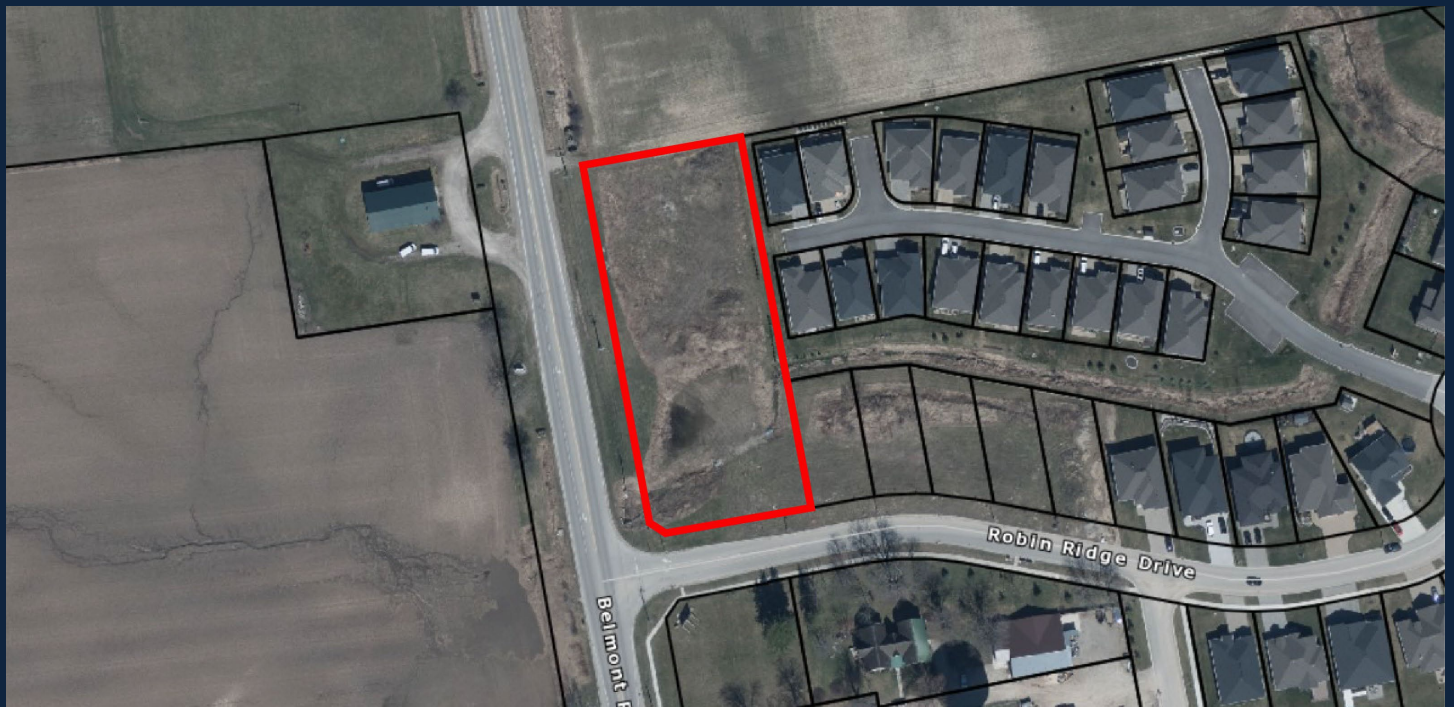


# Planning Justification Report

Zoning By-Law Amendment

Block 33, Belmont, ON



November 21, 2023



**Zelinka Priamo Ltd.**

LAND USE PLANNERS

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## **1.0 INTRODUCTION AND SUMMARY**

### **1.1 INTRODUCTION**

Glenn Dolmage has made an application to amend the Central Elgin Zoning By-law to permit the development of two 2-storey apartment buildings with a total of 16 units on the lands known legally as Block 33 in Belmont (the “subject lands”). A pre-application consultation meeting took place with Central Elgin Staff on April 6<sup>th</sup>, 2023.

The purpose of this Planning Justification Report is to provide details of the proposed development, and to evaluate the proposed Zoning By-Law Amendment within the context of existing land use policies and regulations, including:

- 2020 Provincial Policy Statement;
- Elgin County Official Plan (February 2015);
- Central Elgin Official Plan; and,
- Village of Belmont Zoning By-Law.

### **1.2 SUMMARY**

This report concludes that the Zoning By-law Amendment is appropriate and desirable for the following reasons:

- The proposed Zoning By-Law Amendment is consistent with the intent and the policies of the 2020 Provincial Policy Statement and is in conformity with the policies of the County of Elgin and the Central Elgin Official Plans.
- The proposed Zoning By-law Amendment will permit an appropriate use within a newly established residential area that is well suited to support a medium-density residential development;
- The proposed development will enhance the pedestrian realm and visual appearance of the area, will have a positive impact on the character and function of the neighbourhood; and,
- The proposed site design is responsive to abutting and adjacent land uses will not have any undue adverse impacts on adjacent land uses.

## **2.0 SUBJECT LANDS**

The subject lands consist of a single, rectangular parcel of land located on the east side of Belmont Road, north of Robin Ridge Drive. The approximately 0.58 ha (1.44 ac) parcel has a frontage of approximately 50.0m (164 ft) on Robin Ridge Drive and a lot depth of approximately 111 m (364 ft) along Belmont Road (Figure 1).

**Figure 1 – Subject lands (Outlined in RED)**



The Turner Award Municipal Drain runs along the southwest corner of the parcel, which outlets to the Collared Drain located east of the subject lands. There is currently no vehicular access to the subject lands. A pedestrian sidewalk is located along the east side of Belmont Road and south of Robin Ridge Drive. The subject lands are currently vacant with a generally flat topography and no significant trees or vegetation present. The subject lands were created as a block within the same Plan of Subdivision which created the low-density lots to the east of the subject lands. This parcel must undergo the Zoning By-law Amendment process to facilitate the proposed development, requiring a separate application.



**Figure 2 – View of the subject lands from Belmont Road (Looking east)**



*Google Street View*

To the east, the subject lands abut a newly developed subdivision of single detached dwellings (Figure 2). Vehicular access is provided by private driveways from Robin Ridge Drive.

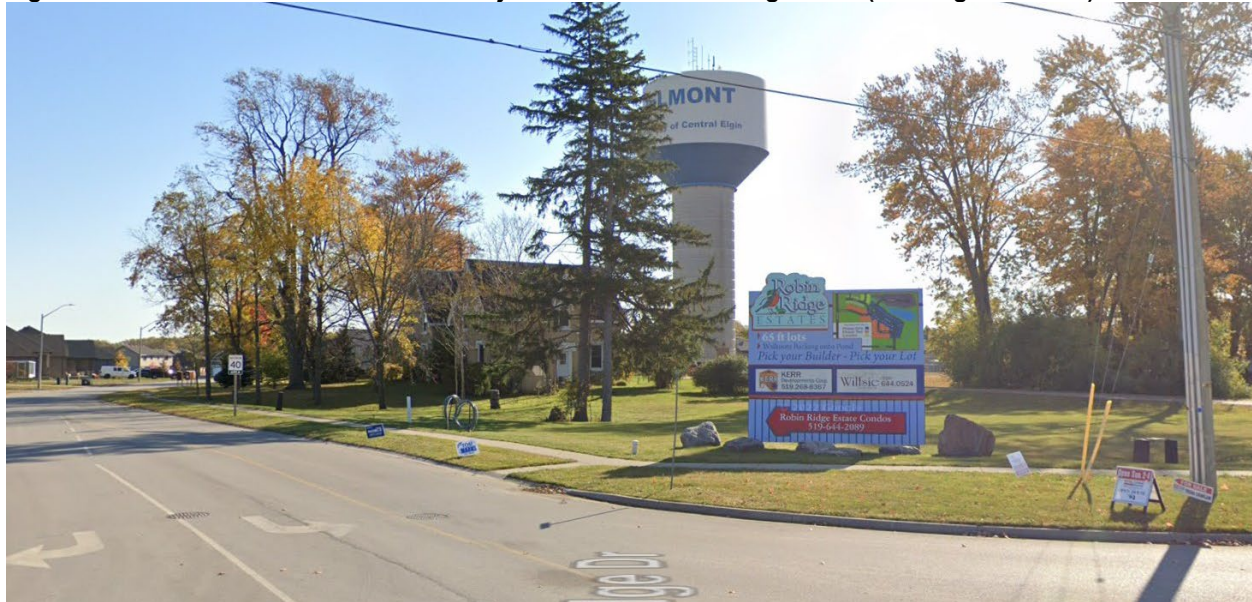
**Figure 3 – Agricultural operation across from the subject lands on Belmont Road (Looking west)**



*Google Street View*

Belmont Road abuts the subject lands to the west with agricultural operations beyond (Figure 3).

