



PLANNING JUSTIFICATION REPORT

119 Cloverleaf Drive, City of Belleville

Application for Zoning By-law Amendment

July 2026

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Introduction

This Planning Justification Report is provided in support of an application for Zoning By-law Amendment to enable the redevelopment of the subject property known municipally as 119 Cloverleaf Drive in the City of Belleville. The subject property is located within the Urban Area of the City, specifically within the community of Cannifton. The subject property is developed with a one-unit detached dwelling and one accessory building, which are proposed to be demolished to facilitate the overall development plan. The proposed condominium development consists of 30 dwelling units across six, four-unit townhouse dwellings and two, three-unit townhouse dwellings. The applicant, Geertsma Homes, owns the westerly abutting property, known municipally as 99 Cloverleaf Drive, which is currently being developed with the same use and similar built form, condominium structure, density, and site layout to the proposed development.

The subject property is designated 'Residential Land Use' on Schedule B – Land Use Plan – Urban Serviced Area of the City of Belleville Official Plan and located within the 'Cannifton' Planning Area per Schedule E – Detailed Planning Areas. The subject property is zoned Residential Type 1 'R1' and Development Control 'DC' under City of Belleville Zoning By-law 2024-100, as amended.

The application for Zoning By-law Amendment seeks to rezone the subject property to a Residential Type 2 (R2-XX) Zone with special provisions for accessible parking provision and visitor parking location. An application for Site Plan Control will be filed following approval of the Zoning By-law Amendment. Once the Site Plan Control Agreement is in place, a request for exemption to Draft Plan of Condominium and for Final Plan of Condominium approval will be made to the City. It is anticipated that the proposed development (Northgate II) will be built out over four phases.

1. Site Overview

1.1. Location & Site Information

The subject property is approximately 1.16 hectares (11,600.0 square metres) in area and maintains approximately 65.0 metres of frontage along the north side of Cloverleaf Drive. The subject property is currently developed with a one-unit detached dwelling serviced with individual on-site water and sewage services and one accessory building located in the rear yard. The subject property features driveway access from Cloverleaf Drive at the eastern end of the frontage. Approximately, the northern third of the subject property is wooded while the southern area is mostly cleared. The subject property is generally flat in topography.

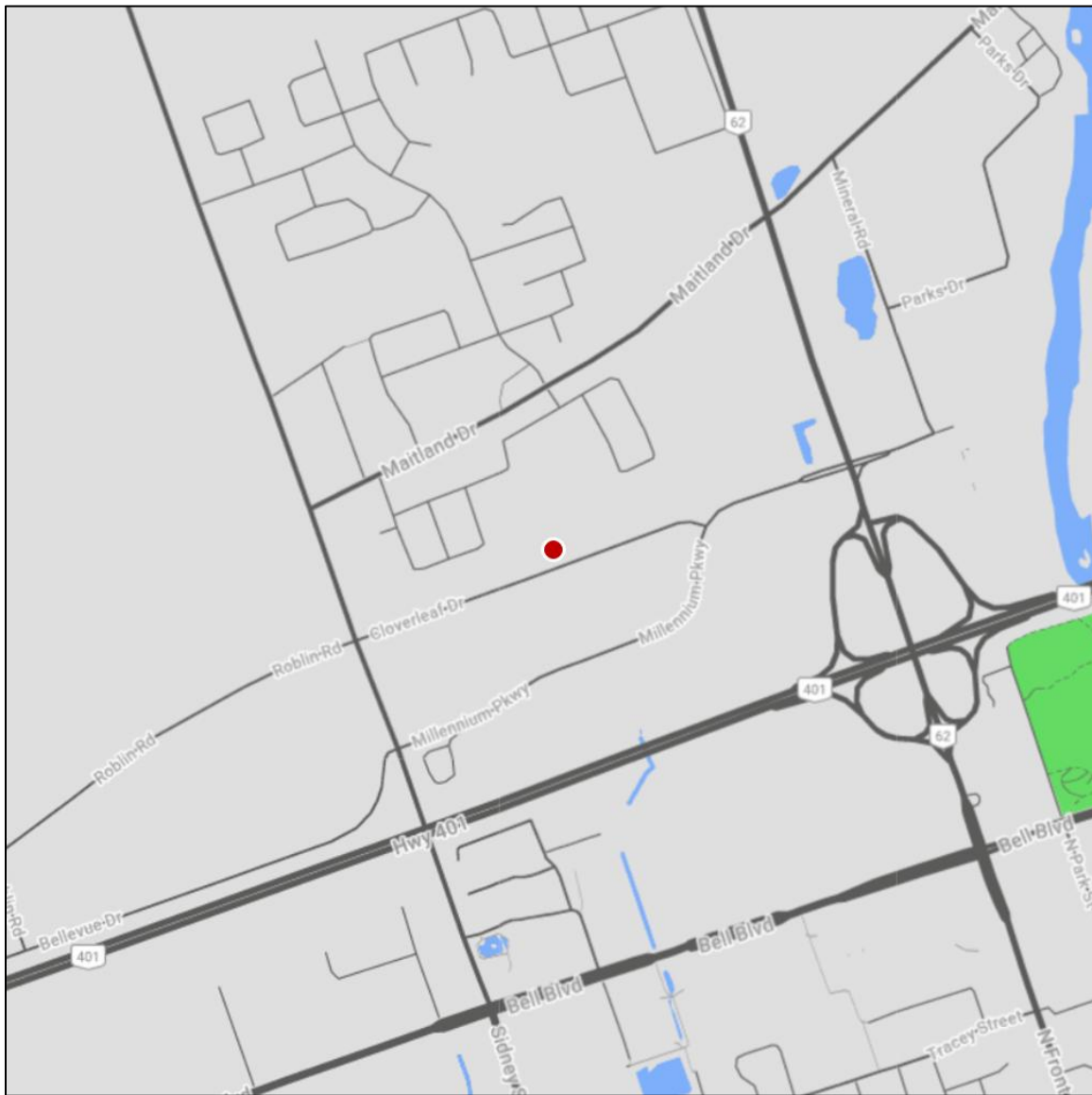


Figure 1: Locational context map



Figure 2: View of the subject property from Cloverleaf Drive



Figure 3: View of the front yard of the subject property



Figure 4: View of the rear yard of the subject property



Figure 5: View of the western interior side yard of the subject property

1.2. Site Context

The subject property is located within the Urban Boundary of the City of Belleville, specifically within the community of Cannifton. The surrounding area features a mix of land uses including commercial, industrial, institutional, open space, and residential within 600 metre walking distance of the subject property. The following uses are adjacent to the subject property:

- North – Open space (Boyd Park)
- East – Residential (one-unit detached dwelling – 123 Cloverleaf Drive)
- South (south side of Cloverleaf Drive) - Residential (one-unit detached dwellings)
- West - Residential (one-unit townhouse dwellings – 99 Cloverleaf Drive, one-unit detached dwelling – 107 Cloverleaf Drive)

Notably, the westerly abutting property, known municipally as 99 Cloverleaf Drive, is owned by the applicant and is currently being developed with the same use and similar built form, condominium structure, density, and site layout as the proposed development. Through a future phase of development, 99 Cloverleaf Drive will feature an access point to Boyd Park at the northwestern terminus of the private street.

A sidewalk facilitates pedestrian movement along the south side of Cloverleaf Drive while a recreational trail in Boyd Park connects to a broader active transportation network through the open space and residential land uses north of the subject property. The nearest Belleville Transit stop is located approximately 625 metres east of the subject property, at the intersection of Highway 62 and Millenium Parkway, serving Route 7. Per Schedule C – Road System Plan of the City Official Plan, Cloverleaf Drive is classified a 'local road.' As described in Section 6.1.3.d. of the Official Plan, local roads typically carry low volumes of traffic (typically less than 1,000 vehicles per day) from individual properties within neighbourhoods to minor collectors, major collectors and arterial roads.



