

Mineral Road Properties Inc.
 6612 Highway 62, City of Belleville
 Planning Justification Report
 Zoning By-law Amendment
 March 20, 2026

6612 Highway 62 Rezoning Application

In support of an application for a zoning by-law amendment submitted to the City of Belleville for the property municipally known as 6612 Highway 62, the following Planning Justification Report has been prepared on behalf of the Owner Mineral Road Properties Inc.

The subject property is located on the southeast corner of Highway 62 and Maitland Drive and also has frontage on Mineral Drive, as shown on **Figure 1** below.



Figure 1: Location Map – Subject Property is outlined in red

Currently on the subject property is a one-unit detached dwelling and small barn, as shown on **APPENDIX 1**.

Pictures of the subject property are provided in **APPENDIX 2**.

PROPERTY STATISTICS

The subject property currently has a lot area of 15,575m² (1.56 ha.) with a frontage on the east side of Highway 62 of 77.4m, a frontage on the south side of Maitland Drive of 108.4m and a frontage on the west side of Mineral Drive of 67.0m.

This property is irregular in shape and is an extremely large, underutilized lot for one dwelling and barn.

The property is essentially flat and largely open space with relatively few bushes, shrubs and small trees.

SURROUNDING USES

The site and surrounding land uses are depicted in the photos provided in **APPENDICES 1** and **2**.

In general, the subject property is located in a highway commercial area at the intersection of a major arterial road and collector road.

This is an area in transition from an industrial area for the former Township of Thurlow to a highway commercial area for the City of Belleville fronting on Highway 62 northward from Highway 401 to Vermilyea Road.

The surrounding land uses are indicated below:

To the north: Maitland Drive and pre-cast concrete manufacturer on lands designated commercial land use;

To the east: Mineral Drive, small commercial plaza and motor vehicle repair shop;

To the south: asphalt plant, ready mix concrete plant and outdoor storage on lands designated commercial land use;

To the west: Highway 62 and vacant land designated for commercial land use.

REZONING REQUESTED

This application for a zoning by-law amendment for the subject property is to change the existing zoning from the IN2 – Service Industrial Zone to the C3 – Regional Commercial Zone.

A map showing the existing is shown on **APPENDIX 3** attached.

The requested C3 Zone permits a range of commercial uses including a Motor Vehicle Dealership.

As shown on **APPENDIX 4** attached is a proposed site plan for the subject property indicating the new motor vehicle dealership.

Access to this new commercial use will be from Maitland Drive.

The existing 1-unit dwelling and barn on this parcel would be demolished.

Outlined in **Figure 2: Zoning Matrix for Subject Lands** on Page 15 is a zoning matrix showing how the proposed use would meet all the zoning standards for the C3 Zone and no site specific zoning standards are required.

SECTION 2 OF THE PLANNING ACT, RSO 1990, CHAPTER P.13

In Section 2 of the Planning Act, the Province sets out the Provincial Interests that a municipality in carrying out their responsibilities under the Planning Act, shall have regard to.

These interests are as follows:

- (a) the protection of ecological systems, including natural areas, features and functions; **The proposed land use is outside a protected natural area.**
- (b) the protection of the agricultural resources of the Province; **The proposed land use is within a designated settlement area.**
- (c) the conservation and management of natural resources and the mineral resource base; **Not Impacted.**
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest; **Not Impacted.**

- (e) the supply, efficient use and conservation of energy and water; **The proposed land use is within a designated settlement area where infrastructure is available and growth has been designated and planned for.**
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems; **The proposed land use is within a designated settlement area where infrastructure is available.**
- (g) the minimization of waste; **Not Impacted.**
- (h) the orderly development of safe and healthy communities; **The proposed land use is within a designated settlement area.**
- (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies; **Design and construction of the proposed new use will meet all requirements for accessibility for persons with disabilities.**
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities; **Not Impacted.**
- (j) the adequate provision of a full range of housing, including affordable housing; **Not directly impacted but employment opportunities and housing requirements are complementary.**
- (k) the adequate provision of employment opportunities; **The proposed land use helps increase the opportunities for employment.**
- (l) the protection of the financial and economic well-being of the Province and its municipalities; **The proposed land use helps support the financial and economic well-being of the municipality.**
- (m) the co-ordination of planning activities of public bodies; **The proposed land use is in conformity with the municipality's planning documents and policies.**
- (n) the resolution of planning conflicts involving public and private interests; **Not Impacted.**
- (o) the protection of public health and safety; **Not Impacted.**
- (p) the appropriate location of growth and development; **The proposed land use is within a designated settlement area where infrastructure is available and growth has been designated and planned for**
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; **Not applicable.**

- (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; **The design and construction of the proposed new use will meet the highest design standards possible and will help to create a sense of place at a very important intersection in the municipality.**
- (s) the mitigation of greenhouse gas emissions and adaptation to a changing climate. **Design and construction of the proposed new use will meet all requirements for mitigating green house emissions.**

PROVINCIAL POLICY STATEMENT

The 2024 Provincial Policy Statement (PPS) came into effect on October 20, 2024 and replaced an earlier version of the PPS. The Planning Act requires that decisions affecting planning matters shall be consistent with the PPS.

This application for a zoning by-law amendment for the subject property is consistent with the PPS.

Specifically, Policy 2.1 - Planning for People and Homes

Subsection 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;”*

A complete community needs a range of land uses including for employment. This application helps provide additional employment in the municipality.