Figure 4 – A vacant lot across from the subject lands on Robin Ridge Drive (Looking southeast)



Google Street View

In the Official Plan of the Municipality of Central Elgin, the subject lands are designated “Residential” along a “County Road” (Belmont Road) Street Classification on Schedule “B”- Land Use Plan and Schedule “B1” Road Classification, respectively.

The subject lands are currently zoned “Institutional 1 (I-1)” and “Neighbourhood Development 1 (ND-1)” in the Village of Belmont’s Zoning By- Law. The “Institutional 1 (I-1)” zone permits a place of worship, an accessory dwelling, a day nursery, a fraternal hall, and accessory uses. A small corner of the subject lands is zoned “Neighbourhood Development 1 (ND-1)” but is insignificant to the proposed development (see Figure 27). Small apartment buildings are not permitted by the current zoning; therefore, a Zoning By-Law Amendment is required.

## 2.1 SPATIAL ANALYSIS

Figure 5 shows notable features, and land uses within 400m and 800m radii of the subject lands. The two radii represent walking distances of approximately 5 and 10 minutes respectively. The County Road is identified with yellow arrows, and collector roads are identified with blue arrows. As previously mentioned, the subject lands are located along a County Road (Belmont Road), with one lane of traffic in each direction. A public sidewalk beginning at Robin Ridge Drive continues southward on the east side of Belmont Drive, providing connections to the surrounding residential neighbourhoods and commercial shops to the east and south.



Figure 5 – Subject Lands and proximate land uses



Areas within 400m (5 minutes walking), south of the subject lands are comprised of low-density residential uses in the form of single-detached dwellings and local shops/commercial uses. Areas located north of the subject lands are agricultural.

The streetscape along Belmont Road is generally auto-oriented and defined by a range of commercial, service and residential uses. The public realm is generally characterized by varying building setbacks, sidewalks on both sides of the street, commercial parking areas, hydro poles, overhead hydro lines, and modest landscaping (south of Seventh Avenue).

Low-density residential uses east of, and nearest, to the subject lands include a recently developed subdivision of single detached dwellings shown in Figures 6-7. The newer dwellings in the area generally feature pitched roofs, masonry, and vinyl siding in a variety of colours, parking accommodated in front yard driveways, modest landscaping, and minimal trees. Sidewalks are provided typically on one side of each street.



**Figure 6 – Newly developed single detached dwellings east of the subject lands (285, 287 & 289 Dufferin Street)**



*Google Street View*

**Figure 7 – Newly developed single detached dwellings east of the subject lands (290, 292 & 294 Dufferin Street)**

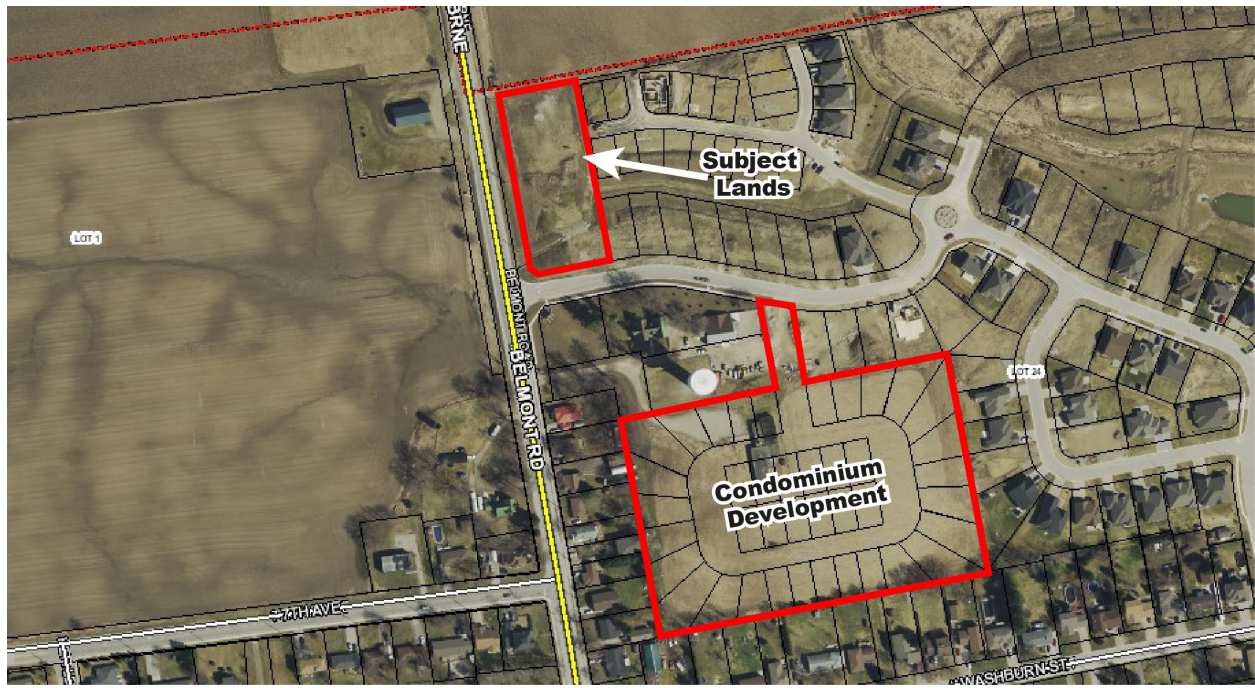


*Google Street View*

Notably, a medium-density residential development in the form of condominiums is anticipated along Robin Ridge Drive, approximately 100m southeast of the subject lands (Figure 8). This development signals the need for additional forms of high-density housing types in the area.



Figure 8 – Single detached dwelling located on Belmont Road (looking south)



A greater variety of land uses is located further south of the subject lands along Belmont Road. A mix of local shops, services and low-density residential uses in the form of single detached dwellings are present. Belmont Road is generally characterized by shallow building setbacks, overhead hydro lines, established trees, and sidewalks on both sides of the street, creating a strong street presence. The single detached dwellings along Belmont Road range from 1-to-2.5-stories and feature red/yellow brick and yellow/white vinyl cladding materials. Parking is typically accommodated in side yard driveways.

Figure 9 – Single detached dwelling located on Belmont Road (looking south)



Google Street View



**Figure 10 – Single detached dwellings located on Belmont Road (Looking east)**



*Google Street View*

**Figure 11 – 1.5-2.5-storey dwellings on Belmont Road (14145 & 14149 Belmont Road)**



*Google Street View*

Along Belmont Road, many former single detached dwellings near the subject lands have been converted to commercial uses. Commercial and service-oriented uses within 400m (5-minute walking distance) include an automotive repair shop and a catering business (Figure 12).



**Figure 12 – Automotive repair shop & catering company on Belmont Road**



*Google Street View*

Areas beyond the 400m radius but within 800m (ten minutes walking) of the subject lands are mostly comprised of low-density residential uses, commercial shops, services, and open space uses. A veterinary clinic and an insurance company office are located along Belmont Road, in addition to various hair, beauty salons and wellness services (Figure 13-14).