Figure 6: Aerial view of the subject property (red) and surrounding area

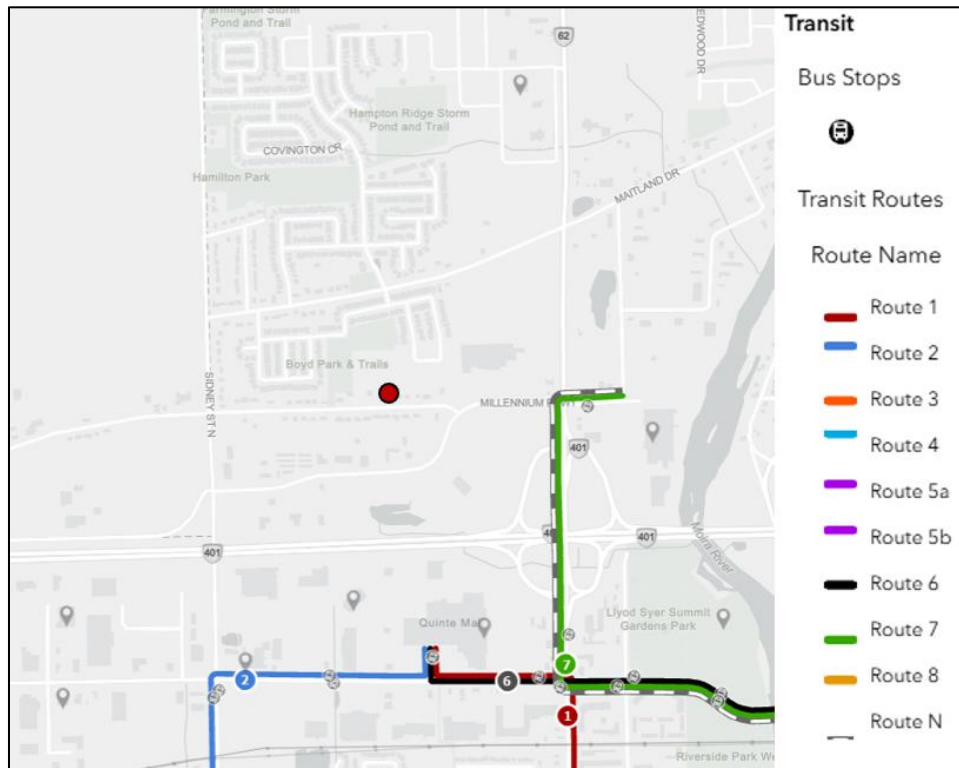


Figure 7: Subject property (red dot) and Belleville Transit Routes

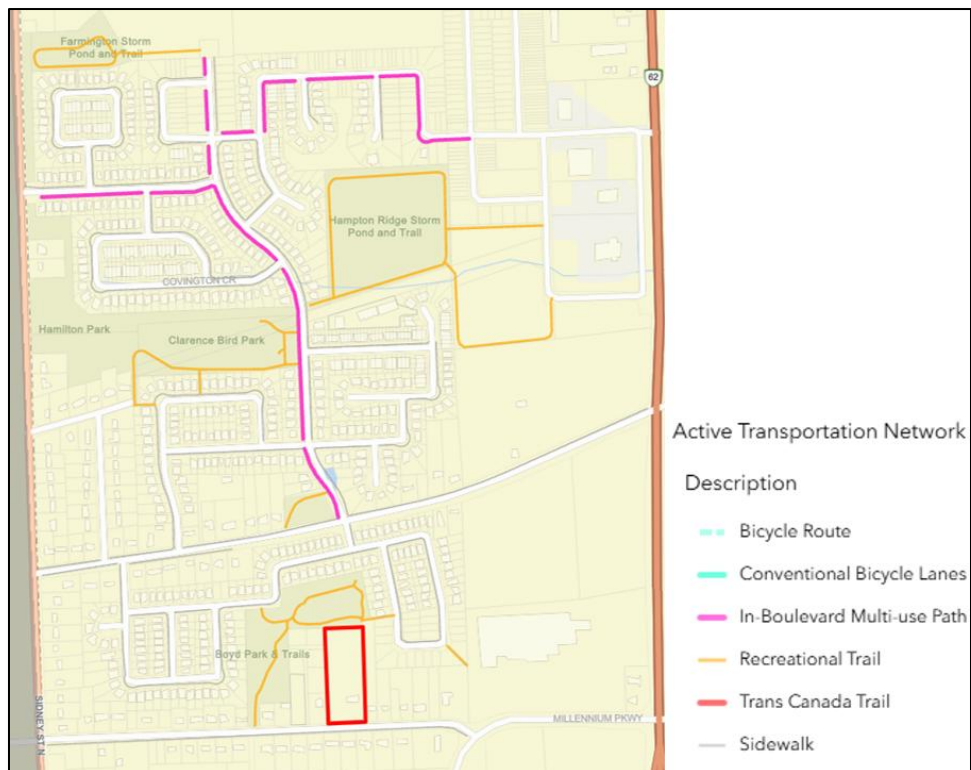


Figure 8: Subject property (red) and the nearby active transportation network



Figure 9: View of the Cloverleaf Drive entrance to Boyd Park



Figure 10: View of 99 Cloverleaf Drive

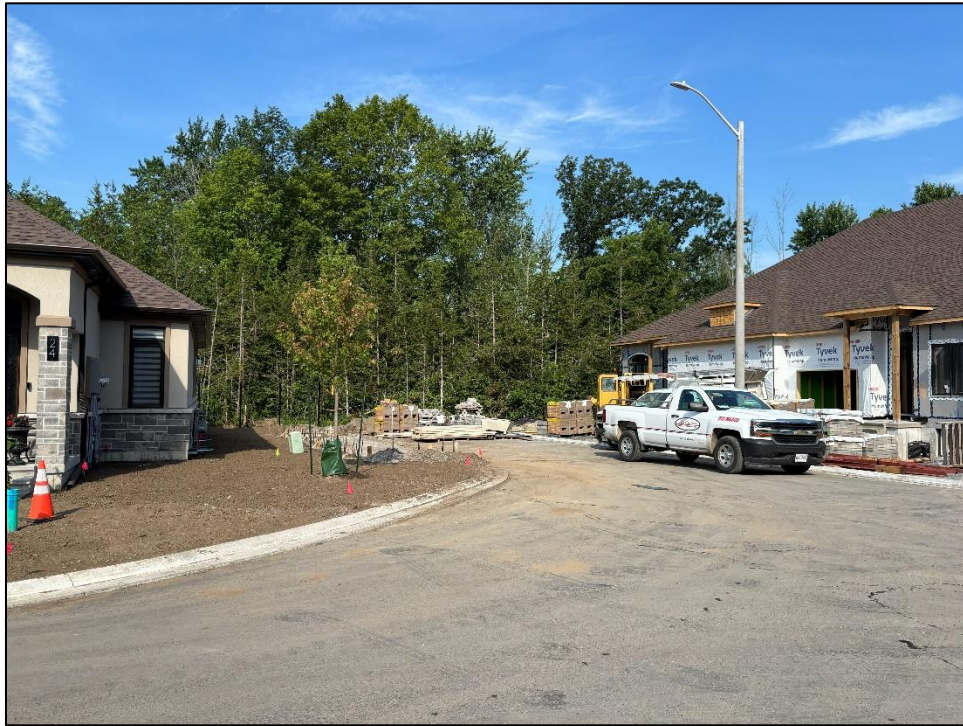


Figure 11: View of the northeastern terminus of the private street on 99 Cloverleaf Drive (future connection to Boyd Park)



Figure 12: View of the northeastern terminus of the private street on 99 Cloverleaf Drive (future connection to the subject property)



Figure 13: View of 107 Cloverleaf Drive



Figure 14: View of the north side of Cloverleaf Drive east of the subject property



Figure 15: View of the south side of Cloverleaf Drive, southeast of the subject property



Figure 16: View of the south side of Cloverleaf Drive, south of the subject property



Figure 17: View of industrial development at the intersection of Millenium Parkway and Highway 62



Figure 18: View of signage for commercial development at the intersection of Millenium Parkway and Highway 62 with Highway 401 interchange in the background

2. Proposed Development

The proposed condominium development consists of six, four-unit townhouse dwellings and two-three-unit townhouse dwellings, representing an overall density of approximately 25.9 dwelling units per net hectare. The proposed townhouse dwellings are classified as 'one-unit townhouse dwellings' in accordance with City of Belleville Zoning By-law 2024-100, as amended. The entrance to the subject property is proposed to be relocated to the midpoint of the frontage where a 6.5 metre wide private street is proposed to provide access to each dwelling unit. The private street is proposed to be 'T-shaped' with the length parallel to length of the subject property and the north end connecting with the private street on 99 Cloverleaf Drive. Nineteen (19) visitor parking spaces are proposed to be dispersed throughout the subject property, including six (6) within the front yard, abutting the private street.

The townhouses are proposed to be one-storey in height and feature two bedrooms. Each dwelling unit is proposed feature one-two car driveways and attached garages facing the private street. Each dwelling unit is also proposed to feature a front porch and rear deck. In addition to the rear decks, the landscaped area of the proposed development will function as amenity area.

Municipal water and sewage services are proposed to be utilized. WSE Consulting prepared a Servicing Report, dated June 2026, which is submitted as part of this application that summarizes the servicing requirements for the proposed development.

The application for Zoning By-law Amendment seeks to rezone the subject property to a Residential Type 2 (R2-XX) Zone with special provisions for accessible parking provision and visitor parking location. An application for Site Plan Control will be filed following approval of the Zoning By-law Amendment. Once the Site Plan Control Agreement is in place, a request for exemption to Draft Plan of Condominium and for Final Plan of Condominium approval will be made to the City. Each proposed townhouse dwelling unit will be owned by the purchaser of the unit and each unit will have an interest in the property's common elements and assets. The common property elements for the proposed development include the private street, visitor parking, and greenspace which will be the responsibility of the condominium corporation. The Plan of Condominium will also identify exclusive use of common elements as necessary to accommodate decks and porches. Mutual access over the private street is anticipated to be established through future Plan of Condominium approvals for the subject property and/or 99 Cloverleaf Drive, to ensure seamless functionality between the different condominiums is permitted.