In Policy 2.3.1 - General Policies for Settlement Areas

Subsection 1,

"1. Settlement areas shall be the focus of growth and development."

The subject property is located within the Urban Serviced Area of the municipality as indicated on Schedule "B" of the Official Plan and this site is serviced by existing municipal infrastructure including roads, water and sanitary sewer.

In Policy 2.8 – Employment

Subsection 2.8.1 Supporting a Modern Economy,

"1. Planning authorities shall promote economic development and competitiveness by:

- a) *providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs; **This proposal helps provide a mix of employment uses to meet long-term needs in the municipality.***
- 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; **This proposal helps provide a diversified economic base by adding new commercial land for immediate development.***
- c) *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment; **This proposal is situated on land that with this rezoning will be market ready for development.***
- d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and **This proposal helps to begin to fill in the municipality's goal of creating a corridor for commercial uses on both sides of Highway 62 from Highway 401 northward to Vermilyea Road.***
- e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses." **This proposal is compatible with all adjacent land uses and can operate along side the heavier industrial uses to the south of the subject lands.***

CITY OF BELLEVILLE OFFICIAL PLAN

The subject property is designated Commercial Land Use on Schedule "B" – Land Use Plan – Urban Serviced Area of the City of Belleville Official Plan as shown on **APPENDIX 5** attached.

The subject property is located within the special Cannifton Planning Area on Schedule "E" – Detailed Planning Areas of the City of Belleville Official Plan as shown on **APPENDIX 5** attached.

The subject property is located at the intersection of an Arterial Road (highway) and Collector Road on Schedule "C" – Road System Plan of the City of Belleville Official Plan as shown on **APPENDIX 5** attached.

Specifically, Policy 3.9 Commercial Land Use states:

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

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

This Plan recognizes 3 categories of commercial activity in the City, which are differentiated by the role, function, location and intended market of the commercial use:

- *Uses intended to serve the neighbourhood within which they are located are referred to as neighbourhood commercial uses;*
- *commercial uses intended to serve the City as a whole are referred to as community commercial;*
- *large commercial developments or clusters intended to serve an entire region are referred to as regional commercial uses."*

The proposed use of the subject property is commercial and intended to serve the City.

3.9.1 Policies Applicable to All Lands Designated Commercial Land Use

- a) *Commercial development is dependent upon vehicular access. Points of ingress and egress should be established to ensure safe movement of:*
- *vehicular traffic on the public street;*
 - *vehicular traffic on the subject and adjoining lands; and*
 - *pedestrian and cyclist traffic along the street.*

The proposed access point to the subject property is off of a “side” road and not Highway 62 (arterial road) and is located a sufficient distance from a signalized intersection to provide safe movement.

Further, commercial development should have sufficient parking on-site to meet the needs of customers and staff.

The proposed use of the subject property has sufficient on-site parking.

- b) *The following design and built form policies should be applied to all commercial development:*
- i. *Outdoor storage areas for garbage should be fenced or screened from adjacent uses and preferably located away from the public street.*
 - ii. *The appearance of parking lots, loading facilities and service areas should be enhanced through appropriate landscaping, with appropriate lighting of such areas to ensure public safety, which should be oriented away from nearby residential properties and not interfere with visibility on public streets.*
 - iii. *Loading facilities, parking lots and service areas should be located so as to minimize the effects of noise and fumes on any adjacent residential properties, and where possible, such facilities should be located in a yard that does not immediately abut a residential property, and where they do, measures to mitigate the impact of such a location by fencing or plantings, berming and buffer strips, or increased setbacks should be employed as required.*
 - iv. *Facilities for safe pedestrian access and circulation on-site should be provided.*
 - v. *Where two commercial lands share an adjoining lot line, the municipality may require an easement between the two commercial land uses as a condition of development approval to improve circulation where street access is limited.*

The proposed rezoning of the subject property and subsequent Site Plan application will ensure all these criteria will be met.

- c) *Developments adjacent to Highway 401 should ensure that the side of the property facing the highway are developed with a high standard of urban design. Open storage areas and parking and loading areas shall be prohibited from areas facing the highway unless it can be demonstrated that appropriate landscaping and screening to shield the open storage area will not detract from the intended character. All industrial/commercial activities shall be encouraged to locate within enclosed buildings unless it is essential for an activity to locate outdoors, in which case the industrial/commercial use will be suitably screened and buffered from the highway. **Not applicable.***
- d) *This Plan encourages the consolidation of small lots with poorly organized buildings and parking areas into larger more efficient development parcels to enable developments to more easily and effectively achieve the policies set out in this Plan for commercial areas; however, this policy is not intended to suggest that the consolidation of these lots is intended for the sole purpose of creating large format retail stores. **Not applicable.***
- e) *In some instances, particularly in the vicinity of residential areas, existing Municipal transit routes, and community services, mixed use development consisting of residential and commercial uses may be appropriate. However, not every property designated Commercial Land Use is suitable for mixed use development. Mixed use development should take into account the site location and compatibility with adjacent land uses. When considering mixed use development consisting of residential uses, the policies of Section 3.10.2 shall apply. Priority for mixed use development shall be given to areas within the City Centre Intensification Area as identified in Schedule 'E' and the Additional Intensification Areas as identified in Appendix 'A'. Mixed use development along the Bell Boulevard Corridor as defined in Section 3.9.2 of this Plan shall not be permitted until a study is completed to determine servicing feasibility for mixed use development. **Not applicable.***

3.9.5 North Front/Highway 62 Corridor

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

The proposed use of the subject property would be considered a highway commercial use that will serve local and regional markets.

