1. INTRODUCTION

1.1 The County Transport Project

RFA Planning Consultant Inc. was retained by 2706684 Ontario Inc. to provide professional planning services for the approval of a site-specific Zoning By-law Amendment for lands located at the southeast corner of Highway 37 and Blessington Road. More specifically these lands are identified as Part 1, Plan 21R-24938, save and except Part 1 & 2, Plan 21R-25152; Part of Lot 10, Concession 3, Township of Thurlow, now in the City of Belleville, County of Hastings and municipally known as 20 Blessington Road.

This Planning Justification Report has been prepared in support of the amendment and submitted concurrently with the rezoning application and other supporting documentation to the City of Belleville.

The subject land is situated on the south side of Blessington Road and east side of Highway 37 as shown on Figure 1 – Location Map on the following page. The site has 225 m of lot frontage on Highway 37 and 267m of frontage on Blessington Road. As a result, from a “technical” point of view, with the shortest frontage, Highway 37 is considered the “front” of the subject lands.

This 10-hectare parcel of land consists of a large farm field and heavily treed along the south perimeter of the property adjacent to Corby Creek which is designated as “Crown Land”. The northern water edge of the creek is considered the property boundary.

The previous owner of the subject lands severed off two (2) rural residential building lots several years ago adjacent to the northeast corner of the subject lands.

Currently there is one entrance to the site off of Blessington Road.

2706684 Ontario Inc. (County Transport) proposes to construct a truck terminal with associated warehousing and also eight self-storage units and it is anticipated that 3 terminal buildings will be constructed in three phases. The final fourth phase will include self storage units.

Each terminal building will be 2,787m² in area (approximately 113.5m X 24m) and each building is proposed to contain 13 separate loading bays. The facility will be used mainly as a distribution depot with 1-3 trucks attending the site per hour. A small portion of the property will be used for office space with 7 employees on site. It is proposed that the self-storage units will be of various sizes.
1.2 Site Location & Context

**Legal Description:**

The subject property is described as Part 1, Plan 21R-24938, save and except Part 1 & 2, Plan 21R-25152; Part of Lot 10, Concession 3, Township of Thurlow, now in the City of Belleville, County of Hastings.

**Site Area and Frontage:**

The site has an area of 10 hectares and has 225 m of lot frontage on Highway 37 and 267m of frontage on Blessington Road.
Surrounding Land Uses:

The subject property is located within the designated “urban serviced area” of the City of Belleville and is currently a cultivated farm field.

The surrounding land uses are as follows:

To the east: vacant rural land;
To the northeast: vacant rural residential building lots and single detached dwellings;
To the west: Highway 37; across highway: an industrial area consisting of towing storage area, motor vehicle repair and service shop; vacant land;
To the south: Corby Creek (Crown Land) and farmland;
To the north: Blessington Road; across road: heating and plumbing shop with parking of trucks; single detached dwelling.

Site Context:

The site is located in the north eastern corner of the area designated as “Urban Serviced Area” in the City of Belleville Official Plan. As such, the subject property is located within an identified settlement area.

Adjacent properties to the north, south and west are also located in the “Urban Serviced Area”. A single unit dwelling and a heating/plumbing business occupy land on the north side of Blessington Road.

The west side of the property is Highway 37, vacant land adjacent the highway and a towing storage area, motor vehicle repair and service shop to the west of the vacant land on Cannifton Road North.

Vacant land and a tributary of the Moira River are to the south of the property. The area to the east is within the “Rural Area” and is undeveloped with the exception of rural residential properties with frontage on Blessington Road.

The property is currently used as a farm field and is generally flat with a gentle slope to the southwest. The southern perimeter of the property line is treed and abuts Corby Creek. The site was purchased earlier this year with the intention of constructing a truck terminal and associated warehousing and self-storage units.

The site is shown in the photos on the following pages.
Subject property looking south-east.

Subject Property looking to the south.
Subject Property looking to the south-west.

