

PLANNING RATIONALE

1 NORTH FRONT STREET

PREPARED FOR: BELLEVILLE AFFORDABLE HOUSING LIMITED PARTNERSHIP

JUNE 2026



Introduction

This Planning Rationale Report is provided in support of applications for Official Plan (OPA) and Zoning By-law Amendment (ZBA) for the property known municipally as 1 North Front Street in the City of Belleville. The subject property is developed with a 14.8 metre (three (3) storeys and mezzanine) (low-rise), mixed-use building known as Sagonaska Place which accommodates ground floor commercial space and 38 residential units across the upper three storeys. The proponent, Belleville Affordable Housing Limited Partnership (BAHLP), is a partnership between the developer, Summers & Co., and the Mohawks of the Bay of Quinte, Garden River First Nation, and Missanabie Cree First Nation. BAHLP actively sought suitable tenants for the commercial space over the course of a year, to no avail. BAHLP is proposing to convert the ground floor commercial space of the existing building into six (6) residential units. Additionally, BAHLP is proposing to construct a nine (9) storey (mid-rise) multi-unit dwelling accommodating 53 residential units on the footprint of the existing surface parking lot.

The subject property is designated 'City Centre' on Schedule 'B' – Land Use Plan – Urban Serviced Area of the City of Belleville Official Plan and zoned Mixed-Use Type 1 'MX1' within City of Belleville Zoning By-law 2024-100, as amended.

In support of the proposed development, applications for Official Plan Amendment and Zoning By-law Amendment have been submitted. The proposed OPA seeks to introduce a City Centre Land Use Exception to facilitate the proposed residential density on the subject property without the requirement of ground floor commercial uses. The proposed ZBA seeks to rezone the subject property to a Residential Type 3 Exception 'R3-XX' Zone to recognize the strictly residential use of the proposed development and instill appropriate site-specific performance standards. We understand that a Site Plan Control (SPC) application will be filed following the advancement of the OPA and ZBA applications through the municipal review process.

Site Overview

Location & Site Information

The subject property is approximately 2,255.0 square metres in area and maintains approximately 14.4 metres of frontage along the south side of Grove Street, approximately 80.5 metres of frontage along the east side of North Front Street, approximately 38.0 metres of frontage along the north side of Moira Street East.

The subject property is developed with a 14.8 metre (three storeys and mezzanine) mixed-use building. The existing building accommodates ground floor commercial space (currently vacant) and 38 residential units across the upper three storeys. The existing building is on full municipal services. Parking for the existing building is primarily contained within the on-site underground parking lot accessed via North Front Street and Moira Street East, however a limited number of surface parking spaces are also provided.

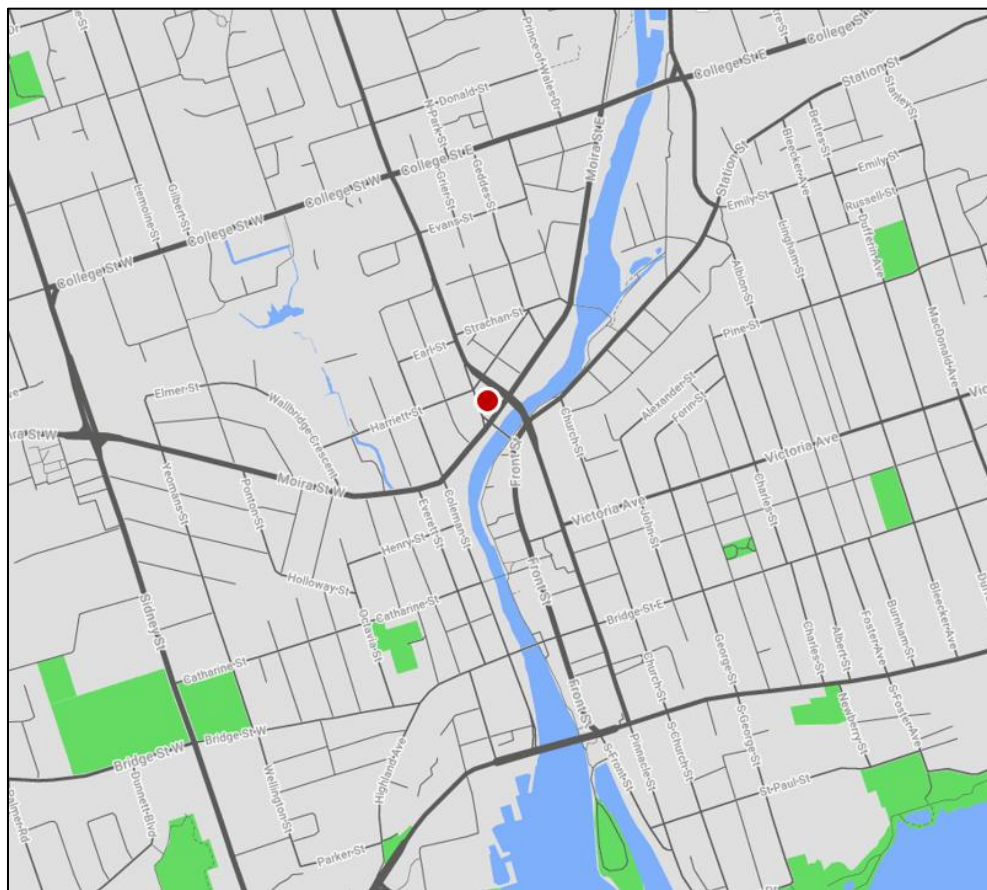


Figure 1 - Locational context map



Figure 2 - View of the subject property, facing east



Figure 3 - View of the subject property, facing south

Site Context

The subject property is located in the 'West Village' neighbourhood of the City of Belleville. The subject property directly abuts the two (2) other properties located on the same block. The property known municipally as 5 Grove Street is developed with a two (2) storey multi-unit dwelling while the property at 12 Moira Street is developed with a two (2) storey building accommodating a community centre (Community Services of Belleville and District). Both abutting properties have surface parking lots. Properties within the greater vicinity of the subject property predominantly accommodate low-rise, commercial or mixed-use development with some strictly residential development located to the northeast. Three parkettes are located opposite each of the three corners of the subject property. The Moira River is located south of the subject property, opposite Moira Street East.



Figure 4 - Aerial view of the subject property (red)

The proponent is proposing to convert the ground floor commercial space of the existing building into six (6) residential units. Additionally, the proponent is proposing to construct a nine (9) storey multi-unit dwelling accommodating 53 residential units on the footprint of the existing surface parking lot. The overall development plan would result in the subject property maintaining a density of 430 units per gross hectare. The proposed building includes a three storey podium at the north end. Consistent with the first floor ceiling height in the existing building, the first floor ceiling height within the proposed building is 3.7 metres. As part of the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable. The proposed building includes 335 square metres of amenity area in the form of an indoor gym and communal cooking area and an outdoor lounge. Sufficient bicycle parking is proposed to be provided for the new units. Vehicular parking spaces are proposed to be accommodated within the existing underground parking lot with no change to the vehicular access points. The two standard parking spaces are proposed to be converted to a Type A accessible space and one Type B accessible space is proposed to be converted to a standard parking space. The proposed development is to be on full municipal services.