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

The proposed rezoning of the subject property and subsequent Site Plan application will ensure all these criteria will be met.

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

The proposed rezoning of the subject property will add automotive sales and service as specified.

- c) *It is important that the Municipality undertake a corridor study as soon as possible for the North Front/Highway 62 corridor to address issues pertaining to land use, traffic flow, servicing of the north end of the corridor, and the manner by which private developments occur along the corridor to ensure the corridor is developed in a safe, attractive and functional manner. This study may be completed in two parts (one south of Highway 401 and one north of Highway 401) due to the different physical characteristics of these areas.*

Not applicable to current application.

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

This standard has been taken into account and planned for in this proposed development.

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

The proposed commercial use involves the sale of motor vehicles which will be on display. That is the nature of a motor vehicle dealership.

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

No outdoor storage areas proposed except for the display of motor vehicles.

- g) *While the entire corridor is to be fully serviced in time, the northerly portion of the corridor is not currently serviced with sewer and water. Some limited development may be permitted in the northerly portion of this corridor without connection to full services provided that natural systems can adequately address the needs of such uses. Care should be exercised to ensure provision is made to connect such uses to full services when available. If any development is required to be on individual on-site sewage and individual on-site water services, the development must be capable of accommodating such services for the long-term with no negative consequences. If any development on individual on-site sewage and individual on-site water services is within a settlement area, it may only be used for infilling and minor rounding out of existing development.*

Not applicable. Full municipal services are available.

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

Acknowledged. Not an issue.

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

It is acknowledged that an MTO Permit will be required.

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

Not relevant.

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

Not applicable in this location.

4.5 Specific Policy Area # 5 – Cannifton Planning Area

The Cannifton Planning Area, as identified in Schedule 'E', is within the Urban Area, north of Highway 401, bisected by Highways 62 and 37, and the Moira River. It is approximately 1,215 hectares in size and includes the existing settlement known as Cannifton. There are portions of this planning area that are fully developed for urban uses, but significant development potential exists for a variety of land uses throughout the planning area. This planning area is intended to accommodate a significant portion of the City's future residential, commercial and industrial development.

4.5.3 Commercial and Employment Land Use Policies

- a) *Major commercial development would be permitted along the Highway 62 corridor and immediately north of Highway 401 in areas easily accessible from Highway 401 interchanges. Uses permitted in such areas would be as set out in Section 3.9.5 of this Plan.*

The proposed rezoning of the subject property will add automotive sales and service as specified.

- b) *Neighbourhood commercial uses would be permitted in areas designated Residential Land Use in accordance with the policies of Section 3.10.3 a) of this Plan.*

Not applicable.

- c) *Uses permitted in the area designated Employment Land Use in the Maitland/Parks Drive area may include various types of industrial uses but should generally be oriented to quasi-commercial and industrial uses, such as contractors yards, discount retail outlets, equipment rental establishments, truck terminals and depots, home improvement businesses, and similar uses that often exhibit both industrial and*

commercial characteristics. This area may be designated an enterprise zone by Council due to the variety of land uses within this area.

In other areas designated Employment Land Use, development should be established pursuant to the policies set out in Section 3.12 of this Plan.

Not applicable.

- d) *While it is intended that in time all lands within this Planning Area would be serviced with full municipal services, the policies of this Plan will permit the lands designated Employment Land Use to be developed for certain industrial uses without access to municipal water and sewer services subject to the following criteria:*
- i. *Such uses should have limited demand for services; natural systems must be capable to managing the servicing demands of the use for the long-term with no negative impacts.*
 - ii. *Adequate municipal road access is available.*
 - iii. *Provision is made for future servicing through the establishment of servicing easements and/or agreements respecting payment for municipal services and connection thereto whenever such services are to be provided.*
 - iv. *The means to provide effective fire fighting services would be available.*

Not applicable.

6.1.3 Functional Road Classification

- a) *Provincial Controlled Access Highways*

Freeways and highways are intended to provide links between various communities and the City of Belleville, or to provide links between communities through the City. Generally, such highways carry very high volumes of traffic at high speeds, with expressways carrying the greatest amount of traffic.

Freeways are divided, usually with four to six travel lanes. Access to such roads is strictly controlled, restricted to public grade-separated interchanges with extensive acceleration and deceleration lanes. These highways are intended to handle traffic at a constant high rate of speed with minimal interference.

Highways are intended to carry lower volumes of traffic than expressways and usually are designed to function at lower speeds. Highways can be two to four travel lanes wide but generally are not divided, and do not commonly have grade separated intersections or

extensive acceleration and deceleration lanes. Entrances to provincially controlled access highways will be subject to Ministry of Transportation policies and standards to ensure public safety and protection of the highway's function.

Highways perform an arterial road function as defined in this Plan.

The proposed use of the subject property and the proposed site plan adhere and recognize this policy with no access to the subject property provided from Highway 62.

b) Arterial Roads

These roads typically carry high volumes of traffic, constituting the main transportation links between different areas or neighbourhoods of the City, or between neighbourhoods and provincial controlled access highways leading out of the City. The majority of traffic on such roads is non-local. Typically, arterial roads carry in excess of 1,200 vehicles per peak hour.

