur only where rehabilitation or other appropriate mitigation measures are under way or have been completed.

   Where these conditions are satisfied to the City's satisfaction, development may be permitted.

c) Development proponents should review provincial mapping to confirm mineral resource mapping.

SECTION 8 - IMPLEMENTATION

The purpose of this Section is to provide general policies respecting the applicability and appropriate use of the principal means of implementing this Plan. All methods of implementing this Plan set out in this Section should be employed by the Municipality in accordance with the provisions of the *Planning Act*, *Municipal Act*, *Ontario Heritage Act*, and other statutes that may apply.

8.1 Land Use Control By-laws

Council shall adopt land use control by-laws to regulate development and define areas within which certain uses of land may occur subject to appropriate development criteria.

8.1.1 Zoning By-laws

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

b) In assessing the merits of new zoning by-laws or proposed amendments to zoning by-laws, Council shall consider the objectives and policies of this Plan.

c) Upon the adoption of a new Official Plan, the City's Zoning By-law shall be amended, as necessary to conform with the new Official Plan policies no later than one year after the Official Plan comes into effect.

8.1.2 Deferred Development Zones and Holding By-laws

a) Where Council wishes to delay final implementation of zoning for any lands, Council may:

i) zone such lands in a 'deferred development' category until such time as conditions appropriate to accommodate development are in place; or

ii) establish holding provisions to the zoning for such lands by placing an 'H' alongside the zoning category label as it applies to such lands.

b) The Municipality may employ these techniques to:

i) prevent or limit the use of land to achieve orderly phasing of development;

ii) ensure private or municipal servicing and design criteria established by the Municipality would be met;

iii) ensure any required studies are completed prior to development proceeding;

iv) prevent development from proceeding until arrangements respecting the installation of services (i.e. sewers and water mains, storm water management systems, or roads) have been made;

v) provide for the implementation of special design features in specific locations or developments;

vi) ensure that an environmental site assessment as set out in Section 7.8.3 (d) of this Plan is undertaken; or

vii) ensure all conditions of development including financial requirements and agreements in accordance with the provisions of this Plan have been met.

c) Before rezoning lands designated 'deferred development' to an appropriate zoning category or before removing the holding provisions, Council shall be satisfied that the conditions which necessitated use of either technique have been or are assured of being satisfactorily addressed.

d) Any application to rezone lands zoned 'deferred development' or remove the holding symbol shall be reviewed by the Municipality considering whether:

i) the proposed use of lands is in conformity with the policies of this Plan;

ii) the required services are provided or can be provided;

iii) any required reports have been completed to the Municipality's satisfaction;

iv) the financial requirements of the Municipality have been fulfilled;

v) the phasing and design of the proposed development is acceptable; or

vi) any required agreements have been satisfactorily completed.

8.1.3 Interim Control By-laws

a) Council may adopt interim control by-laws to restrict the use of land, buildings or structures to limit development until detailed planning studies for the lands subject of the by-law are completed and accepted by the Municipality, and any appropriate amendments to zoning by-laws are in effect.

b) Council shall only employ this form of land use control where it is of the opinion that allowing development to proceed or new land uses to be established without first addressing planning issues could have significant negative implications to the lands in question, abutting lands, or the City as a whole.

c) Any interim control by-law adopted by Council may initially be in effect for a period of up to one year from the date of passing but may be extended for a maximum of one additional year. During this period, the Municipality shall employ due diligence to complete all appropriate planning studies to address issues that necessitated the interim control by-law being adopted.

8.1.4 Temporary Use By-laws

a) Council may adopt by-laws to authorize the temporary use of land, buildings, or structures for any purpose otherwise prohibited by applicable zoning by-laws.

b) The temporary use may be authorized initially for a period of time up to three years from the date of the passing of the by-law, except in the case of coach houses that may be authorized for up to twenty years, but temporary uses may be extended by by-law for further periods of not more than three years each. Upon the expiry of a temporary use by-law, the use authorized by the by-law would cease unless extended by by-law.

c) A temporary use by-law shall generally conform to the policies of this Plan and the following principles:

- The use to be established shall be of a temporary nature where the investment to establish the use is not to such an extent that the owner would be put to undue hardship upon termination of the temporary use.
- It is not considered appropriate to zone for such use on a permanent basis, taking into account issues such as access, traffic impacts, and potential long-term land use conflicts.

Temporary service/maintenance yards for utility companies or their contractors may be permitted where Council believes the implications are reasonable.

8.1.5 Community Benefit Charge By-law

a) Council may by by-law impose community benefits charges against land to pay for the capital costs of facilities, services, or matters required because of the development or redevelopment as are set out in the by-law in accordance with the *Planning Act* and regulations.

8.1.6 Special Zoning Provisions

a) Where the Zoning By-law requires parking to be provided as a condition to the development or establishment of a use, Council may enter into an agreement to exempt a proposed development or use from providing required parking in exchange for the payment to the Municipality of a sum of money to be used by the Municipality to develop public parking facilities.

b) This policy shall only be used in areas where there is sufficient concentration of uses and demand for the establishment of public parking facilities.

c) Council may in conjunction with a Zoning By-law passed pursuant to Section 34 of the *Planning Act*, apply conditional zoning on the use, erection or location of buildings or structures, and may require an owner of land to which the by-law applies to enter into an agreement with the Municipality relating to the condition(s). This agreement may be registered against the lands to which it applies, and the Municipality may enforce the agreement against the owner and any and all subsequent owners of the land.

d) Where a proponent proposes a reduction in density in an intensification area where a minimum density has been prescribed in the Zoning By-law, the proponent shall be required to provide an analysis through a planning justification report to support the Official Plan amendment and Zoning By-law amendment.

8.1.7 Community Planning Permit System

a) The City may establish a Community Planning Permit System (CPPS) in accordance with the *Planning Act*.

b) Any CPPS will be established through amendment to this Plan and address matters such as the area to which the CPPS applies, any delegation of Council authority, specific goals, objectives and policies of area, the type of criteria and conditions that may be included in a CPPS by-law, and classes of development may be exempt.

8.2 Site Plan Control

a) Site plan control should be used where proposed development or features of a particular site or district require:

i) consistent standard of development;

ii) safe and efficient vehicular and pedestrian movement;

iii) installation of features that ensure compatibility between land uses; and

iv) appropriate placement and provision of services and drainage.

b) The Municipality will use the process of site plan control to:

i) provide a safe, functional and visually attractive environment;

ii) minimize impacts on abutting uses;

iii) encourage proposed development to relate compatibly of the scale, character and siting of abutting development;

iv) encourage development on intensification sites that are adjacent to mature neighbourhoods to be sympathetic to neighbourhood character;

v) provide for pedestrian security, convenience and amenity with special considerations for people with disabilities, including facilities designed to have regard for accessibility;

vi) enhance accessibility to community facilities and services such as transit;

vii) provide a high standard of landscape amenity and buffering of service areas while retaining natural features wherever possible;

viii) provide for control of stormwater;

ix) incorporate sustainable design elements such as trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers, and bicycle parking facilities on any adjoining municipal road; and

x) protect the heritage attributes of any cultural heritage resource on or adjacent to the development property.

c) The entire City is designated by this Plan as a site plan control area. Council may adopt by-laws to define the City in its entirety or any portion of the City as a site plan control area.

Within the site plan control area, Council may define all development with the exclusion of low density residential development and farm-related development as subject to site plan control procedures. Also exempted would be aspects of licensed aggregate operations that fall under provincial control through the *Aggregate Resources Act* (ARA), the municipality may have input on ARA applications as part of the consultation process. Exemptions may be achieved by defining these classes of development in the site plan control area by-law rather than defining specific areas.

d) Site plan control area by-laws may require any person proposing development within a site plan control area to submit to the Municipality for approval:

i) plans showing the location of all buildings and structures to be erected and showing the location of all facilities and works (including landscaping and grades and elevations) to be provided in conjunction with the project; and

ii) drawings showing plan, elevation and cross-section views for each building to be erected, illustrating the massing and conceptual design of the proposed buildings, the relationship of the proposed buildings to adjacent lands, and interior areas to which the public have access; all of which requirements are more specifically set out in the *Planning Act*.

This Plan designates the City in its entirety as an area for which drawings that show plan, elevation and cross-section views for residential buildings less than twenty-five units may be required.

e) Council may apply such conditions as provided for in the *Planning Act* to the approval of a site plan and may ensure the fulfilment of conditions of approval and the implementation of the Municipality's policies through execution of a development agreement which may be registered against the title to the lands. Such agreement may address issues such as timing of development, future obligations, security and default provisions, and financial matters respecting the provision of services. Among these conditions may be the requirement to provide road widenings to the Municipality as set out in Section 6.3 of this Plan. Agreements may also provide for the completion of an environmental site assessment as set out in Section 7.8.3 (d) of this Plan.

f) Applications for areas identified for intensification on the Schedules of this Plan may be eligible for fast-tracking through the site plan control process.

g) The following matters relating to buildings are not subject to site plan control, except where permitted by the *Planning Act*:

- Interior design;
- Exterior design;
- The layout of interior areas; and
- The manner of construction and standards of construction.

h) The appearance of elements, facilities and works on the land or any adjoining highway under the municipality's jurisdiction are not subject to site plan control, except where permitted by the *Planning Act*.

8.3 Sign By-laws

a) Council may adopt by-laws pursuant to the *Municipal Act* to regulate the type, form, size, placement, and standards for the placement or alteration of signs.

b) A sign by-law may set out requirements for the provision of details on structural matters to ensure compliance with the Building Code, the provision of engineering reports and certificates, and the payment of appropriate fees.

8.4 Property Standards By-laws

a) Council may adopt property standards by-laws pursuant to the provisions of the *Ontario Building Code Act*.

b) Property standards by-laws, among other matters, may:

i) define the standards for maintenance and occupancy of property;

ii) prohibit the occupancy or use of any property that does not conform to the standards set out in the by-law;

iii) require repairs to be effected to any non-complying property;

iv) require debris, refuse, and derelict vehicles be removed from property; and

v) require that non-complying buildings or structures be demolished if repairs are not effected, leaving the lands in a graded and levelled condition.

c) Property Maintenance and Occupancy Standards By-law provisions will be utilized for the protection of cultural heritage resources. Council may also amend this by-law to prescribe minimum standards for the maintenance of heritage attributes for properties designated under the *Ontario Heritage Act*.

8.5 Sewer Use and Waste Collection By-laws

a) Council may adopt sewer use by-laws that, among other matters would:

i) regulate the nature of wastes that may be permitted to be discharged into the municipal sewer system; and

ii) require the installation of inspection maintenance holes for certain land uses at the point that sewer systems discharge from private lands to the public system.

b) Council may adopt by-laws to regulate the collection and disposal of waste that, among other matters, may define the nature and quantities of waste that may be accepted by the Municipality for disposal.