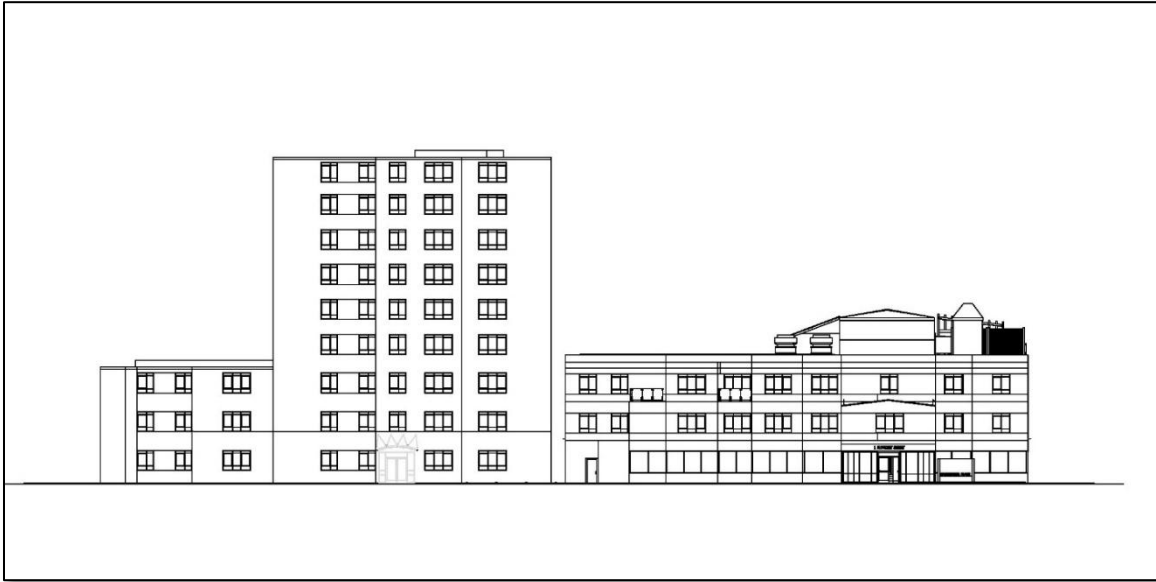


Figure 6 - South elevation of the proposed development



Figure 7 - West elevation of the proposed development

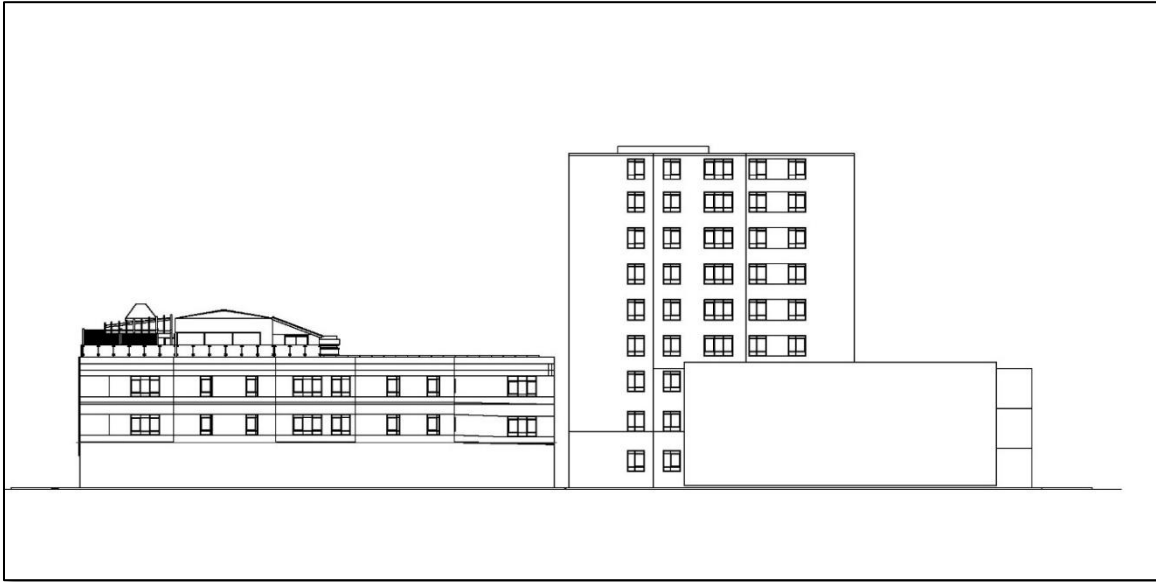


Figure 8 - North elevation of the proposed development

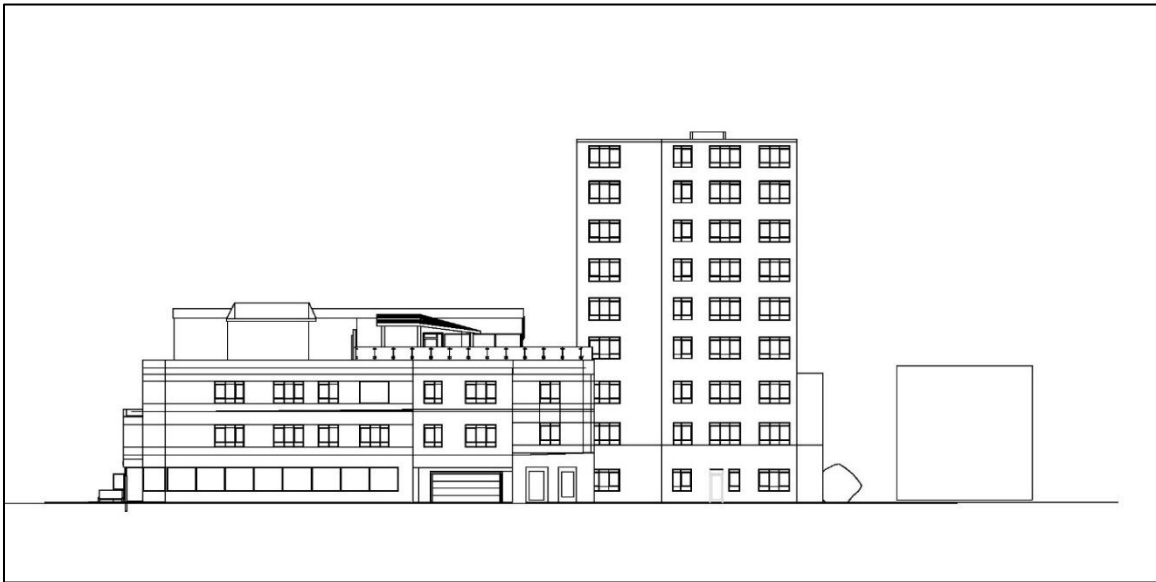


Figure 9 - East elevation of the proposed development



Figure 10 - Conceptual rendering of the proposed development



Figure 11 - Conceptual rendering of the proposed development



Figure 12 - Conceptual rendering of the outdoor amenity area of the proposed building

Applications

Official Plan Amendment

An application for Official Plan Amendment has been submitted to introduce a City Centre Land Use Exception to permit the proposed level of density without ground floor commercial use. A copy of the proposed OPA can be found in Appendix B to this report.

Zoning By-law Amendment

An application for Zoning By-law Amendment has been submitted to rezone the subject property to a Residential Type 3 Exception 'R3-XX' Zone which would recognize the strictly residential use of the proposed development and instill site-specific performance standards. A copy of the proposed ZBA can be found in Appendix C to this Report.

Supporting Studies

A pre-consultation meeting was held on March 18, 2025 between the proponent and the City. Following the meeting, the City issued a Follow-Up Letter identifying the following submission requirements in addition to a Planning Rationale Report:

- Traffic Study
- Lighting and Photometric Design Study
- Functional Servicing Study
- Shadow Analysis
- Urban Design Report.

It is understood through communication with the proponent that the materials will demonstrate compliance with all applicable policies of the Official Plan and Zoning By-law. It is also understood that specific details regarding the design and functionality of the proposed development will be further evaluated through the future Site Plan Control process.

Policy and Regulatory Framework

Provincial Planning Statement

The 2024 Provincial Planning Statement took effect October 20, 2024 (after the initial approvals for Sagonaska Place had been garnered), which brought into effect significant changes, particularly consolidating the Growth Plan in the Greater Golden Horseshoe and the 2020 Provincial Policy Statement. The 2024 PPS is issued under the authority of Section 3 of the Planning Act and is the primary provincial document that provides direction on matter of provincial interest related to land use planning and development. With respect to the proposed development, the following policies of the 2024 PPS are directly relevant:

Section 2.1.6.: *Planning authorities should support the achievement of complete communities by:*

- a) accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated child care facilities, long term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;*
 - The proposed development contributes to the range of housing options in the City of Belleville. As part of the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable.
- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
 - The proposed development promotes accessibility for people of all ages and abilities through its physical built form and on-site features such as accessible parking spaces, automatic door openers, barrier-free amenity areas, elevators, and wide entrances and hallways. The proposed development is centrally located within the City of Belleville in close proximity (less than 500 metres) to multiple transit routes.
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*
 - The proposed development contributes to a complete community through the provision of a range of dwelling unit sizes in the centre of Belleville. As part of the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable. The proposed development is located in close proximity to multiple transit routes, open spaces areas, public service facilities, and local stores and services.

Section 2.2.1.: *Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by:*

- a) *establishing and implementing minimum targets for the provision of housing that is affordable to low and moderate income households, and coordinating land use planning and planning for housing with Service Managers to address the full range of housing options including affordable housing needs;*
 - Section 7.15.3.a. of the City of Belleville Official Plan provides that a minimum of 25 percent of all new housing in the City be affordable to low and moderate income households. As part of the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable.
- b) *permitting and facilitating:*
 - 1. *all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and*
 - 2. *all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment, which results in a net increase in residential units in accordance with policy 2.3.1.3;*
 - The proposed development represents residential intensification and results in a net increase of 59 residential units.
- c) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and*
 - The high density of the proposed residential development efficiently uses the land, infrastructure, and public service facilities available. The proposed development supports the use of active transportation given its central location in close proximity to a variety of uses and provision of bicycle parking.
- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*
 - The proposed development represents intensification in close proximity to transit. Bus stops for Belleville Transit Routes 1, 3, and 7 are located within 500 metres of the subject property.

Section 2.3.1.1.: *Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.*

- The proposed development is located within the Urban Boundary of the City of Belleville.

Section 2.3.1.2.: *Land use patterns within settlement areas should be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *optimize existing and planned infrastructure and public service facilities;*
- c) *support active transportation;*
 - The high density of the proposed residential development efficiently uses the land, infrastructure, and public service facilities available. The proposed development supports the use of active transportation given its central location in close proximity to a variety of uses and provision of bicycle parking.

Section 2.3.1.3.: *Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.*

- The proposed development represents intensification within the centre of Belleville.

Section 2.3.1.4.: *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions.*

- Section 2.2.3. of the City of Belleville Official Plan confirms that the City's target for intensification and re-development is 20% over the planning period. The proposed development contributes to this target.

Section 2.3.1.5.: *Planning authorities are encouraged to establish density targets for designated growth areas, based on local conditions. Large and fast-growing municipalities are encouraged to plan for a target of 50 residents and jobs per gross hectare in designated growth areas.*

- Section 2.2.3. of the City of Belleville Official Plan confirms that the City's minimum density for residential units over the planning period is 14 units per gross hectare. The proposed development represents a density of 430 units per gross hectare.

Section 2.4.1.1.: *Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.*

- The proposed development is located within the 'West Village' as identified on Schedule 'E' – Detailed Planning Areas of the City of Belleville Official Plan. The 'West Village' is a 'City Centre Intensification Neighbourhood' according to the Official Plan.

Section 2.4.1.2.: *To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:*

- a) to accommodate significant population and employment growth;*
- d) to support affordable, accessible, and equitable housing.*
 - The proposed development of 59 new residential units contributes to the accommodation of significant population growth. As part of the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable. The proposed development promotes accessibility for people of all ages and abilities through its physical built form and on-site features such as accessible parking spaces, automatic door openers, barrier-free amenity areas, elevators, and wide entrances and hallways. The proposed development is centrally located within the City of Belleville in close proximity to multiple transit routes.

Section 2.4.1.3.: Planning authorities should:

- c) permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;*
 - The proposed development is located within the 'West Village' 'City Centre Intensification Neighbourhood'. The proposed development represents a compact built form.

Section 2.9.1.: Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that:

- a) support the achievement of compact, transit-supportive, and complete communities;*
- b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities;*
- c) support energy conservation and efficiency;*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and*
- e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate.*
 - The proposed development represents a compact built form and is transit-supportive given its proximity to multiple transit routes. The proposed development supports the use of active transportation given its central location in close proximity to a variety of uses and provision of bicycle parking. Construction and design features which promote sustainability will be further explored through the future Site Plan Control process.

Section 3.1.1.: *Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they:*

- a) are financially viable over their life cycle, which may be demonstrated through asset management planning;*
- b) leverage the capacity of development proponents, where appropriate; and*
- c) are available to meet current and projected needs.*
 - The existing building on the subject property is serviced with full municipal services. The proposed development will ensure to utilize existing capacity efficiently.

Section 3.2.2.: *Efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*

- The proposed development seeks to increase residential density without necessitating expansion of existing transportation infrastructure.

Section 3.6.1.: *Planning for sewage and water services shall:*

- a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services and existing private communal sewage services and private communal water services;*
- b) ensure that these services are provided in a manner that:*
 - 1. can be sustained by the water resources upon which such services rely;*
 - 2. is feasible and financially viable over their life cycle;*
 - 3. protects human health and safety, and the natural environment, including the quality and quantity of water; and*
 - 4. aligns with comprehensive municipal planning for these services, where applicable.*

Section 3.6.2.: *Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety.*

- The existing building on the subject property is serviced with full municipal services. The proposed development will ensure to utilize existing capacity efficiently.