Please see comment above.

c) Collector Roads

i. A collector road is a roadway that collects traffic from local streets to provide access to an arterial road. A collector provides a combination of mobility and land access.

ii. A minor collector is a collector road typically with a right-of-way width of between 20 metres and 26 metres, with permitted lot frontage and direct access other than at major intersections where approved urban design guidelines, traffic concerns, or safety concerns require restrictions within 35 metres of the intersection. Minor collectors typically carry moderate volumes of traffic linking neighbourhoods to major collector and arterial roads. These roads commonly carry only small amounts of non-local traffic. Typically these roads carry between 300 to 500 vehicles per peak hour.

The City of Belleville re-designed and re-constructed Maitland Drive not too long ago to function as a collector road and the proposed site plan for the subject property reflects the criteria outlined above.

The proposed rezoning of the subject property is in conformity with the aforementioned Commercial Land Use policies as well as the Specific Policy Area # 5 – Cannifton Planning Area policies set out by the City of Belleville Official Plan and the road classification policies.

CITY OF BELLEVILLE ZONING BY-LAW 2024-100

The subject property is currently zoned IN2 – Service Industrial Zone as shown on an extract of the City’s zoning map as shown on **APPENDIX 3** attached.

The IN2 Zones does not permit a motor vehicle dealership.

As a result, this zoning by-law amendment application has been submitted to the City of Belleville to allow this use and other commercial uses on the subject property as set out in the updated Official Plan commercial land use designation of this property.

As shown on a Zoning Matrix for the subject property in **Figure 2** below, the proposed use of the subject property is in full conformity with the C3 Zone of the City Of Belleville Zoning By-Law 2024-100 without any special regulations.

ZONING: C3 Regional Commercial (Zoning By-Law 2024-100)		
Zoning Standards	Required	Provided
Lot Area (Min.)	N/A	15,575m ²
Lot Frontage (Min)	30.0m	67.05m
Front Yard (Min)	7.5m	68.6m
Rear Yard (Min)	7.5m	30.8m
Interior Side Yard (Min)	4.5m	36.1m
Exterior Side Yard (Min)	7.5m	15.5m
Lot Coverage (Max)	50.0%	8%
Building Height (Max)	13.5m	7.7m
Parking – motor vehicle dealership	32 spaces	35 spaces
Parking - accessible	2 spaces	2 spaces
Bicycle Parking	1 space	1 space
Loading Zone	1 zone	1 zone

Note: The subject property is a corner lot and by definition, the shortest lot line that is common with the street is considered the "front lot line". In this case, the Mineral Road frontage is technically considered the front lot line.

Figure 2: Zoning Matrix for Subject Property

PLANNING OPINION AND CONCLUSION

In support of this zoning by-law amendment application for the property municipally known as 6612 Highway 62, the preceding Planning Justification Report has been prepared on behalf of the Owner.

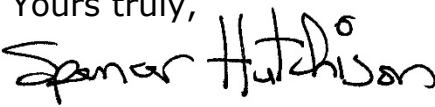
If approved, this application will allow for a more intensive and appropriate use of the subject property by allowing a motor vehicle dealership to be located at this highly visible and important intersection.

In summary, it is our opinion that this application:

- makes appropriate use of the land and represents appropriate development of the commercially designated lands at the corner of Highway 62 and Maitland Drive;
- has regard for the criteria of provincial interest as set out in Section 2 of the Planning Act;
- is consistent with the employment policies of the 2024 Provincial Policy;
- conforms to the general Commercial Land Use policies and the special Specific Policy Area # 5 – Cannifton Planning Area policies of the City of Belleville Official Plan;
- is in conformity with the intent of the City of Belleville Zoning By-law 2024-100 and in particular the C3 – Regional Commercial Zone uses and regulations, and;
- represents good planning.

If you have any questions about this information, please do not hesitate to contact the undersigned.