8.6 By-laws Applicable to Cultural Heritage Resources

Cultural heritage resources are an important component of the City's history and community identity and shall be conserved and enhanced.

a) Council may adopt by-laws pursuant to the provisions of the *Ontario Heritage Act* to:

i) designate properties which have sufficient cultural heritage value or interest to warrant specific recognition and protection; and

ii) designate any area of the City as a heritage conservation district.

b) Prior to adopting any *Ontario Heritage Act* designation by-law, Council shall consult with the Municipal Heritage Committee (Heritage Belleville). The Municipality shall process plans respecting any alteration, demolition, or removal of protected heritage property in accordance with the provisions of the *Ontario Heritage Act* and consult with the Municipal Heritage Committee.

c) Council may maintain the integrity of archaeological resources by adopting zoning by-laws to prohibit any land use activities or the erection of buildings or structures on land which is a site of a significant archaeological resource.

8.7 Other By-laws

a) By-laws may be adopted under the authority of the *Municipal Act* or any other Act to implement the policies of this Plan with respect to:

i) derelict motor vehicles, wrecking yards, pits and quarries, outside storage, storage of wastes (including tires), fences, removal of topsoil, protection of trees and forest management, conditions of property, kennels and animal control, and trailers; and

ii) adoption and implementation of nutrient management plans;

iii) adoption and implementation of Risk Management Measures Plans.

b) Financial by-laws such as local improvement by-laws (pursuant to the *Municipal Act*) and development charge by-laws (pursuant to the *Development Charges Act*) which are necessary to raise funds to pay for infrastructure may be adopted as necessary to implement any policy or provision of this Plan.

c) Council may adopt a by-law regarding the retention, protection, improvement, and revitalization of the City's urban tree canopy and natural vegetation.

8.8 Subdivision of Land

a) All lands within the City are subject to subdivision control by virtue of the provisions of the *Planning Act*.

b) The Municipality shall ensure the plan of subdivision and consent approval processes are employed appropriately to ensure division of land is undertaken in accordance with the policies of this Plan.

c) Council, where circumstances warrant, may adopt by-laws to:

i) exempt certain lots within registered plans of subdivision from subdivision control (generally referred to as part-lot control by-laws); and

ii) deem registered plans that have been in existence for eight years or more to no longer be a registered plan of subdivision as defined in the *Planning Act*.

8.9 Capital Works

a) Certain policies of this Plan would be implemented through the construction of public works. No public work can be undertaken that is not in conformity with the policies of this Plan.

b) This Plan encourages Council to adopt a multi-year capital works budget to provide guidance on the allocation of monies to extend and upgrade municipal services to achieve the objectives of this Plan.

8.10 Land Acquisition

a) The Municipality may acquire and hold land within the City for the purpose of meeting any objective of this Plan. The Municipality may also sell, lease or otherwise dispose of such lands when no longer required in accordance with the *Municipal Act* and other relevant provisions of this Plan.

b) Without limiting the generality of the above statement, the Municipality may acquire lands for the purpose of:

i) providing roads, road extensions, road widenings, and pedestrian linkages;

ii) providing servicing and utility corridors and sites;

iii) providing parks and lands for recreation uses, facilities, and trails;

iv) providing cultural facilities (i.e. libraries, theatres, art galleries, halls);

v) eliminating non-conforming land uses;

vi) controlling access to roads or public thoroughfares;

vii) consolidating lands for redevelopment;

viii) controlling hazardous lands (i.e. lands subject to flooding or erosion);

ix) protecting natural heritage features;

x) conserving cultural heritage resources (architectural or historical);

xi) providing administration facilities and services;

xii) establishing industrial land banks and enterprise centres;

xiii) providing transportation services (i.e. airports, marinas, and boating facilities);

xiv) providing off-street parking areas and facilities; and

xv) any other purpose which implements the policies of this Plan.

8.11 Boards and Committees

Council has established special committees and boards to oversee certain procedures and processes that implement portions of this Plan. Committees may be established as standing committees or special ad hoc committees to address specific issues.

8.11.1 Committee of Adjustment

a) Development shall comply with the provisions and requirements of the Zoning By-law and other by-laws that implement the Official Plan. The Committee of Adjustment may grant a minor variance from the provisions of the Zoning By-law or any other by-law that implement the Official Plan if it is satisfied that the

application meets the tests of the *Planning Act*. The Committee may consider applications for:

i) minor variances from the provisions of zoning by-laws (including holding, temporary use, and interim control by-laws), and any other by-laws which implement this Plan; and

ii) enlarging, extending, or changing the use of non-conforming uses.

b) When considering an application for minor variance, the Committee must be satisfied that:

i) the general purpose and intent of this Plan is maintained;

ii) the general purpose and intent of the by-law being varied is maintained;

iii) the variance would constitute a minor departure from the by-law being varied; and

iv) the variance is desirable for the appropriate development or use of the land, building, or structure.

c) In considering whether a variance is desirable for the appropriate development or use of the land, building, or structure, the Committee of Adjustment will have regard for, but will not necessarily be limited to the following:

i) the proposed development meets the intent of Section 2, and all other applicable policies of this Plan;

ii) whether there is a clear and demonstrable hardship in meeting the requirements of the by-law being varied due to the physical or inherent conditions of the site involved;

iii) the proposed development will be compatible with surrounding uses, buildings or structures and development standards associated with adjacent properties, and if necessary, incorporate means of alleviating adverse effects on abutting land uses;

iv) comments from City Departments;

v) comments from adjacent landowners or residents;

vi) the ability of the site to function in an appropriate manner in terms of access, parking for vehicles and bicycles or any other matter and means of improving such function including considerations for universal accessibility;

vii) any applicable urban design policies endorsed by Council;

viii) the conservation of cultural heritage resources;

ix) the resulting development has adequate municipal water and sewage services within the Urban Boundary, or is capable of providing individual on-site water and sewage services outside the Urban Boundary;

x) whether the application and the cumulative impact of the proposed variances would be more appropriately addressed by a zoning amendment to the applicable Zoning By-law;

xi) the Committee of Adjustment may attach such conditions as it deems appropriate to the approval of the application for a minor variance including any reasonable requirements, recommendations of City departments, or the submission of studies as listed in Section 8.12.3 of this Plan that may be required to properly evaluate the application;

xii) the degree to which such approval may set an undesirable precedent for the immediate area; and

xiii) the availability of alternative modes of transportation (e.g. cycling, transit, etc.) and public facilities including sidewalks when considering reductions in parking and/or increasing density.

d) The Municipality will maintain a registry of all minor variance applications and all applicable Committee of Adjustment and Ontario Land Tribunal (OLT) decisions.

e) This Plan encourages the Committee of Adjustment to approve minor variances to parking requirements for proposed affordable housing developments that include access to amenities such as transit, car sharing, and/or bicycle facilities.

f) Any land use which was lawfully in existence on the day of the passing of the Zoning By-law may continue to exist and shall be considered as a legal non-conforming use provided that it continues to be used for its original purpose. It is the general policy of the Municipality to encourage the long-term use of land to be in conformity with the policies of the Official Plan and the regulations of the Zoning By-law and to ultimately encourage sites containing non-conforming uses to be converted to uses in conformity with the Plan and By-law. In certain circumstances, it may be appropriate for the Committee of Adjustment, to consider a minor enlargement, extension or alteration to a legal non-conforming use in order to avoid undue hardship. When considering an application for an enlargement, extension or a change of use to a non-conforming use, the Committee should consider:

i) if it is possible to relocate such a use to a place where it will conform with the By-law;

ii) if such land, building or structure will continue to be used in the same manner and for the same purpose as it was used on the day that the By-law was passed;

iii) whether the enlargement or extension is likely to create or aggravate any problems created by the existence of the use;

iv) when a change in use is proposed, whether the proposed use is similar to the existing use or is more compatible with the uses permitted in the by-law applicable to the area in which the non-conforming use is located;

v) whether adequate parking, loading and on-site amenities and facilities are provided;

vi) measures are taken to protect neighbouring uses and properties;

vii) whether the non-conforming use is not located within Natural Hazards areas;

viii) whether the proposed enlargement, extension or alteration will negatively impact the natural environment; and

ix) whether all other applicable provisions of this by-law are satisfied.

g) The Committee of Adjustment may also be assigned the responsibility for granting consents for any part or the whole of the City.

8.11.2 Belleville Downtown Improvement Area Board of Management

a) The Municipality has created a Belleville Downtown Improvement Area pursuant to the *Municipal Act* covering a portion of the City's core area, and a board of management has been established. This area is referred to as the BDIA.

b) This Plan encourages the board of management for the BDIA to:

i) undertake initiatives which improve the appearance and amenity of public lands within the BDIA;

ii) initiate promotional programs that attract investment and business activity to the City's core; and

iii) provide recommendations to Council on matters that affect the planning and development of the City's downtown.

8.11.3 Municipal Heritage Committee

a) Council has established a Municipal Heritage Committee (Heritage Belleville) to provide advice on matters pertaining to the conservation, and management of cultural heritage resources in the community.

b) This Plan encourages Heritage Belleville to:

- conduct research into the City's cultural heritage resources and provide recommendations to the Municipality on initiatives to conserve, commemorate, and protect cultural heritage resources;
- work with owners/tenants of heritage properties to facilitate the adaptive reuse and conservation of such properties; and
- provide advice to Council and other decision-making bodies on matters pertaining to the alteration, demolition, removal, and conservation of protected heritage properties.

Council may expand the duties and responsibilities of Heritage Belleville to address cultural heritage issues that necessitate consideration.

8.11.4 Planning Advisory Committee

a) The Municipality will establish and maintain a planning advisory committee with at least one member who is not a member of Council, or a City employee, in accordance with the *Planning Act*.

b) Council may, by by-law, delegate its authority to make decisions with respect to the following types of Zoning By-law amendments in accordance with the provisions of the *Planning Act*:

i) removal of a holding "H" symbol to the satisfaction of the Chief Administrative Officer, Director of Engineering and Development Services, and/or their designate that provisions of the holding status have been met;

ii) authorizing the temporary use of land buildings or structures;

iii) amendments for the purposes of housekeeping the Zoning By-law for the purpose of making clerical or other changes to assist in the interpretation of the Zoning By-law;

iv) amendments to the Zoning By-law which are minor in nature in accordance with the criteria set out in Section 45(1) or 45(2)(a) of the *Planning Act*;

v) removal of site-specific and area-wide Holding Overlays where the City is satisfied that there are no longer constraints or technical requirements;

vi) creation of new site-specific and area-wide Holding Overlays where a new constraint or technical requirement is identified;

vii) amendments to the zoning boundaries relating to environmental protection or hazards when updated information becomes available;

viii) amendments related to the severance of surplus farm dwellings;

ix) amendments required to bring site specific zones from former zoning by-laws that conform with this Plan into the new Zoning By-law; and

x) for any site-specific exception that is carried forward into the new Zoning By-law during its appeal period, amendments required to delete site specific exceptions in the event of an appeal under the former zoning by-law.