It is anticipated that the proposed development will be built out over four phases.

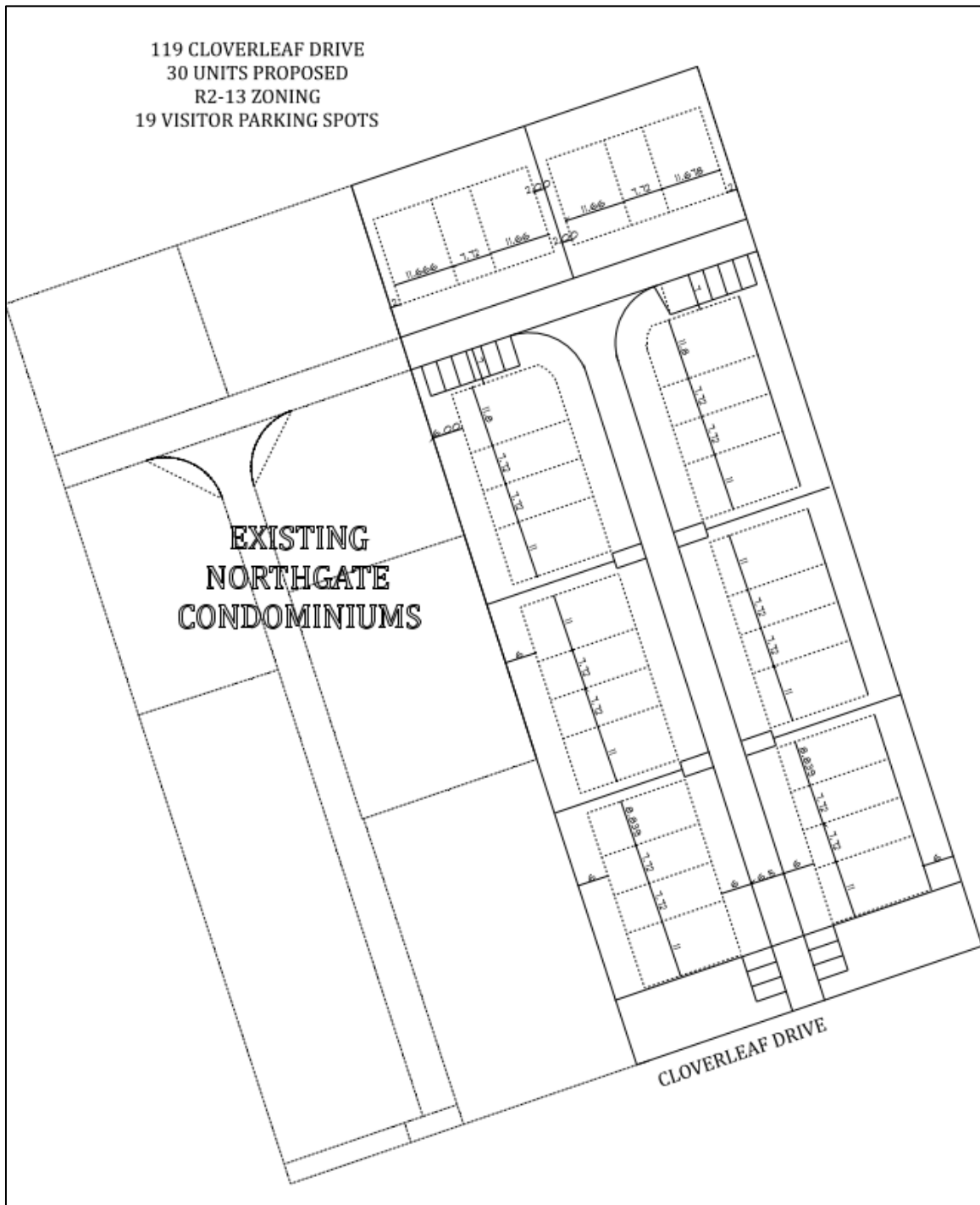


Figure 19: Conceptual site plan



Figure 20: Conceptual elevation of a three-unit townhouse



Figure 21: Conceptual elevation of a four-unit townhouse

3. Policy & Regulatory Framework

3.1. Planning Act

The Planning Act, R.S.O 1990, c. P.13 is provincial legislation that establishes the framework for land use planning throughout the Province of Ontario. The Act outlines the rules and requirements for a variety of matters, including the responsibilities of municipal governments in the planning process and the broader rules applicable to land use planning in the Province.

Section 2 of Part I of the Act outlines the matters of provincial interest that municipalities and the Ontario Land Tribunal must consider. With respect to the proposed development, the following matters of provincial interest are directly relevant:

- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- h) the orderly development of safe and healthy communities;*
- j) the adequate provision of a full range of housing, including affordable housing;*
- l) the protection of the financial and economic well-being of the Province and its municipalities;*
- o) the protection of public health and safety;*
- p) the appropriate location of growth and development;*
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;*
- r) the promotion of built form that,
 - i. is well-designed,*
 - ii. encourages a sense of place, and*
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;**
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.*

Section 51 (24) of Part VI of the Act outlines matters that must be considered when evaluating a draft plan of subdivision or plan of condominium including the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and:

- (a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

The matters of provincial interest listed above are reflected in the Provincial Planning Statement, 2024 (PPS), the City of Belleville Official Plan, and the City of Belleville Zoning By-law 2024-100, as amended. As demonstrated later in this Report, the proposed development is consistent with the PPS, conforms to the Official Plan, and is consistent with intent of the Zoning By-law.

- (b) whether the proposed subdivision is premature or in the public interest;*

At the June 8, 2026 meeting of City Council, Council approved an update to the City Official Plan 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. The Official Plan Amendment is anticipated to be expected to come

into effect later in 2026. We anticipate that the Zoning By-law Amendment application will be deemed complete prior to the Official Plan Amendment coming into effect and therefore will be subject to the 'Clergy' principle whereby the policies in place at the time the application was deemed complete govern. In our assessment, the amendments would not have a significant impact on the proposed development.

It is also noted that the City is currently in the process of conducting a Planning Area Study for Cannifton community. The Notice of Study Commencement notes that development in Cannifton has "*occurred at a level and scale not initially conceptualized in the Official Plan. Some of this development has lacked coordination leading to road network inefficiencies and land use conflicts.*" It is anticipated that the final report will be released in August 2027. As demonstrated in this report in regard to the PPS and City of Belleville Official Plan, the proposed development will not lead to any road network inefficiencies and land use conflicts.

In our opinion, the proposed development is in the public interest as it will contribute to the range and mix of housing options in the City, make efficient use of infrastructure and public service facilities, and be compatible with surrounding land uses.

(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;

As demonstrated in Section 3.3 of this Report, the proposed development conforms to City Official Plan.

(d) the suitability of the land for the purposes for which it is to be subdivided;

The subject property currently supports residential land use and has access to municipal services.

(e) the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them;

The proposed development can be adequately supported by the existing road network, as summarized in the Servicing Report.

(f) the dimensions and shapes of the proposed lots;

The proposed development does not involve the creation of any new lots.

(g) the restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;

The subject property is subject to City of Belleville Zoning By-law 2024-100, as amended. A site-specific Zone is requested through the Zoning By-law Amendment application.

(h) conservation of natural resources and flood control;

The subject property does not contain any known significant natural resources and is not subject to flooding hazards.

(i) the adequacy of utilities and municipal services;

The proposed development can be adequately supported by the existing utilities and municipal services available to the subject property, as summarized in the Servicing Report.

(j) the adequacy of school sites;

Considering the density of the proposed development and anticipated age of residents, existing school sites in the community are anticipated to be adequate to support the proposed development.

(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;

The proposed development does not involve the conveyance or dedication of any land for public purposes. It is understood that cash-in-lieu of parkland will be required at the time of Site Plan approval.

(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and

It is understood that future detailed building design will give consideration to the efficient use and conservation of energy.

(m) the interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection 114 (2) of the City of Toronto Act, 2006.

The proposed development will be subject to a Site Plan Control Agreement.

3.2. Provincial Planning Statement

The Provincial Planning Statement, 2024 took effect October 20, 2024, which brought into effect significant changes, particularly consolidating the Growth Plan in the Greater Golden Horseshoe and the Provincial Policy Statement, 2020. The 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.

The PPS is intended to provide more flexibility to municipalities to plan and manage growth and development, unique to their local challenges and opportunities. The PPS is the most recent provincial policy document towards the goal of addressing current housing supply and affordability crisis.

With respect to the proposed development, the following policies of the PPS are directly relevant:

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 will contribute to the provision of an appropriate range and mix of housing options in the City of Belleville.