Yours truly,


Spencer Hutchison, RPP



APPENDIX 1: Subject Property and Surrounding Uses



Air Photo of Surrounding Area

APPENDIX 2: Photographs of Subject Property



Looking south from
Maitland Drive



Looking southwest
from Maitland Drive



Looking east
from Maitland
Drive



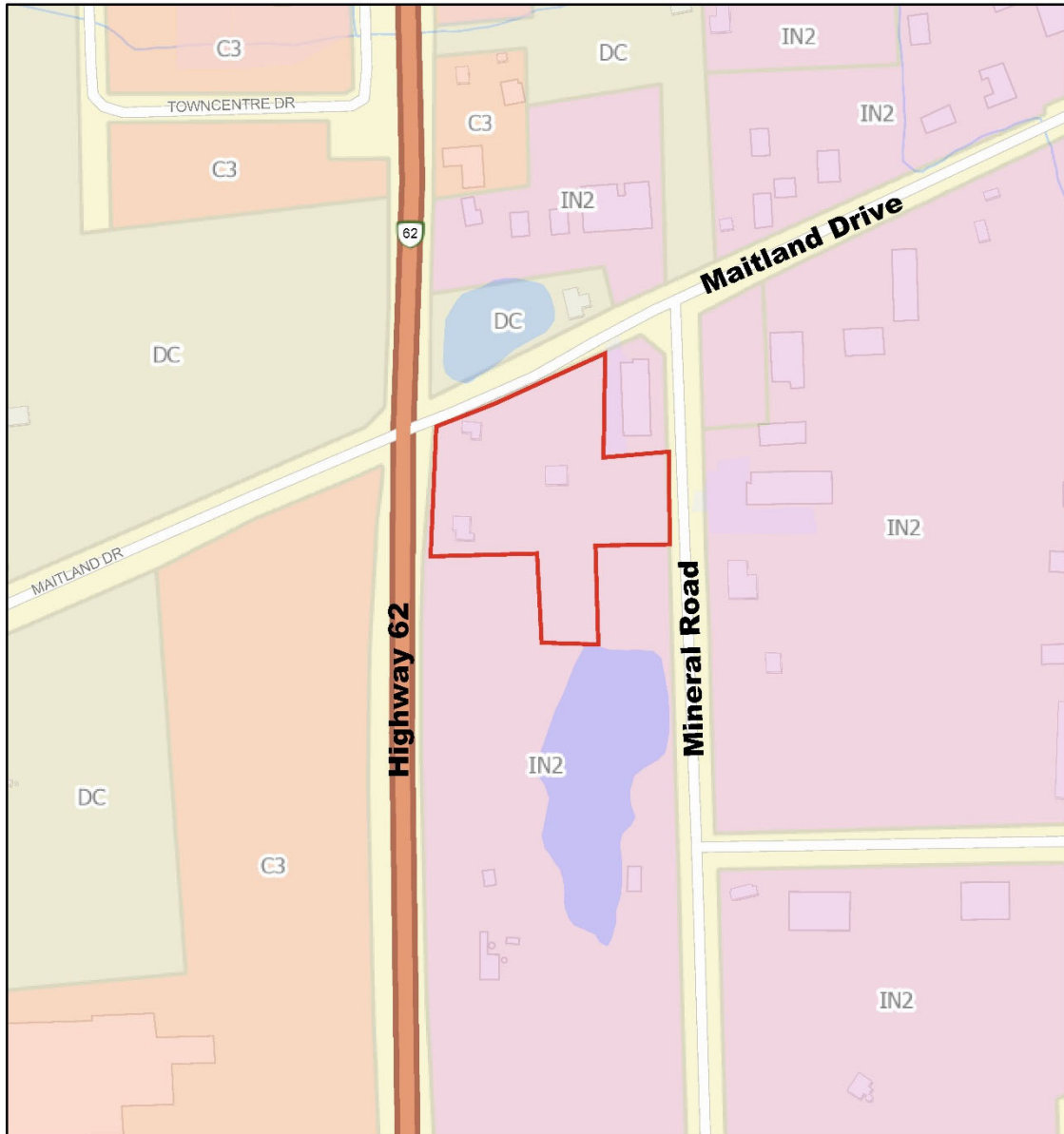
Looking west from
Mineral Drive



Looking southwest
from Mineral Drive





APPENDIX 3: Zoning By-law Mapping of Subject Property

6612 Highway 62



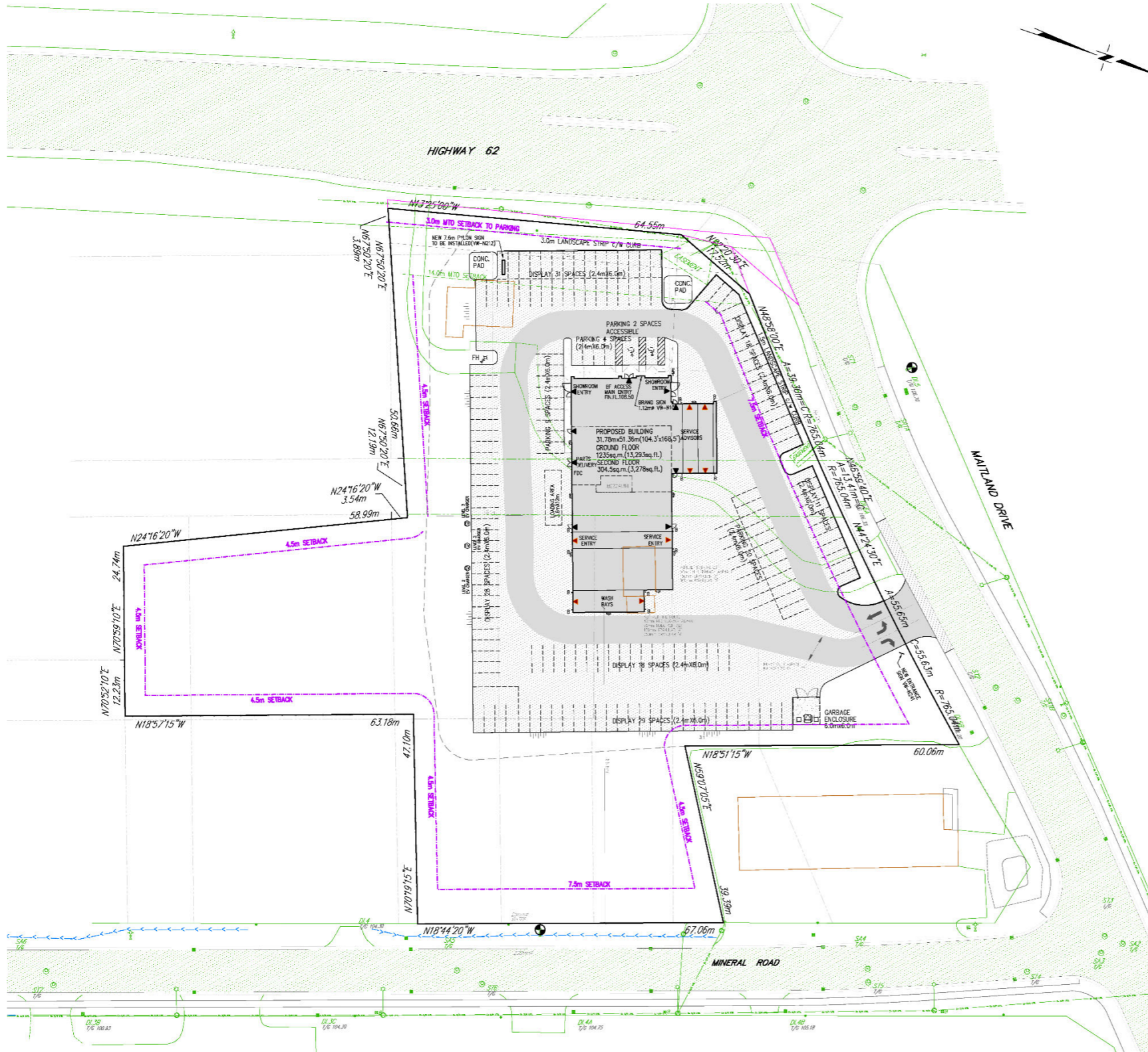
 Parcel

Zoning By-law 2024-100

- | | |
|---|--|
|  Commercial (C3) |  Industrial (IN2) |
|  Development Control |  Open Space |
| |  Residential |



APPENDIX 4: Preliminary Site Plan for Subject Property



KEY PLAN

NOT TO SCALE

LEGAL DESCRIPTION

PART LOT 3, CONFESSION 3
LOTS 1, 2 and PART OF LOT 3, WEST OF VICTORIA STREET
LOTS 1, 2, 3 and PART OF LOTS 4, 5 & 6, EAST OF VICTORIA STREET
LOTS 2, 3 and PART OF LOTS 1 & 4, WEST OF PARK STREET
PART LOTS 1, 2, 3 & 4, SOUTH OF THE ROAD LEADING TO THE THIRD CONFESSION OF THURLLOW AND
PART OF VICTORIA STREET
REGISTERED PLAN No. 3 STEVENS
TOWNSHIP OF THURLLOW NOW IN THE CITY OF BELLEVILLE
COUNTY OF HASTINGS
BEING PARTS 1 THROUGH 4, PLAN Z1R-22286

BENCH MARKS

ELEV. 108.492 TOP M.T. OF FIRE HYDRANT
WEST SIDE MAINLAND DRIVE
APPROX 54m EAST OF HIGHWAY 62

ELEV. 105.812 TOP M.T. OF FIRE HYDRANT