8.11.5 Other Committees

a) Council may establish ad hoc and advisory committees periodically to undertake specific initiatives to achieve any objective or implement any policy of this Plan (i.e. environmental advisory committee, or task forces to address defined issues).

8.12 Plans and Plan Review

This Plan is not specific by its nature and provides general direction and guidance on the development of the community. Periodically it will be appropriate to establish more specific policies to address issues pertaining to the development or improvement of the City. It is also important that all plans be reviewed periodically to ensure their relevance to issues that must be addressed respecting the community's development.

8.12.1 Plans

a) Council may adopt Community Improvement Plans to address the community improvement policies set out in this Plan.

b) Council may adopt Secondary Plans for any area of the community to provide further guidance on density, type, form, timing and servicing of future development in the defined area. Such plans should be adopted in the same manner as amendments to this Plan, and either as plans separate from this Plan or processed as amendments with policies added to Section 4 of this Plan. All Secondary Plans, being amendments to this Plan, shall comply with relevant *Planning Act* requirements for public consultation and notification.

Secondary Plans shall conform to the Official Plan, including the goals, land use designations and vision. The more specific policies of a Secondary Plan shall guide development in the area covered by the Secondary Plan.

As an alternative to the adoption of more detailed secondary plans, Council may adopt policy guidelines for any area, addressing issues such as servicing strategies, road systems, land use allocations, parks and trails. Such policy guidelines would be used to provide general direction and guidance on the resolving of developmental and servicing issues.

Secondary Plans may be prepared by the Municipality, or may be required from development proponents for the Municipality's review, for portions of the City where major development is planned and where more detailed policy guidance is required such as areas planned to undergo fundamental changes in terms of planned function, land use pattern, land ownership/tenure, abandonment/ underutilization, and/or, areas planned for major public or private investment.

In some circumstances, Council may request that a Secondary Plan be prepared for an area before any development has occurred, based on the need to have more detailed servicing, staging and infrastructure studies completed. This may include servicing studies, transportation facilities, the location of major uses, the impact of new development, or environmental constraints.

8.12.2 Plan Review

a) The council shall revise this Plan at least every 10 years from the date of this Plan's approval, and every five years thereafter unless the plan has been replaced

by another new official plan. The *Planning Act* requirement to hold a public meeting to determine the need for revisions to this Plan shall be fulfilled.

b) The Municipality should monitor this Plan to determine if its objectives are being met. If any of the assumptions on which this Plan is based were to change substantially, a partial or complete review of the Plan may be undertaken at that time in order to determine whether the policies of the Plan remain appropriate.

c) During the review process, Council should hold a public meeting to discuss the need for revisions to this Plan, and if changes are warranted, appropriate amendments should be made following the review.

d) In identifying a new settlement area or in receiving a privately initiated settlement area boundary expansion, the following shall be considered:

   i) Whether there is a need to designate and plan for additional land to accommodate an appropriate range and mix of land uses through a Land Needs Assessment;

   ii) The impacts on the City's ability to meet its residential intensification and redevelopment targets outlined in Section 2.2.3;

   iii) If there is sufficient capacity in existing or planned infrastructure, as evaluated through a Servicing Capacity Assessment;

   iv) Whether public services facilities are planned or available;

   v) Whether the applicable lands comprise specialty crop areas;

   vi) The evaluation of alternative locations which avoid prime agricultural areas and, where avoidance is not possible, consider reasonable alternatives on lower priority agricultural lands in prime agricultural areas;

   vii) Whether the new or expanded settlement area complies with the minimum distance separation formulae;

   viii) Whether impacts on the agricultural system are avoided, or where avoidance is not possible, minimized and mitigated to the extent feasible as determined through an agricultural impact assessment or equivalent analysis, based on provincial guidance; and

   ix) The new or expanded settlement area provides for the phased progression of urban development.

e) A new settlement area or expansions to the settlement area boundary may only be identified, subject to the following requirements:

   i) Whether the privately initiated application for settlement area expansion conforms with the land use, servicing, and agricultural considerations outlined in Section 8.12.2 (d);

   ii) To initiate the review of the privately initiated application for settlement area expansion, the following information and materials may be required:

- Agricultural Impact Assessment;
- Concept Plan;
- Draft Official Plan Amendment;
- Emergency Services Assessment;
- Employment Needs Assessment;
- Energy and Climate Change Assessment Report;
- Environmental Impact Study;
- Indigenous Community Consultation Summary and Comment Response;
- Financial Impact Analysis;
- Functional Servicing Report/Servicing Capacity Assessment;
- Housing Assessment;
- Land Needs Assessment;
- Phasing Plan;
- Planning Justification Report;
- Public Consultation Summary and Comment Response Report;
- Noise Impact Study;
- Odour Impact Assessment;
- Recreation Needs Assessment;
- School Accommodation Issues Assessment;
- Sub-watershed Study; and
- Transportation Management Plan/Study.

f) Council may implement a fee for application for boundary expansions.

8.12.3 Applications

a) Applications to amend this Plan may be submitted to Council for consideration.

b) The Municipality must provide a copy of the proposed Official Plan Amendments to the Province at least 90 days prior to giving notice of a public hearing.

c) Consultation with the Municipality is strongly recommended prior to the submission of an application for an Official Plan amendment, Zoning By-law amendment, draft plan of subdivision, draft plan of condominium, consent, or site plan control, unless the Director of the Engineering and Development Services Department or designate determines that pre-consultation is not necessary based on the scale of the development or the complexity of planning issues associated with the proposed application. The pre-consultation process allows for approvals to be expedited by ensuring that considerations for a development proposal are accounted for in advance of an application, and to prepare applicants to provide appropriate supporting materials for a complete application.

d) Mapping, drawings, reports, and technical studies shall be required to support any application requiring a *Planning Act* approval. The supporting information and materials required shall be determined by the Municipality in consultation with other appropriate agencies, and the applicant prior to the submission of the application as part of the pre-consultation process.

e) In addition to the information and materials required under the *Planning Act* and any other legislation or regulation, additional information in the form of studies or assessments listed in this section may be required to consider a planning application complete.

f) The additional information will be required as part of a complete application under the *Planning Act* in order to ensure that all the relevant and required information pertaining to a development application is available at the time of submission to enable the Municipality to make informed decisions within the prescribed time periods. It also ensures that the public and other stakeholders have access to all relevant information early in the planning process.

g) The additional information or material that may be required includes, but is not limited to, the following:

Planning

- justification report
- land use needs assessment
- economic impact study
- market study
- green space/trail needs assessment

Environmental and Resources

- agricultural impact assessment
- environmental assessment
- environmental impact study
- ecological site assessment
- mineral aggregate resource study
- hydrogeological study
- soil, environmental audit, record of site condition
- slope stability study
- tree inventory and preservation study
- energy assessment report
- air quality report
- natural features restoration plan
- noise, vibration, shadow, wind study
- Section 59 Notice from the Risk Management Official

Servicing/Infrastructure

- servicing study
- grading and drainage plan
- stormwater management study
- hydrology, soils, and/or geotechnical study
- sub-watershed study

Transportation

- traffic/transportation impact study (all modes)
- parking demand analysis

- transportation needs assessment

Urban Design/Culture

- coloured architectural rendering
- archaeological assessment
- First Nations Consultation and/or Métis Consultation
- streetscape design study
- building elevations
- heritage impact assessment
- conservation plan

The information and material provided shall be prepared by a qualified professional to the satisfaction of the Municipality, retained by and at the expense of the applicant. The Municipality shall review all reports and studies and may also require a peer review by an appropriate public agency or professional consultant retained by the Municipality at the applicant's expense.

Any application that has previously been denied under the current Official Plan and Zoning By-law will be deemed to be an incomplete application.

8.13 Procedural Guidelines and Municipal Standards

a) Council may establish documents that set out procedural guidelines or municipal standards to assist land developers in effectively dealing with matters subject of this Plan. These documents, while not forming a part of this Plan, would assist with its interpretation and implementation.

b) Documents setting out procedural guidelines or municipal standards may address matters such as:

i) plans of subdivisions and consent procedures and requirements (i.e. determining and allocating servicing requirements and costs);

ii) requirements for complete applications for official plan or zoning amendments;

iii) site plan control and urban design standards; and

iv) engineering standards (e.g. stormwater management).

8.14 Public Consultation

Public consultation shall be regarded as an essential part of the municipal planning process, this includes matters related to Official Plan amendments, zoning by-laws, plans of subdivision and consents.

a) The Municipality shall consider written and oral submissions from the public on proposed Official Plan amendments, Zoning By-law amendments, plans of subdivision, consents, and minor variances prior to the preparation of a staff report.

b) In accordance with the *Planning Act*, public meetings must be held before Council may make decisions on proposals for Official Plan amendments, Zoning By-law amendments, and draft plans of subdivision.

c) Notice of public meetings must be provided in accordance with the *Planning Act*, and where possible, the Municipality should endeavour to provide advanced notice, beyond the minimum requirements of the *Planning Act*, to provide the public with additional time to prepare submissions. In addition to traditional means of providing notice, the Municipality may consider the use of alternate notice procedures, such as social media, municipal website(s), traditional print media, mail-out and email notices, and open houses, in accordance with the *Planning Act*.

d) A Public Consultation Strategy is required for applications for Official Plan amendments, Zoning By-law amendments and/or plans of subdivision. The Development proponent must satisfy the minimum requirements of the *Planning Act*. The Municipality may require additional public consultation measures in order to deem an application complete, determined on a case-by-case basis.

e) The Municipality shall undertake early engagement with Indigenous communities on land use planning matters to facilitate knowledge-sharing, support consideration of Indigenous interest in land use decision making, and support the identification of potential impacts of decisions on the exercise of Aboriginal or treaty rights.

f) The Municipality may forego public notification and public meetings for amendments to the Official Plan, community improvement plans, and the Zoning By-law, if such amendments relate to matters that will not affect the policies and intent of the Official Plan or community improvement plans, or the provisions of the Zoning By-law in any material way, such as to address the following matters:

   i) minor alteration of punctuation or language to obtain a uniform mode of expression;

   ii) correcting clerical, grammatical, or typographical errors;

   iii) altering the number and arrangement of any provision;

   iv) inserting annotations to indicate the origin and approval of any provision;

   v) changing the format of a document;

   vi) consolidating amendments; and

   vii) transferring Official Plan, Community Improvement Plan, and Zoning By-law information to new base map formats.