Section 3.6.8.: *Planning for stormwater management shall:*

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

- b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads;*
- c) minimize erosion and changes in water balance including through the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development; and*
- g) align with any comprehensive municipal plans for stormwater management that consider cumulative impacts of stormwater from development on a watershed scale.*
 - At the time of Site Plan Control, Stormwater Management Assessment considering surface materiality, drainage, and rooftop design standards will be prepared.

Based on the review completed above in consideration of the Official Plan Amendment and Zoning By-law Amendment applications, we are of the opinion that the proposed development is consistent with the intent of the Provincial Planning Statement (PPS).

City of Belleville Official Plan

The City of Belleville Official Plan was adopted by City Council on November 8, 2021 and approved by the Ministry of Municipal Affairs and Housing on April 11, 2023, subject to modifications. The purpose of the Official Plan is to provide direction and a policy framework for managing growth and land use decisions over the planning period to 2038. At the June 8, 2026 meeting of City Council, Council approved an update to the City's Official Plan, expected to come into effect later in Summer 2026, which includes revisions to ensure conformity with recent provincial policy and legislative changes, including the *Planning Act* and the PPS through updated and new policy language, terminology, and definitions. From a cursory review, we do not see any policy amendments which would significantly impact the proposed development. With respect to the proposed development, the following policies of the existing Official Plan are directly relevant:

Section 2.2.3. – Growth Pressures: (...) Over the forecast period of 2016-2038, approximately 90-95% of City-wide housing growth should occur in the urban area and approximately 5-10% of City-wide housing growth should occur through rural growth. Growth will be accommodated through efficient use of existing serviced land, the logical extension or improvement of services, and appropriate infilling.

(...)

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 (including infill development) is 20% (660 units) over the 2016-2038 forecast period.

(...)

Section 2.2.4. – Settlement Patterns: The urban service area will be the focus of the majority of future residential growth and non-residential development.

(...) The 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. (...)

(...) There is currently an identified surplus of commercial lands and therefore the designation of new commercial lands is discouraged. (...)

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

- *the development of vacant and/or underutilized lots within previously developed areas;*
- *the expansion or conversion of existing buildings;*
- *The proposed residential development is located within the City's urban service area and seeks to simultaneously develop an underutilized lot and convert part of an existing building for intensification. The acknowledgement of surplus commercial lands aligns with the fact that the proponent has been unable to find suitable tenants for the commercial space over the last year.*

Section 2.2.8. – Commerce and Industry: *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. (...)*

- *The proposed residential development is located within the 'City Centre' designation and is compatible with the surrounding land uses. As thoroughly detailed in the Urban Design Brief, the proposed development incorporates a high level of urban design and functionality.*

Section 2.2.9. – Social Needs: *(...) The well-being of the City's residents will depend upon the effective delivery of:*

- *affordable and well maintained housing for people of all ages, financial capacity and levels of independence (single detached dwellings, semi-detached dwellings, townhouse dwellings, multi-unit dwellings, home sharing, nursing homes, long-term care homes, etc.);*
- *an accessible physical environment;*
- *As part of the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable. The proposed development promotes accessibility for people of all ages and abilities through its physical built form and on-site features such as accessible parking spaces, automatic door openers, barrier-free amenity areas, elevators, and wide entrances and hallways.*

Section 2.2.10. - Linkages: *(...) 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.*

- The proposed development is transit-supportive given its proximity to multiple transit routes and supports the use of active transportation given its location in close proximity to a variety of uses and provision of bicycle parking.

Section 2.2.11. - Sustainability: (...) *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 proposed development promotes accessibility for people of all ages and abilities through its physical built form and on-site features such as accessible parking spaces, automatic door openers, barrier-free amenity areas, elevators, and wide entrances and hallways. The proposed development is transit-supportive given its location in close proximity to a variety of uses and provision of bicycle parking. Construction and design features which promote sustainability will be further explored through the future Site Plan Control process.

Section 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, multi-unit dwellings and condominiums. The provision of these housing types will be varied, with some stock being provided on greenfield lands, and others in strategic infill locations.*

The 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 City Centre area is expected to accommodate a range of intensification types, including mid to high rise buildings, infill, adaptive reuse and redevelopment and live-work buildings.

(...)

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. (...)

- The proposed development represents intensification within the 'City Centre' and consists of multi-unit dwellings including a new mid-rise building. As part of the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable.



Figure 13 - Subject property location shown on Schedule 'B' – Land Use Plan – Urban Serviced Area

Section 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:

- 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. (...)

The proposed development consists of two high density (greater than 60 units per hectare net residential density) multi-unit dwellings which include affordable units.

Section 3.8.2. – General Development Policies:

- a) *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.*
- o The subject property is under-developed given that the existing surface parking lot is not necessary to serve the existing building. The proposed development seeks to redevelop this land for residential use. Additionally, the proposed development seeks to convert vacant ground floor commercial space into residential units.
- b) *Residential uses on lands designated City Centre may be permitted in mixed use developments or as a primary single use on a lot, generally consisting of a medium and high density projects. Medium and high density residential uses as defined in Section 3.10 of this Plan are allowed throughout the City Centre according to the Policies of Section 4.6 of the Plan.*
- c) *This Plan encourages compact, intense development of lands designated City Centre in order to ensure that the core area remains a key focal point in the City. To achieve this objective, buildings that maximize land utility should be encouraged.*
- o The proposed residential development seeks to maximize land utility through a higher level of density which will be greater than 60 units per hectare net residential density.
- d) *The massing and height of buildings should respect the heritage value of the immediate areas, and a balance between intensity and scale needs to be achieved in many parts of the City Centre.*
- o Five (5) listed heritage properties (10 Moira Street West, 12 Moira Street West, 16-18 North Front Street, 12 Moira Street East, and 6 Moira Street East) are located in close proximity to the proposed development. As thoroughly detailed in the Urban Design Brief, the proposed development incorporates a high level of urban design which respects the heritage value of the immediate area. Notably, less than 200 metres south of the proposed development, within the 'City Centre' designation, a nine storey building (370 Front Street) is located in similar proximity to other heritage listed properties.
- e) *This Plan encourages the development of strong links of the City Centre to the waterfront and other commercial areas of the City. The Municipality will strive to create gateways to the City Centre at main vehicular and pedestrian access points.*
- o Two access points to the Riverfront Trail are located less than 150 metres from the subject property. Safe pedestrian movement from the proposed development to these access points is provided through controlled intersections with pedestrian crosswalks.
- f) *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.

- g)** The proposed development seeks to intensify the existing residential use of the subject property. As thoroughly detailed in the Urban Design Brief, Traffic Study, and Lighting and Photometric Design Study, the proposed development is designed to minimize land use conflicts. *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.*
- An Urban Design Brief has been completed in support of the proposed development.
- i)** *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.*

 - Since the existing building was converted to mixed-use in recent years, the proponent has been unable to find a tenant for the ground floor commercial space. This is consistent with the identified surplus of commercial lands mentioned in Section 2.2.4. Section 2.2.4. encourages and promotes opportunities for intensification and redevelopment through the conversion of existing buildings. Based on this policy direction, the proponent is seeking to convert this space to residential units and develop the proposed building without ground floor commercial space. The addition of the proposed ground floor residential units will increase activity for existing businesses in the area. The proposed development is high density and supports the use of active transportation. Additionally, a shaded seating area is proposed on the north side of the proposed development. As a result, a high level of pedestrian activity is anticipated around the proposed development.
 - The proposed Residential Type 3 'R3' Zone category permits a number of ground floor commercial uses which could potentially be accommodated within the floorplates of the existing and proposed buildings including an artisan's workshop, convenience store, office, restaurant, retail store, and service shop. The proposed development does not hinder opportunities for potential future ground floor commercial use given that the ground floor within the existing building will retain its tall ceilings and the ground floor within the proposed building will also maintain tall ceilings, which are generally desirable for commercial uses. Additionally, there is opportunity for street-facing units within the proposed building to be separately accessible from the non-street facing units and upper floors given the placement of the existing entrances, staircases, and hallways.
- k)** *This Plan encourages development at transit-supportive densities and intensification where transit is planned, exists or may be developed.*

 - The proposed high density development is located in close proximity to multiple transit routes.

Section 3.8.4. – Parking Strategies:

- a) *Vehicular parking is important to the success of the City Centre. The provision of public and private parking facilities is encouraged to meet the needs of all uses in the City Centre. In recognition of the concentration of uses and the frequency of multi-purpose trips to the City's core, parking standards in some parts of the City Centre may be reduced.*
 - b) *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 cash-in-lieu provisions as set out in Section 8.1.6 a) of this Plan may be employed at the discretion of the Municipality.*
- The proposed development seeks to provide a total of 44 resident parking spaces in support of the existing and proposed residential units (approximately 0.45 per dwelling unit), whereas the Zoning By-law requires 49 resident parking spaces (0.5 per dwelling unit). Notably, the proposed development provides the required number of accessible and visitor parking spaces. All on-site parking spaces are proposed to be located within the existing underground parking lot.
 - The subject property is located within 800 metre walking distance of a broad range of commercial/employment uses including the Belleville Farmers' Market and a Metro grocery store, multiple financial institutions and health clubs, and the Empire Theatre. A broad range of community facility uses are also located within 800 metre walking distance of the subject property including administrative offices for the federal and municipal governments, Belleville Public Library and John M. Parrott Art Gallery, Lion's Park and the Riverfront Trail, Nicholson Catholic College, St. Michael Catholic School, and several places of worship.
 - The subject property is centrally located among the City's existing cycling and transit infrastructure. The proposed development will provide the required number of bicycle parking spaces, as to encourage residents to make use of multi-modal transportation infrastructure within the City. The block containing the subject property features a bus stop for Route 1, which connects to the Downtown Terminal less than 900 metres from the subject property, which services all Routes.
 - It is noted municipalities in Ontario are increasingly adopting policies which reduce on-site vehicular parking requirements for affordable dwelling units. In the City of Kingston, no parking spaces are required for affordable dwelling units, except for accessible spaces and visitor spaces. With respect to the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable.
 - It is our opinion that the proposed resident parking provision is sufficient to meet the needs of future residents.