WEST SIDE MAINLAND DRIVE
APPROX 120m SOUTH TO MAINLAND DRIVE

SITE DATA

	AREA	COVERAGE
BUILDING AREA (X GROSS FLOOR AREA)	1235.0 sq.m.	8%
ASPHALT/CONC/SID/WALK AREA	6360.0 sq.m.	41%
LANDSCAPE AREA	3044.0 sq.m.	20%
UNDEVELOPED AREA	4921.5 sq.m.	31%
LOT AREA	15,574.5 sq.m.	100%

REGIONAL COMMERCIAL ZONE (C3)

PERMITTED USES TABLE 4-1

PERMITTED USES TABLE 4-1	PERMITTED USES TABLE 4-1
ARTISAN WORKSHOP	OFFICE
BAR	PLACE OF ENTERTAINMENT
COMMUNITY CENTRE	EXCLUDING TENNIS COURTS, THEATRE, CINEMA
CONVENIENCE STORE	AMUSEMENT PARK, STADIUM or OTHER LARGE SCALE USES
DAY CARE CENTRE	PLACE OF WORSHIP
DRY CLEANING ESTABLISHMENT	RECREATION FACILITY, INDOOR
EVENT SPACE	PRIVATE CLUB
FINANCIAL INSTITUTION	RECREATION FACILITY, INDOOR
FUNERAL HOME	RENTAL OUTLET
GARDEN CLUB	RETAIL STORE (NO SIZE LIMIT)
HEALTH CLUB	RESTAURANT
HOTEL	SELF-SERVICE LAUNDRY
INSTRUCTIONAL FACILITY	SELF-STORAGE FACILITY
KENNEL	SERVICE SHOP
MICRO-BREWERY	SHOPPING CENTRE
MOTOR VEHICLE DEALERSHIP	THEATRE (ALTHOUGH CONTRADICTS ABOVE)
REPAIR GARAGE	WHOLESALE BUSINESS
WASHING ESTABLISHMENT	

REQUIREMENTS FOR MAIN USE TABLE 4-4

REQUIREMENTS FOR MAIN USE TABLE 4-4	PROVIDED:
MINIMUM LOT FRONTAGE 30m	77.4m
MAXIMUM HEIGHT 13.5m	7.2m
MINIMUM LOT COVERAGE 50%	8%
MINIMUM FRONT YARD DEPTH 7.5m	30.8m
MINIMUM SIDE YARD DEPTH 4.5m	30.8m
MINIMUM REAR SIDE YARD DEPTH 7.5m	66.6m