- b) improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and*
- c) improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups.*

The proposed development will be particularly desirable to older adults who wish to live independently in a ground-oriented form with minimal outdoor maintenance. The design and location of the proposed development offer and support convenient access to the many necessities for daily living for people of all ages and abilities. The proposed development will supply vehicular parking beyond the minimum requirement of the Zoning By-law and will be integrated with the City's active transportation network. Further, the subject property is located within convenient walking distance to a Belleville Transit stop. The proposed development will also supply amenity area beyond the minimum requirement of the Zoning By-law.

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:

- 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*

See response to Section 2.1.6.c.

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 through the redevelopment of an underutilized residential property within the City's serviced urban area.

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

The proposed development will efficiently use land with a density of approximately 25.9 dwelling units per net hectare. The proposed development will efficiently utilize infrastructure, as summarized in the Servicing Brief. Considering the density of the proposed development, it is not anticipated to immediately overwhelm any public service facility. We understand that the City undertakes evaluations of the adequacy and capacity of its public service facilities and uses tax dollars, development charges, parkland fees, etc. to ensure that acceptable service levels are maintained. The proposed development will be integrated with the City's active transportation network.

- d) *requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.*

The subject property is located within convenient walking distance to a Belleville Transit stop.

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 subject property is located within the Urban Area of the City of Belleville. More specifically, the subject property is located within the 'Cannifton' Planning Area per Schedule E of the City Official Plan. According to Section 4.5 of the City Official Plan, this planning area is intended to accommodate a "significant portion" of the City's future residential development.

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; and*

- d) are transit-supportive, as appropriate.*

See responses to Section 2.2.1.c. and Section 2.2.1.d.

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.*

See responses to Section 2.1.6 and Section 2.2.1.b.2.

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

Per Section 2.2.3 of the City of Belleville Official Plan “[t]he City’s target for intensification and re-development (including infill development) is 20% (660 units) over the 2016-2038 forecast period.”

The proposed development will contribute 30 dwelling units to this target.

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

See response to Section 2.3.1.1.

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; and*
- d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality.*

See responses to Section 2.2.1.c. and Section 2.2.1.d.

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 will efficiently utilize infrastructure, as summarized in the Servicing Brief.

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. For clarity, municipal sewage services and municipal water services include both centralized servicing systems and decentralized servicing systems.*

The proposed development will utilize municipal water and sewage services.

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.*

The proposed development has regard for these matters, as summarized in the Servicing Brief.

Based on the review completed above in consideration of the Zoning By-law Amendment application, we are of the opinion that the proposed development is consistent with the intent of the PPS.

3.3. 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 Official Plan 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. The Official Plan Amendment is anticipated to be expected to come into effect later in 2026. We anticipate that the Zoning By-law Amendment application will be deemed complete prior to the Official Plan Amendment coming into effect and therefore will be subject to the 'Clergy' principle whereby the policies in place at the time the application was deemed complete govern. In our assessment, the amendments would not have a significant impact on the proposed development. With respect to the proposed development, the following policies of the existing Official Plan are directly relevant:

2.2.3 – Growth Pressures: *The City's population is projected to increase by 6,400 people by 2041 to approximately 58,300 inhabitants, a growth rate of roughly 0.5% per year. 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. (...)*

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

(...)

Opportunities for intensification and redevelopment will be encouraged and promoted through: (...)

- *the development of vacant and/or underutilized lots within previously developed areas. (...)*

Development should be appropriately phased to ensure the orderly progression of development such that intensification and redevelopment targets are achieved prior to, or concurrent with, development in greenfield areas. New development should contribute to existing built up areas, as it promotes

compact form, creates a mix of uses and allows for efficient use of land, infrastructure and public services.

The proposed development will contribute to housing growth in the City's Urban Area via intensification and redevelopment of an underutilized residential lot. The proposed development will efficiently use land with a density of approximately 25.9 dwelling units per net hectare. The proposed development is anticipated to be built out over four phases.

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.); (...).*

The proposed development will be particularly desirable to older adults who wish to live independently in a ground-oriented form with minimal outdoor maintenance.

2.2.11 - Sustainability: (...) *The Municipality supports sustainable development of a compact, efficient, urban area with a mix of land uses and residential densities that optimize the efficient use of land in order to:*

- *reduce infrastructure and public facility costs;*
- *reduce energy consumption and greenhouse gas emissions;*
- *support pedestrian movement, cycling and viable public transit (...).*

The proposed development will efficiently utilize infrastructure, as summarized in the Servicing Brief and is anticipated to make efficient use of public service facilities. Residents of the proposed development will be able to access much of their daily needs via active transportation, transit, or short private vehicle trips.

2.2.12 – Housing: (...) *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 proposed development represents residential intensification through the redevelopment of an underutilized residential property.

3.10.1 – Permitted Uses: *Residential development will be permitted at low, medium and high densities with forms ranging from single detached dwellings to various types of multiple unit dwellings, under various forms of tenure (freehold, rental, cooperative, condominium). (...)*

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. (...)*

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

In establishing residential densities for neighbourhoods, Council should consider:

- *the capacity of servicing systems to adequately handle the traffic, water and sewage flows, and other services to and from the area once fully developed;*
- *the capacity of schools, parks, and other soft services in the area to adequately service the neighbourhood; and*
- *the availability of or the ability to provide transit services. (...)*

While the approximately 25.9 dwelling units per net hectare density of the proposed development is technically considered medium density, the design and form of the proposed development is more consistent with the low density residential uses which characterize the surrounding area. It is noted that the proposed development will abut 99 Cloverleaf Drive, which is currently being developed with the same use and similar built form, condominium structure, density, and site layout to the proposed development.

The proposed development will efficiently utilize infrastructure, as summarized in the Servicing Brief. Considering the density of the proposed development, it is not anticipated to immediately overwhelm any public service facility. We understand that the City undertakes evaluations of the adequacy and capacity of its public service facilities and uses tax dollars, development charges, parkland fees, etc. to ensure that acceptable service levels are maintained. The subject property is located within convenient walking distance to a Belleville Transit stop.

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

- i. *The lands should have direct frontage on or immediate access to either an arterial or collector road.*

Though not classified as an 'Existing Collector Road' on Schedule C – Road System Plan, we understand that Cloverleaf Drive is constructed to Collector Road standards.

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

There are only eight (8) low-density residential properties located along Cloverleaf Drive between the subject property and Millenium Parkway (including both side of the road).

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

The proposed development will be integrated within the City's active transportation network. Considering the density of the proposed development, it is not anticipated to immediately overwhelm any public service facility. We understand that the City undertakes evaluations of the adequacy and capacity of its public service facilities and uses tax dollars, development charges, parkland fees, etc. to ensure that acceptable service levels are maintained. The subject property is located within convenient walking distance to a Belleville Transit stop.

- v. A preferred location for medium density residential development would be in close proximity to or adjacent to non-residential land uses which service the residential area (neighbourhood commercial uses, schools, parks, churches).*
- vi. Medium density residential development is a preferred housing form to be established immediately abutting a non-residential land use in another land use category, or along very high traffic corridors.*

The subject property abuts Boyd Park and is located approximately 140.0 metres from a place of worship.

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

Access to the proposed development will be limited to a single entrance from Cloverleaf Drive and is not anticipated to create a traffic hazard, as summarized in the Servicing Brief.

- h) This Plan supports the development of all forms of housing in all forms of tenure, being freehold, rental, cooperative, and condominium. (...) Infill housing should be encouraged in existing neighbourhoods to maximize land utilization and efficiency of municipal infrastructure, provided such development does not detract from the character of the neighbourhood. (...) Intensification development proposed for mature neighbourhoods must conform to the relevant provisions of any Intensification Guidelines.*

See response to Section 3.10.2.b.