Looking east to Subject Property from Highway 37.
2. PROPOSED SITE AND BUILDING PLAN

Figure 2 – Land Use Site Plan, on the following page, was prepared by Ainley Group, dated June 2, 2020 to indicate how it is proposed that the subject lands would be developed.

A relatively small portion of the subject property will be developed to accommodate the buildings. Three terminal buildings are proposed to be constructed in three phases based on demand. Each building will be 2,787m in GFA. The final phase will include self-storage units which will be of various sizes. The lot coverage and associated parking will be 59% of the total area. The remainder of the site will be landscaped and also will maintain the existing natural vegetation. Given the site’s proximity to the watercourse, appropriate vegetation and building setbacks will be provided.

There will be one driveway constructed from Blessington Road leading to the terminals and parking area. It will be constructed in proximity to the existing westerly driveway entrance. Both existing driveways will be removed. Sidewalks will be provided across the frontages of each terminal building.

The proposed site plan indicates front, rear, interior side yard and exterior side yard setbacks that are in excess of the minimum requirements of the Zoning By-Law. Thus, significant setbacks are provided to the abutting properties. Along the southern property line, no development is proposed within 30m of the top of bank for the watercourse. This is consistent with direction provided by Quinte Conservation during a preconsultation meeting for the site held in January, 2020. Along the eastern property line, no development is proposed within 12m of the heavily vegetated hedgerow growing along the property line.

A private on-site septic system and private well will be installed on site. There is more than adequate space on the subject lands for the required well, septic system and stormwater management facilities.

It is recognized that development of this site will be subject to formal site plan approval by the City pursuant to Section 41 of the Planning Act. At that time, the finer details of site development will be established and incorporated into a legally binding site plan agreement.
3. TECHNICAL SUPPORT LETTERS FOR THE COUNTY TRANSPORT PROJECT

Related technical documentation has been prepared to address the following components of the proposed development of the subject lands:

- Servicing Review Letter by the Ainley Group Consulting Engineers & Planners, dated June 3, 2020;
- Stormwater Management Report; dated June 2020; prepared by Ainley Graham & Associates;
- Traffic Review Memo; dated June 3, 2020; prepared by Ainley Graham & Associates;
- Environmental Constraints Review; dated June 1, 2020; prepared by Ainley Graham & Associates;

These documents have been submitted under separate cover. The following is a synopsis of the letter and recommendations.

3.1 Servicing Letter

There is no municipal servicing available to the subject lands. As a result, an on-site septic system and an on-site well will be required. The subject property is large enough on which to situate a well and septic system which will conform to all relevant legislation. To provide for additional water for fire-fighting purposes, three underground storage tanks are proposed with dry hydrants.

3.2 Stormwater Management Report

Drainage of the site will be conveyed via storm sewers and swales. Quantity control mitigation is not required since the site lies at the bottom of a large catchment area. It is proposed to send the quantity flows to the watercourse located immediately south the property. Conveyance of 1:100 year flows is proposed to be conveyed by overland flow routes. Overland drainage will be directed to level speader berms, where quality control will be provided. Silt fencing and straw bale barriers will be used during construction.

3.3 Traffic Review

The site plan shows that the proposed new driveway intersection is located 150m east of the Highway 37 intersection. In addition, there is an existing residential driveway on the north side of Blessington Road, which will be directly across from the proposed entrance to the site. Therefore, the proposed entrance complies with
the Transportation Association of Canada’s (TAC) Geometric Design Guide for Canadian Roads which indicates the minimum distance between interactions is 60m and that entrances on opposite sides of the road should be directly across from each other where possible. No left or right turn lane is required based on anticipated traffic volumes.

3.4 Environmental Constraints Review

The memorandum provides a review of environmental constraints and a review of species at risk. It was noted that a formal Environmental Impact Study is not required for the proposed development. No watercourse or wetland feature was observed on the property. However, an unnamed tributary of the Moira River is located adjacent to the south property boundary. A 30m setback is recommended to be provided in order to minimize impacts of erosion and sedimentation. No species at risk were identified, however, it was noted that potential for SAR bats to use the existing deciduous forest for day roosting. Therefore, it is recommended that any vegetation clearing be completed outside of the SAR bat timing window (April 1 – October 14). This vegetation clearing window will also provide protection for migratory breeding birds.