OFF-STREET PARKING AND LOADING GENERAL REQUIREMENTS

NON-RESIDENTIAL 17-2 (MOTOR VEHICLE DEALERSHIP)	REQUIRED	PROVIDED
SALES/SHOWROOM 2 SPACES/100sq.m. GROSS FLOOR AREA	6	9
OTHER USES 1 SPACE/100sq.m. GROSS FLOOR AREA	6	6
SERVICE BAYS 2 SPACES/BAY	20	20
10 BAYS	32	35
ACCESSIBLE PARKING 17.4(1)6	2	2
BETWEEN 13 & 100 SPACES 5% REQ'D		
DISPLAY CARS		135
OFF-STREET LOADING 17.5		170
BETWEEN 415 & 2300sq.m. GROSS FLOOR AREA	1	1
BICYCLE PARKING 17.7		
1 SPACE per 1500sq.m. GROSS FLOOR AREA	1	1

LEGEND

DESCRIPTION	EXISTING	PROPOSED	AS-BUILT
EXISTING GROUND ELEVATION	(ELEV)	(ELEV)	(ELEV)
FINISHED GROUND ELEVATION	(ELEV)	(ELEV)	(ELEV)
SWALE	(ELEV)	(ELEV)	(ELEV)
MAINTENANCE HOLE	(ELEV)	(ELEV)	(ELEV)
CATCH BASIN	(ELEV)	(ELEV)	(ELEV)
DITCH INLET	(ELEV)	(ELEV)	(ELEV)
SANITARY SEWER	(ELEV)	(ELEV)	(ELEV)
SAN. LATERAL c/w CLEAN-OUT	(ELEV)	(ELEV)	(ELEV)
STORM SEWER	(ELEV)	(ELEV)	(ELEV)
STORM RESIDENTIAL LATERAL	(ELEV)	(ELEV)	(ELEV)
WATERMAIN	(ELEV)	(ELEV)	(ELEV)
WATER LATERAL c/w CURB STOP	(ELEV)	(ELEV)	(ELEV)
GATE VALVE	(ELEV)	(ELEV)	(ELEV)
BLOW OFF	(ELEV)	(ELEV)	(ELEV)
FIRE HYDRANT	(ELEV)	(ELEV)	(ELEV)
BOLLARD	(ELEV)	(ELEV)	(ELEV)
UTILITY POLE	(ELEV)	(ELEV)	(ELEV)
UTILITY POLE/LIGHT STANDARD	(ELEV)	(ELEV)	(ELEV)
WALL MOUNTED LIGHT STANDARD	(ELEV)	(ELEV)	(ELEV)
POLE MOUNT TRANSFORMER	(ELEV)	(ELEV)	(ELEV)
PAD MOUNT TRANSFORMER	(ELEV)	(ELEV)	(ELEV)
STREETLIGHT	(ELEV)	(ELEV)	(ELEV)
STREETLIGHT PEDESTAL	(ELEV)	(ELEV)	(ELEV)
SWITCHING KIOSK	(ELEV)	(ELEV)	(ELEV)
BELL PEDESTAL	(ELEV)	(ELEV)	(ELEV)
BELL GRADE LEVEL BOX	(ELEV)	(ELEV)	(ELEV)
CABLE PEDESTAL	(ELEV)	(ELEV)	(ELEV)
ELECTRICAL SERVICE	(ELEV)	(ELEV)	(ELEV)
COMMUNITY MAIL BOX	(ELEV)	(ELEV)	(ELEV)

SITE DEVELOPMENT PLAN
DRAWING VW/62-00

SCALE: 1:100
DATE: DEC 2025
COMPIER: [Name]

VAN MEEB LIMITED
LAND DEVELOPMENT ENGINEERING
133 North Park Street, Belleville, Ontario K8V 1R6
Tel: 613-969-8171 Fax: 613-969-1781