**Figure 13 – Veterinary clinic, hair salon, and beauty salon located on Belmont Road**



*Google Street View*



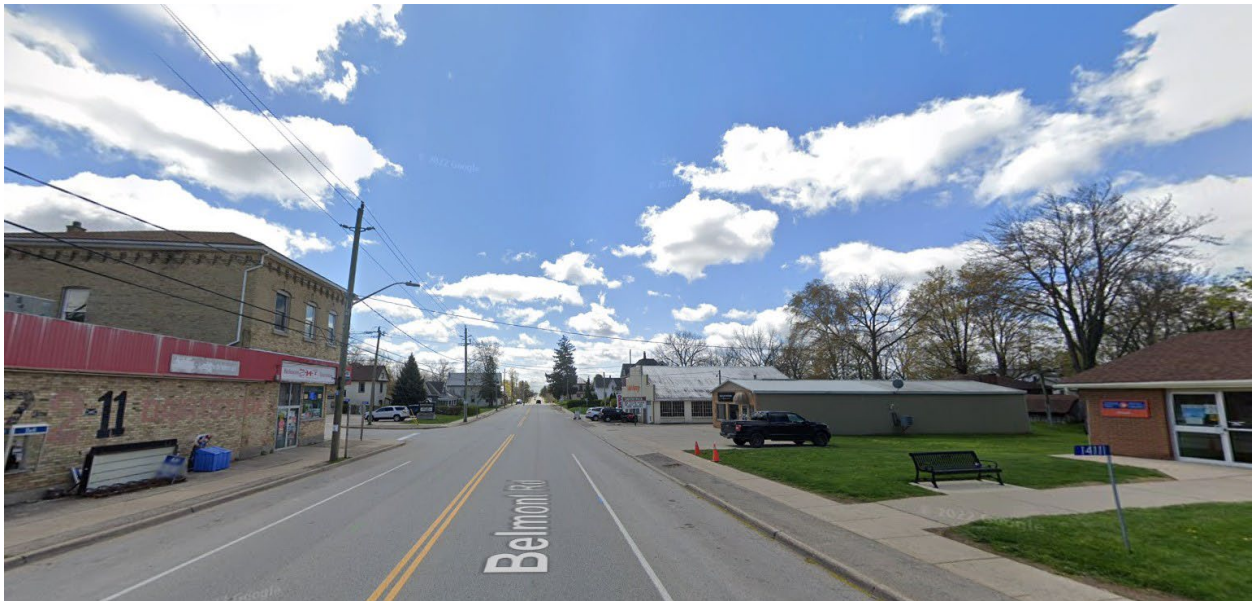
**Figure 14 – Insurance company and beauty salon located on Belmont Road**



*Google Street View*

Public service facilities such as a Canada Post Office and the Belmont Community Library are located on Belmont Road within 800m of the subject lands (Figure 15-16).

**Figure 15 – Canada Post office, wellness centre, and grocery store located on Belmont Road**



*Google Street View*



**Figure 16 – Belmont Community Library located on Belmont Road**



*Google Street View*

Access to Union Street Park on the periphery of the 800m radius provides open space for the current and future residents of Belmont (Figure 17).

**Figure 17 – Union Street Park**



*Google Street View*

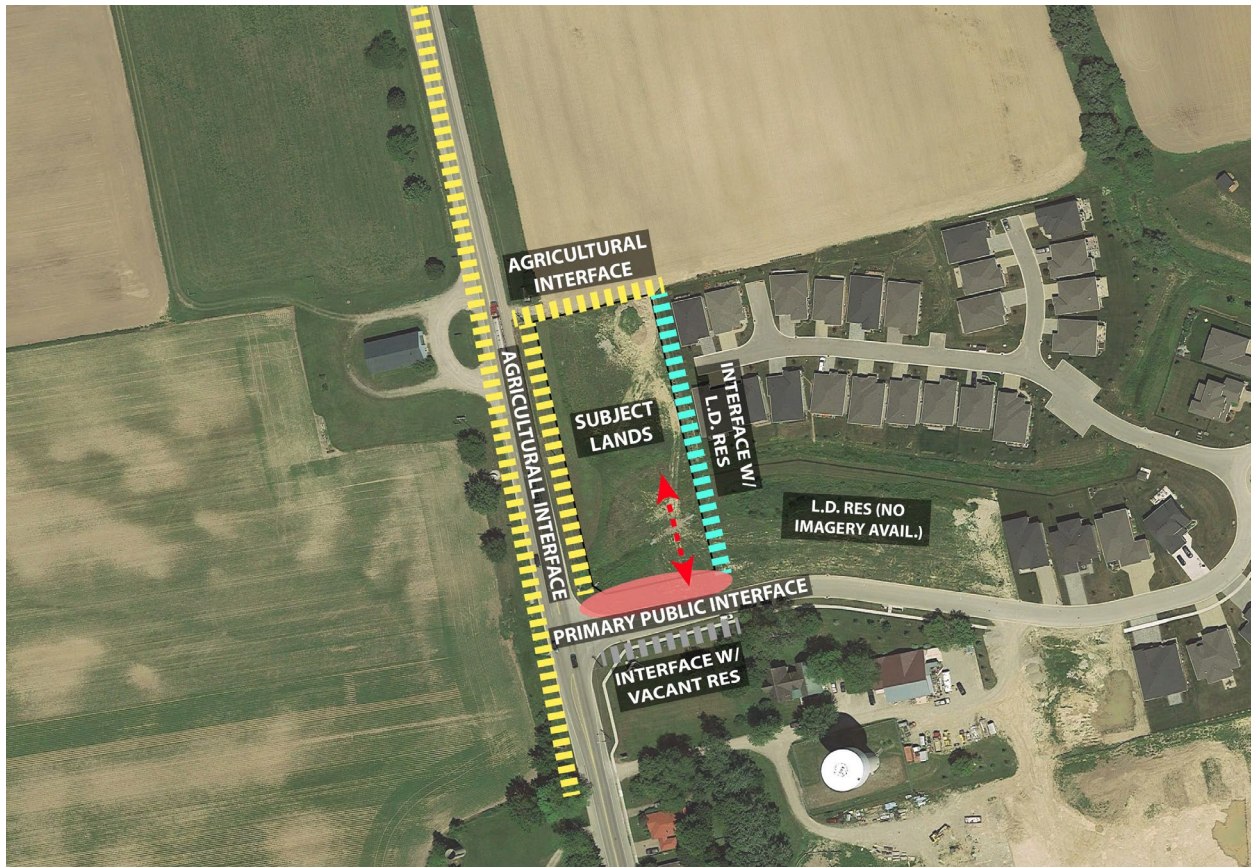
## 2.2 SITE-SPECIFIC SPATIAL ANALYSIS

Figure 18 below shows the relationship between the subject lands and abutting uses. The active frontage of the subject lands is located along Robin Ridge Drive, shown in pink. This location will



have an active relationship with the abutting road, and should provide an aesthetic gateway entrance into Belmont. This frontage will accommodate a point of vehicular access via a private driveway. The east side of the subject land's interfaces with existing low-density residential, shown in blue. The south side of the subject lands (front lot line) abuts Robin Ridge Drive, with a vacant lot zoned for residential uses across the street. These interfaces are shown in grey. The west side of the subject lands (exterior - side lot line) abuts Belmont Road with agricultural uses further west. The north side of the subject lands (rear lot line) abuts an agricultural field and the Belmont Settlement Area Boundary. These interfaces are shown in yellow.