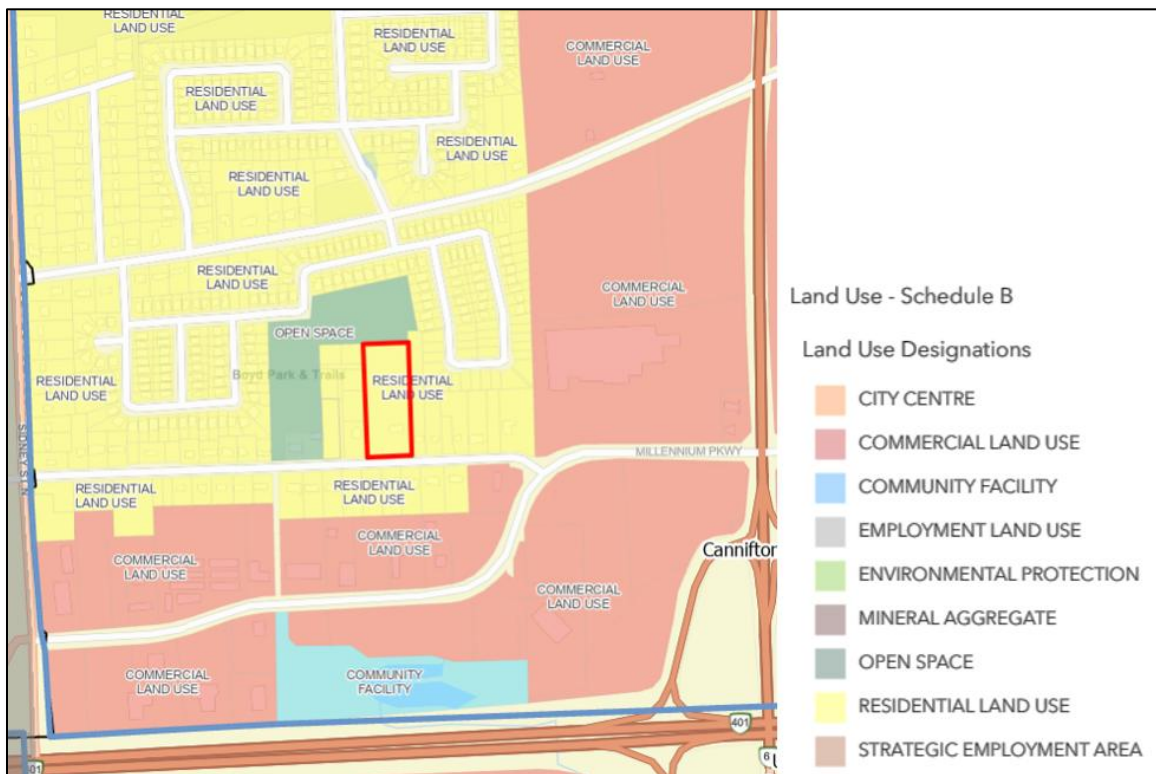


Figure 22: Subject property (red) as shown on Schedule B – Land Use Plan – Urban Serviced Area of the City of Belleville Official Plan

4.5.2 – Residential Land Use Policies:

- a) Residential development in the Cannifton Planning Area would occur at all densities provided for in this Plan as set out in Section 3.10 of this Plan, but would consist primarily of low density residential uses.
- b) It is anticipated that the Cannifton Planning Area will provide housing for up to 7,500 persons once fully developed, consisting of approximately 2,000 low density residential units and 1,000 medium/high density residential units.
- c) In the settlement area known as Cannifton, residential development of a nature that preserves the character of the area should be encouraged.

See response to Section 3.10.2.b.

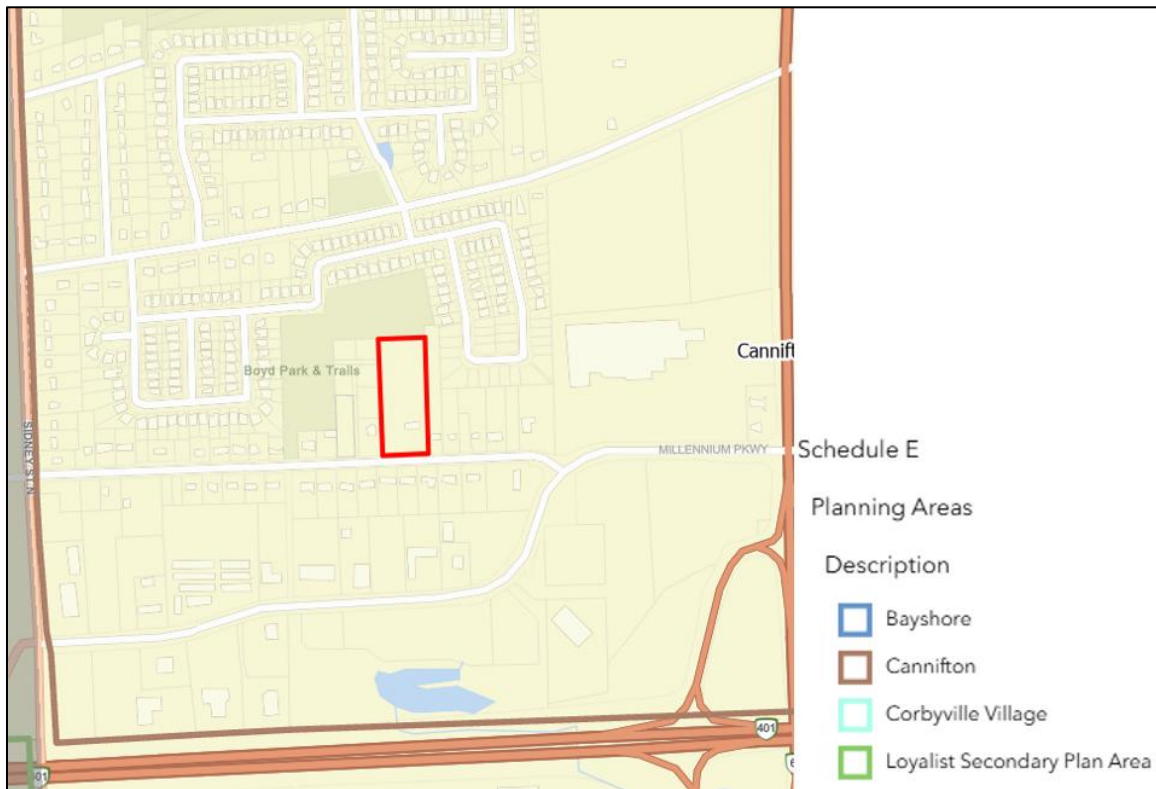


Figure 23: Subject property (red) as shown on Schedule E – Detailed Planning Areas of the City of Belleville Official Plan

4.5.6 – Municipal Servicing Policies:

- d) To ensure that development proceeds in an orderly and economical manner, lands to be developed and/or which require development approval should be:
 - evaluated with respect to sewer and water capacity;
 - allocated sewer and water capacity at approval; and
 - required to execute separate development agreements containing provisions outlining the number of lots to be developed or the extent of development to be undertaken, and an estimate of the sewer and water usage.
- f) Stormwater management within the Cannifton Planning Area should be implemented as follows:
 - i. Master drainage plans should be prepared for each drainage basin within the Cannifton Planning Area in accordance with Municipal requirements prior to any significant development being permitted. Such plans should identify stormwater management systems including locations and sizes of storm sewers, swales, and retention/detention ponds, and means to limit phosphorus loading on the Moira River and to protect near-shore fish habitat.
 - ii. As a guiding principle, master drainage plans should be prepared on the basis of 0% increase in peak runoff through use of a variety of stormwater management techniques supported by this Plan.
 - iii. Master drainage plans should include methods to address stormwater quality.

- iv. *Prior to any significant development being approved or proceeding, a stormwater management report should be prepared setting out the means by which stormwater management objectives for the site would be achieved.*

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.*
- b) *Exceptions to the above-noted policy will be allowed for:*
 - *(...) individual units within condominium developments provided the development as a whole has access to a public road.*

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.*

Section 5.6 – Stormwater Management:

- c) *Prior to approval of any development, the Municipality may require that stormwater management plans be prepared for review by the Municipality, and other agencies that may be affected. Such plans should include a description of the stormwater management practices to be applied, and be in keeping with all relevant policies and guidelines of the Municipality, the Conservation Authority, as appropriate, and the Province. The Municipality may approve development conditional upon the recommendations of such studies being instituted. (...)*

6.1.2 – Municipal Roads:

- b) *Direct access to municipal roads will only be permitted in locations that can accommodate traffic in a safe manner. Where sight deficiencies exist because of curves or grades, no new access should be permitted unless the deficiency is corrected in a manner acceptable to the Municipality. New entrances should not be established unless the Municipality issues an entrance permit.*

6.1.4 – Design Criteria:

- a) *The Municipality should have regard for the following matters when reviewing new development proposals: (...)*
 - iv. *The carrying capacity of the adjacent roads should be sufficient to accommodate the anticipated traffic generated by the proposed development, as well as anticipated growth in levels of background traffic.*

The proposed development will efficiently utilize infrastructure, as summarized in the Servicing Brief. The future Site Plan Control Agreement will address matters as required.

6.3.1 – Parking Facilities:

- c) *The Municipality should have regard to the following factors when considering the approval of individual parking lots and the parking component of a larger development:*
- i. *Access and exit to parking areas should be located so that:*
 - *visibility of other vehicles is not hindered by inadequate sight triangles or buildings set too close to public streets or the internal road system;*
 - *visibility is maintained between vehicles entering/exiting the site and pedestrians along the property frontage in order to minimize conflict;*
 - *there is minimal disruption to the function of the adjacent road by providing turning lanes where required; and*
 - *where practical, adjoining land uses on arterial, major collector and collector roads share access points in order to minimize traffic hazards.*

Access to the proposed parking areas have been designed in accordance with the Zoning By-law.