4. PROVINCIAL POLICY STATEMENT

Provincial Policy Statement (PPS) 2020 took effect on May 1, 2020. In accordance with Section 3 of the Planning Act, all decisions affecting land use planning matters made after May 1, 2020, shall be consistent with the PPS 2020.

The application to amend Zoning By-Law 3014 for the subject lands are consistent with the PPS as outlined on Chart 1 on the following page.
## Chart 1: Provincial Policy Statement and Analysis

<table>
<thead>
<tr>
<th>PPS POLICY</th>
<th>PLANNING ANALYSIS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1.1.3 Settlement Areas</strong></td>
<td></td>
</tr>
<tr>
<td>1.1.3.1 Settlement areas shall be the focus of growth and development.</td>
<td>The subject property is identified on Schedule “B” of the Belleville Official Plan as being in the Urban Serviced Area.</td>
</tr>
<tr>
<td>1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</td>
<td>The transport terminal will be situated on land that has easy access to Highway 37 and also Highway 401. Therefore, goods can be efficiently dispersed.</td>
</tr>
<tr>
<td>a) Efficiently use land and resources.</td>
<td></td>
</tr>
<tr>
<td><strong>1.3 Employment</strong></td>
<td></td>
</tr>
<tr>
<td>1.3.1 Planning authorities shall promote economic development and competitiveness by:</td>
<td>The transport terminal and associated warehousing, will support local industrial, commercial and residential activities since it will be a point of dispersing goods to and from the community.</td>
</tr>
<tr>
<td>a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;</td>
<td></td>
</tr>
<tr>
<td>b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;</td>
<td></td>
</tr>
<tr>
<td><strong>1.6.6 Sewage, Water and Stormwater</strong></td>
<td></td>
</tr>
<tr>
<td>1.6.6.4 Where municipal sewage services and municipal water services or private communal sewage services and private communal water services are not</td>
<td>The subject lands are situated in a location where it is not technically or economically feasible to connect to municipal services. Given that there will be seven employees on site</td>
</tr>
</tbody>
</table>
available, planned or feasible, individual on-site sewage services and individual on-site water services may be used provided that site conditions are suitable for the long-term provision of such services with no negative impacts. In settlement areas, individual on-site sewage services and individual on-site water services may be used for infilling and minor rounding out of existing development. and the use is dry, there is no need to provide full municipal services.

The subject land has significant lot area to accommodate on-site septic system and water service.

**1.6.6.7 Planning for stormwater management shall:**

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;
- e) maximize the extent and function of vegetative and pervious surfaces.

There is enough space on the subject lands to provide for on-site stormwater management and to maximize the use of existing vegetation and ground cover to promote infiltration.

**1.6.7 Transportation Systems**

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

The truck terminal is ideally situated on Highway 37 with easy access to Highway 401.
5. CONFORMITY TO THE POLICIES OF THE BELLEVILLE OFFICIAL PLAN

No Official Plan Amendment is requested or required because of the proposed development of the subject lands.

The City of Belleville adopted an Official Plan in June, 2001; this document was approved by the Ministry of Municipal Affairs and Housing in January, 2002. The subject land is designated “Industrial” on Schedule “B” - Land Use Plan – Urban Serviced Area of the Belleville Official Plan as shown on Figure 3 on the following page.

The land is also located within the “Cannifton Planning Area”.