Figure 18 – Site-Specific Spatial Analysis



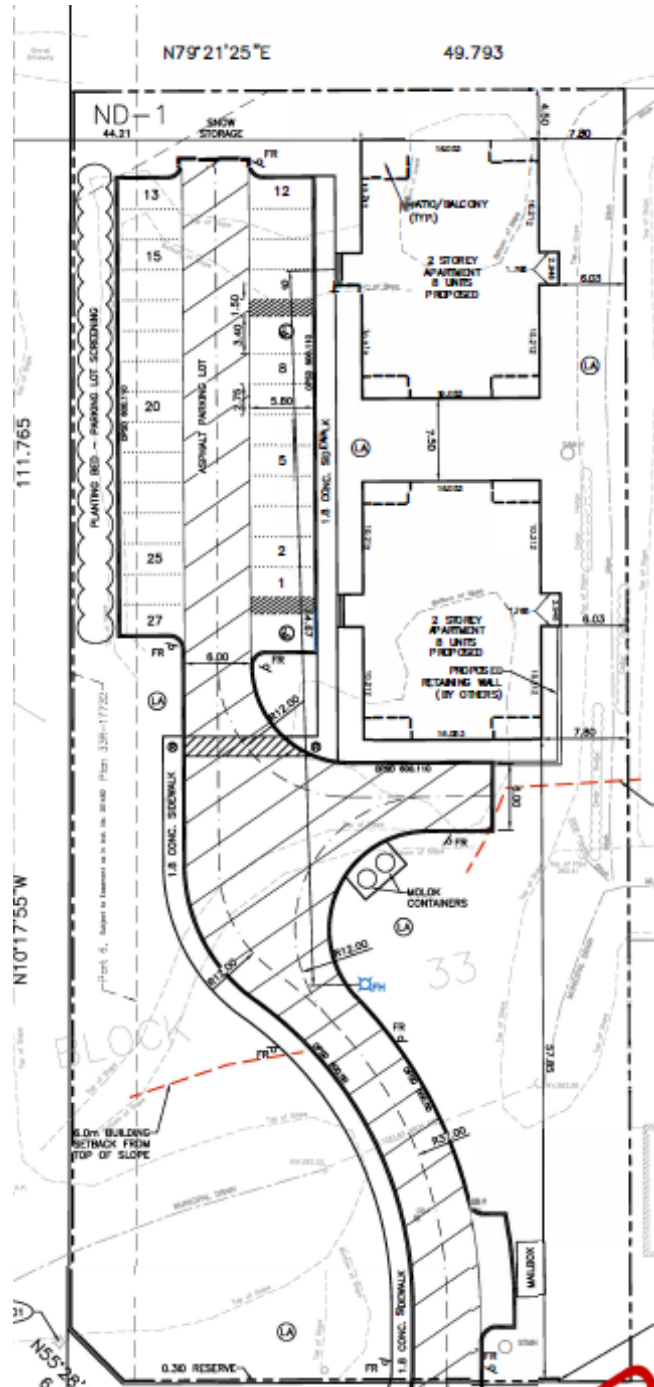
Google Earth View



### 3.0 PROPOSED DEVELOPMENT

The subject lands are proposed to be developed for two, 2-storey apartment buildings with each building containing 8 residential units (Figure 19), resulting in a proposed density of 28 units per hectare (UPH). Each building has a footprint of approximately 74.6 m<sup>2</sup> (803 ft<sup>2</sup>), with a gross floor area of approximately 1,193 m<sup>2</sup> (12,848.0 ft<sup>2</sup>).

Figure 19 –Concept Plan (excerpt)

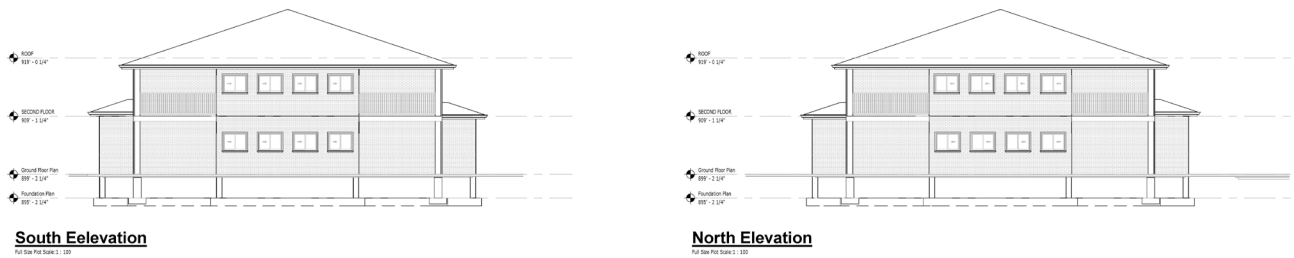


Vehicular access is proposed via a two-way, full-turns driveway from Robin Ridge Drive, which leads to the proposed apartment buildings along the east property line and to a surface parking area to the west of the proposed buildings. A total of twenty-seven (27) parking spaces is proposed on the subject lands.

A pedestrian sidewalk is provided along the vehicular driveway, providing a connection from the buildings to Robin Ridge Drive and the existing public sidewalk on the south side of Robin Ridge Drive. Common amenity and landscaped areas are proposed to the south of the buildings with enhanced perimeter landscaping along the property line. Garbage collection is to be located south of the proposed apartment buildings. A mailbox is proposed at the entrance of the proposed development. The proposed configuration of the access driveway, parking lot and apartment buildings is necessary to maintain the functionality of the Municipal Drain on the southern portion of the subject lands.

The concept elevations below show various views of the proposed apartment buildings.

**Figure 20 – Concept Rendering – North and south elevations**



**Figure 21 – Concept Rendering – East elevation**



**Figure 22 – Concept Rendering – West elevation**



### **3.1 PROPOSED ZONING BY-LAW AMENDMENT**

The proposed Zoning By-law Amendment seeks to re-zone the subject lands to a site-specific “Residential (RM1-( ))” zone to permit the two proposed apartment buildings with a total of 16 dwelling units, with special provisions as follows:

- Dwelling Units (max) 16 Dwelling Units
- Rear Yard Setback (North) (min) 4.5 m

See the zoning table below for an outline of existing RM1 regulations and regulations proposed through this amendment, as shown on Figure 19 (Concept Plan):

<u>Regulations</u>	<u>Required</u>	<u>Proposed (Shown on Site Plan)</u>
Minimum Lot Area	800 m <sup>2</sup>	5,834.4 m <sup>2</sup>
Minimum Lot Frontage	20.0 m	50.45 m (Robin Ridge Drive)
Minimum Front Yard	6.0 m	57.85 m
Setback from Centreline of Belmont Rd.	26.0 m	44.22 m
Minimum Side Yard (Interior)	1.0 m	6.0 m
Minimum Side Yard (Exterior)	6.0 m	~23 m
<b>Minimum Rear Yard (North)</b>	<b>9.0 m</b>	<b>4.5 m*</b>
Building Height	9.0 m	9.0 m
Maximum Lot Coverage	50 %	13.2 %
<b>Maximum Number of Dwelling Units</b>	<b>5/Lot</b>	<b>16/Lot*</b>
Parking Spaces/ Dwelling Unit	1.25/unit (20)	(1.68/unit) (27)

Following the Zoning By-law Amendment process, Site Plan Approval will also be required for the proposed development.

### **4.0 PLANNING POLICY ANALYSIS**

This section of the Planning Justification Report provides land use planning analysis, evaluating the proposed Zoning By-Law Amendment through applicable land use policies and regulations.



## 4.1 2020 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement, issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” to ensure efficient development and the protection of resources. All planning applications, including ZBA applications, are required to be consistent with these policies. The following policies and analysis are relevant to the proposed Zoning By-law Amendment application.

<b>2020 Provincial Policy Statement Policy Analysis Table</b>	
<i>Policy</i>	<i>Response</i>
<p style="text-align: center;"><u><b>Section 1.1.1b)</b></u> <i>Accommodating an appropriate affordable and market-based range and mix of residential types (including multi-unit housing and affordable housing), employment (including industrial and commercial) [...] to meet long-term needs.</i></p>	<p>The proposed Zoning By-Law Amendment broadens the range of appropriate and compatible residential uses available in the Belmont community.</p>
<p style="text-align: center;"><u><b>Section 1.1.1e)</b></u> <i>Promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs.</i></p>	<p>The proposed development contributes to a cost-effective development pattern in the area as apartment buildings are a higher-density form of development that can efficiently house more people as apposed to other low-density forms of housing found throughout the area. The proposal will support the use of Belmont’s existing commercial services, and will make use of existing infrastructure, all the while minimizing land consumption and servicing costs.</p>
<p style="text-align: center;"><u><b>Section 1.1.3.1</b></u> <i>Settlement areas shall be the focus of growth and development.</i></p>	<p>The subject lands are located within a Tier 1, Urban Settlement Area in the Elgin County Official Plan.</p>
<p style="text-align: center;"><u><b>Section 1.1.3.2</b></u> <i>Land use patterns within a settlement area shall be based on densities and a mix of land uses which:</i>  <ul style="list-style-type: none"> <li>a) <i>Efficiently use land and resources;</i></li> <li>e) <i>Support active transportation;</i></li> <li>f) <i>Are transit-supportive, where transit is planned, exists or may be developed.</i></li> </ul> </p>	<p>The proposed Zoning By-Law Amendment broadens the range of residential uses in the area, efficiently utilizing existing land, infrastructure, and resources.</p>
<p style="text-align: center;"><u><b>Section 1.1.3.4</b></u> <i>Appropriate development standards shall be promoted which facilitate intensification, redevelopment, and compact form, while avoiding or mitigating risks to public health and safety.</i></p>	<p>The proposed development includes appropriate standards that facilitate development and compact form.</p>
<p style="text-align: center;"><u><b>Section 1.4.3</b></u> <i>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</i>  <ul style="list-style-type: none"> <li>b) <i>Permitting and facilitating:</i> <ul style="list-style-type: none"> <li>1. <i>All housing options required to meet the social, health, economic, and well-being requirements of current</i></li> </ul> </li> </ul> </p>	<p>The proposal provides an additional form of residential dwellings to the Community of Belmont with a density appropriate to the housing form. The proposed dwelling units are one-sized (approx. 800 ft<sup>2</sup>) and appointed to provide moderate cost housing to meet some of the unmet needs of the housing market and to appeal to a wider demographic.</p>