8.15 Delegation

a) Council may, in accordance with the *Planning Act*, delegate approvals of matters stipulated in this Official Plan to a Committee of Council or an individual who is

an officer, employee, or agent of the City. Every delegation of approval shall be done through the passage of a delegation By-law by Council.

b) The following approvals may be delegated in accordance with this Policy:

i) Minor changes to zoning of a property or properties;

ii) Removal of "H" Holding provisions;

iii) Temporary use by-laws;

iv) Accessory dwelling units;

v) Cash-in-lieu of parking agreements;

vi) Part Lot Control;

vii) Site Plan Control;

viii) Consents; and

ix) Subdivisions.

c) Every delegated approval decision shall comply to the policies and designations of the Official Plan.

d) Delegated minor changes to zoning of a property or properties may be approved for:

i) Siting, size and dimensions of buildings, structures, and similar uses;

ii) Off street parking and loading;

iii) Signs; and

iv) Screening and landscaping.

e) Where required, minor changes to zoning should be permitted which result in the appropriate development of the lands, have no detrimental impacts on adjoining properties, maintain the intent, policies, and principles of the Official Plan and the Zoning By-law, and have regard for the design principles and guidelines of this Plan and the City.

f) Delegation of approvals for minor changes in zoning should be established for the following:

i) Low density residential homes or groupings of homes of 10 units or less;

ii) Accessory dwelling units;

iii) Shared housing; and

iv) Small scale residential, industrial and commercial development.

g) Delegation of approvals for minor changes in zoning should be established for the following applications:

i) to implement an approved Site Plan;

ii) to implement Part Lot Control;

iii) to implement consents where there are no unresolved agency or community comments;

iv) to implement a Plan of Condominium where there are no unresolved agency or community comments; and

v) to implement subdivisions where there are no unresolved agency or community comments.

SECTION 9 - INTERPRETATION

The purpose of this Section is to provide guidance on interpretation of this Plan with respect to terminology, boundaries and values employed in its policies.

9.1 General Interpretation

a) Any significant departure from the policies of this Plan requires an amendment to this Plan.

b) Where any Act or portion of an Act or regulations adopted pursuant to any Act is referred to in this Plan, such references will be interpreted to include any subsequent legislation that may replace the specified Act or regulations.

c) This Plan is intended to be read and interpreted as a whole. All policies of this Plan must be considered together to guide its interpretation and determine conformity. Individual policies should not be read or interpreted in isolation from other relevant policies.

d) The Schedules and Tables included within this Plan must be read together with the policies of this Plan. In the case of a discrepancy between the policies of this Plan and a related Schedule, the policies shall take precedence.

e) Secondary Plans shall conform to the Official Plan regarding goals, vision, and land use designations. Where there is a conflict between the policies of the Official Plan and the policies of a Secondary Plan, the detailed policies of the Secondary Plan shall prevail.

9.2 Values and Quantities

a) All figures specifying values and quantities contained in this Plan should be considered approximate and illustrative only. This policy would not apply to the road widening provisions set out in Section 6.3 (b) of this Plan; these values should be considered maximums.

b) Amendments to this Plan would not be required for any minor variation from values and quantities used provided the general intent of this Plan is maintained.

9.3 Land Use Boundaries

a) It is intended that the boundaries of any land use areas shown on the land use schedules be considered approximate only, except where bounded by such features as existing roads, railways, rivers, or similar features.

b) Where a boundary reflects the limit of a hazardous or natural feature, the edge of the hazardous or natural feature should be interpreted as the boundary.

c) Amendments to this Plan for minor variations in boundaries would not be required provided that the general intent of this Plan is preserved.

d) Roads generally are not given a land use designation. Where any road is to be developed or incorporated with abutting lands for development purposes, the land use designations prevailing on either side of the road would apply.

9.4 Main and Accessory Uses

a) Buildings, structures and uses that are normally incidental, accessory and essential to a permitted use will also be allowed even though not specifically stated in the land use policies.

b) Where examples of permitted uses are provided, such listing is intended to indicate the possible range of uses considered appropriate and should not be interpreted as all-encompassing unless otherwise stated. All permitted uses should be in conformity with the policies of this Plan. A list of specific uses shall be identified and defined in the implementing Zoning By-law.

9.5 Definitions

a) For the purposes of this Plan, all terms defined in the *Planning Act*, the Provincial Planning Statement (2024), and other applicable provincial legislations, plans and guidelines have the same meaning when used in this Plan.

b) For the purposes of this Plan:

- ‘existing’ when used in this Plan means existing as of the date of the adoption of this Plan by the Municipality;

- ‘date of adoption of this Plan’ when used in this Plan means the date upon which Council gives final reading to the by-law to adopt this Plan;
- ‘development’ when used in this Plan means the creation of a new lot, a change in land use, the alteration of lands to accommodate a building or structure, or the construction of buildings and structures requiring approval under the *Planning* or *Building Code Act*, but excluding activities that maintain infrastructure or works subject to the *Drainage Act*;
- the use of the words “shall”, “will”, or “must”, when used in connection with a requirement for development applications, is a mandatory policy or requirement of this Plan;
- the use of the term “should” when used in this Plan means something that ought to be done. It is however, a discretionary, not a mandatory policy or requirement of this Plan;
- the use of the term “may” when used in this Plan means an action that is optional in its application, where appropriate; and
- the term “encourage” when used in this Plan means to give support to, or give favourable consideration to, a matter or thing.

c) For the purposes of this Plan:

- ‘Municipality’ when used in this Plan means the Corporation of the City of Belleville;
- ‘Council’ when used in this Plan means the Council of the Corporation of the City of Belleville; and
- ‘City’ and ‘community’ when used in this Plan mean the City of Belleville.

9.6 Administration

a) An amendment to this Plan is not required for the following changes:

i) Altering the numbering and arrangement of provisions in this Plan;

ii) Updating base mapping used in the Plan or adding base information to maps to show existing and approved infrastructure;

iii) Mapping of provincially identified natural heritage features where such mapping changes have been approved by the Province;

iv) Refining the limits of individual features and components of the natural heritage system mapping where such mapping changes have been supported by an environmental impact study, hydrological evaluation, or sub-watershed study approved by the City and may include consultation with the Conservation Authority;

v) Correcting clerical, grammatical, spelling, and technical mapping errors (including colour adjustments on schedules or maps);

vi) Changing format or presentation;

vii) Altering punctuation to obtain a uniform mode of expression; or

viii) Updating mineral aggregate resource mapping based on new or updated information from the Province.

SECTION 10 - WEST BELLEVILLE SECONDARY PLAN

a) Development in the West Belleville Secondary Plan Area to 2051 shall be guided by the policies and provisions of this Secondary Plan and the City of Belleville Official Plan.

b) In the event of a conflict, the policies of the West Belleville Secondary Plan shall prevail.

10.1 Planning Basis for the West Belleville Secondary Plan Area

The West Belleville Secondary Plan Area encompasses approximately 950 hectares (2,347 acres) of land located east of Wallbridge-Loyalist Road, south of Highway 401, and north of the Bay of Quinte. In 1998 and 2003, the Secondary Plan area lands were annexed by the City of Belleville from the Township of Sidney and the City of Quinte West to accommodate the need for additional urban serviced land.

In 2021, the City commenced the exercise to update the former Loyalist Secondary Plan and determine an appropriate mix of land uses, together with a servicing strategy, to help meet the growth needs of the City of Belleville to the year 2051. Simultaneously, the City commenced the Bell Boulevard and North Front Street Corridor Study to create an ultimate vision for the transformation of these corridor areas over successive waves of future development. The West Belleville Secondary Plan Area incorporates both studies into a plan with a 2051 horizon year that envisions approximately 11,400 new units being

created primarily through a mix of low-rise and mid-rise housing. The West Belleville Secondary Plan Area also includes employment lands strategically located adjacent to Highway 401 to help support future economic prosperity for the City. Total new non-residential development (across employment, commercial, and institutional uses) is planned at approximately 350,000 square metres of gross floor area.

The City is making a strategic and significant investment in infrastructure to facilitate the development planned for the West Belleville Secondary Plan Area. One of the prevailing principles for the West Belleville Secondary Plan Area is that the housing density, non-residential development, and pace of development will be achieved so that the City's investment in infrastructure is cost-effectively recovered through the timely collection of development charges.

Some of the lands within the southern portion of the West Belleville Secondary Plan Area are already developed – consisting of residential, institutional, employment, and service commercial uses – or are undergoing development. These uses will continue to support the West Belleville Secondary Plan Area, as the area further develops over the lifespan of the Official Plan. Lands within the northern portion of the West Belleville Secondary Plan Area are predominantly undeveloped, but there are some existing non-residential uses located north of Bell Boulevard near Highway 401 and Wallbridge-Loyalist Road.

Loyalist College is a key institutional use in the area, and its continued expansion will also play an important role in the future of both the West Belleville Secondary Plan Area and the City of Belleville.

The area also contains natural heritage and hydrologic features dominated by the Bay of Quinte and Potter's Creek, its associated tributaries, wetlands, and floodplains. These features and areas have been considered in the policies and updated mapping of the West Belleville Secondary Plan.

10.2 Purpose of the West Belleville Secondary Plan

The purpose of the West Belleville Secondary Plan is to guide a wide range of development opportunities in the area to the year 2051 and beyond. The policies of the West Belleville Secondary Plan encourage and promote, to the extent possible, compact sustainable development to ensure the health and long-term viability of the area and the City as a whole. It is consistent with the City's vision as expressed in the Official Plan. Development of the lands will be logically phased and supported by appropriate infrastructure and public service facilities including roads, sanitary sewers, water distribution, stormwater management, hydro, and other necessary utilities, as well as schools, recreation facilities, and police and fire protection. It is the intent of this Secondary Plan that the West Belleville Secondary Plan Area be serviced by full municipal sanitary sewage, water supply, and other utility systems.

10.3 Vision and Strategic Direction

10.3.1 Vision

The vision for the West Belleville Secondary Plan is as follows:

a) The West Belleville Secondary Plan Area is envisioned to become a thriving, healthy, climate-resilient, and fully integrated westerly extension of Belleville's urban area, taking full advantage of three dynamic activity corridors and a node:

   i) In the north, Bell Boulevard will serve as the primary dividing line for land use in this area with lands to the north designated as an employment and commercial corridor, while lands to the south designated for residential use. North of Bell Boulevard, industrial uses will be situated adjacent to Highway 401 and regional businesses, thereby creating abundant job opportunities and fostering economic prosperity for the community. The south side of Bell Boulevard will consist of medium density residential development, providing a transition from the northern employment lands to the lower-density residential neighborhoods to the south;

   ii) The westerly extension of Bridge Street will form a spine that can tie into Loyalist College, which will emerge as a 'destination college' that will support continued synergy with the surrounding community;

   iii) A commercial node at the intersection of Moira Street West and Avonlough Road can offer stores and services to the immediate neighbourhood, and can serve as an anchor for potential mixed-use fronting the east side of Avonlough Road between Moira Street West and the extension of Bridge Street; and,

   iv) In the south, the Dundas Street corridor will see existing businesses thrive and underutilized land uses redevelop and intensify to help enhance the area.

b) Throughout the West Belleville Secondary Plan Area, Potter's Creek, its floodplain, and relevant wetlands will remain as an appropriately conserved and protected natural area, with diverse residential neighbourhoods nestled around it, and opportunities to create safe open space linkages with many other parts of the evolving West Belleville Secondary Plan Area.

c) A combination of roads, frequent service transit, and other active transportation linkages will help the West Belleville Secondary Plan Area integrate seamlessly with the rest of Belleville and provide a variety of mobility options for new and existing neighbourhoods.