Section 3.10.2. – Residential Policies:

- a) *Residential development within areas designated Residential Land Use should be permitted to occur at various densities within the City to ensure a full range of housing forms at different*

sizes and styles including market-based and affordable housing that meets the needs of all citizens is provided. The densities that are supported by this Plan are as follows:

- i. *Low density residential uses would normally include single detached dwellings and semi-detached dwellings, developed up to 25 units per hectare net residential density.*
- ii. *Medium density residential uses would normally include various types of multiple unit dwellings or townhouse dwellings, and small low-rise multi-unit complexes, developed up to 60 units per hectare net residential density.*
- iii. *High density residential uses would normally include various types of multiple dwellings such as mid-rise and high-rise multi-unit complexes, developed up to 115 units per hectare net residential density.*

The 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. (...)

- Section 3.8.2.b) of the Official Plan provides that medium and high density residential uses as defined in Section 3.10 of the Official Plan are allowed throughout the City Centre according to the Policies of Section 4.6 of the Plan. Section 4.6. is discussed later within this report. Low-rise, mid-rise, and high-rise multi-unit dwellings are not defined within the Official Plan however are defined within Zoning By-law 2024-100, as amended, as follows:
 - *Low-rise: Four or fewer storeys in height*
 - *Mid-rise: From five to nine storeys in height*
 - *High-rise: Ten or more storeys in height*
- Based on these definitions, the existing building (three storeys plus mezzanine) represents a low-rise multi-unit dwelling while the proposed building (nine storeys) represents a mid-rise multi-unit dwelling. Net residential density is defined in a footnote to 3.10.2.a) as *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*. Currently, the subject property maintains a net residential density of 169 units per hectare, representing a high density residential use. With the addition of 59 new residential units, the subject property will maintain a net residential density of 430 units per hectare.
- The proposed level of density addresses policies of the Official Plan such as 2.2.4., 3.8.2.a), 4.6.1.a), and 7.1.6. which encourage residential intensification at appropriate locations with the urban area. The high level of density of the proposed development seeks to maximize the efficient use of the small landholding while efficiently utilizing existing servicing capacity. Additional density considerations are discussed in regard to e) below.

- e) *In addition to the policies of this Plan, when considering proposed high density residential development within the City Centre designation on Schedule 'B', Council may allow high density residential uses in the form of a high-rise multi-unit complex to develop at density above 115 units per net hectare if the development:*
- i. *Includes a podium with sufficient ground floor commercial use to enliven the streetscape;*
 - o The proposed building includes a three storey podium with large street level windows contributing to an active public façade. Additionally, the existing building functions as a podium for the proposed building given its close proximity and smaller height. Since the existing building was converted to mixed-use in recent years, the proponent has been unable to find a tenant for the ground floor commercial space. This is consistent with the identified surplus of commercial lands mentioned in Section 2.2.4. Section 2.2.4. encourages and promotes opportunities for intensification and redevelopment through the conversion of existing buildings. Based on this policy direction, the proponent is seeking to convert this space to residential units and develop the proposed building without ground floor commercial space. The proposed development is high density and supports the use of active transportation. Additionally, a shaded seating area is proposed on the north side of the proposed development. As a result, a high level of pedestrian activity is anticipated around the proposed development. The proposed OPA seeks to permit the proposed development, notwithstanding this policy in particular.
 - o The proposed Residential Type 3 'R3' Zone category permits a number of ground floor commercial uses which could potentially be accommodated within the floorplates of the existing and proposed buildings including an artisan's workshop, convenience store, office, restaurant, retail store, and service shop. The proposed development does not hinder opportunities for potential future ground floor commercial use given that the ground floor within the existing building will retain its tall ceilings and the ground floor within the proposed building will also maintain tall ceilings, which are generally desirable for commercial uses. Additionally, there is opportunity for street-facing units within the proposed building to be separately accessible from the non-street facing units and upper floors given the placement of the existing entrances, staircases, and hallways.
 - ii. *Incorporates a level of urban design and architectural expression that is significantly higher calibre than other high-rise development in Belleville;*
 - o As discussed in the Urban Design Brief, the proposed development incorporates a high level of urban design and architectural expression.
 - iii. *Does not cause negative shade or shadow cast impacts (as determined by a sun/shade analysis); and,*
 - o A sun/shade analysis has been completed which demonstrates that the proposed development will not cause negative shade or shadow cast impacts.

iv. Meets the Zoning By-law requirements for parking space, loading space, bicycle parking space, and amenity area provision.

- As detailed earlier in this report in regards to Section 3.8.4 of the Official Plan, it is our opinion that the proposed resident parking provision is sufficient to meet the needs of future residents given the proximity of a broad range of non-residential uses within walking distance, the central location of the proposed development among cycling and transit infrastructure, and the proposed provision of bicycle parking.
- The proposed Zoning By-law Amendment seeks to permit 335 square metres of amenity (5.68 square metres per new dwelling unit) for the new residential units whereas the Zoning By-law requires 1,091.5 square metres of amenity (18.5 square metres per dwelling unit). 'Amenity Area' is defined within Zoning By-law 2024-100, as amended, as an indoor and/or outdoor recreational area, which is designed and intended primarily for the leisure and recreation of the occupants of the building but is not a landscaped buffer. The proposed amenity areas are located within the proposed building and accessible to residents of both the proposed and existing buildings. The proposed amenity areas consists of a 242 square metre outdoor lounge area on the roof of the podium and 93 square metres on the ground floor comprising of a gym and cooking facilities. The proposed outdoor lounge is anticipated to be programmed with patio chairs and tables, outdoor cooking features, and pet-friendly grassed areas and benefits from significant separation from grade, resulting in a quieter and more peaceful setting.
- The proposed dwelling units are all 1 or 2 bedroom dwelling units. The proposal does not seek to include larger dwelling units that contain 3 to 6 bedrooms that are often found throughout the core areas of mid-large size municipalities. While the total number of dwelling units can be an appropriate quantifiable statistic in regulating the total amount of on-site amenity area, there are limitations. In our opinion amenity area should be proportionate to the total number of residents occupying the building, rather than simply the total number of residential dwelling units. Given the proposed 59 dwelling units are to support a total of 70 bedrooms, it is anticipated that the proposed 335 square meters of indoor and outdoor amenity area on the subject property is sufficient to support the needs for future residents.

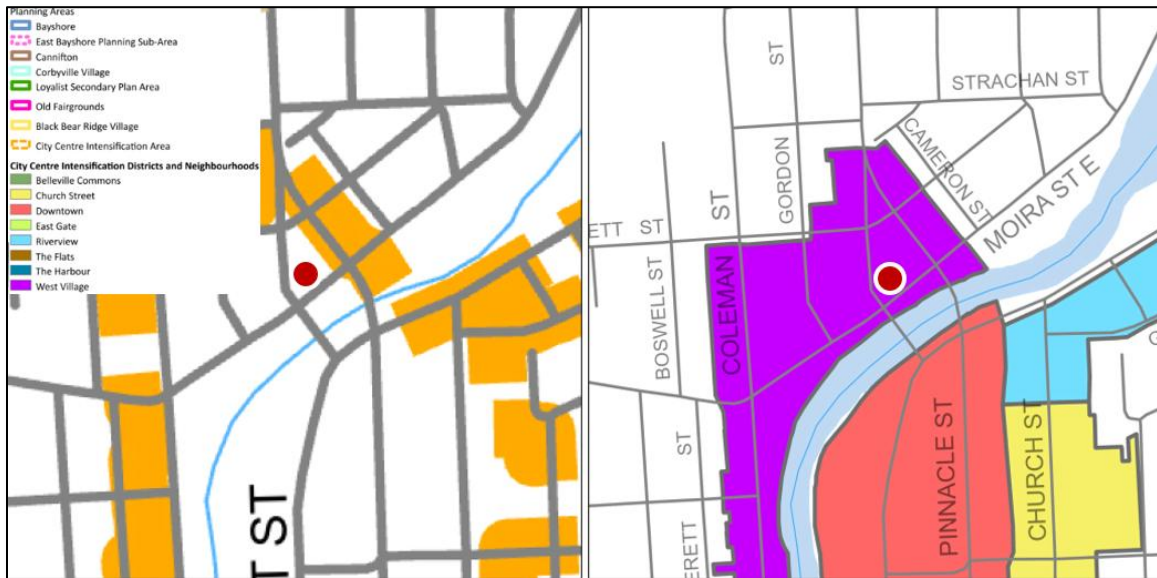


Figure 14 - Subject property location as shown on Schedule 'E' - Detailed Planning Areas

Section 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.*
- d) *Development within the City Centre should contribute to a range of uses within each of the City Centre districts and neighbourhoods.*
 - o The proposed development seeks to contribute to the existing predominance of residential uses in the 'West Village'.
- e) *Mixed use development is encouraged where residential units are provided in conjunction with ground floor retail use fronting onto the main street.*
 - o Since the existing building was converted to mixed-use in recent years, the proponent has been unable to find a tenant for the ground floor commercial space. This is consistent with the identified surplus of commercial lands mentioned in Section 2.2.4. Section 2.2.4. encourages and promotes opportunities for intensification and redevelopment through the conversion of existing buildings. For this reason, the proponent is seeking to convert this space to residential units and develop the proposed building without ground floor

commercial space. The proposed development is high density and supports the use of active transportation. Additionally, a shaded seating area is proposed on the north side of the proposed development. As a result, a high level of pedestrian activity is anticipated around the proposed development.

- The proposed Residential Type 3 'R3' zone category permits a number of ground floor commercial uses which could potentially be accommodated within the floorplates of the existing and proposed buildings including an artisan's workshop, convenience store, office, restaurant, retail store, and service shop. The proposed development does not hinder opportunities for potential future ground floor commercial uses given that the ground floor within the existing building will retain ceiling height of approximately 3.6 metres and the ground floor within the proposed building will also maintain a consistent ceiling height, which are desirable for commercial uses. Additionally, there is opportunity for street-facing units within the proposed building to be separately accessible from the non-street facing units and upper floors given the placement of the existing entrances, staircases, and hallways. For the reasons noted above, while commercial uses are not proposed at this time on the subject property, the built form has been carefully considered to ensure that commercial uses may be supported in the future.
- 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.*
- The proposed building is located close to the edges of Grove Street and North Front Street. The proposed building tapers inward south of the podium to allow for access to and from the existing underground parking garage.
- 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.*
- Since the existing building was converted to mixed-use in recent years, the proponent has been unable to find a tenant for the ground floor commercial space. This is consistent with the identified surplus of commercial lands mentioned in Section 2.2.4.. Section 2.2.4. encourages and promotes opportunities for intensification and redevelopment through the conversion of existing buildings. For this reason, the proponent is seeking to convert this space to residential units and develop the proposed building without ground floor commercial space. The proposed development is high density and supports the use of active transportation. Additionally, a shaded seating area is proposed on the north side of the proposed development. As a result, a high level of pedestrian activity is anticipated around the proposed development

- The proposed Residential Type 3 'R3' Zone category permits a number of ground floor commercial uses which could potentially be accommodated within the floorplates of the existing and proposed buildings including an artisan's workshop, convenience store, office, restaurant, retail store, and service shop. The proposed development does not hinder opportunities for potential future ground floor commercial use given that the ground floor within the existing building will retain its tall ceilings and the ground floor within the proposed building will also maintain tall ceilings, which are generally desirable for commercial uses. Additionally, there is opportunity for street-facing units within the proposed building to be separately accessible from the non-street facing units and upper floors given the placement of the existing entrances, staircases, and hallways.
- j) *The use of podium built form that contributes to the creation of an active public façade at street level, is encouraged.*
- The proposed building includes a three storey podium with large street level windows contributing to an active public façade. Additionally, the existing building functions as a podium for the proposed building given its close proximity and smaller height.