<p><i>and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities;</i></p> <p>2. <i>All types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3.</i></p>	
<p><b><u>Section 1.6.6.2</u></b> <i>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 [...].</i></p>	<p>The proposal will utilize existing municipal sewage services and municipal water services.</p>

Based on the above analysis, the proposed Zoning By-Law Amendment is consistent with the policies of the 2020 Provincial Policy Statement.

## **4.2 COUNTY OF ELGIN OFFICIAL PLAN**

The subject lands are identified within the Tier 1 Settlement Area of Belmont in the County of Elgin Official Plan (2015). Tier 1 settlement areas generally have larger populations with access to full municipal services (municipal water and sewage services). The County of Elgin Official Plan directs the majority of new growth to Tier 1 settlement areas such as Belmont.

The County Official Plan outlines objectives for residential areas within settlement areas (C1.1.1). The proposed development is in conformity with the objectives of this Official Plan based on the following:

- a) The proposed development will enhance the character and identity of the existing residential area by providing a compatible form of development at the intersection of a County Road and local road.
- b) The proposed Zoning By-law Amendment encourages the addition of a new housing form in this area so as to add to the range of housing forms available for persons with diverse social and economic backgrounds, needs and desires through a more compact and affordable form of housing.
- c) The proposed development promotes efficient use of infrastructure, being located on a designated residential block planned for future development with access to existing services.
- d) The proposed Zoning By-law Amendment encourages an increased density compared to the surrounding single unit lots, using a more compact form to minimize the amount of land required.
- e) The proposed development is in a location surrounded with supportive and compatible land uses.

- f) The proposed development will incorporate design elements and materials from the surrounding neighbourhood to continue the general aesthetic of the area. The urban design will support the urban design objectives of the Village of Belmont.
- g) The proposed development aligns with the Community Improvement Area policies of the local Village of Belmont Official Plan (see report section below).

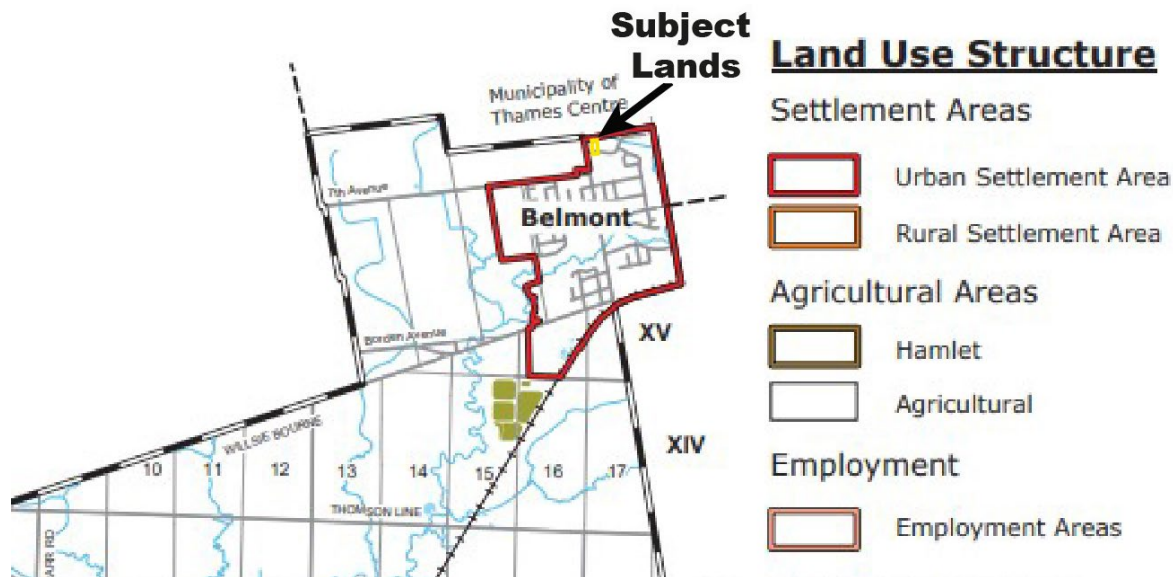
Based on the above analysis, the proposed Zoning by-law Amendment to facilitate two, 2-storey apartment buildings is in conformity with the County of Elgin Official Plan.

### 4.3 MUNICIPALITY OF CENTRAL ELGIN OFFICIAL PLAN

The subject lands are identified as being within one of the six Urban Settlement Areas in Central Elgin and are within the “Residential” land use designation along a “County Road” (Belmont Road) Street Classification on Schedule “B” - Land Use Plan and Schedule “B1”- Road Classification, respectively, in the Official Plan of the Municipality of Central Elgin (Figure 23). Additionally, the subject lands are identified on Schedule “B2” as being within Belmont’s Community Improvement Area in the Official Plan of the Municipality of Central Elgin.

Relevant and applicable policies of the Central Elgin Official Plan are listed below with an analysis of each.

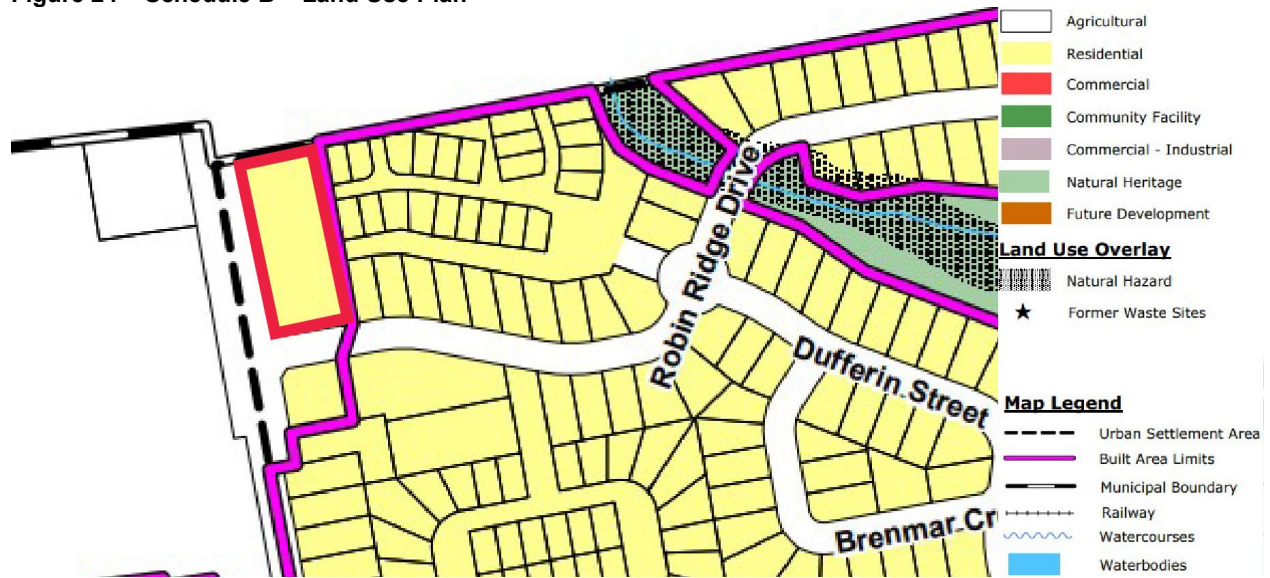
Figure 23 – Schedule 1 – Land Use Structure