10.3.2 Strategic Directions

The strategic directions of the West Belleville Secondary Plan are to:

a) Grow responsibly and cost-effectively, by:

i) achieving the planned residential units and non-residential development to fully realize the cost-recovery of the City's investment in servicing infrastructure, without placing an undue financial burden on the City of Belleville, its taxpayers, and its ratepayers;

ii) providing infrastructure and servicing in a way that is efficient, adequate, financially responsible, climate-resilient, and responsive to the pace and targeted density of development;

iii) phasing in development in accordance with a long-term infrastructure plan and phasing policies that guide the order and timeliness of development of the area; and

iv) protecting the Potter's Creek floodplain and Bay of Quinte shoreline, protecting the intake protection zone identified in the Quinte Source Protection Plan, mitigating flood risk, and optimizing the available developable lands that abut the floodplain and conserved wetlands.

b) Support a strong, prosperous and competitive local economy to serve the City and beyond, by:

i) ensuring an appropriate range and mix of local services and employment opportunities are provided;

ii) retaining existing businesses and attracting new businesses;

iii) concentrating and promoting employment land uses along the Highway 401 corridor;

iv) developing Bell Boulevard, Moira Street West, the extension of Bridge Street West, and Dundas Street as corridors that are well-served by transit and have an appropriate mix use of land uses; and

v) developing the node at Moira Street West and Avonlough with an appropriate mix of land uses.

c) Establish new neighbourhoods as pedestrian-oriented, compact, walkable, and transit-supportive 'complete communities', by:

i) providing a mix of housing options, including attainable housing, affordable housing, and additional needs housing, to support and meet the needs of current and future generations and residents alike;

ii) integrating new development and infrastructure seamlessly with that of surrounding neighbourhoods through transitions in built form, density, and scale, and with a high standard of urban design;

iii) maintaining a high-quality public realm comprising accessible public spaces, attractive streetscapes, street trees, and other vegetation; and

iv) applying the 'Complete Street' design approach, consistent with the City's Transportation Master Plan.

d) Facilitate and encourage the use of sustainable and active transportation modes, by:

i) providing a safe, efficient, convenient, and sustainable transportation system that supports a mix of mobility choices for all ages and abilities, including walking, cycling, and public transit;

ii) establishing and maintaining a multimodal transportation network that connects the West Belleville Secondary Plan Area to the rest of the City of Belleville, including extending the waterfront trail along the Bay of Quinte; and

iii) developing a network of parks, trails, open spaces, and linkages that provide recreational opportunities, supply ample tree and shade coverage, interconnect neighbourhoods, and link communities to areas of environmental protection and conservation, including Potter's Creek.

e) Facilitate the growth, integration, and on-going evolution of Loyalist College as an anchoring activity centre and transportation hub, with:

i) institutional, residential, open space, and recreational land uses for both the area and the City; and

ii) enhanced multimodal connections to and through the campus with the surrounding community.

10.4 Land Use Policies

10.4.1 Environmental Protection and Natural Heritage Features

a) For lands designated as Environmental Protection in the West Belleville Secondary Plan Area, the policies in Section 3.5 (Environmental Protection and Natural Heritage Features) of this Official Plan shall apply.

b) Notwithstanding Section 10.4.1 (a) or any other conflicting policy, as shown on Schedule 'F' to this Secondary Plan, the Potter's Creek floodplain delineation and area regulated by Quinte Conservation is pending an update with Quinte Conservation, therefore:

i) Until such time as the updated delineation study is complete and has been adopted by Quinte Conservation, the City will require that a qualified Professional Engineer prepare a stormwater management study and grading and drainage plan having regard for the results of the Potters Creek Master Drainage Plan Implementation Report Amendment for the West Belleville Secondary Plan prepared by Dillon Consulting Limited (dated January 20, 2026), as a condition of development approval, and subject to approval of the City in consultation with Quinte Conservation; and,

ii) Once the updated delineation study is complete, then the floodplain in that study will prevail for the West Belleville Secondary Plan Area. Once the updated delineation is established by Quinte Conservation regulations, then the West Belleville Secondary Plan's mapping may be

updated to show the updated delineation without requiring a formal amendment.

c) If, due to the results of a floodplain analysis in (b)(i) or (b)(ii) above, the planned density at the planned land use for the West Belleville Secondary Plan as shown on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) to this Secondary Plan is not attainable, then:

i) the number of units that cannot be attained may be considered for other lands in accordance with the phasing policies in Section 10.8 and the density transfer policy in Section 10.9.3; or,

ii) the lands may be re-zoned to support a higher density, if it is proven through a feasibility study to the City's satisfaction that the land can be adequately serviced to the City's satisfaction to support the higher density.

d) Given the large extent of the floodplain for Potter's Creek, the City encourages development proponents to liaise with Quinte Conservation on permitted regulatory options to increase the developable area of their land while also effectively managing flood risk, adequately protecting property and public safety, and incorporating climate change considerations into their designs.

10.4.2 Open Space

a) For lands designated as Open Space in the West Belleville Secondary Plan Area, the policies in Section 3.6 (Open Space) and Section 7.11 (Open Space System) of this Official Plan shall apply; however, those areas denoted as 'NP' on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) are planned to accommodate a new park, whereby:

i) the classification of each new park shall be determined by the City on a case-by-case basis;

ii) the optimal size of the new park shall be determined by the City in accordance with parkland dedication legislation, and in accordance with the City's Parkland and Recreation Master Plan; and

iii) the final configuration, design (e.g., landscaping, equipment, tree/shade coverage, etc.), and location of the new park may be determined by the City as part of the development approvals process.

b) For the trails in the West Belleville Secondary Plan Area, as delineated on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) to this Secondary Plan and Schedule 'D' (Cycling and Trails Plan) to this Official Plan, the applicable policies in Section 3.6 (Open Space) and Section 6 (Transportation Policies) of this Official Plan shall apply. Furthermore:

i) Trails identified by the City's Parkland and Recreation Master Plan and/or Transportation Master Plan shall be provided in the West Belleville Secondary Plan area, including but not limited to extending the waterfront trail along the Bay of Quinte; and,

ii) Further trail connections may be identified at the site level and required through the development process to maximize connectivity with larger trails and the broader active transportation system.

10.4.3 Employment

Lands designated Employment on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) are deemed to be an "Employment Area" in accordance with the Provincial Planning Statement (2024) and, as applicable, Section 9.5 (a) of this Official Plan. These lands will provide employment opportunities to residents of Belleville, the region, and broader areas, as they are located abutting Highway 401 to ensure maximum exposure and marketability, and to facilitate ease of access.

a) Notwithstanding the policies set out in Section 3.12 (Employment Land Use) of the Official Plan, the following policies shall apply to lands designated Employment in the West Belleville Secondary Plan Area:

i) Uses permitted include: (1) manufacturing; (2) research and development in connection with manufacturing; (3) warehousing; (4) goods movement; and (5) ancillary facilities. Only accessory retail and/or accessory office uses directly associated with uses (1) to (4) shall be permitted.

ii) The following uses are prohibited in accordance with the Provincial Planning Statement (2024): (1) residential uses, commercial uses, public service facilities, and other institutional uses; (2) retail and office uses that are not associated with the primary employment use; and (3) other sensitive land uses that are not ancillary to the permitted uses.

10.4.3.1 Non-Employment Transition Overlay

The City of Belleville must protect employment areas for the long-term, provide for appropriate transition to adjacent non-employment areas, and mitigate potential adverse effects to nearby sensitive land uses to ensure land use compatibility and economic viability. The Non-Employment Transition Overlay applies to the area within 300 metres of lands designated Employment.

a) Notwithstanding any other policy in this Plan, lands designated Non-Employment Transition Overlay on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) shall not be developed until noise, vibration, and air quality studies in accordance with provincial guidelines, standards, and procedures have been completed to the satisfaction of the City.

b) The studies referred to in 10.4.3.1 (a) above shall assume full build-out of all lands designated Employment in the West Belleville Secondary Plan area as the basis for their analysis. The resultant mitigation measures determined by the studies for the proposed non-employment development shall ensure the future viability of the West Belleville Secondary Plan's employment lands.

c) To advise future owners of potential adverse affects from employment uses in their proximity, the City may require that warning clause(s) be registered on title as a condition of development approval for lands designated Non-Employment Transition Overlay on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area), and shall require warning clause(s) if the proposed development is a sensitive land use.

10.4.4 Commercial

a) For lands designated as Commercial in the West Belleville Secondary Plan Area, the policies in Section 3.9 (Commercial Land Use) and Section 10.4.7.5 (Urban Design) of this Official Plan shall apply.

b) Notwithstanding the policies in Section 3.9 (Commercial Land Use) of this Official Plan, a casino shall be an additionally permitted use for the lands municipally known as 380 Bell Boulevard.

10.4.5 Community Facility

a) For lands designated as Community Facility in the West Belleville Secondary Plan Area, the policies in Section 3.11 (Community Facility) of this Official Plan shall apply.

b) Although not designated at the time the West Belleville Secondary Plan was prepared, the City may develop a new community facility to serve the area. Notwithstanding any other policies, the new community facility may be developed in anywhere within the Open Space, Commercial, Community Facility, Low Density Residential, Medium Density Residential, and/or Mixed-use designations shown on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area).

c) There is a closed industrial waste disposal site located north of Moira Street West and east of Potter's Creek. These lands are designated Community Facility on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) and identified on Schedule 'G' (Constraint Areas), and are generally described as Lots 33 and 34, Concession 2. Notwithstanding any other policies, the following shall apply to these lands:

i) Only the existing land use is permitted; and,

ii) Any development of the property shall be undertaken in accordance with applicable provincial regulations, including the completion of an environmental site assessment to the satisfaction of the City of Belleville in consultation with the Province.

10.4.5.1 Loyalist College

As development of the West Belleville Secondary Plan Area proceeds, the City encourages future upgrades and expansion opportunities for Loyalist College. These opportunities would aim to facilitate the growth, integration, and ongoing evolution of the

Loyalist College campus as an anchoring activity centre and transportation hub, with a synergy of on-campus development, off-campus development, and phasing-in of servicing. The vision for Loyalist College includes: existing student residence buildings being upgraded and revitalized; and key areas of some existing buildings being renovated and updated.