- ii. *Accessible parking spaces must be provided in accordance with the provincial standards under the Accessibility for Ontarians with Disabilities Act. These spaces should be located on a barrier-free path of travel to the entrance of the facility they serve, being mindful of such things as surface treatment, grading, ramps, street furniture, and landscaping. Illumination of public parking areas should be provided to increase the safe and secure use of parking facilities, but should be oriented so as to prevent glare onto adjoining lands or public roads.*

The proposed development does not feature any accessible parking spaces, as further detailed later in Section 3.4 of this Report.

- iii. *Parking areas should be designed to control storm water runoff in a manner that does not adversely impact abutting lands and which does not promote pooling on water on-site.*

The proposed development has regard for storm water runoff, as summarized in the Servicing Report.

6.6 – Public Transit:

- c) *The use of transit will be supported and encouraged through the development and intensification of mixed use areas and mixed use buildings and through the increase of densities within newer areas, compatible uses and infill with complementary uses, and appropriate redevelopment of underutilized and brownfield sites.*

The proposed development will be within convenient walking distance to a Belleville Transit stop servicing Route 7.

7.2.1 – Policies Respecting Subdivision of Land Applicable to All Land Use Designations:

- a) *When any application to subdivide land is considered, the approval authority should employ the following policies and principles:*
- i. *No subdivision of land should be approved which would contravene the policies of this Plan.*

The proposed development conforms to the City of Belleville Official Plan, as demonstrated in this section of the report.

- ii. *The approval authority should be satisfied all development parcels would be appropriate (i.e. sufficient frontage and area, configuration, alignment) for their intended uses.*

The subject property exceeds the required minimum lot area and frontage to support the proposed development.

- iii. *No subdivision of land should be granted which would result in any landlocked parcel being created.*

The proposed development will not result in any landlocked parcel being created.

- iv. *New development parcels should not be created where an entrance permit cannot be issued due to site deficiencies or traffic safety concerns.*

The proposed 6.5 metre wide private street is anticipated to be sufficient to support two-way traffic flow. The Servicing Report found that the proposed development, including the proposed relocated entrance, will not have any impact on traffic movement.

- v. *New development parcels that require new private level crossings should be discouraged.*

The proposed development does not require a private level crossing.

- vi. *Development parcels should have direct access to an open municipal road (excluding individual units within condominium developments).*

The proposed dwelling units will front onto the proposed private street, which will be accessed from Cloverleaf Drive, an open municipal road.

- vii. *New development parcels should not be created without access to services adequate to meet the needs of the use anticipated for the lot, including access to fire and police services, hydro, telephone and other utilities.*

The proposed development will be located within an existing neighbourhood. As confirmed in the Servicing Report, the proposed development will be adequately serviced.

- viii. *New development parcels should not be created in residential neighbourhoods where the proposed lot size and/or configuration is not similar in scale to its surroundings and the proposed architectural design is not in keeping with the character of the area.*

See response to Section 3.10.2.b.

- ix. There should be no significant negative impact upon the environment, either directly or through the cumulative impact of development in the area; where private services are proposed (i.e. septic system and well), the adequacy of natural systems to provide required services should be confirmed. The means by which cumulative impacts are to be assessed should be addressed.*

The proposed development is not anticipated to generate any negative impact on the environment and will utilize municipal services.

- x. No development parcel should be created such that buildings, structures or private services would have to be located in very close proximity to or within areas of natural heritage or hazard; where any lot includes lands designated Environmental Protection, there should be sufficient area outside such areas to accommodate buildings, sewage disposal systems and accessory uses with appropriate setbacks.*

The subject property does not contain areas of natural heritage or hazard and is not located on adjacent lands to any natural heritage feature.

- xi. Development parcels for residential uses should be located an appropriate distance from designated aggregate resource areas.*

The proposed development will be sufficiently located outside of designated aggregate resource areas as to not preclude or hinder the establishment of new mineral extraction operations or access to the resources.

- xii. No development parcel should be created which would create a hazard to any person using the lot, adjoining lands, or an abutting road.*

The proposed development will not create any hazard.

- xviii. When reviewing subdivision proposals, consideration should be given to the need for commercial uses to service the proposed neighbourhood.*

The proposed development involves strictly residential use.

- xx. The creation of new lots shall only be permitted if there is confirmation of sufficient reserve servicing capacity in the municipal sewage system and water system or private communal sewage system and water system. The determination of sufficient reserve sewage system capacity shall include treatment capacity for hauled sewage from private communal sewage services and individual on-site sewage services.*

The proposed development will efficiently utilize infrastructure, as summarized in the Servicing Brief.

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; (...).*

- b) Infill development is considered a form of intensification and is encouraged on underutilized sites. (...)*

See response to Section 2.2.3 and 2.2.4.

- d) The Municipality will consider the impact of intensification on the character of existing neighbourhoods, including common lot frontages and lot sizes, along with the availability and adequacy of existing municipal infrastructure to service the increased density, in accordance with Section 5.3. (...)*

See responses to Section 3.10.2.b. and Section 4.5.6 – Section 6.1.4.

Based on the foregoing policy analysis and evaluation, it is our opinion that the proposed residential development on the subject property is consistent with the intent and policy framework of the City of Belleville Official Plan. The proposal has been designed to support the Official Plan's objectives of promoting orderly and efficient urban growth and encouraging residential intensification within the built-up area where appropriate infrastructure and municipal services are available.

Furthermore, the proposed development represents an appropriate form of residential infill that is compatible with the existing and planned character of the surrounding area. The proposal makes efficient use of existing municipal infrastructure, contributes to the City's housing supply, and reflects sound land use planning principles by providing development that is contextually appropriate and supportive of the long-term vision established through the Official Plan.

3.4. City of Belleville Zoning By-law 2024-100

The approximately 3,160.0 square metre area at the front of the subject property is zoned Residential Type 1 'R1' and while the approximately 8,440.0 square metre area at the rear of the property is zoned Development Control 'DC'. The 'R1' Zone is the City's most restrictive Residential Zone with permissions for the following uses:

- One-unit Detached Dwelling;
- One-unit Semi-detached Dwelling;
- One-unit Townhouse Dwelling;
- Two-unit Dwelling;
- Two-unit Semi-detached Dwelling;
- Residential Care Facility; and
- Long-term Care Home/Retirement Home.

The proposed development consists of 'One-unit Townhouse Dwellings' which are defined in the Zoning By-law as residential use buildings that are *"divided vertically into three or more one-unit dwellings, each of which has at least one shared common wall and independent entrances to a front and rear yard immediately abutting the front and rear walls."*

The proposed Zoning By-law Amendment seeks to rezone the entirety of the subject property to the Residential Type 2 'R2-XX' Zone with special provisions for accessible parking provision, number of driveways, and visitor parking location.



Figure 24: Subject property (red) as shown on the Zone Map of City of Belleville Zoning By-law 2024-100, as amended

Zoning Matrix – Provisions to be Amended

Zoning By-law 2024-100 Provision	Required Performance Standard	Proposed	Relief Required
Parking and Loading – Section 17			
Accessible Parking {Section 18.4.1.b}	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. (2)	0 accessible spaces	Yes – 2 accessible spaces
Residential Driveways {Section 18.6.4}	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.	Six visitor spaces not in driveway	Yes – six parking spaces

Zoning Relief Justification

Zone Change

The proposed Zoning By-law Amendment seeks rezone the entirety of the subject property to the Residential Type 2 'R2' parent Zone category. The 'R2' Zone permits the following additional uses compared to the 'R1' Zone:

- Three-unit Dwelling;
- Four-unit Dwelling;
- Back-to-back Townhouse Dwelling;
- Stacked Townhouse Dwelling; and
- Low-Rise Multi-unit Dwelling.

The 'R2' Zone also features multiple less restrictive performance standards.

The intent of rezoning to the 'R2' Zone category is to provide the applicant with flexibility for potential future use conversions to better support the needs of the community. The additional permitted uses could generally be accommodated within the proposed built form without significant change to overall density. Any future uses would be developed in accordance with the Zoning By-law.

Accessible Parking Provision (18.4.1.b)

The proposed Zoning By-law Amendment seeks relief from the accessible parking requirements of the City of Belleville Zoning By-law to permit the proposed development without the provision of two designated accessible parking spaces (one Type A and one Type B), which are interpreted as being required.

Section 17.4.2 of the Comprehensive Zoning By-law establishes accessible parking requirements to ensure that persons with disabilities have access to safe, convenient, and appropriately designed parking facilities. It is noted, however, that for one-unit dwellings, designated accessible parking spaces are only required within condominium developments where parking is typically provided in shared parking areas that serve multiple dwelling units. The intent of this provision is to ensure that accessible parking is available within common parking facilities where individual residents do not have exclusive access to dedicated parking spaces.