<b>Central Elgin Official Plan – Urban Settlement Areas</b>	
<i>Policy</i>	<i>Response</i>
<p style="text-align: center;"><u>Urban Settlement Areas</u> <u>Section 2.1.1.</u></p> <p><i>There are six Urban Settlement Areas in Central Elgin, being the Communities of Belmont, Port Stanley, Eastwood Subdivision, Lynhurst, Norman-Lyndale and Union. Their locations are illustrated on Schedule 1 – Land Use Structure. The Urban Settlement Areas either have full municipal services or are serviceable. It is anticipated that there is sufficient land to accommodate the projected population growth and development within the 25-year planning horizon.</i></p>	<p>The subject lands are within the community of Belmont and are therefore within an Urban Settlement Area as defined by the Central Elgin Official Plan.</p>
<p style="text-align: center;"><u>Goals</u></p> <ul style="list-style-type: none"> <li>• <i>To provide the major focus for sustainable urban development activity in the Municipality.</i></li> <li>• <i>To provide sufficient designated and serviced lands to accommodate the projected 25-year growth requirements of the Municipality.</i></li> <li>• <i>To provide commercial, community and park facilities to serve the needs of the residents of Central Elgin.</i></li> <li>• <i>To encourage a compact urban form and a mix of uses that support cost effective and sustainable utilization of infrastructure and public services. and promote opportunities for active transportation and transit-supportive development.</i></li> <li>• <i>Encourage complete, healthy and safe communities that promote climate resilience and protection of the environment.</i></li> </ul>	<p>The proposed apartment buildings contribute to a compact urban form that will support cost-effective and sustainable utilization of existing infrastructure and public services as the subject lands have access to nearby services (water, sanitary and stormwater).</p>
<p style="text-align: center;"><u>Urban Settlement Areas – Policies</u> a) <u>2.1.1.1</u></p> <p>b) <i>The Urban Settlement Areas will be the focus of urban growth in Central Elgin.</i></p> <p>c) <i>Detailed land use plans and policies for guiding growth and development within each Urban Settlement Area are contained in Section 4.0 of this Plan.</i></p> <p>d) <i>Growth and development will also conform to any applicable general policies contained in this Plan.</i></p>	<p>The subject lands are within an Urban Settlement Area, where urban growth is encouraged. Therefore, the proposed development aligns with the intent and growth strategies of the Central Elgin Official Plan.</p>

Figure 24 – Schedule B – Land Use Plan



Note: Location and boundaries are approximate

Central Elgin Official Plan	
Policy	Response
<p style="text-align: center;"><u>Residential Designation</u> <u>Goals 4.3</u></p> <ul style="list-style-type: none"> <li>• To promote sustainable, efficient and diverse residential neighbourhoods.</li> <li>• To provide a diverse range of affordable and market-based housing types and densities.</li> <li>• To ensure that existing and new residential areas are walkable and are supported by all modes of transportation.</li> </ul>	<p>The proposed apartment buildings will add to the range and mix of available housing options in Belmont, thereby increasing the diversity of built forms in residential neighbourhoods.</p> <p>The subject lands are within walking distance of a range of commercial shops, personal services and some open spaces uses, as noted in the Spatial Analysis section of this report.</p> <p>The location is part of a walkable neighbourhood and is well-connected to surrounding residential areas via public sidewalks.</p>
<p><i>a) Where land is designated Residential on the Land Use Schedules to this Plan, a range of residential dwelling types and densities shall be permitted, including, but not limited to, single detached, semi-detached, duplex dwellings, triplex dwellings, townhouse dwellings and apartment dwellings. Conversion of existing dwellings to increase the number of dwelling units is also permitted.</i></p>	<p>Apartment dwellings are a contemplated use within the Residential land use designation in the Central Elgin Official Plan.</p>
<p style="text-align: center;"><u>Density 4.3.2</u></p> <p><i>c) medium density: includes street townhouse dwellings, townhouse dwellings in a cluster development, multiple dwellings, apartments, and other forms of mid-rise housing in a range of greater than 22 units per net hectare (9 units per net acre) up to a maximum of 35 units per net hectare (14 units per net acre)</i></p>	<p>c) The proposed apartment buildings contain 16 residential units on lands of approximately 0.58 ha, resulting in an allowable “medium-density” of approximately 28 UPH.</p> <ol style="list-style-type: none"> <li>1. The proposed 2-storey design of the residential development with 7+ metre setbacks is compatible with and</li> </ol>

<ol style="list-style-type: none"> <li>1. <i>The proposed design of the residential development is compatible with the built form and the physical character of surrounding uses, and is consistent with the policy direction in the Community Design and Complete and Healthy Communities sections of the Plan;</i></li> <li>2. <i>The site is physically suited to accommodate the proposed development. Consideration will be given to the preservation of features of the natural environment which may be compromised with more dispersed low-density development;</i></li> <li>3. <i>Adequate recreational and amenities are provided on site;</i></li> <li>4. <i>The site is in general proximity to a park, natural area, institutional use or commercial facilities;</i></li> <li>5. <i>Medium density buildings will not exceed 6 storeys or 22 metres in height at the highest grade elevation to ensure building heights and built forms are compatible with the built form and physical character of the neighbourhood. Exceptions may be considered where properties with unusual grade conditions exist.</i></li> <li>6. <i>The proposed site can be serviced with adequate water supply and sanitary sewage disposal in accordance with the policies contained in Section 2.8 of this Plan;</i></li> <li>7. <i>The property shall have direct access to an arterial or collector road maintained to a municipal standard with capacity to accommodate traffic generated from the site;</i></li> <li>8. <i>Sufficient off-street parking facilities are provided in accordance with the standards set out in the Zoning By-law. Surface parking should be minimized in favour of more intensive parking; and</i></li> <li>9. <i>Consideration shall be given to matters related to land use compatibility, traffic impacts and proximity effects such as noise and visual impacts.</i></li> </ol>	<p>sensitive to the abutting residential uses.</p> <ol style="list-style-type: none"> <li>2. The proposed site design incorporates all requisite components of a successful residential site, including efficient pedestrian and vehicular circulation, garbage collection and amenity area.</li> <li>3. Large amenity areas are in the south part of the site and are south of the buildings. These areas will be further refined with landscaping through the Site Plan Approval process.</li> <li>4. The subject lands are within a 10-minute walk (approximately 800 m) of Union Street Park.</li> <li>5. The proposed 2-storey apartment buildings are well below the 6-storey limit.</li> <li>6. The servicing plans provided with this submission show how the proposed development can be adequately serviced with water and sanitary to the standard of the municipality.</li> <li>7. The subject lands have frontage on Belmont Road, an arterial road. However, for traffic management purposes, access is proposed from Robin Ridge Drive, just east of its intersection with Belmont Road. No road improvements are required as part of this development as confirmed through the submitted Traffic Impact Brief, discussed later in this report.</li> <li>8. The proposed off-street parking is in accordance with the Zoning By-law regulations. Additional visitor spaces have been proposed to address market conditions for compact housing in Belmont.</li> <li>9. Traffic impacts are minimized by having access on Robin Ridge Drive, rather than on the abutting County Road. No undue impacts are anticipated from the proposed development.</li> </ol>
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#### **4.3.1 COMMUNITY IMPROVEMENT AREA**

All of Belmont is within the “Community Improvement Area” on Schedule “B2” of The Central Elgin Official Plan. An analysis of the policies as they apply to the subject lands and the “Community Improvement Area” of the Official Plan is as follows:



<b>The Central Elgin Official Plan Policy Analysis Table</b>	
<i>Policy</i>	<i>Response</i>
<p style="text-align: center;"><u>4.7.1 Community of Belmont</u></p> <p><i>The Community of Belmont is located in the northerly limits of the Municipality along former Highway #74 (Belmont Road). It includes a mix of predominantly low-density residential land use along with a commercial “core” that services the community and surrounding area. The Community of Belmont is serviced with full municipal piped water and sanitary sewage disposal systems.</i></p> <p><u>Community Improvement 4.7.1.2</u></p> <p>a) <i>The Community Improvement Area shown on Schedule B2 to this Plan represents the area where Council shall direct its major improvement efforts.</i></p> <p>b) <i>The boundaries of the Community Improvement Area shall be considered to be flexible and minor extensions or alterations deemed to be necessary by Council may be permitted without an Amendment to this Plan, provided the general intent of the Plan is maintained.</i></p>	<p>An objective of the Community Improvement Area is to maintain and improve the physical and aesthetic amenities of streetscapes in both the public and private realms. The proposed development intends to improve the subject lands by providing accessible, well-designed, and aesthetically pleasing residential units with landscaped amenity space.</p> <p>The subject lands are currently vacant and are highly visible from the Belmont Road streetscape. The proposed design will enhance the quality and visual appeal of the streetscape, while activating the subject lands with a functional, desired use. The proposed apartment buildings not only provide valuable housing opportunities in the area, but will also make a meaningful contribution to the streetscape.</p> <p>The proposed development presents an opportunity to enhance an important gateway of the community of Belmont.</p>

#### **4.3.2 COMMUNITY DESIGN – OFFICIAL PLAN POLICIES**

The Community Design policies of the Central Elgin Official Plan set out general design policies that apply to the entire Municipality of Central Elgin. It is recommended that this report be read in its entirety, rather than the community design sections alone, to gather a comprehensive understanding of the merits of the proposed development. The proposed development is consistent with these urban design policies as follows:

<b>COMMUNITY DESIGN – RESPONSE TO DOCUMENTS</b>	
<i>Policy</i>	<i>Response</i>
<p>d) <i>Through the review of development applications, Central Elgin:</i></p> <ol style="list-style-type: none"> <li>1. <i>Will encourage new development to create visually distinct and identifiable places, structures and spaces that contribute to a strong sense of place and community pride, while recognizing the character of the area;</i></li> <li>2. <i>Will promote efficient and cost-effective development patterns that minimize land consumption, are transit supportive, and create pedestrian-friendly streets;</i></li> <li>3. <i>Will promote walkable neighbourhoods with interesting streetscapes, focal points and destinations;</i></li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed development incorporates a style and variety of materials commonly found in residential development nearest to the subject lands. The built form and massing of the proposed apartment buildings is a new form of residential in Belmont, and therefore, provides a visually distinct and identifiable landmark located at the north entrance of Belmont.</li> <li>2. The proposed apartment buildings contribute to a compact urban form that will support cost-effective and sustainable utilization of existing infrastructure and public services as the subject lands have access to nearby services (water, sanitary and stormwater).</li> <li>3. The location is part of a walkable neighbourhood and is well-connected to</li> </ol>

<p>4. Will encourage a mix of land uses, including a variety of housing types, park spaces, schools, shopping areas and employment opportunities in community design;</p> <p>5. Will promote the improvement of the physical character, appearance and safety of streetscapes, civic spaces, and parks with an emphasis on pedestrians and cyclists through universal principles of Crime Prevention Through Environmental Design;</p> <p>6. Will encourage design that considers, and wherever possible continues, the existing and traditional street patterns and neighbourhood structure. Such aspects include, but are not limited to, issues related to residential street-scaping, landscaping, setbacks, signage, garage placement, and architectural treatment.</p> <p>7. Will have consideration for building design, massing, and scale that respects and reinforces the human scale and creates attractive and vibrant streetscapes.</p> <p>8. Will have consideration for shadowing impacts on adjacent lands and/or impacts to existing views and vistas.</p>	<p>surrounding residential areas via public sidewalks.</p> <p>4. The proposed apartment buildings will add to the range and mix of available housing options in Belmont, thereby increasing the diversity of built forms in residential neighbourhoods.</p> <p>5. The subject lands are currently vacant and are highly visible from the Belmont Road streetscape. The proposed design will enhance the quality and visual appeal of the streetscape, while activating the subject lands with a functional, desired use.</p> <p>6. The proposed development incorporates architectural treatments and design elements commonly found in the surrounding neighbourhood, such as hipped roofs, masonry, modest landscaping, and moderate setbacks from the public ROW.</p> <p>7. The proposed apartment buildings are an appropriate scale and height within a neighbourhood primarily comprised of 1, 1.5 and 2-storey single detached dwellings. The proposed development respects and maintains the human-scale pattern of the neighbourhood at a proposed height of 2-storeys.</p> <p>8. The apartment buildings are located on the subject lands so as to not have any significant or undue impacts in terms of shadowing and views on abutting and nearby properties.</p>
<p>e) Measures will be taken to ensure that the permitted uses address compatibility with adjacent land uses. Adequate separation buffering or screening will be provided between any uses where land use conflicts might be expected. The provision of grass strips and appropriate planting of trees, shrubs, or berms is preferred to fence screening when buffering between public and private spaces. The Municipality may consider other means to address land use compatibility, as appropriate. Modifications to building orientation may also represent appropriate buffering measures.</p>	<p>The proposed 2-storey apartment buildings provide an appropriate transition to higher-density residential uses while remaining compatible with the surrounding low-density neighbourhood. Landscaping in the form of a cedar hedge is to be planted between the apartment buildings and the abutting single detached dwellings to the east, providing a form of privacy screening.</p>
<p>f) Central Elgin will encourage site and building design that compliments and enhances the surrounding neighbourhood character and context through various means, such as, massing, façade design, and landscaping. The design of sites and buildings shall also minimize adverse impacts to human comfort and surrounding properties through a variety of design strategies and performance standards.</p>	<p>The proposed development plans to incorporate high-quality building/cladding materials which will enhance the impact of the north Belmont entrance. The apartment buildings will contribute to character of the surrounding neighbourhood and streetscape in a meaningful way through the provision of appropriate massing, façade design and landscaping elements.</p>
<p>g) A high quality of architecture and site design that complements and enhances the surrounding neighbourhood character and context will be encouraged. Building design shall contribute toward and attractive and</p>	<p>The proposed site/architectural design of the subject lands responds to the prominent use of high-quality buildings materials used throughout the area. The incorporation of masonry, hipped roofs, and strategic landscaping elements contribute toward the attractive</p>

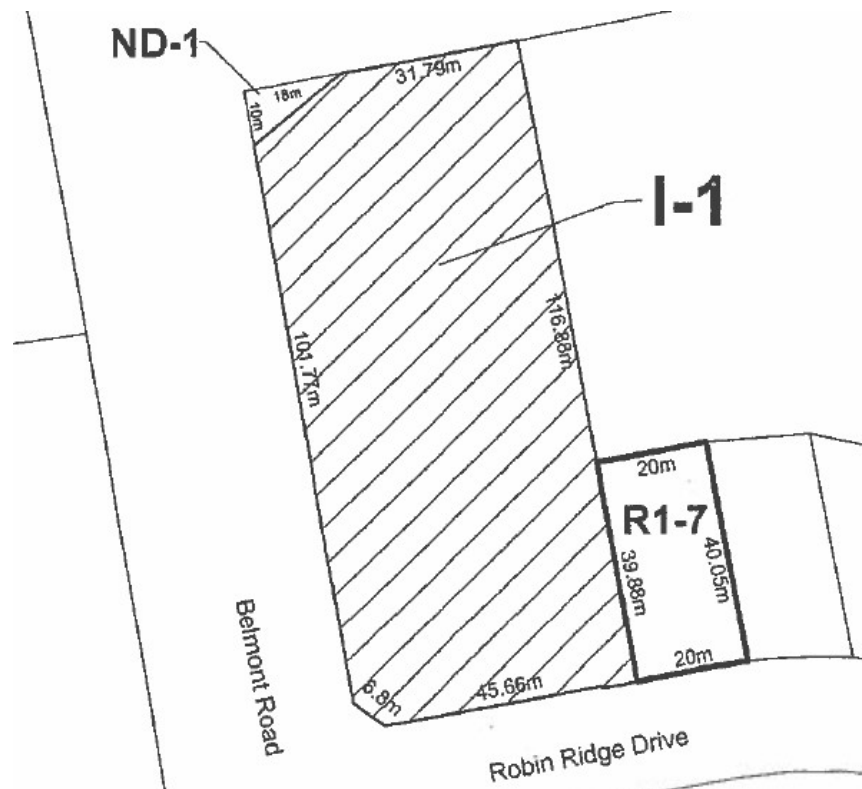
<i>coordinated streetscape, while allowing an opportunity for architectural innovation and expression.</i>	Robin Ridge Drive streetscape, while creating a prominent and distinct entrance into Belmont from the north.
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Given the above analysis, the proposed development conforms to the applicable policies and intent of the Central Elgin Official Plan and Community Design Guidelines. As such, the proposed development and the proposed Zoning-By-law Amendment is considered appropriate.