For the lands designated as Community Facility that encompass Loyalist College, notwithstanding the policies in Section 3.11 (Community Facility) of this Official Plan, the following policies apply:

a) The primary permitted use for Loyalist College will be a post-secondary educational institution, and complementary uses include, but are not limited to: dormitories and other residential-type uses; community facility uses, such as a recreation centre and child care centre; business incubators and/or living laboratories having a pedagogical purpose, where students gain on-the-job skills as part of their college program; and open space uses, including naturalized areas, programmable open spaces, pedestrian pathways, and multi-use trails;

b) The primary access to the campus is currently from Wallbridge-Loyalist Road. A new gateway entrance feature to Loyalist College shall be established when Bridge Street West is extended from Marshall Road to terminate at Avonlough Road (at the eastern boundary of the campus grounds). This termination point will be designed to announce the presence of the College through landmark signage and appropriate landscaping. This gateway may also include a roundabout, however subsequent engineering studies will need to be completed to determine whether a roundabout will be feasible at this location. Beyond this gateway into campus, a new College-owned and maintained driveway that is designed to mimic a local street (in terms of pavement width, lane markings, curbs and curb cuts, sidewalks, on-street cycling facilities, and street furniture) will offer an east-west connection through the campus;

c) New College-owned and -maintained driveways will offer north-south connections to Moira Street West, as appropriate, to facilitate the College's expansion over time;

d) Bridge Street West will support a cycling route/multi-purpose trail, which will offer access for cyclists and other active travel modes (walking, scooter, etc.), as well as connect to the existing multi-purpose pathway that connects the College to Meagher Place, off Avondale Road;

e) A network of pathways and trails will offer active transportation opportunities throughout the campus, including a pedestrian-only pathway along Potter's Creek and an Ecological Loop Trail to connect pedestrians with the rest of the campus;

f) Bus stops and a Transit Hub will be located to support public transit use by the Loyalist College community, as well as those who live nearby; and,

g) It is anticipated that additional on-campus housing and non-residential gross floor area will be developed on the Loyalist College campus over the longer term. These uses are anticipated in the northeast area of the property towards the end of the lifespan of this Secondary Plan.

h) In addition to the policies outlined in Section 10.8 (Development Phasing) of this Official Plan, for the lands designated as Community Facility that encompass Loyalist College, no new development shall be permitted until it is demonstrated to the satisfaction of the City that adequate servicing infrastructure is in place to support the proposed development.

10.4.6 Residential

Policies for the lands designated Low Density Residential and Medium Density Residential are provided in Sections 10.4.6.1 and 10.4.6.2, respectively, below.

10.4.6.1 Low Density Residential

a) For lands designated Low Density Residential on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area), the applicable policies in Section 3.10 (Residential Land Use) of this Official Plan shall apply; however, notwithstanding Section 3.10.2 (a) of this Official Plan, new low density residential uses shall be developed at a maximum density of 28 units per net hectare.[5]

b) Notwithstanding the Low Density Residential designation, for the lands south of Bell Boulevard and north of the Hamilton Road extension, a variety of mid-rise housing forms may be permitted, provided that the overall site density does not exceed the maximum density of 28 units per net hectare.

10.4.6.2 Medium Density Residential

a) For lands designated Medium Density Residential on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area), the applicable policies in Section 3.10 (Residential Land Use) of this Official Plan shall apply; however, notwithstanding Section 3.10.2 (a) of this Official Plan, new medium density residential uses shall be developed at a density greater than 28 units per net hectare, up to a maximum density of 75 units per net hectare.

b) High density residential uses (i.e., exceeding 75 units per net hectare) will only be considered through a zoning by-law amendment, provided that infrastructure and municipal servicing considerations (e.g., water and wastewater servicing, stormwater management, transportation infrastructure requirements) have been assessed to the City's satisfaction to demonstrate that the development can be accommodated without limiting development in other nearby areas.

c) For the lands immediately abutting Bell Boulevard that are designated Medium Density Residential on Schedule 'B-1', some limited neighbourhood commercial uses on the first floor of mixed-use buildings may be permitted where appropriate.

d) The City currently has a surplus of commercial space; however, should market conditions become favourable, then the lands designated Medium Density

[5] *Net residential density means the total number of residential dwelling units per hectare of land excluding all roads, stormwater management facilities, utility corridors and similar which are necessary to support the residential area.*

Residential on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) with direct frontage on Avonlough Road, may be developed with commercial uses subject to the applicable policies of Sections 10.4.7.2 to 10.4.7.5.

10.4.7 Mixed-use

10.4.7.1 Permitted Uses

a) The uses permitted on lands designated as Mixed-use include the following permitted uses:

i) Commercial uses, including but not limited to retail, services, offices, restaurants, places of entertainment, private clubs, and art galleries, as guided by the applicable policies in Section 3.9 (Commercial) of this Official Plan;

ii) Medium density residential uses developed at a minimum density of 50 units per net hectare, up to a maximum density of 75 units per net hectare, and as guided by the applicable policies in Section 3.10 (Residential) of this Official Plan;

iii) Community facility uses, as permitted under Section 3.11 (Community Facility) of this Official Plan; and/or,

iv) Open space uses, as permitted in Section 3.6 (Open Space) of this Official Plan, including urban squares and plazas.

b) Notwithstanding (a) above, for the lands designated as Mixed-use extending from the corner of Moira Street West and Avonlough Road, residential uses will only be permitted in the upper floors of a building that has the entire ground floor dedicated to commercial use.

10.4.7.2 Configuration of Mixed-use

a) Permitted mixed-use development may comprise separate residential and non-residential buildings on a single lot, or a single building containing either/both residential and non-residential uses.

b) The following policies shall apply to single buildings that contain both residential and non-residential uses:

i) Where possible, the ground floor of the building shall be occupied by the non-residential use, and upper floors shall be occupied by the residential use;

ii) If both residential and non-residential uses occupy the ground floor of the building, then:

1) the non-residential use shall have direct frontage onto an arterial or collector road, for greater visibility and pedestrian access;

2) the residential use shall not occupy more than approximately one-third of the ground floor of the building, to allow for flexibility in the type and function of the non-residential use at grade;
3) the residential use within the building shall be located towards the side of the building that does not have direct frontage onto an arterial or collector road; and,
4) the residential use may have a main entrance that directly fronts onto the arterial or collector road, however it should be equally as prominent as the entrance to the non-residential component of the building, where applicable.

c) For a development that consists of separate residential and non-residential buildings, the building that contains a non-residential use shall be located closer to the property line that abuts the arterial or collector road to create an active street frontage.

d) The use of ground floor space is intended to add activity to the street, therefore the conversion of existing ground floor non-residential uses to residential uses shall not be permitted.

10.4.7.3 Pedestrian Circulation

a) Safe and convenient pedestrian circulation is critical to the success of lands designated as Mixed-use. The West Belleville Secondary Plan encourages:

i) maintaining sidewalks and other pedestrian linkages that connect to the wider active transportation network in the City;

ii) establishing direct pedestrian access from sidewalks to building entrances;

iii) providing adequate lighting of all pedestrian pathways for public safety, and adequate tree and shade coverage for public health; and

iv) the use of street furniture (including but not limited to benches and waste receptacles), where appropriate.

10.4.7.4 Parking Strategies

a) In addition to the policies set out in Section 6.4 (Parking and Loading Facilities) of this Official Plan, the following policies shall apply to parking strategies for lands designated Mixed-use:

i) New developments that contain residential uses are encouraged to provide on-site parking, in accordance with applicable requirements set by the City's Zoning By-law (as amended). However, in instances where it is demonstrated that on-site parking is impractical or inappropriate (e.g., due to location or access concerns), the cash-in-lieu provisions as set out in Section 8.1.6 (Special Zoning Provisions) of this Official Plan may be applied at the discretion of the City;

ii) Where feasible, on-site parking shall be in the form of underground parking to serve all uses on the property, in effort to mitigate the urban heat island effect and consume less land for vehicular parking purposes;

iii) Should it be determined on a site-by-site basis that underground parking is infeasible (i.e., due to unresolvable constraints due to site ingress/egress, circulation, or required loading space), then off-street surface parking shall be:

1) located to the side or rear of the building;
2) prohibited in front of the property; and
3) appropriately demarcated, landscaped, and illuminated.

10.4.7.5 Urban Design

a) In addition to the Urban Design policies set out in Section 7.6 of this Official Plan and urban design guidelines outlined in the Development Guidelines (2024 or as amended), the following guidelines apply to lands designated as Mixed-use:

i) building setbacks from public roads should be minimized to frame the street;

ii) building setbacks should create a consistent streetwall to foster a cohesive streetscape;

iii) where appropriate, a building's first storey should be taller in height to accommodate a range of non-residential uses, and to support the streetwall that creates a pedestrian-friendly experience at street level;

iv) large exposed blank walls without windows should be avoided. All visible sides of a building should be finished and treated similarly to the front. Where exposed walls exist, screening through landscaping should be provided;

v) the upper storeys (fourth and higher) of buildings should be incrementally stepped back to reduce shadowing;

vi) rooftop mechanical equipment should be screened with architectural features;

vii) outdoor patios should be encouraged where appropriate, and ideally located adjacent to pedestrian corridors;

viii) building entrances should be oriented to streets, parking facilities, public open space and trails;

ix) delivery areas should be located at the rear or side of buildings;

x) loading and garbage enclosure areas are to be screened from public view;

xi) tree planting along roads should include large specimen dense foliage trees that are native to the area and appropriately spaced with clumped planting of mixed species at focal points;

xii) laneways providing access to parking lots should be well-lit and landscaped where feasible;

xiii) architectural lighting fixtures (i.e., lighting of prominent architectural features of buildings to accentuate their design and aesthetic) are encouraged, however they shall be:

1) dark sky-compliant; and
2) designed in a way that prevents light spillover from neighbouring properties;

xiv) new development should be both welcoming and accessible in its design, by providing a suite of pedestrian amenities (e.g., seating, street trees, opportunities to seek shade and/or shelter from inclement weather) that support everyone in the community, regardless of age, ability, or stature; and,

xv) landscaping and green open space should be provided at appropriate locations to complement buildings, and as relief from concrete and asphalt surfaces.

10.5 Servicing Policies and Utilities

a) The policies of Section 5 in this Official Plan apply to the West Belleville Secondary Plan Area, in addition to the policies in Sections 10.5.1 and 10.5.2 below.

b) Cost effective servicing will be also achieved for the West Belleville Secondary Plan through the application of the policies in Section 10.9.1.