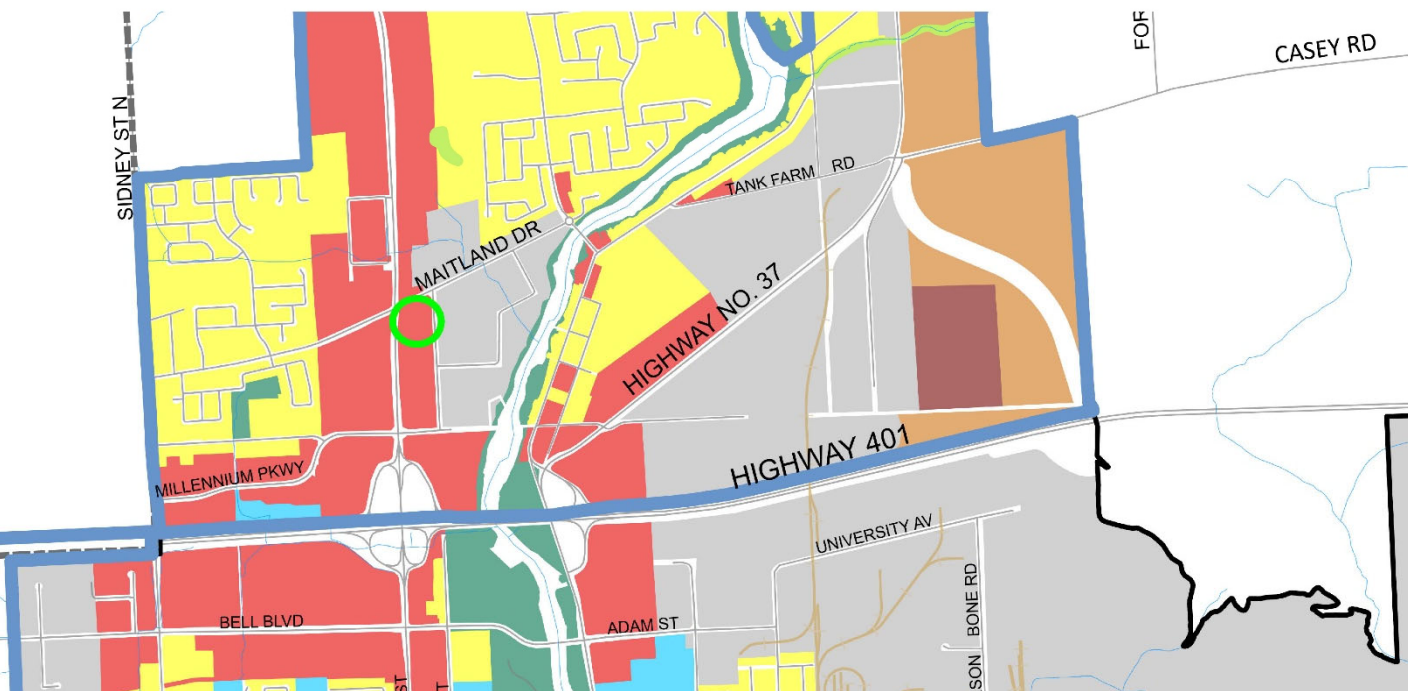
BELLEVILLE VOLKSWAGEN
6612 HIGHWAY 62
MILLENNIUM PARKWAY HOLDINGS INC. - OWNER

APPENDIX 5: Official Plan Designation for Subject Property

Schedule B Land Use Plan - Urban Serviced Area





Land Use Designations

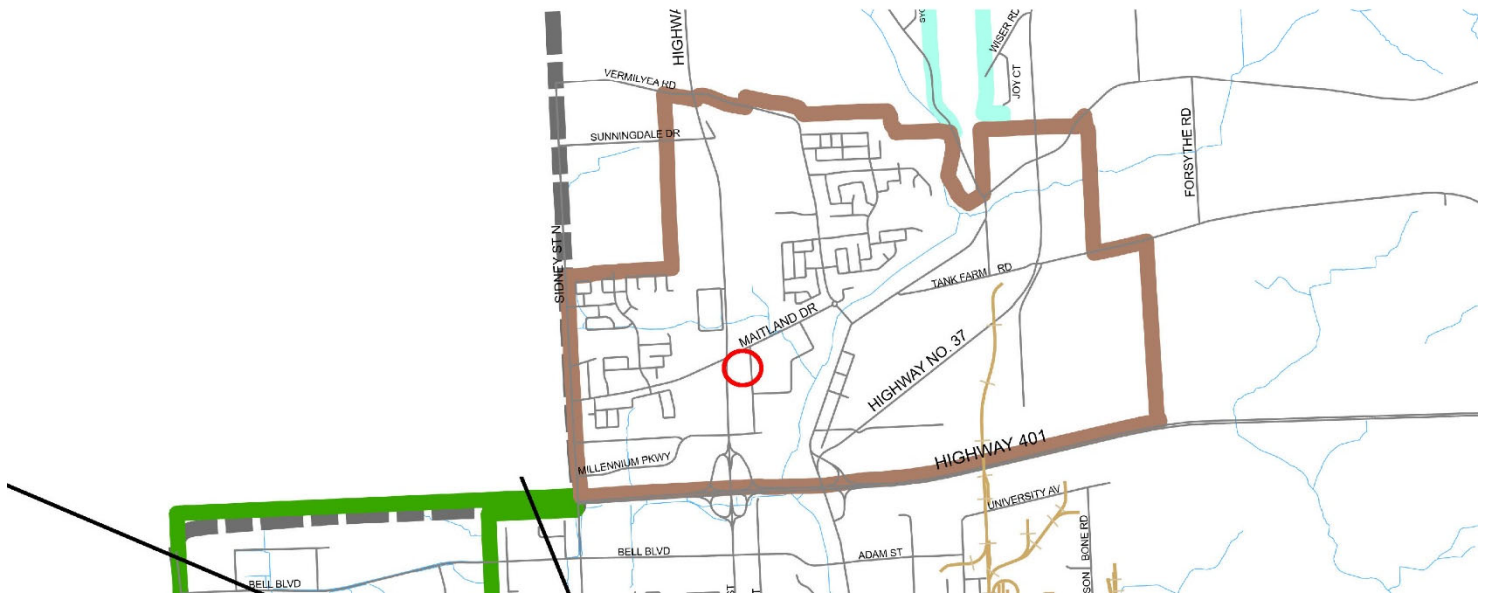
-  City Centre
-  Commercial Land Use
-  Community Facility
-  Employment Land Use



Schedule E Detailed Planning Areas

Planning Areas





-  Bayshore
-  East Bayshore Planning Sub-Area
-  Cannifton
-  Corbyville Village



Schedule C Road System Plan

Legend

Arterial Roads

-  Expressway (Under Provincial Jurisdiction)
-  Highway (Under Provincial Jurisdiction)
-  Other Existing Arterial (Under Municipal Jurisdiction)
-  Proposed Arterial

Collector Roads

-  Existing Collector
-  Proposed Collector