The proposed development differs fundamentally from a conventional condominium development that relies on centralized parking areas. Each of the 16 dwelling units is provided with an individual, double-wide driveway having a minimum width of 5.4 metres, directly adjacent to and exclusively serving the associated dwelling. These driveways exceed the minimum width necessary to accommodate both Type A and Type B accessible parking spaces, including the required accessible access aisle. Specifically, a Type A accessible parking space with an access aisle requires a minimum width of 4.9 metres, while a Type B accessible parking space with an access aisle requires a minimum width of 4.2 metres. As such, each driveway has sufficient dimensions to function as an accessible parking area should the need arise, without requiring the designation of specific parking spaces.

In addition to the generous driveway widths, each dwelling includes an attached private garage that provides additional parking opportunities for residents. The driveways and garages will be hard-surfaced and designed with minimal grade changes, facilitating ease of access and supporting barrier-free movement between parked vehicles and the dwelling entrance. This arrangement provides a level of flexibility that allows residents to utilize their private parking area in a manner that best accommodates their individual accessibility needs.

The proposed development also includes 19 visitor parking spaces distributed throughout the site, ensuring that sufficient parking is available for guests and service providers without compromising the availability of parking for residents. The provision of ample visitor parking further reduces the likelihood of parking conflicts and ensures that residents requiring additional space in their driveway for accessibility purposes are not disadvantaged.

From a functional perspective, the proposed design achieves the underlying intent of the accessible parking provisions by ensuring that each dwelling has direct access to parking areas that are capable of accommodating accessible parking dimensions. In many respects, the proposed arrangement provides a higher degree of convenience than designated accessible spaces located within a common parking area, as residents will have exclusive use of parking immediately adjacent to their dwelling.

Based on the foregoing, it is our opinion that the requested relief maintains the intent and purpose of the accessible parking provisions of the City's Comprehensive Zoning By-law, and represents appropriate planning. The proposed development will continue to provide safe,

functional, and accessible parking opportunities for residents while reflecting the practical characteristics of a ground-oriented residential development where each dwelling benefits from dedicated private parking.

Visitor Parking Location (18.6.4)

The proposed Zoning By-law Amendment seeks relief to permit the location of six (6) visitor parking spaces within the front yard of the proposed development, whereas the City of Belleville Zoning By-law prohibits parking in the front yard of a residential property except within a driveway.

The intent of this provision is to preserve the visual character of residential neighbourhoods by limiting the prominence of parked vehicles within front yards. More specifically, the regulation seeks to discourage expansive parking areas that can detract from the streetscape aesthetic, reduce opportunities for landscaping, and diminish the pedestrian-oriented character of residential areas. The provision also supports the establishment of attractive front yard conditions that contribute positively to the public realm.

In the context of the proposed development, the requested relief maintains the underlying intent of the Zoning By-law. The visitor parking spaces have been carefully integrated into the overall site design to ensure that they function as a cohesive component of the development rather than as a dominant visual feature. The six (6) visitor parking spaces are proposed to be arranged in two rows of three spaces, accessed directly from the internal private street by means of 90-degree parking. Rather than presenting as a large, uninterrupted parking area, the parking is split into smaller groupings that are proportionate to the scale of the development and visually comparable to the parking arrangements commonly associated with ground-oriented residential neighbourhoods.

The orientation of the parking spaces further minimizes their visual impact. The spaces are arranged perpendicular to the internal private street and extend in depth away from Cloverleaf Drive. As a result, views from the public street will primarily be of the ends of parked vehicles, creating a visual condition that is comparable to conventional residential driveways. This arrangement avoids the appearance of a large surface parking lot and instead reflects the established pattern of vehicle parking found throughout the surrounding neighbourhood.

It is also noteworthy that many existing residential properties along Cloverleaf Drive feature double-width driveways capable of accommodating multiple vehicles. Consequently, the visual presence of parked vehicles is already an established characteristic of the streetscape. The proposed visitor parking arrangement is not expected to introduce a significantly different visual condition and is considered to be compatible with the existing character of the area, particularly that found at Northgate I.

The proposal further incorporates landscape treatment between the visitor parking spaces and Cloverleaf Drive. These landscaped areas will soften the visual appearance of the parking spaces, enhance the streetscape, provide visual screening, and contribute to the overall aesthetic quality of the development. The combination of landscaping, the limited size of each parking area, and the separation provided by adjacent building setbacks and internal circulation areas will ensure

that the visitor parking remains subordinate to the built form and does not dominate the front yard.

To further ensure that the proposed parking arrangement does not adversely affect public safety, site visibility, or the operation of the transportation network, site-specific provisions are proposed to be incorporated into the implementing Zoning By-law Amendment requiring that no visitor parking spaces be located within any required sight triangle. This will preserve appropriate sightlines at the development entrance and maintain safe vehicular and pedestrian movements.

Overall, the proposed front yard visitor parking has been designed in a manner that respects the intent of the Zoning By-law by avoiding large or visually intrusive parking areas while providing a functional level of visitor parking necessary to support the development. Through careful site design, landscape treatment, and appropriate setbacks, the parking spaces will integrate appropriately with the proposed residential development and the surrounding neighbourhood.

Based on the foregoing, it is our opinion that the requested relief is appropriate, maintains the general intent and purpose of the Zoning By-law, represents an efficient and well-designed use of the subject lands.



Figure 25: Front yard landscaping at 99 Cloverleaf Drive

4. Conclusion

This Planning Justification Report is provided in support of an application for Zoning By-law Amendment to enable the redevelopment of the subject property known municipally as 119 Cloverleaf Drive in the City of Belleville. The subject property is located within the Urban Area of the City, specifically within the community of Cannifton. The subject property is developed with a one-unit detached dwelling and one accessory building. The proposed condominium development consists of 30 dwelling units distributed across six, four-unit townhouse dwellings and two, three-unit townhouse dwellings. The applicant, Geertsma Homes, owns the westerly abutting property, known municipally as 99 Cloverleaf Drive, which is currently being developed with the same use and similar built form, condominium structure, density, and site layout to the proposed development.

The application for Zoning By-law Amendment seeks to rezone the subject property to a Residential Type 2 (R2-XX) Zone with special provisions for accessible parking provision and visitor parking location. An application for Site Plan Control will be filed following approval of the Zoning By-law Amendment. Once the Site Plan Control Agreement is in place, a request for exemption to Draft Plan of Condominium and for Final Plan of Condominium approval will be made to the City. It is anticipated that the proposed development will be built out over four phases.

As demonstrated in this Planning Justification Report, the proposed development is consistent with the intent Provincial Planning Statement, 2024 and conforms to the City of Belleville Official Plan. The Zoning By-law Amendment application would enable the provision of housing that will contribute to a complete community and make efficient use of land, infrastructure, and public service facilities.

Based on our review of the proposal, supporting documents and professional assessments of other experts, and the analysis contained herein, it is our professional opinion that the Zoning By-law Amendment is appropriate and constitutes good land use planning.

Sincerely,

The Boulevard Group



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

Appendix A: Proposed Zoning By-law Amendment

The Corporation of the City of Belleville

By-law Number 2026-XXX

**A By-law to A By-law to Amend By-law Number 2024-100, being a By-law to
Regulate the Use of Land and the Height, Bulk, Location, Size, Floor Area,
Spacing, Character and Use of Buildings
(119 Cloverleaf Drive - PLZBA2026XXXX)**

Whereas the City of Belleville Zoning By-law No. 2024-100, as amended, was passed under the authority of a predecessor of Section 34 of the Planning Act, R.S.O. 1990, Ch.P.13, as amended;

And Whereas the by-law hereinafter set out is in conformity with the general intent of the approved Official Plan in effect in the City of Belleville;

And Whereas the Council of The Corporation of the City of Belleville conducted a Public Meeting in regard to this application, as required by Section 34(12) of the Planning Act, RSO 1990, Ch. P. 13, as amended;

And Whereas The Corporation of the City of Belleville deems it advisable to amend Zoning By-law No. 2024-100, as otherwise amended, with respect to subject lands, and under the provisions of the Planning Act has the authority to do so;

Now Therefore the Council of The Corporation of the City of Belleville hereby enacts as follows:

1. That Schedule "A", Map No. XXX of By-law 2024-100, as amended, is hereby amended by rezoning the property municipally known as 119 Cloverleaf Drive, City of Belleville, County of Hastings, from Residential Type 1 (R1) Zone and Development Control (DC) Zone to Residential Type 2 (R2-XX) Zone with special provisions to facilitate the construction of 30 dwelling units, as shown on the zoning map attached hereto as Appendix 1
2. Section 3.2.1 of By-Law Number 2024-100, as amended, shall be and the same is hereby amended by adding the following subsection (XX):
3. (XX) For the lands zoned R2-XX, the following shall apply despite any provisions of this Zoning By-law to the contrary:
 - a) Accessible parking spaces are not required for one-unit, two-unit, three-unit, or four-unit dwellings where the required parking spaces are located on a driveway abutting the associated building.