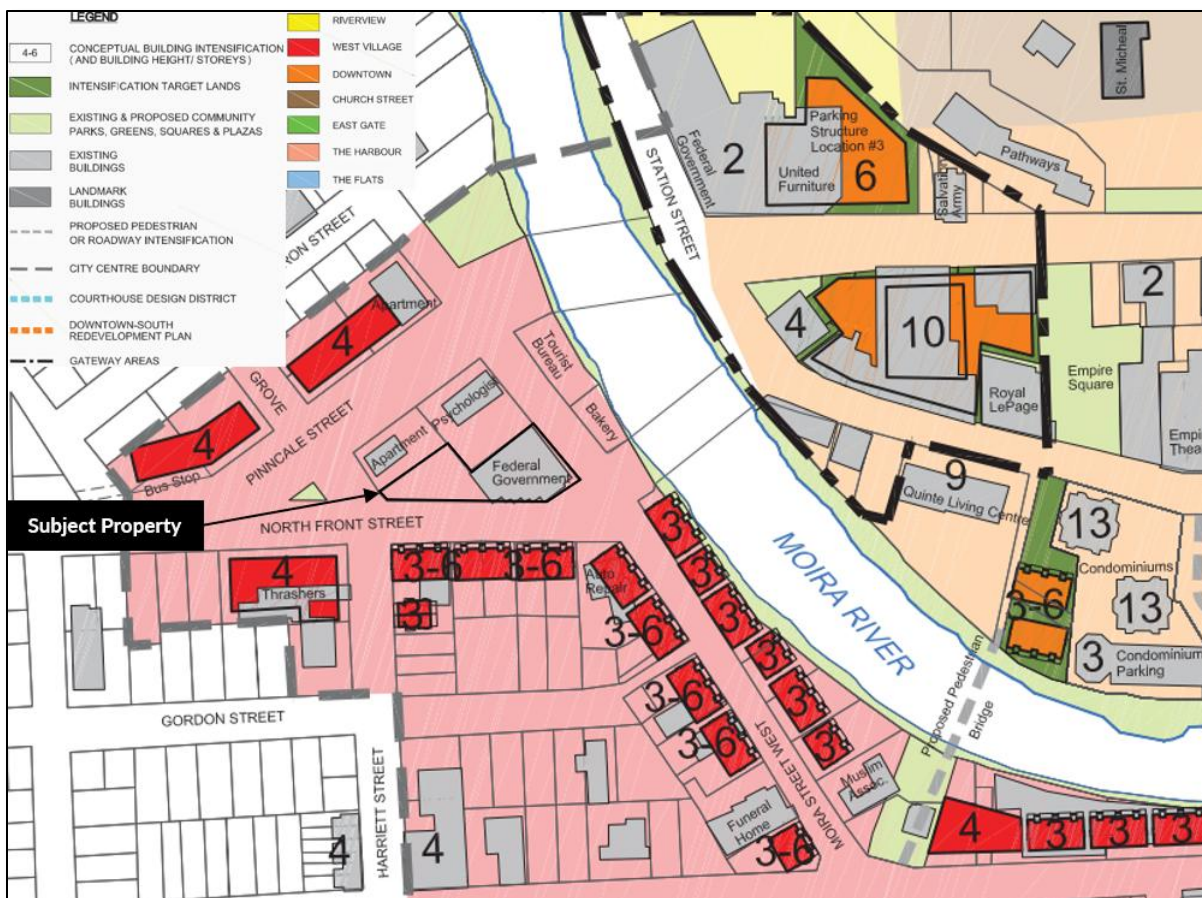


Figure 15 - Subject property as shown on Schedule 'E2' - City Centre Intensification Plan

Section 4.6.2. - Intensification Plan:

- a) *The Provincial Policy Statement obligates municipalities to identify and promote intensification where it can be accommodated. It has been determined that the City Centre provides opportunities for intensification that, if realized, will contribute to revitalization of this area.*
- b) *The City Centre Intensification Plan is shown on Schedule 'E2'. 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 'E2' is to actively encourage the intensification and redevelopment of these lands within the City Centre.*
 - o Conceptual building intensification is not shown for the subject property on Schedule 'E2' – City Centre Intensification Plan however heights of three-six storeys are contemplated for properties in the immediate vicinity. Heights of nine and ten storeys are contemplated for properties less than 200 metres south of the subject property, along Front Street. The proposed OPA seeks to confirm the permission of mid rise building heights (five to nine storeys) on the subject property, given the policy direction of intensification.

Section 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.*
- o Applications for Zoning By-law Amendment and Official Plan Amendment have been submitted to facilitate the proposed development. Should Council decide to approve these applications, it is anticipated that an application for Site Plan Control would be submitted soon after.

Section 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:*
 - *Wherever possible, turning new infill development to face the river and add decking or terraces;*
 - o The proposed building is oriented in such a way as to maximize unobstructed views of the Moira River from the building.

Section 5.2. – Access to Public Roads:

- a) All new development must have frontage on and direct access to an improved public road which is maintained on a year round basis by the Municipality or the Ministry of Transportation, with sufficient capacity to accommodate traffic generated by new development.
- o The proposed development seeks to utilize the existing underground parking garage which is accessed from North Front Street and Moira Street East.

Section 5.3. – Municipal Sanitary Sewer and Water Systems:

- a) *Development within the urban serviced area identified on Schedule B of 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.*
- o The proposed development seeks to efficiently utilize existing municipal sewage and water services available to the subject property.

Section 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.*
- o The proposed building is to be located on an existing surface parking lot. It is anticipated that additional considerations regarding stormwater management will be further explored through the future Site Plan Control process.

Section 7.6.: *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. (...)*

- o As discussed in the Urban Design Brief, the proposed development incorporates a high level of urban design.

Section 7.15.3. – Affordable and Special Needs Housing:

- a) *This Plan encourages the creation of sufficient affordable and special needs housing to meet the current and future needs of the community. The majority of such housing would be created through new residential construction. To achieve this objective, Council should:*

- ensure that a minimum of 25 percent of all new housing in the City be affordable to low and moderate income households; (...)
- As part of the overall development plan, it is proposed that a minimum of 30 percent of the new residential units will be affordable.

Section 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. (...)*

- As discussed in the Urban Design Brief, the proposed development incorporates a high level of urban design and architectural expression.

Section 7.16. – Residential and Non-Residential Intensification:

- a) *This Plan supports compatible housing intensification and infill development, such as:*
 - *infilling on existing lots of record and maximizing use of underutilized lots;*
 - *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.*
 - The proposed development represents infill on an underutilized lot.

City of Belleville Zoning By-law 2024-100, as Amended

The City of Belleville Zoning By-law 2024-100 came into effect on March 11, 2024 and has since been subject to numerous amendments. The Zoning By-law implements the Official Plan and provides for its day-to-day administration.

The subject property is zoned Mixed-Use Type 1 'MX1' which permits a range of non-residential main uses as well as residential main uses in the form of a low- or mid-rise multi-unit dwelling, residential care facility, or long-term care home / retirement home.

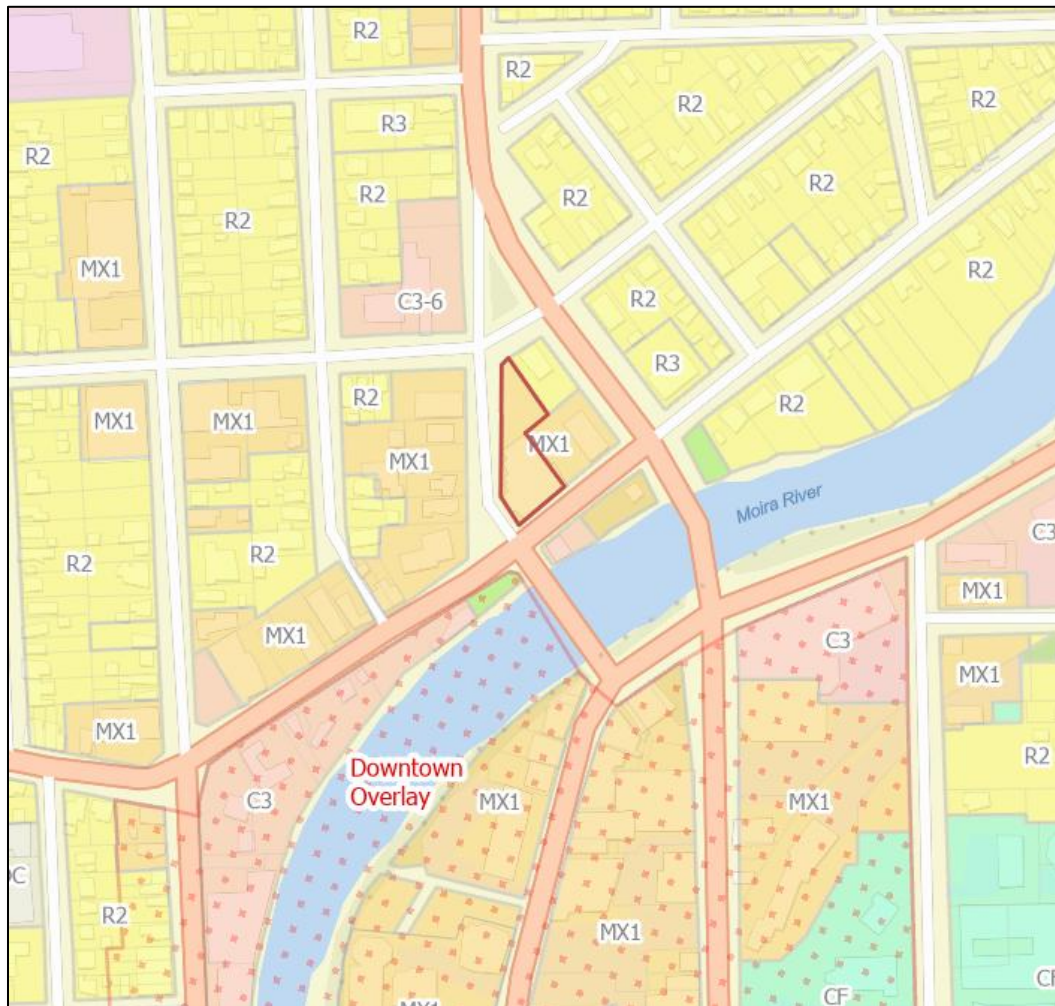


Figure 16 - Zoning map

The proponent is submitting a Zoning By-law Amendment application to facilitate the proposed development. The proposed Zoning By-law Amendment seeks to rezone the subject property to a Residential Type 3 Exception 'R3-XX' zone to recognize the strictly residential use of the proposed development and instill appropriate site-specific performance standards. A Zoning Review Table is included as Appendix A to this report. The proposed Zoning By-law Amendment is included as Appendix C to this report.