Highway 37 is designated as “Highway (under Provincial Jurisdiction)” and Blessington Road is designated as an existing “Collector” road. The road designations are shown on Page 15 as Figure 4 – Road System Plan.
Figure 3: Schedule “B” – Land Use Plan of the Belleville Official Plan – Urban Serviced Area

CITY OF BELLEVILLE OFFICIAL PLAN

SCHEDULE 'B'

LAND USE PLAN - URBAN SERVICED AREA

LEGEND

- CITY CENTRE
- COMMERCIAL LAND USE
- COMMUNITY FACILITY
- EMPLOYMENT AREA
- ENVIRONMENTAL PROTECTION
- INDUSTRIAL LAND USE
- MINERAL AGGREGATE
- OPEN SPACE
- RESIDENTIAL LAND USE
- RURAL LAND USE
- BOUNDARY OF SPECIAL POLICY AREAS
  - 1,100 YEAR ENGINEERED FLOODPLAIN
  - AGGREGATE LICENSE BOUNDARY
- OIL/GAS PIPELINE
- TRESTLE AIRPORT REGULATIONS
- STP
- SEWAGE TREATMENT PLANT
- WTP
- WATER TREATMENT PLANT

LOYALIST SECONDARY PLAN

CORBYVILLE PLANNING AREA

CANNIFTON PLANNING AREA
The proposal for the County Transport Project is in conformity with the policies outlined in the Official Plan as outlined in Chart 2 on the following pages.
Chart 2: Official Plan Policies and Analysis

<table>
<thead>
<tr>
<th>OFFICIAL PLAN POLICIES</th>
<th>PLANNING ANALYSIS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>3.12 Industrial Land Use</strong></td>
<td>The truck terminal and associated warehouse and self-storage units are permitted uses.</td>
</tr>
</tbody>
</table>

**3.12.1 Permitted Uses**

Uses permitted in areas designated Industrial land use include activities associated with the manufacturing, assembling, fabricating, packaging or processing of goods and services, including transportation/truck terminals, warehouses, railway uses, and other similar uses.

- The truck terminal and associated warehouse and self-storage units are permitted uses.

**3.12.2 Policies**

- a) This Plan encourages diversification of the types and sizes of industrial activities in the City. Industrial uses should be permitted on lots of all sizes; for each lot, there should be sufficient area provided to accommodate buildings, parking and loading areas, and landscaping.

  - The proposed site plan demonstrates that the lot dimensions and setbacks comply with the minimum requirements of the Zoning By-Law. The minimum landscaped open space is exceeded as well. A special provision for required parking is requested since there will only be seven employees on site. The amount of parking the By-Law requires is excessive given the uses proposed.

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

  - Residential uses to the east are buffered from the property with significant existing vegetation and a building setback of 83.4m. Lighting will be directed away from property lines. It is anticipated that 1-3 trucks per hour will attend the site.

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

  - The proposed use is considered a dry use since minimal water is required for the operation of the business. The site has immediate access to Highway 37 and Blessington Road which is designated a collector road.
should be exercised in such situations to ensure adequate road access and soft services (i.e. police and fire protection) can be provided to the development. Generally, this would only be employed to accommodate small enterprises or space extensive uses (i.e. trucking depots or storage yards, recycling uses, and contractors yards), and similar, where such uses do not require access to full services, and where municipal services are not yet available and are not intended to be extended to such lands in the immediate future.

Water storage tanks and a dry hydrant are shown on the Site plan to be located adjacent to the Phase 3 building.

<table>
<thead>
<tr>
<th>f) Adequate off-street parking should be provided to accommodate employee parking requirements. Adequate off-street loading facilities should also be provided. Outdoor storage areas should be appropriately buffered from adjacent roads and properties that may be impacted by such areas through use of landscaped strips, plantings of trees, and berming.</th>
<th>112 parking spaces will be provided and will exceed the anticipated needs of the business. No outdoor storage is planned for the site. It is noted that south and east property lines have a significant amount of natural vegetation.</th>
</tr>
</thead>
<tbody>
<tr>
<td>j) Within certain areas designated Industrial land use that have not yet been developed, natural drainage courses, wetlands and natural areas exist. When development of these areas is proposed, this Plan encourages the retention of such areas in their natural state. However, where site modification is necessary, steps to mitigate environmental impacts of developing such areas should be incorporated in development plans; new planting areas, engineered wetlands, and naturalized drainage courses are among the options that should be considered.</td>
<td>The property is in proximity to an unnamed tributary of the Moira River and a large amount of natural vegetation exists in the vicinity of the Creek. The watercourse will not be altered and the majority of existing vegetation will be maintained.</td>
</tr>
</tbody>
</table>
### 4.5 Special Policy Area #5 – Cannifton Planning Area