10.5.1 Public Roads, and Municipal Sanitary Sewer and Water Systems

a) All new development in the West Belleville Secondary Plan Area shall be on a public road in accordance with Section 5.2, and shall only be permitted on municipal sewage services and municipal water services, except for minor expansions to existing legal development if the existing on-site services are adequate to support the expansion.

10.5.2 Stormwater Management

In addition to the policies set out in Section 5.6 (Stormwater Management) of this Official Plan, the following policies shall apply to stormwater management within the West Belleville Secondary Plan Area:

a) As the West Belleville Secondary Plan Area develops over time, stormwater management facilities will be required to locate throughout the Secondary Plan area, having regard for the Potters Creek Master Drainage Plan Implementation Report Amendment for the West Belleville Secondary Plan, and as conceptually indicated on Appendix ‘D’ (West Belleville Secondary Plan - Stormwater Management Facility Plan) to the Official Plan. The City will also ensure that

such facilities are located in appropriate locations in consultation with Quinte Conservation during the development review process. These facilities shall be maintained by the City and may include passive recreational uses as part of the overall development of the facility;

b) With respect to the lands known as the Bell Boulevard / North Front Street Centralized Stormwater District, developers of these lands shall:

   i) coordinate to ensure that their stormwater management facilities contribute to a centralized stormwater management facility; and

   ii) be responsible for the design and construction of the centralized stormwater management facility, subject to the satisfaction of both the City and Quinte Conservation.

c) The City has undertaken a study to explore the viability of low impact development (LID) measures which is an alternative to conventional ponds and storm sewers for stormwater management. Based on the findings of the LID Study and in accordance with the 2013 Ainley Graham and Associates Hydrogeological Assessment, where possible, priority is to be given to the use of LID solutions in effort to maintain the natural predevelopment water balance in the West Belleville Secondary Plan Area. In locations where LID measures are not recommended, the City will only consider conventional approaches to stormwater management for future development.

d) In addition to the policies set out in Sections 6.5 (Railways) and 7.7 (Sensitive Land Uses) of this Official Plan, the following policies shall apply to the Canadian National Railway (CNR) right-of-way within the West Belleville Secondary Plan Area, with respect to stormwater management:

   i) The City will promote and work with the CN Railway authority to upgrade the watercourse crossing at Moira Street West, in effort to reduce the size of the floodplain within the northern portion of the West Belleville Secondary Plan Area; and,

   ii) Such watercourse crossing upgrade shall be based on modeling prepared by a qualified professional and to the satisfaction of the City and Quinte Conservation, to ensure that an increased flow capacity at that watercourse crossing does not result in increased flood risk downstream.

10.6 Transportation Policies

a) The policies of Section 6 in this Official Plan shall apply to the West Belleville Secondary Plan Area.

b) The City has identified the protection of a corridor, denoted as “Protected Corridor for Future Road Alignment” on Schedule ‘B-1’ (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area), for a possible road right-of-way north of Moira Street West over the long-term on Schedule ‘C’

(Road System Plan) to this Official Plan. If it is determined through a subsequent study, either initiated by the City or completed to the City's satisfaction, that:

i) this corridor is needed to provide a transportation linkage serving the West Belleville Secondary Plan Area, the City will require that transportation studies be completed by a Professional Engineer, to the satisfaction of the City, to more specifically determine the alignment and design of the crossing; or,

ii) this corridor is not needed to provide a transportation linkage serving the West Belleville Secondary Plan Area, then the West Belleville Secondary Plan may be amended to remove the proposed corridor from Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) and Schedule 'C'.

c) The City has identified a corridor for the extension of Bridge Street West from Marshall Road to Avonlough Road to serve as a primary transportation link within the West Belleville Secondary Plan Area, and the following policies apply:

i) Prior to the development or construction of this extension, the City shall require a transportation study to be completed by a Professional Engineer, to the satisfaction of the City, to determine the optimal alignment, design, and multi-modal requirements of the road; and,

ii) Notwithstanding any adjustments to the alignment, the extension shall be designed to terminate at Avonlough Road in a manner that aligns with the future gateway entrance to Loyalist College, as described in Section 10.4.5.1 of this Plan.

d) New and existing roads within the West Belleville Secondary Plan Area shall incorporate a Complete Streets approach, such that:

i) The needs and priorities of users and uses shall be balanced within the public right-of-way to allow for the safe and efficient movement of pedestrians and cyclists of all ages and abilities, transit users and transit vehicles, goods and services, emergency services, and motorists.

ii) Space shall be allocated for the provision of pedestrian features and amenities, including but not limited to: street furniture; signage and other wayfinding tools; snow and stormwater management; and street trees and other landscaping.

iii) The design of a Complete Street shall have regard for the design criteria outlined in both the City's design guidelines and Section 7.6 (Urban Design) of this Official Plan.

iv) The segment of Bridge Street West where it intersects Avonlough Road shall be designed with landscaping as a gateway and is encouraged to have abutting land uses that create an activity node, to create a strong link between Bridge Street West and Loyalist College immediately west of Avonlough Road.

v) The segment of Avonlough Road from the Bridge Street West extension to Moira Street West shall be designed with streetscaping that creates a distinctive interface between the neighbourhood to the east and the Loyalist College campus to the west.

e) With respect to trails in the West Belleville Secondary Plan Area, in addition to the policies of Section 6 in this Official Plan, development of new trails shall be developed in accordance with the City's Transportation Master Plan and Parkland and Recreation Master Plan.

10.7 General Development Policies

a) The policies of Section 7 (General Development Policies) in this Official Plan apply to the West Belleville Secondary Plan Area, in addition to the policies in Sections 10.7.1 and 10.7.2 below.

10.7.1 Archaeological Resources

a) An archaeological assessment is a requirement to permitting development of greenfield lands since lands within the West Belleville Secondary Plan Area may contain archaeological resources or areas of archaeological potential. Given the presence of Potter's Creek within the West Belleville Secondary Plan Area, archaeological remains of prehistoric and historic habitation may exist within the boundaries of the West Belleville Secondary Plan Area. The policies outlined in Section 7.4 (Cultural Heritage and Archaeological Resources) of this Official Plan shall apply.

b) Should the City require archaeological field work (e.g., Stage 2 Archaeological Assessment) to be completed as part of a proponent's application to develop within the West Belleville Secondary Plan Area, the applicant shall engage with and consult local First Nations communities early in the development process, and the City will forward the archaeological assessment reports to the respective First Nations for comment.

10.7.2 Railway Noise and Vibration Abatement and Attenuation

a) In the West Belleville Secondary Plan Area, both the Canadian National Railway and Canadian Pacific Kansas City Railway lines are treated as main railway lines, therefore:

i) Lands that are within 300 metres of the railway lines are deemed to be sensitive to noise; and,

ii) Lands that are within 75 metres of the railway lines are deemed to be sensitive to vibration.

b) In addition to requiring studies of noise and/or vibration for the lands in (i) and/or (ii) above, the City may require as a condition of development approval:

i) the registration on title and insertion in agreements of purchase and sale or lease a warning clause with regard to the existence of and potential impacts of rail operations;

ii) increased setbacks and berming to address rail safety concerns;

iii) orientation of buildings away from railway lines; and

iv) installation of combined security and acoustical fencing to prevent trespass onto the railway right-of-way and to attenuate noise to acceptable levels.

10.7.3 Four Storey As-of-Right Overlay

a) Notwithstanding any other policy in this Plan, buildings with a minimum height of four (4) storeys are encouraged on those lands designated with the 4-Storey As-of-Right Overlay shown on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area).

b) Any residential buildings permitted by the underlying designation may take the form of stacked townhouses and low-rise apartment buildings with a minimum of four (4) storeys in height.

c) Any mixed-use buildings permitted by the underlying designation shall consist of at-grade commercial uses with residential on upper floors.

d) To foster cohesion in built form, an aesthetically pleasing streetscape, and streets that are conductive to multi-modal transportation, buildings within the 4-Storey As-of-Right Overlay shall:

i) be oriented with their front façade and primary entrance facing the extension of Bridge Street, Avonlough Road, Moira Street West, or Marshall Road, as the case may be; and

ii) have parking oriented to the rear or side as appropriate.

10.7.4 Housing Yields and Front-Ending Overlay

10.7.4.1 Minimum Build-Out

a) The approach to achieving the minimum build-out target for the Secondary Plan area is the implementation of minimum housing yields. All development applications for lands within the defined sub-areas shown on Schedule 'B-2' (West Belleville Secondary Plan – Density Target Areas) are required to demonstrate how the proposal meets the specified Target New Residential Units on Schedule 'B-2'. For the purposes of the West Belleville Secondary Plan, housing yield meeting the build-out targets shown on Schedule 'B-2' (West Belleville Secondary Plan – Density Target Areas) shall be calculated as the total of the residential dwelling units proposed for development in a subdivision or site plan application, determined by the number of primary units subject to payment of development charges and excluding any accessory residential unit(s) whether

or not the accessory residential unit(s) are being constructed simultaneously with any primary unit.

b) Any proposed reduction in housing yield below the targets identified in Schedule 'B-2' (West Belleville Secondary Plan – Density Target Areas) shall be strongly discouraged and will require an amendment to this plan.

c) The implementing Zoning By-law shall contain the appropriate development standards to ensure the minimum height and density targets of this Plan are achieved.

10.7.4.2 Front-Ending Agreements

a) The City may, at its discretion, enter into front-ending agreements (or development charges credits or any other such permitted financial mechanism) with landowners or developers to provide for the financing and construction of municipal infrastructure and community facilities required to service development within the Secondary Plan area. Such agreements shall be in accordance with the provisions of the *Planning Act* and are intended to facilitate the orderly progression of development and assist the City in recovering its investment in major infrastructure required to support the housing yields identified in Schedule 'B-2' (West Belleville Secondary Plan – Density Target Areas).

10.8 Development Phasing

There are limitations to the existing road, water, and sanitary sewer systems serving the West Belleville Secondary Plan Area. At the time that the West Belleville Secondary Plan was prepared, the City was in the process of completing an infrastructure project for another sewage pumping station (SPS) that would supplement the existing stations in the area (i.e., Dundas/Palmer SPS; Cascade SPS; Moira Street SPS; Roblin Place SPS; and Centennial SPS) and serve the West Belleville Secondary Plan community. The Avonlough SPS is being designed with a capacity to service the majority of the undeveloped lands within the West Belleville Secondary Plan Area, however its timeline for operation is anticipated to begin after the adoption of this Secondary Plan. As such, development in the West Belleville Secondary Plan Area shall be phased.

The following Development Phasing policies shall apply to the West Belleville Secondary Plan Area:

a) The Development Phasing policies outlined in this Section 10.8 (Development Phasing) shall be read in conjunction with Schedule 'H' (West Belleville Secondary Plan – Development Phasing) to this Official Plan; and,

b) To assist in the financing of the required infrastructure to service new development, the City shall determine the estimated cost in infrastructure upgrades and may pass an area-specific Development Charges By-law based on this estimated cost.