Zoning Relief Justification

Zone Category

In alignment with the proposed Official Plan Amendment, the proposed Zoning By-law Amendment seeks to rezone the subject property into the Residential Type 3 'R3' zone category. The proposed 'R3' zone category would reflect the strictly residential intent of the proposed development while carrying over the permissions from the Mixed-Use Type 1 'MX1' zone that allow for the existing/proposed built form (low-rise and mid-rise multi-unit dwellings). Multiple properties within the 'West Village' neighbourhood have Residential Type zoning and it is recognized within the Official Plan that residential uses are important to revitalization efforts. Considering this, the proposed 'R3' zone category is appropriate for the subject property.

Lot Area (Table 3-4)

The proposed Zoning By-law Amendment seeks to permit a minimum lot area of 23.0 square metres per dwelling unit for low-rise and mid-rise multi-unit dwellings, whereas the Zoning By-law requires a minimum lot area of 87.0 square metres for these uses in the 'R3' zone. The subject property is underutilized. The existing building provides an oversupply of parking within the existing underground parking lot, furthering devaluing the use of the surface parking lot. The proposed density is required to facilitate the proposed development which aligns with higher-level policy direction to drive intensification in appropriate areas.

Lot Frontage (Table 3-4)

The proposed Zoning By-law Amendment seeks to permit a minimum lot frontage of 14.0 metres, whereas the Zoning By-law requires a minimum of 24.0 metres for low-rise and mid-rise multi-unit dwellings in the 'R3' zone. As defined in the Zoning By-law, the front lot line on a corner lot is the shorter lot line that is common with the street line. In accordance with Section 15.16.1.b., on corner lots which have a corner sight triangle, lot frontage is measured on a straight line, 7.5 metres back from the front lot line and perpendicular to the site lot line. Though Grove Street technically represents the front lot line of the subject property, the proposed development demonstrates greater functionality with the North Front Street frontage, which is over 85 metres in total. The proposed Zoning By-law Amendment seeks to recognize the existing lot frontage.

Height (Table 3-4)

The proposed Zoning By-law Amendment seeks to permit a maximum height of 15.0 metres for low-rise multi-unit dwellings and 29.0 metres for mid-rise multi-unit dwellings, whereas the Zoning By-law provides for maximum heights of 13.5 metres and 27.0 metres respectively in the 'R3' zone. The height of the existing is legal non-conforming. Though the height of the proposed mid-rise multi-unit dwelling exceeds what is permitted in metres, it's nine storey height aligns with the definition of the form in the Zoning By-law.

Lot Coverage (Table 3-4)

The proposed Zoning By-law Amendment seeks to permit a maximum lot coverage of 82 percent, whereas the Zoning By-law permits a maximum of 30 percent. Relatedly, the proposed Zoning By-law Amendment seeks to permit minimum landscaped open space of 4 percent, whereas the Zoning By-law requires a minimum of 40 percent of low-rise and mid-rise multi-unit dwellings in the 'R3' zone. The proposed new 9 storey building is located in the area of an existing surface parking lot, and the construction will not result in the loss of any further landscaped open space.

Side Yard (Table 3-4 and Section 15.4.1)

The proposed Zoning By-law Amendment seeks to permit a 1.5 metre front yard, 1.0 metre interior side yard, and 0.5 metre exterior side yard for the proposed building, whereas the Zoning By-law requires 7.5 metre, 14.4 metre, and 7.5 metre setbacks respectively for mid-rise multi-unit dwellings in the 'R3' zone. These setbacks are similar to the existing situation on the property. The proposed Zoning By-law Amendment also seeks to recognize the legal non-conforming interior side (0.0 metre), rear (0.0 metre), and exterior side (0.5 metre) yards of the existing building, whereas the Zoning By-law requires 7.4 metre, 7.5 metre, and 7.5 metre yards respectively. This relief will recognize the existing situation on the property.

Amenity Area (Section 15.15.1)

The proposed Zoning By-law Amendment seeks to permit 335 square metres of amenity (5.68 square metres per new dwelling unit) for the new residential units whereas the Zoning By-law requires 1,091.5 square metres of amenity (18.5 square metres per dwelling unit). 'Amenity Area' is defined within Zoning By-law 2024-100, as amended, as *an indoor and/or outdoor recreational area, which is designed and intended primarily for the leisure and recreation of the occupants of the building but is not a landscaped buffer*. The amenity areas are located within the proposed building and will be accessible to residents of both the existing and proposed portions of the development. The proposed amenity areas consist of a 242 square metre outdoor lounge area on the roof of the podium and 93 square metres on the ground floor comprising of a gym and cooking facilities. The proposed outdoor lounge is anticipated to be programmed with patio chairs and tables, outdoor cooking features, and pet-friendly grassed areas and benefits from significant separation from grade, resulting in a quieter and more peaceful setting.

The proposed dwelling units are all 1 or 2 bedroom dwelling units. The proposal does not seek to include larger dwelling units that contain 3 to 6 bedrooms that are often found throughout the core areas of mid-large size municipalities. While the total number of dwelling units can be an appropriate quantifiable statistic in regulating the total amount of on-site amenity area, there are limitations. In our opinion amenity area should be proportionate to the total number of residents occupying the building, rather than simply the total number of residential dwelling units. Given the proposed 59 dwelling units are to support a total of 70 bedrooms, it is anticipated that the proposed 335 square meters of indoor and outdoor amenity area on the subject property is sufficient to support the needs for future residents. The proposed amenity areas are well-designed, as to maximize their functionality and use to residents. The proposed development is

located in the in the centre of Belleville, with a variety of indoor and outdoor recreational areas easily accessible in the surrounding area such as the Parrott Riverfront Trail and the Bishop, Lioness, and Argyll parkettes.

Conclusion

This Planning Rationale Report is provided in support of applications for Official Plan and Zoning By-law Amendment for the property known municipally as 1 North Front Street in the City of Belleville. The subject property is developed with a 14.8 metre (three (3) storeys and mezzanine) (low-rise), mixed-use building which accommodates ground floor commercial space and 38 residential units across the upper three storeys. The proponent is proposing to convert the ground floor commercial space of the existing building into six (6) residential units. Additionally, the proponent is proposing to construct a nine (9) storey (mid-rise) multi-unit dwelling accommodating 53 residential units on the footprint of the existing surface parking lot.

In support of the proposed development, applications for Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) have been submitted concurrently. The OPA seeks to introduce a City Centre Land Use Exception to permit a greater level of residential density on the underutilized portion of the subject property. In addition, the overall development plan seeks to remove the requirement for ground floor commercial whilst recognizing that future commercial uses may be established on site based on the built form, as and when there is market demand. The proposed ZBA seeks to rezone the subject property to a Residential Type 3 Exception 'R3-XX' Zone to permit the residential use of the proposed development and instill appropriate site-specific performance standards.

The proposed development is consistent with the Provincial Planning Statement and the City of Belleville Official Plan, as proposed to be amended. The applications will enable residential intensification and the provision of affordable housing through built forms which are permitted as-of-right in an identified intensification area.

Based on our review of the proposal, supporting documents, and the analysis contained herein, it is our professional opinion that the requested Official Plan and Zoning By-law Amendments are appropriate and constitute good land use planning.

Sincerely,

The Boulevard Group



Jason Sands, B.Sc. M.Pl. MCIP. RPP

Appendix A: Zoning Review Table

Appendix B: Draft Official Plan Amendment

Appendix C: Draft Zoning By-law Amendment

ZONING REVIEW TABLE

1 North Front Street, City of Belleville

Current Zone	MX1
Proposed Zone	R3-XX

Intake Protection Zone Overlay	N/A	Railway Influence Overlay	N/A
Wellhead Protection Area Overlay	N/A	Downtown Overlay	N/A
Environmental Constraints Overlay	N/A	Mature Areas Overlay	N/A

Zoning By-law 2024-100 Provision	Required Performance Standard	Proposed	Relief Required?
Residential Type 3 – R3 - Section 3.3.			
Permitted Uses {Section 3.3.1.} {Table 3-1}	Main uses: • Low-rise Multi-unit Dwelling • Mid-rise Multi-Unit Dwelling • High-rise Multi-Unit Dwelling • Residential Care Facility • Long-term Care Home / Retirement Home	• Low-rise Multi-unit Dwelling • Mid-rise Multi-unit Dwelling	No
Provisions for Main Uses {Section 3.3.3.} {Table 3-4}	Min. Lot Area: Low-rise Multi-unit Dwelling / Mid-rise Multi-unit Dwelling: 87.0 square metres per dwelling unit <i>2255 sq m / 97 units = 23.2 sq m / unit</i>	23.2 square metres per dwelling unit	Yes
Provisions for Main Uses {Section 3.3.3.} {Table 3-4}	Min. Lot Frontage: Low-rise Multi-unit Dwelling / Mid-rise Multi-unit Dwelling: 24.0 metres	14.4 metres (as existing)	Yes
Provisions for Main Uses {Section 3.3.3.} {Table 3-4}	Max. Height: Low-rise Multi-unit Dwelling: 13.5 metres Mid-rise Multi-unit Dwelling: 27.0 metres	Low-rise Multi-unit Dwelling: 14.8 metres (as existing) Mid-rise Multi-unit Dwelling: 28.8 metres	Yes
Provisions for Main Uses {Section 3.3.3.} {Table 3-4}	Max. Lot Coverage: Low-rise Multi-unit Dwelling / Mid-rise Multi-unit Dwelling: 30 percent	81.8 percent	Yes