- b) A maximum of six (6) parking spaces shall be permitted within the Front Yard, provided they are accessed from a private street and do not obstruct any required sight triangle. Tandem parking shall be permitted.
4. This By-law shall come into force and take effect on the day of passing thereof provided no notice of appeal is filed pursuant to the provisions of the Planning Act, R.S.O. 1990, as amended. In the event that an appeal is filed, this By-law shall come into force and take effect in accordance with the provisions of the Planning Act, R.S.O. 1990.

By-law read and passed this XX day of MONTH YEAR.

Mayor

Clerk

**Appendix 1
to By-law 2026-XXX for
The Corporation of the City of Belleville**



ZONING MAP

LOCATION: 119 CLOVERLEAF DRIVE



SUBJECT LANDS



REZONING FROM RESIDENTIAL TYPE 1 (R1) ZONE AND DEVELOPMENT CONTROL (DC) ZONE TO RESIDENTIAL TYPE 2 (R2-XX) ZONE WITH SPECIAL PROVISIONS

Appendix B: Zoning Matrix

ZONING MATRIX

119 Cloverleaf Drive, City of Belleville

Current Zones	R1 / DC
Proposed Zone	R2-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 2 – R2 - Section 3.2			
Permitted Uses {Section 3.2.1}	Main uses are those uses identified in Table 3-1.	-	-
Permitted Uses {Section 3.2.2}	Accessory uses, buildings, or structures: a) Any accessory use and accessory building or structure, which is dependent and related to the main use, see Section 15.1. b) Accessory dwelling unit, see Section 15.13. c) Urban home occupation accessory to a residential use, see Section 15.9. d) Home-based childcare.	-	-
Permitted Uses in the Residential Zones {Table 3-1}	R2: • One-unit Detached Dwelling • One-unit Semi-detached Dwelling • One-unit Townhouse Dwelling • Two-unit Dwelling • Two-unit Semi-detached Dwelling • Three-unit Dwelling • Four-unit Dwelling • Back-to-Back Townhouse Dwelling • Stacked Townhouse Dwelling • Low-rise Multi-unit Dwelling • Residential Care Facility • Long-term Care Home / Retirement Home	• One-unit Townhouse Dwelling	No

Minimum Lot Area {Table 3-3}	One-unit Townhouse Dwelling: 200.0 square metres per townhouse dwelling	+/- 1,450.0 square metres per townhouse dwelling building +/- 386.7 square metres per townhouse dwelling unit	No
Minimum Lot Frontage {Table 3-3}	One-unit Townhouse Dwelling: Within a condominium development, 24.0 metres is required along a municipal street but vehicular access shall only be permitted via a private street	+/- 65.0 metres, vehicular access via a private street	No
Maximum Height {Table 3-3}	12.0 metres	< 12.0 metres	No
Maximum Lot Coverage {Table 3-3}	60%	< 60%	No
Minimum Landscaped Area {Table 3-3}	25%	> 25%	No
Minimum Front Yard Depth {Table 3-3}	3.6 metres	> 3.6 metres from Cloverleaf Drive	No
Minimum Interior Side Yard Width {Table 3-3}	1.2 metres, except where abutting a shared common wall or a horizontal projection of a shared common wall	2.0 metres	No
Minimum Rear Yard Depth {Table 3-3}	7.5 metres	7.5 metres	No

Supplementary Provisions {Section 3.2.4}	Main buildings must not contain more than one doorway entrance on the front wall of the building.	N/A (see Section 3.2.5.c)	-
Supplementary Provisions {Section 3.2.5}	Subsection (4) does not:	-	-
Supplementary Provisions {Section 3.2.5.c}	Prohibit doorway entrances to one-unit townhouse dwellings, back-to-back townhouse dwellings, stacked townhouse dwellings, or two-unit semi-detached dwellings (a maximum one (1) doorway entrance is permitted on the front wall of the building per unit).	Complies	No

Zoning By-law 2024-100 Provision	Required Performance Standard	Proposed	Relief Required?
General Provisions - Section 16			
Adequate Servicing {Section 16.2.1}	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:	-	-
Adequate Servicing {Section 16.2.1.a}	a public water supply system with adequate capacity; and	Complies	No
Adequate Servicing {Section 16.2.1.b}	a public sanitary sewage disposal system with adequate capacity.	Complies	No

Frontage on a Public Street {Section 16.3.1}	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
Residential Lot Occupancy {Section 16.6.1}	In any Residential Zone, no more than one (1) main building may be constructed on any lot, except:	-	-
Residential Lot Occupancy {Section 16.6.1.b}	Within condominium developments; or	Complies	No
External Design and Character of Buildings {Section 16.8.1}	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 16.8.3}	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 16.15.1}	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.	> 18.5 square metres per dwelling unit (rear decks + landscaped area)	No
Amenity Areas {Section 16.15.3}	Amenity areas must be designed and located so that the length does not exceed four times the width.	Complies	No
Amenity Areas {Section 16.15.4}	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.	> 54.0 square metres	No
Dimensions of Lots {Section 16.16.1}	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:	-	-
Dimensions of Lots {Section 16.16.1.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.	-	-

Dimensions of Lots {Section 16.16.1.d}	The depth of a lot, for the purposes of establishing the dimensions of a lot, must be the horizontal distance between the front and rear lot lines and where these lines are not parallel, the horizontal distance between the mid-point of the front lot line and the mid-point of the rear lot line. Where no rear lot line exists, lot depth must be the distance between the apex of the triangle formed by the side lot lines and the mid-point of the front lot line.	-	-
Decks and Porches {Section 16.17.3}	The following provisions apply to projections of decks and porches on or over a minimum required yard:	-	-
Decks and Porches {Section 16.17.3.b}	Decks and porches higher than 1.2 metres above grade:	-	-
Decks and Porches {Section 16.17.3.b.i}	May project up to 1.5 metres into a required rear yard but no closer than 3.0 metres from any rear lot line.	Complies	No
Motor Vehicles {Section 16.22.2}	The parking of motor vehicles associated with a one-unit, two-unit, three-unit, or freehold one-unit townhouse dwelling residential use is only permitted within a driveway, private garage, or carport.	Driveway	No
Heights of Buildings and Structures {Section 16.23.1}	The height of a building or structure is the vertical distance between the lowest grade point at the base of a front wall of a building or structure and the highest point of the roof surface.	-	-

Front Yard Landscaping for Residential Buildings {Section 16.24.5}	In all Residential Zones the following front yard landscaping provisions apply:	-	-
Minimum Front Yard Landscaping {Table 16-2}	All other Main Dwellings: 50%	> 50%	No
Minimum Soft Landscaping (% of Required Minimum Front Yard Landscaping) {Table 16-2}	All other Main Dwellings: 75%	> 75%	No

Zoning By-law 2024-100 Provision	Required Performance Standard	Proposed	Relief Required?
Parking and Loading – Section 18			
General Parking and Loading Provisions {Section 18.1.1}	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 18.1.2}	All motor vehicle parking spaces and loading spaces must have unobstructed access directly to a public street by:	-	-
General Parking and Loading Provisions {Section 18.1.2.a}	A driveway or private way;	Complies	No

Off-Street Parking Standards {Section 18.2.1}	For every building or structure erected, altered, or enlarged after the passing of this By-law, off-street parking shall be provided and maintained in compliance with the following tables, unless specified otherwise in this By-law.	-	-
Off-Street Parking Standards {Section 18.2.2}	For all parking calculations, the total parking spaces required is to be rounded up to the nearest whole number.	-	-
Minimum Required Parking Spaces {Table 18-1}	One-unit Townhouse Dwelling: 1.0 per dwelling unit	2.0 per dwelling unit	No
Supplementary Off-Street Parking Requirements {Table 18-3}	Parking Angle: 70 to 90 degrees with larger parking space width Minimum Parking Space Width: 2.7 metres Minimum Parking Space Length: 6.0 metres Minimum Aisle Width: 6.7 metres, or 6.4 metres for solely residential uses	Parking Angle: 90 degrees Parking Space Width: 2.7 metres Parking Space Length: 6.0 metres Aisle Width: 6.5 metre wide private street	No
Acceptable Materials for Constructing Parking Lot {Table 18-3}	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.	Complies	No
Supplementary Off-Street Parking Requirements {Section 18.3.2}	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 18.3.6}	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 18.3.7}	Pedestrian access and off-street parking lots shall be such that vehicular and pedestrian movement is not prevented during a regulatory flood.	Complies	No
Supplementary Off-Street Parking Requirements {Section 18.3.11}	For one-unit and two-unit dwellings, tandem parking shall be permitted.	-	-
Accessible Parking {Section 18.4.1}	The number of required accessible spaces by type is as follows:	-	-
Accessible Parking {Section 18.4.1.b}	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. (2)	0 accessible spaces	Yes
Accessible Parking {Section 18.4.2}	Despite the above provisions, accessible parking spaces are not required for one-unit, two-unit, three-unit, or four-unit dwellings, except within condominium developments.	-	-
Residential Driveways {Section 18.6.4}	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.	Six visitor spaces not in driveway	Yes