#### 4.5.3 Commercial and Industrial Land Use Policies

e) While it is intended that in time all lands within this Planning Area would be serviced with full municipal services, the policies of this Plan will permit the lands designated Industrial land use to be developed for certain industrial uses without access to full municipal services subject to the following criteria:

i) Such uses should have limited demand for services; natural systems must be capable to managing the servicing demands of the use without risk of adverse environmental impact.

ii) Adequate municipal road access is available.

iii) Provision is made for future servicing through the establishment of servicing easements and/or agreements respecting payment for municipal services and connection thereto whenever such services are to be provided.

iv) The means to provide effective firefighting services would be available.

The proposed uses are considered dry. Private well and septic can be provided on-site with appropriate approval.

The site has a proposed driveway entrance off Blessington Road.

An agreement regarding future servicing can be addressed at the time of site plan agreement.

Water storage tanks can readily be accommodated on-site for fire fighting purposes.

#### 4.5.6 Municipal Servicing Policies

e) Due to the servicing limitations for this area, some limited form of development may be permitted without access to full services, as follows:

iii) In areas designated Industrial land use, the policies set out in Section 4.5.3 e) of this Plan should be applied.

The policies of 4.5.3e) are addressed above.
f) Stormwater management within the Cannifton Planning Area should be implemented as follows:

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.

A stormwater management report has been prepared to address stormwater quality and quantity.

<table>
<thead>
<tr>
<th>Section 5 – Servicing Policies and Utilities</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>5.1 Access to Public Roads</strong></td>
</tr>
<tr>
<td>a) All new development should 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.</td>
</tr>
<tr>
<td>Direct Access to Blessington Road is provided from one proposed driveway. Blessington Road is designated a collector road and is therefore able to accommodate anticipated traffic.</td>
</tr>
<tr>
<td><strong>5.2 Municipal Sanitary Sewer and Water Systems</strong></td>
</tr>
<tr>
<td>a) Development should not be permitted within the urban serviced area identified on Schedule ‘B’ of this Plan unless adequate municipal water and sewer services are available, except as may otherwise be permitted by specific policies of this Plan.</td>
</tr>
<tr>
<td>Section 4.5.3e) permits private services on this site despite being in the urban serviced area.</td>
</tr>
<tr>
<td><strong>5.3 Private Individual Water and Sewage Treatment Services</strong></td>
</tr>
<tr>
<td>b) All development to be undertaken using private services must receive approval from the appropriate approval authority as required by Provincial statute or regulation, in accordance with municipal procedures as applicable.</td>
</tr>
<tr>
<td>Private water and sewage treatment will be provided in accordance with the necessary approvals.</td>
</tr>
</tbody>
</table>
### 5.5 Stormwater Management

c) Prior to approval of any development, the Municipality may require stormwater management plans be prepared for review by the Conservation Authority, 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, and the Province. The Municipality may approve development conditional upon the recommendations of such studies being instituted.

The Stormwater Management Report indicates that drainage of the site will be conveyed via storm sewers and swales. Quantity control mitigation is not required since the site lies at the bottom of a large catchment area.

### Section 6 – Transportation Policies

<table>
<thead>
<tr>
<th><strong>6.1.2 Municipal Roads</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>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.</td>
</tr>
<tr>
<td>A Traffic Impact Letter has been prepared and indicated that the driveway entrance meets MTO guidelines. No turning lanes will be required given the anticipated traffic volume generated by the site.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>6.3.1 Parking Facilities</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>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:</td>
</tr>
<tr>
<td>i) Access and exit to parking areas should be located so that:</td>
</tr>
<tr>
<td>• visibility of other vehicles is not hindered by inadequate sight triangles or buildings set too close to public streets or the internal road system;</td>
</tr>
<tr>
<td>All building setbacks and heights meet the requirements of the Zoning by-law.</td>
</tr>
</tbody>
</table>
| • 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. | No sidewalks are provided along the frontage of Blessington Road since it is a rural collector road. |
6. ZONING BY-LAW #3014, AS AMENDED

The subject property is currently within the “PA - Prime Agriculture” Zone on Map A4, of Zoning By-Law Number 3014, as amended. A rezoning of the subject lands to the “M1 - General Industrial” zone with a special provision is requested. The special provision would reduce the amount of on-site parking required to 112 parking spaces from 352 spaces. This translates to providing parking at a rate of 1 space 113/m² GFA as opposed to the required 1 space/36m² GFA.