Provisions for Main Uses {Section 3.3.3.} {Table 3-4}	Min. Landscaped Open Space: Low-rise Multi-unit Dwelling / Mid-rise Multi-unit Dwelling: 40 percent	4 percent	Yes
Provisions for Main Uses {Section 3.3.3.} {Table 3-4}	Min. Front Yard Depth: Low-rise Multi-unit Dwelling / Mid-rise Multi-unit Dwelling: 7.5 metres	Low-rise Multi-unit Dwelling: > 7.5 metres (as existing) Mid-rise Multi-unit Dwelling: 1.5 metres	Yes
Provisions for Main Uses {Section 3.3.3.} {Table 3-4}	Min. Interior Side Yard Depth: Low-rise Multi-unit Dwelling: 3.5 metres or one half the height of the building, whichever is greater <i>14.8 metres / 2 = 7.4 metres</i> Mid-rise Multi-unit Dwelling: One half the height of the building <i>28.8 metres / 2 = 14.4 metres</i>	Low-rise Multi-unit Dwelling: 0.0 metres (as existing) Mid-rise Multi-unit Dwelling: 1.1 metres	Yes
Provisions for Main Uses {Section 3.3.3.} {Table 3-4}	Min. Rear Yard Depth: Low-rise Multi-unit Dwelling / Mid-rise Multi-unit Dwelling: 7.5 metres	Low-rise Multi-unit Dwelling: 0.0 metres (as existing) Mid-rise Multi-unit Dwelling: > 7.5 metres	Yes

Zoning By-law 2024-100 Provision	Required Performance Standard	Proposed	Relief Required?
General Provisions - Section 15			
Adequate Servicing {Section 15.2.1.}	No land can be used or the intensity of any use of land expanded, or any building placed, erected, altered, enlarged, unless the land is serviced by and connected to: a) a public water supply system with adequate capacity; and b) a public sanitary sewage disposal system with adequate capacity.	Complies	No
Frontage on a Public Street {Section 15.3.1.}	No person may construct or use any building or structure on any parcel of land which does not front on an improved public street or is not accessible by a navigable waterway.	Complies	No
Exterior Side Yard Requirement {Section 15.4.1}	Unless otherwise specified in this By-law, the exterior side yard requirement is the same as the front yard requirement for the zone in which such corner lot is situated. <i>Low-rise Multi-unit Dwelling / Mid-rise Multi-unit Dwelling: 7.5 metres</i>	Low-rise Multi-unit Dwelling: 0.7 metres (as existing) Mid-rise Multi-unit Dwelling: 0.6 metres	Yes
Residential Lot Occupancy {Section 15.6.1.}	In any Residential Zone, no more than one (1) main building may be constructed on any lot, except: a) For multi-unit dwellings; b) Within condominium developments; or	Complies	No

	c) As specifically stated elsewhere in this By-law.		
External Design and Character of Buildings {Section 15.8.1.}	All buildings or structures newly constructed must have the roofs and outside walls finished with suitable material recognized as an outside cladding material.	Complies	No
External Design and Character of Buildings {Section 15.8.3.}	In a residential development no more than three dwellings in a row of the same external design can be built upon adjoining lots that front on the same street.	Complies	No
Amenity Areas {Section 15.15.1.}	A minimum of 18.5 square metres of amenity area must be provided for each dwelling unit on a lot with three (3) or more dwelling units in a one-unit townhouse dwelling, stacked townhouse dwelling, back-to-back townhouse dwelling, multi-unit dwelling, or mixed-use building. Where a one-unit townhouse dwelling is configured in a manner that each dwelling unit is located on its own individual lot, or where a one-unit dwelling contains accessory dwelling units totalling three (3) units, this requirement does not apply. <i>18.5 square metres x 59 = 1,091.5 square metres</i>	335 square metres	Yes
Amenity Areas {Section 15.15.3.}	Amenity areas must be designed and located so that the length does not exceed four times the width.	Complies	No
Amenity Areas {Section 15.15.4.}	Amenity areas, if provided as communal space, must be aggregated into one area, or grouped into areas of not less than 54.0 square metres.	Complies	No

Dimensions of Lots {Section 15.16.1.}	Where this By-law refers to the dimensions of any lot, the frontage of and depth of the lot must be measured by applying the following rules: a) The lot frontage, where such lot has parallel side lot lines, must be measured on a straight line which is perpendicular to the side lot lines and 7.5 metres back from the front lot line. Where the side lot lines are not parallel, lot frontage must be measured on a line which is 7.5 metres back from, and parallel to, the front lot line. b) For the purposes of Subsection a), the frontage of a corner lot which has a corner sight triangle, must be measured on a straight line, 7.5 metres back from the front lot line and perpendicular to the side lot line, between the side lot line and the projection of the exterior side lot line.	-	-
Balconies {Section 15.17.2.}	a) Balconies shall not project into any required yard.	Complies (no balconies)	No
Corner Sight Triangles {Section 15.18.1.}	Despite anything contained in this By-law, on a corner lot no person may place any building, structure, fence, landscaping, or other barrier which would obstruct visibility above a height of 0.6 metres above grade within a triangle formed by the boundaries of the lot common with the street line and a straight line connecting the points on each of those lines measured 6.0 metres from where they intersect.	Complies	No

Refuse and Recycling Storage {Section 15.20.1.}	All commercial, industrial, or multi-unit residential shall provide refuse and recycling bins, and on any property where refuse and recycling storage is provided it shall be subject to the following provisions: a) All site refuse and recycling bins, including all other large receptacles used for the temporary storage of materials, must follow the minimum yard depth requirements of the underlying zone and shall not be located closer to any street than the closest main building. b) Garbage storage, recycling and collection facilities shall be made for any multi-unit residential, commercial, or industrial permitted use on the same site as the permitted use. c) All site refuse and recycling bins, including all other large receptacles used for the temporary storage of materials, shall require screening by way of fencing and/or landscaping from adjacent lots and streets. d) All screening shall be a minimum of 1.2 metres in height to a maximum height of 3.0 metres. e) Any refuse and recycling areas co-existing with any parking or loading area: i) Shall be clearly marked as separate and in addition to required parking and loading spaces. ii) Shall not be located in any public street. iii) Shall not be located in a fire access route.	Complies (indoor as existing)	No
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Front Yard Landscaping for Residential Buildings {Section 15.24.5.} {Table 15-2}	Min. Front Yard Landscaping: Long-term Care Home, Back-to-back Townhouse Dwelling, Stacked Townhouse Dwelling or any Multi-unit Dwelling: 50 percent	Low-rise Multi-unit Dwelling: Mid-rise Multi-unit Dwelling: Complies	
Front Yard Landscaping for Residential Buildings {Section 15.24.5.} {Table 15-2}	Min. Soft Yard Landscaping (% of Required Minimum Front Yard Landscaping) Long-term Care Home, Back-to-back Townhouse Dwelling, Stacked Townhouse Dwelling or any Multi-unit Dwelling: 50 percent	Low-rise Multi-unit Dwelling: Mid-rise Multi-unit Dwelling: Complies	
Parking and Loading – Section 17			
General Parking and Loading Provisions {Section 17.1.1.}	For all parking standards, the total required parking space is to be rounded up to the nearest whole parking space.	-	-
General Parking and Loading Provisions {Section 17.1.2.}	All motor vehicle parking spaces and loading spaces must have unobstructed access directly to a public street by: a) A driveway or private way; b) A public lane; c) An aisle leading to a driveway, private way, or public lane; or d) Some combination of (a), (b) and (c).	Complies	No
General Parking and Loading Provisions {Section 17.1.3.}	Where a required parking space must be eliminated to provide an accessible parking space, the number of provided parking spaces is deemed to meet the requirements this By-law.	N/A	No

Off-Street Parking Standards {Section 17.2.1.} {Table 17-1}	Minimum Required Parking Spaces: Multi-unit Dwelling: 0.75 per dwelling unit; or, 0.5 parking spaces per dwelling unit is permitted in locations: • Within 800.0 metres walking distance of a grocery store or retail plaza; and • Within 800.0 metres walking distance of a school; and • Within 400.0 metres walking distance of a public transit stop. Plus 0.2 parking spaces for visitors per unit (excluding the first 6 units). <i>0.5 parking spaces x 97 = 49 parking spaces (rounded up to the nearest whole parking space)</i> <i>0.2 visitor parking spaces x (97-6) = 19 visitor parking spaces (rounded up to the nearest whole parking space)</i>	44 resident parking spaces 19 visitor parking spaces	Yes (cash-in-lieu to be utilized)
Off-Street Parking Standards {Section 17.2.2.}	For all parking calculations, the total parking spaces required is to be rounded up to the nearest whole number.	-	-
Off-Street Parking Standards {Section 17.2.3.}	For multi-unit dwellings, dwelling units in mixed-use buildings, back-to-back townhouses, and stacked townhouses, the minimum number of parking spaces required may be reduced in accordance with the City of Belleville Cash-in-Lieu of Parking Policy	-	-

Supplementary Off-Street Parking Requirements {Section 17.3.1} {Table 17-3}	• Parking Angle: • Minimum Parking Space Width: • Minimum Parking Space Length: • Minimum Aisle Width: • Acceptable materials for constructing parking lot: In whole or in part of one or more materials including asphalt, concrete, concrete or brick pavers, or any type of permanent type surfacing with drainage facilities that comply with the City's requirements. • Minimum width of driveways leading to parking lots: 3.0 metres • Maximum width of driveways leading to parking lots: 9.0 metres • Lighting requirements for parking lots: Lighting shall be arranged to divert light away from adjacent lots. • Other provisions: When a building or structure accommodates more than one type of use, the off-street parking space requirement for the whole building must be the sum of the requirements for the separate parts of the building or structure occupied by the separate types of use.	As existing	No
Supplementary Off-Street Parking Requirements {Section 17.3.2}	All off-street parking required for any main use shall be provided on the same lot on which such main use is located.	Complies	No
Supplementary Off-Street Parking Requirements {Section 17.3.3.}	Parking spaces located within a parking lot must be setback a minimum of 1.0 metres from any main building.	Complies	No