#### **4.3.3 THE VILLAGE OF BELMONT ZONING BY-LAW 91-21**

The subject lands are currently zoned “Insitutional-1 (I-1)” and “Neighbourhood Development-1 (ND-1)” in the Village of Belmont Zoning By-Law (see Figure 25).

**Figure 25 – Central Elgin Zoning By-Law No. 1625**



Note: Location and boundaries are approximate

The following are permitted uses in the current I-1 Zone variation:

- Day nursery;
- Fraternal Hall;
- Place of worship and accessory dwelling; and,
- Accessory uses.

The current zone does not permit residential uses. Through the previous subdivision plan, these lands were planned for an institutional use; however, providing additional residential uses in the form of apartment buildings was determined to be the highest and best use for the subject lands.

The subject lands are proposed to be re-zoned to a site-specific “Residential (RM1(\_))” zone to permit the proposed two apartment buildings comprised of a total of 16 residential units. The proposal would be in compliance with the majority of the *RM1* zoning regulations; however, a special provision will be required for the proposed density and the proposed rear yard setback. See the zoning table below for an outline of required RM1 regulations and proposed regulations through this amendment.

<u>Regulations</u>	<u>Required</u>	<u>Proposed (Shown on Site Plan)</u>
Minimum Lot Area	800 m <sup>2</sup>	5,834.4 m <sup>2</sup>
Minimum Lot Frontage	20.0 m	50.45 m (Robin Ridge Drive)
Minimum Front Yard	6.0 m	57.85 m
Setback from Centreline of Belmont Rd.	26.0 m	44.22 m
Minimum Side Yard (Interior)	1.0 m	6.0 m
Minimum Side Yard (Exterior)	6.0 m	~23 m
<b>Minimum Rear Yard (N)</b>	<b>9.0 m</b>	<b>4.5 m*</b>
Building Height (max)	9.0 m	9.0 m
Maximum Lot Coverage	50 %	13.2 %
<b>Maximum Number of Dwelling Units</b>	<b>5/Lot</b>	<b>16/Lot</b>
Parking Spaces/ Dwelling Unit	1.25/unit (20)	27

#### Rear Yard Setback

The proposed rear yard setback of 4.5m provides for sufficient setback to the north and ample space for buffering and landscaping. The lot to the north is outside of the Village of Belmont Settlement Area, and therefore, there are no privacy or setback concerns for the subject lands to the north and there are no anticipated adverse impacts due to the proposed rear yard reduction.

#### Density

The proposed density exceeds the permissions of the RM1 zone, however, is not above and beyond the permissions contemplated in the Municipality of Central Elgin Official Plan. The subject lands are proposed to have a density of 28 uph, which is permitted within the “Residential” designation in the Official Plan. The proposed density is not a form of over-intensification as most



other aspects of a functional residential development has been adhered to, aside from the proposed rear yard setback. This is a form of moderate intensification along a County Road which supports a form of housing new to this area of Belmont.

Based on the findings of this report, the proposed residential units fulfill a planned function of the subject lands in the “Residential” designation and the Zoning By-law Amendment would help achieve the goals of the Central Elgin Official Plan. The Official Plan intends for a broad range/mix of uses, specifically residential, to be implemented in the Urban Settlement Areas. The proposed Zoning By-law Amendment is appropriate for the subject lands.

## **5.0 SUPPORTING SUBMISSION MATERIALS AND OTHER CONSIDERATIONS**

This planning justification report relies, in part, on the supporting submission materials as outlined below. The supporting submission materials were prepared in accordance with the submission requirements identified in the April 6, 2023, pre-application consultation meeting and the list of required submission materials sent to us from the Central Elgin Planning Office on April 18<sup>th</sup>, 2023.

### **5.1 STORM WATER DRAINAGE BRIEF**

A Storm Water Drainage Brief (June 2023) completed by AGM Surveying and Engineering provides an overview of the proposed storm water management system as it relates to the proposed development.

- Robin Ridge Subdivision was developed to include stormwater infrastructure (storm sewers and SWM Facility – wet pond) to service the entire subdivision, including all 0.58ha of the proposed site.
- Grading for the proposed development dictates that a portion of the site will remain tributary to the Municipal Drain, with the remaining being tributary to the storm sewer on Robin Ridge Drive and downstream SWM Facility.
- The portion of the site tributary to the Municipal Drain will include the 2 apartment buildings and the majority of the landscape area for the development. Runoff will be conveyed overland to the drain.

See the submitted Storm Drainage Report provides additional details.

### **5.2 STAGE 1 & 2 ARCHAEOLOGICAL ASSESSMENT**

A Stage 1 and 2 Archaeological Assessment was completed by Archaeologix Inc. in June, 2002. This assessment was completed for the Plan of Subdivision and includes all of the parcel with the legal description ‘Part of Lot 24, Concession 6 South of the River Thames’. The assessment was

completed between April 1<sup>st</sup> and June 8<sup>th</sup>, 2022. Despite intensive Stage 3 testing, the artifact recovery frequencies were very low and no additional testing was recommended through this report. There have not been any issues through the construction of the subdivision to the east of the subject lands, which was assessed at the same time as these lands.

### **5.3 TRAFFIC IMPACT STUDY**

A Traffic Impact Brief (TIB) was completed by Paradigm Transportation Solutions in October 2023. The TIB includes an analysis of existing traffic conditions, a description of the proposed development, analysis of future traffic conditions, and assessment of development traffic impacts with recommendations to accommodate the proposed development. Based on the analysis in the TIB the number of trips generated through this development is anticipated to be 28 AM trips and 27 PM trips. Based on current conditions and anticipated traffic conditions between the time this report was written (2023) and 2033, the intersection of Robin Ridge Drive and Belmont Road would operate at an acceptable service level.

### **5.4 BUFFERING**

Buffering measures, specifically landscaping elements, will be used, as appropriate, to maintain privacy for abutting low density-residential uses. Landscaping will be used to screen the parking area of the proposed development from Belmont Road

### **5.5 ACCESS**

Based on the submitted TIB from Paradigm Transportation Solutions, the access driveway on Robin Ridge Drive is forecast to operate at LOS A rating, which means that the average delay for vehicle movement at the intersection is equal to or less than 10 seconds. It is noted that an eastbound left-turn lane is not warranted on Robin Ridge Drive at the proposed driveway. It is also noted that the westbound queue lengths at Belmont Road and Robin Ridge Drive are projected to a maximum of three metres, which will not impede inbound/outbound traffic operations at the proposed driveway to the subject lands on Robin Ridge Drive.

### **5.6 KETTLE CREEK CONSERVATION AUTHORITY (KCCA)**

Based on the most recent mapping available on the KCCA website, the subject lands are not regulated by the KCCA.

## **6.0 CONCLUSION**

The proposed Zoning By-Law Amendment seeks to permit two, 2-storey apartment buildings comprised of 16 units on the subject lands. It would permit an appropriate use within a newly developed Belmont community that is well suited to support the proposed use with nearby commercial and open space uses within Belmont.

The subject lands are well located to support a higher residential density than is permitted. The proposed site design is responsive to abutting and adjacent land uses. It is a desirable use for the area's planned function in the "*Residential*" land use designation. Measures such as landscaping elements will be refined through the Site Plan Approval process. The development of this vacant parcel will enhance the pedestrian realm and visual appearance of the area, will have a positive impact on the character and function of the neighbourhood, and will not have any undue adverse impacts on adjacent land uses. The proposed Zoning By-Law Amendment is consistent with the intent and the policies of the 2020 Provincial Policy Statement and is in conformity with the policies of the County of Elgin and the Central Elgin Official Plans. The Zoning By-Law Amendment is appropriate for the subject lands and represents good land use planning practice.