10.8.1 Phase 1: 5- to 10-Year Horizon

a) Phase 1 development, as delineated on Schedule 'H' (West Belleville Secondary Plan – Development Phasing) to this Official Plan, will consist of lands that are contiguous to the existing approved and built development in the West Belleville Secondary Plan Area and can be developed within the capacities of the existing infrastructure (with minor modifications). It is anticipated that Phase 1 could accommodate growth for the next 5 to 10 years;

b) The City will monitor Phase 1 development to ensure that existing capacities identified in the sewer, water and road systems are not exceeded as development proceeds. Should the maximum servicing capacity be reached for Phase 1 before all Phase 1 lands have been developed, any remaining Phase 1 lands shall not be developed, until it is demonstrated that those lands have adequate servicing capacity to the satisfaction of the City. In particular, as of the date of the West Belleville Secondary Plan's approval, development on the Phase 1 lands on the south side of Bell Boulevard are limited to an additional population equivalent of 1,400 people; and,

c) Any development beyond Phase 1 will require major infrastructure upgrades and improvements to the sewer, water, and/or road systems. In this regard, the City must complete a city-wide servicing master plan to determine the optimal approach to servicing growth, after which point the servicing approach for Phase 2 and Phase 3 in the West Belleville Secondary Plan area can be established and developments in these phases may be allowed to proceed. The City should prepare a long-term capital budget to ensure that the required infrastructure identified in this Secondary Plan and other studies is in place to accommodate subsequent phases of development in the West Belleville Secondary Plan Area.

10.8.2 Phase 2: 10- to 25-Year Horizon

a) Phase 2 development, as delineated on Schedule 'H' (West Belleville Secondary Plan – Development Phasing) to this Official Plan, is anticipated to take place over the long term (10 to 25 years) and will depend on the nature of development that takes place in Phase 1;

b) The City will manage Phase 2 development to ensure that sewer, water, and road capacity exists to accommodate the planned land uses. In this regard, if servicing capacity becomes available to service the Phase 2 area before Phase 1 is fully built out, then development in Phase 2 will be allowed to proceed; and,

c) The City will monitor Phase 2 development to ensure existing capacities identified in the sewer, water, and road systems are not exceeded as development proceeds. Should the maximum servicing capacity be reached for Phase 2 before all Phase 2 lands have been developed, any remaining Phase 2 lands shall not be developed, until it is demonstrated that those lands have adequate servicing capacity to the satisfaction of the City.

10.8.3 Phase 3: Beyond the 25-Year Horizon

a) Phase 3 development, as delineated on Schedule 'H' (West Belleville Secondary Plan – Development Phasing) to this Official Plan, is anticipated to take place over the horizon of 25 years and beyond and will depend on the nature of development that takes place in Phases 1 and 2;

b) The City will manage Phase 3 development to ensure that sewer, water, and road capacity exists to accommodate the planned land uses. In this regard, servicing capacities should be available to accommodate the planned land uses as designated on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area Area) that fall within the Phase 3 area; and,

c) The City will monitor Phase 3 development to ensure that existing capacities identified in the sewer, water, and road systems are not exceeded as development proceeds. Should the maximum servicing capacity be reached for Phase 3 before all Phase 3 lands have been developed, any remaining Phase 3 lands shall not be developed, until it is demonstrated that those lands have adequate servicing capacity to the satisfaction of the City.

10.8.4 Re-Allocation of Servicing Capacity between Phase 1, Phase 2, and Phase 3 Lands

a) If there is adequate servicing capacity in Phase 1 or Phase 2 to service a subsequent phase, then the City may approve a development located in a subsequent phase as long as the development is abutting other existing and fully-serviced development, and does not detract from the logical phasing and build-out of the West Belleville Secondary Plan Area. The City may assign servicing allocation to development in a subsequent phase without an amendment to the West Belleville Secondary Plan; and,

b) If there is a limitation on servicing capacity and the City is evaluating multiple development proposals, then it will prioritize development on lands designated Employment with the West Belleville Secondary Plan Area.

10.9 Implementation

a) Implementation of the West Belleville Secondary Plan shall be guided by the policies in Section 8 (Implementation) of this Official Plan, and Section 10.9.

10.9.1 Zoning By-law and Holding Provisions

Given the significant infrastructure constraints identified in the West Belleville Secondary Plan Area, specifically regarding sanitary sewer capacity, it is not appropriate to pre-zone all lands for their intended use. To ensure that development does not outpace the delivery of necessary capital infrastructure, the City requires a mechanism to stage development as servicing becomes available.

a) To ensure that development proceeds in an orderly manner and is coordinated with the provision of necessary infrastructure as outlined in the Phasing Policies

of Section 10.8 of this Plan, the City may place lands within a "Development Control" zone or apply a "Holding (H)" symbol to the appropriate zone category in the implementing Zoning By-law.

b) Removal of a "Development Control" zone or "Holding (H)" zone symbol shall be contingent upon the applicant demonstrating, to the City's satisfaction, that the proposed development meets certain criteria, including but not limited to the following:

i) Adequate water, sanitary, and/or transportation capacity is available and allocated to support the proposed development;

ii) All necessary technical studies and external agency approvals have been completed and accepted by the City; and,

iii) The proposed development generally conforms to the phasing strategy outlined in Schedule 'H' (Development Phasing) to this Plan.

10.9.2 Reduction of Density, Financial Viability, and Density Transfer

This plan establishes minimum densities for residential development and Schedule 'B-2' (West Belleville Secondary Plan – Density Target Areas) identifies the targeted build-out of areas during the lifespan of the West Belleville Secondary Plan. These areas are delineated on Schedule 'B-2' as Density Target Areas, and each Density Target Area has a targeted number of residential units and/or non-residential gross floor area to help achieve municipal infrastructure cost-recovery through development charges collected for the West Belleville Secondary Plan Area.

a) A circumstance may arise where an owner is seeking a down-designation of their property through a privately-initiated amendment to this Secondary Plan and/or a Zoning By-law amendment. If the down-designation results in a development yield less than the Target New Residential Units and/or Target New Non-Residential Gross Floor Area (see Schedule 'B-2'), then the City shall require that a financial impact study be prepared by a qualified professional to ensure that the down-designation does not have a negative impact to the City on the cost recovery of infrastructure and services achieved through Development Charges. The study shall also justify how the targeted yield will be achieved on other Density Target Areas (identified in Schedule 'B-2') within the same catchment area, to the satisfaction of the City.

b) If the City supports a down-designation through (a) above, then the yield achieved on other lands shall be re-assigned by updating Schedule 'B-2' to this plan through a privately-initiated amendment to this Secondary Plan. However, if the re-assignment of yield to other lands would cause those lands to exceed their planned maximum residential density under their land use designation or zoning, then the re-assignment may only occur simultaneously with the Secondary Plan and/or Zoning By-law amendment identified in (a) above.

c) If the City's concerns about cost recovery of infrastructure and/or services cannot be reconciled with the financial impact study in (a) above, then City may require, as a condition of development approval, that the owner enters into a financial

agreement or provide other measures satisfactory to the City to ensure that there are no net financial impacts to the City resulting from the proposed down-designation.

d) Notwithstanding any conflicting policies of this plan, the transfer of density into Drainage Area 4 of the Fahey Sewage Pumping Station catchment area that would exceed the current capacity of the system shall not be permitted.

10.9.3 Density Transfers for Floodplain-Constrained Lands

A mechanism is needed to re-assign development potential, due to: a site being constrained by the extent of the Potter's Creek floodplain, at the time that the West Belleville Secondary Plan was prepared; the potential of an updated analysis of the floodplain requiring additional lands for flood protection; and the need to optimize the volume of development to recover the costs of infrastructure.

The following policies apply to all lands within the West Belleville Secondary Plan Area that have the potential for development to be reassigned for any of the above-mentioned reasons:

a) Transfer of density provisions will be implemented on a site-specific basis, by way of amending this Secondary Plan and the City's Zoning By-law, which will specify, at minimum, the units and/or gross floor area being transferred.

b) For a parcel that initiates a density transfer, it shall be referred to as a donor site.

c) For a parcel that receives a density transfer, it shall be referred to as a receiver site.

d) A density transfer shall not occur without the written consent of the property owner of the receiver site.

e) The following policies shall apply to receiver sites:

   i) The receiver site is in a location where the increased density supports the vision and planned function in this Secondary Plan;

   ii) The receiver site is within the same servicing catchment area as the donor site;

   iii) The receiver site has an equal or greater density permission, as identified on Schedule 'B-1' to this Secondary Plan, than the donor site; and,

   iv) The receiver site shall be subject to the policies of the land use under which it is designated.

f) For a donor site, lands not developable as contemplated by Section10.9.3 (h)(i) are rezoned into the appropriate environmental protection zone in the Zoning By-law.

g) The owner of the donor site and receiver site must:

   i) apply to rezone both the donor site and receiver site; and

ii) provide the City with all necessary covenants, agreements, and/or undertakings to ensure successful completion of the density transfer.

The following policy applies to lands impacted by the floodplain within the West Belleville Secondary Plan Area:

h) Density of development in terms of residential units, non-residential gross floor area, or a combination of both may be re-assigned from lands constrained by the Potter's Creek floodplain, if all the following conditions are met:

i) Further analysis of the Potter's Creek floodplain for a specific landholding leads to a delineation of a floodplain greater than the floodplain shown on Schedule 'B-1' (West Belleville Secondary Plan – Land Use Plan – Urban Serviced Area) to this Secondary Plan and Schedule 'F' (Natural Hazard Features) to this Official Plan, at the time this Secondary Plan was approved;

ii) The further delineation in (i) above results in a reduction of development yield by 10 percent or more at the net density and build-out possible based on the lands under their current designation in the West Belleville Secondary Plan and the other policies of this Official Plan (e.g., yield is determined after parkland dedication is considered);

iii) The owner of the lands impacted in (i) above holds lands elsewhere within the West Belleville Secondary Plan Area, and these lands are determined by the City to be suitable to accommodate the density of development being transferred;

iv) The reduction in development yield computed in (ii) above is re-assigned in whole or in part to the owner's other lands referred to in (iii) above; and,

v) All other policies related to roads, water servicing, wastewater servicing, and development phasing are met.

10.9.4 Monitoring

a) To assess whether the West Belleville Secondary Plan will need to be updated, the City shall establish a formal program to monitor and report on the level of development in the West Belleville Secondary Plan Area.

b) As the area develops, the City shall monitor development in terms of the units of residential development, the gross floor area of non-residential development, and the development charges collected to help ensure the cost-effective and timely supply of major capital projects, including municipal infrastructure, facilities, and services.