Supplementary Off-Street Parking Requirements {Section 17.3.4.}	No obstruction of a required parking space shall be permitted, except as allowed in Section 17.8.	Complies	No
Supplementary Off-Street Parking Requirements {Section 17.3.5.}	Where a minimum width of 3.0 metres is supplied in parking structures, supporting columns may project a maximum of 0.3 metres into one side only of the parking space, where the other side of the parking space is not limited by a solid wall and where the minimum aisle width is 6.4 metres for parking supplied in conjunction with residential uses, and 6.7 metres for non-residential uses.	Complies	No
Supplementary Off-Street Parking Requirements {Section 17.3.6.}	Ingress and egress directly to and from any off-street parking spaces shall be by means of a hard-surfaced aisle.	Complies	No
Supplementary Off-Street Parking Requirements {Section 17.3.7.}	Pedestrian access and off-street parking lots shall be such that vehicular and pedestrian movement is not prevented during a regulatory flood.	Complies	No
Accessible Parking {Section 17.4.1.}	Where the number of parking spaces in Table 17-1 or 17-2 is between 13 and 100 parking spaces, 5% of the number of parking spaces in must be accessible spaces. <i>Resident: $0.05 \times 49 = 3$ (rounded up to nearest whole number)</i> <i>Visitor: $0.05 \times 19 = 1$ (rounded up to nearest whole number)</i>	Resident: 3 Visitor: 1	No

Accessible Parking {Section 17.4.3.}	The calculation of the required number of Type A and Type B accessible spaces must comply with the following provisions: b) Where an odd number of accessible spaces is required by Subsection (1), an equal number of Type A and Type B accessible spaces must be provided, but the additional accessible space, the odd-numbered space, may be either a Type A or a Type B accessible space. c) Despite the above provisions, where only one accessible space is required, it must be a Type A accessible space..	Resident: 1 Type A,2 Type B Visitor: 1 Type A	No
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Accessible Parking {Section 17.4.4.}	Accessible parking spaces must comply with the following standards: a) All accessible spaces must: i) Be located in an area where people with disabilities can easily access a building or facility via curb ramps, depressed curbs or other means. ii) Be hard surfaced and level with a maximum gradient of 5%. iii) Have an accessible permit parking sign that satisfies the requirements of the Highway Traffic Act. iv) Type A accessible spaces must have signage that identifies the space as “van accessible”. b) Accessible spaces must comply with the following minimum widths: i) The minimum width of a Type A accessible space is 3.4 metres. ii) The minimum width of a Type B accessible space is 2.7 metres. c) Accessible spaces must comply with the following minimum vertical clearances: i) The minimum vertical clearance of an accessible space located in a parking structure is 2.1 metres. ii) The minimum vertical clearance of all other accessible spaces is 2.9 metres. d) Accessible aisles must: i) Be located on each side of each accessible space. ii) Have a minimum width of 1.5 metres. iii) Extend the full length of the accessible space.	Complies	No
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	iv) Be marked with high tonal contrast diagonal lines where the surface is asphalt, concrete or some other hard surface.		
Residential Driveways {Section 17.6.1.}	Every lot within a Residential Zone shall be subject to the following driveway provisions: a) The maximum driveway width within the front or exterior side yard shall be 50% of the width of the yard, up to 9.0 metres, at the street line. Where there are multiple driveways, the combined widths shall not exceed 50% of the width of the yard, up to 9.0 metres, at the street line. b) Despite Subsection a) the minimum width of a driveway shall be 3.0 metres at the street line. c) The maximum number of driveways is as follows: i) Lots with 10.0 metres or less frontage: 1 ii) Lots with more than 10.0 metres of frontage: 2	a) Complies b) Complies c) Complies	No
Residential Driveways {Section 17.6.2.}	The minimum distance between an intersection of street lines and the nearest part of a driveway or parking lot shall be 6.0 metres.	Complies	No
Residential Driveways {Section 17.6.3.}	Despite Subsection (2), where a corner sight triangle has been conveyed to a Public Authority, the distance and percentage of driveway coverage shall be measured and/or calculated as if the sight triangle had not been conveyed.	-	-
Residential Driveways {Section 17.6.4.}	In a Residential Zone, motor vehicles may only be parked in the front yard on a driveway, and parking lots are prohibited in the front yard and the required exterior side yard.	Complies	No

Residential Driveways {Section 17.6.5.}	Despite any other provision of the By-law to the contrary, the number, width, and location of driveways on a lot must be in accordance with the City of Belleville's current Driveway Control By-law.	Complies	No
Bicycle Parking {Section 17.7.1.} {Table 17-5}	Required Bicycle Parking: Multi-unit Dwelling: 0.5 per dwelling unit $0.5 \times 59 = 30$	30 bicycle parking spaces	No
Bicycle Parking {Section 17.7.2.}	Each bicycle parking space shall be 0.6 metres by 1.8 metres in size.	0.6 m x 1.8 m	No
Bicycle Parking {Section 17.7.3.}	Each bicycle parking space shall be surfaced and have a fixture to lock a bicycle to.	Complies	No

Table 1 – site statistics table detailing the applicable performance standards

THE CORPORATION OF THE CITY OF BELLEVILLE

BY-LAW NUMBER 202__-__

A BY-LAW TO APPROVE AN AMENDMENT TO THE OFFICIAL PLAN OF THE CITY OF BELLEVILLE IN ACCORDANCE WITH THE PROVISIONS OF SECTION 21 OF THE PLANNING ACT, R.S.O. 1990

THE COUNCIL OF THE CORPORATION OF THE CITY OF BELLEVILLE, IN ACCORDANCE WITH THE PROVISIONS OF SECTION 21 OF THE PLANNING ACT, R.S.O. 1990 HEREBY ENACTS AS FOLLOWS:

1. Amendment No. __ to the Official Plan of the City of Belleville, consisting of an explanatory text, and attached sketch, is hereby adopted.
2. This By-Law shall come into force and take effect on the day of the final passing thereof provided that no notice of appeal is received within twenty (20) days of the giving of written notice of Council's adoption of Amendment No. __.

ENACTED AND PASSED THIS __ DAY OF __, 202__ BY A VOTE OF __ TO __ IN A __ MEMBER COUNCIL.

Read a first time this __ day of __, 202__.

Read a second time this __ day of __, 202__.

Read a third time and finally passed this __ day of __, 202__.

NEIL ELLIS, MAYOR

DOUG IRWIN, CITY CLERK

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

PART "A" – THE PREAMBLE

I Title

The Title of the Amendment is "Amendment No. ___ to the Official Plan of the City of Belleville", hereinafter referred to as the "Amendment".

II Relative Parts

Part "A" - THE PREAMBLE does not constitute part of the Amendment and is intended only to provide the background for Part "B".

PART "B" - THE AMENDMENT of this document constitutes Amendment No. ___ and is comprised of the following sections:

1. City Centre
2. Statement of Policy
3. Implementation
4. Interpretation

PART "C" - THE APPENDICES of this document does not constitute part of the Amendment, and contains the following appendices:

APPENDIX I - Location Map

III Location of the Amendment

This Amendment No. ___ applies to LEGAL DESCRIPTION (municipally known as 1 North Front Street).

IV Purpose of the Amendment

The purpose of the Official Plan Amendment is to add a new City Centre Exception to permit the conversion of existing ground floor commercial space to six (6) residential units and the development of new building with 53 residential units containing no ground floor commercial space.

V Basis of the Amendment

This Amendment No. ___ was initiated by the Applicant, Belleville Affordable

Housing Limited Partnership. The basis of this Amendment is contained in the Staff Recommendation Report APS-202__-__. The Amendment is in conformity with the Provincial Planning Statement, 2024 and policies contained in the City of Belleville Official Plan.

DRAFT

PART "B" - THE AMENDMENT

The whole of this Part "B", which consists of the following text and attached sketches, constitutes "Amendment No. ____" to the Official Plan of the City of Belleville.

The Official Plan of the City of Belleville is hereby amended as follows:

1. City Centre

Section 3.8. of the Official Plan is amended by adding the following new Exception ____ as Section 3.8.____:

Notwithstanding any other provision of this Plan to the contrary, for the lands legally described as LEGAL DESCRIPTION the following policies shall apply in addition to the City Centre policies and all other relevant policies of this plan:

- a) High density residential development up to 8 storeys in height may be permitted up to a density of 430 units per net hectare without ground floor commercial use.

2. Statement of Policy

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

3. Implementation

The Council of The Corporation of the City of Belleville shall enact an appropriate Zoning By-Law pursuant to Section 34 of The Planning Act, R.S.O. 1990.

4. Interpretation

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

PART "C"

THE APPENDICES



Proposed Residential Type 3 Exception 'R3-XX' Zone

1. City of Belleville Zoning By-law 2024-100, as amended, is hereby further amended as follows:
 - 1.1. Schedule 'A', as amended, is hereby further amended by changing the zone symbol of the subject site from 'M1' to 'R3-XX', as shown on Schedule 'A' attached to and forming part of By-Law Number 2025-_____.
 - 1.2. By adding a new Section XX to Section 3.3.1., as follows

"For the land zoned R3-XX, the following shall apply despite any provisions of this Zoning By-law to the contrary:

 - a) Minimum Lot Area: 23.0 square metres per dwelling unit
 - b) Minimum Lot Frontage: 14.0 metres
 - c) Maximum Height (Low-rise Multi-Unit Dwelling): 15.0 metres
 - d) Maximum Height (Mid-rise Multi-unit Dwelling): 29.0 metres
 - e) Maximum Lot Coverage: 82 percent
 - f) Minimum Landscaped Open Space: 4 percent
 - g) Minimum Front Yard Depth (Mid-rise Multi-unit Dwelling): 1.5 metres
 - h) Minimum Interior Yard Depth (Low-rise Multi-unit Dwelling): 0.0 metres
 - i) Minimum Interior Yard Depth (Mid-rise Multi-unit Dwelling): 1.0 metre
 - j) Minimum Rear Yard Depth (Low-rise Multi-unit Dwelling): 0.0 metres
 - k) Minimum Exterior Side Yard Depth: 0.5 metres
 - l) Amenity Area: A minimum of 5.6 square metres of amenity area must be provided for each dwelling unit constructed after the date of passing of this by-law.
 - m) Minimum Number of Affordable Units: For each dwelling unit constructed after the date of passing of this by-law, a minimum of 25% must be affordable dwelling units.