Given the proposed warehousing and truck terminal uses and that less than 10 employees will be on-site, the amount of parking to be provided will exceed the site’s needs and will also allow a significant amount of the site to be left naturalized and/or landscaped.

Figure 5: Proposed Amendment to Zoning By-Law 3014
Subject Property Outlined in Red
The subject lands are located in an area that is largely undeveloped at this time. However, there are nearby parcels of land that have been developed for service industrial uses and it is the intent that the subject lands be developed for industrial uses as indicated by the “Industrial” designation in the Official Plan.

Given the location in proximity to the intersection of Highway 37 and Blessington Road, a designated collector road, this parcel of land provides good access for vehicles that are moving goods in and out of Belleville and adjacent municipalities.

The site already has existing vegetation to buffer it from nearby residential uses. All setbacks are met or exceeded and the landscaped open space is significantly in excess of the minimum requirements in the Zoning By-law.

As shown on Table 1 below, the proposed rezoning would be in accordance with all, but one of the development standards found in Section 6.15 “M1 - General Industrial” Zone of Zoning By-law 3014 as outlined.

Table 1: M1 General Industrial Zone Analysis

<table>
<thead>
<tr>
<th>Zoning Regulations</th>
<th>M1 Zone</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Lot Area</td>
<td>n/a</td>
<td>10.0 ha</td>
</tr>
<tr>
<td>Minimum Lot Frontage</td>
<td>45m</td>
<td>225m</td>
</tr>
<tr>
<td>Maximum Lot Coverage</td>
<td>50%</td>
<td>12.65%</td>
</tr>
<tr>
<td>Maximum Building Height</td>
<td>n/a</td>
<td>6.65m²</td>
</tr>
<tr>
<td>Minimum Landscaped Open Space</td>
<td>5%</td>
<td>44.21%</td>
</tr>
<tr>
<td>Minimum Front Yard Depth</td>
<td>15m</td>
<td>22.0m</td>
</tr>
<tr>
<td>Minimum Exterior Side Yard Depth</td>
<td>15m</td>
<td>30.3m</td>
</tr>
<tr>
<td>Minimum Interior Side Yard Depth</td>
<td>3m</td>
<td>41.0m</td>
</tr>
<tr>
<td>Minimum Rear Yard Depth</td>
<td>12m</td>
<td>27.4m</td>
</tr>
<tr>
<td>Minimum Parking (1 space/m²)</td>
<td>1/36m²</td>
<td>1/113m²</td>
</tr>
</tbody>
</table>

- **Bold font denotes need for special provision.**
7. PLANNING OPINION AND CONCLUSION

This Planning Justification Report was prepared in support of an application by 2706684 Ontario Inc. (County Transport) for a Zoning By-law Amendment for a parcel of land situated on the south side of Blessington Road, east of Highway 37. This 10 hectare parcel of land is currently farmed but is otherwise vacant. It is proposed that this property will be developed with three truck terminal buildings to be developed in three phases and a fourth phase to accommodate eight self-storage units.

As such, it is our professional opinion that the application for approval of the Zoning By-law Amendment for the subject lands is:

- consistent with the policies of the 2020 Provincial Policy Statement;
- consistent with the policies contained in the Belleville Official Plan;
- in conformity with the M1 Zone requirements of Zoning By-law 3014, and;
- represents good planning.

8. REPORT SIGNATURE

Yours truly,

Spencer Hutchison, MCIP, RPP
Senior Associate Planner

RFA Planning Consultant Inc.

Encl.