PLANNING JUSTIFICATION REPORT

Thornbury Gas Station Proposal
40 Arthur Street
Town of The Blue Mountains

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1.0 INTRODUCTION

Georgian Planning Solutions has been retained by 2341040 Ontario Limited to prepare a Planning Justification Report for a proposed gas station/commercial development at 40 Arthur Street in Thornbury (The Town of The Blue Mountains), in the County of Grey. This report is intended to provide planning justification for Site Plan Approval and a Zoning By-law Amendment Application to amend the Town of Thornbury Zoning By-Law in order to permit the proposed commercial development on the subject lands.

1.1 SITE LOCATION

The subject lands are vacant and located at 40 Arthur Street, on the northwest corner of Arthur Street and Elma Street in the Town of Thornbury in the Town of the Blue Mountains. (Figure 1: Location Map)

Specifically, the lands comprise of Part of Lot 30 and all of Lot 31, Northeast of Arthur Street, Town of The Blue Mountains, County of Grey. The lands have a frontage of 41.35 metres along the north side of the Arthur Street (Highway 26) and a depth of 50.29 metres along Elma Street with a total area of 0.21 ha.

Figure 1:
Location Map
1.2 SURROUNDING LAND USES
The subject lands are bound to the northwest by a vacant commercial property and the Tim Horton’s Restaurant and to the southeast by Elma Street and residential development. The property to the northeast is residential and a retail/commercial use (pharmacy) is located across Arthur Street to the southwest.

1.3 REQUIRED APPROVALS
The following planning approvals are required in order to implement the proposed development:

1. Zoning By-Law Amendment Application
2. Site Plan Approval including a Development Agreement

2.0 PROPOSAL
The proponent seeks land use planning approvals to construct a Gas Station and commercial retail use within the General Commercial (C2) zone in the Town of Thornbury. The proposed Thornbury Gas Station will be located on a site that is anticipated for commercial development, specifically a gas station, in both the local Official Plan and Zoning By-Law. The site is approximately 0.21 ha in size and has frontage on both Arthur Street (Highway 26) and Elma Street.

The proposed Gas Station will consist of an eight pump gas bar with a 181 m² (1,950 sq ft) commercial retail store. The proponent has taken into consideration elements that are outlined in the Town of The Blue Mountains Community Design Guidelines, including the built form through architectural design and landscaping details. The proposal is one that has a goal of continuing and extending “the form and character of the main street type development in the core areas of Thornbury and Clarksburg to other commercial area to ensure that new commercial development respects the cultural heritage of the community.”

The proposed commercial building is located at the rear of the property (the northeast portion of the property) and will be visually attractive with architectural elements that fit with the feel of the Thornbury area. Efforts have been made to complement the existing heritage main street
environment by proposing a visually interesting façade for the main commercial building. The gas station canopy is located closer to the front lot line and will have a consistent architectural feel as the main commercial building. The canopy support columns will be clad with same materials as the main building (See Figure 2: Conceptual Drawings – Elevations). There are two site access points proposed for this site, one off of Arthur Street (Highway 26) and one off of Elma Street. (See Figure 3: Site Plan) This site configuration allows the supply truck to access the site without entering through adjacent residential areas.

There is a landscape/architectural feature proposed along Highway 26 and Elma Street that will help to define, emphasize and enhance the streetscape. This proposed feature will provide a buffer to screen the paved area of the site while still allowing visibility into the site.

The site has 11 designated parking stalls including one barrier free space (Figure 3: Site Plan) as well as 8 additional spaces associated with the gas pumps. The Town of Thornbury’s Zoning By-Law 10-77 requires 10 spaces for the building size proposed (1 space for each 18.5 square metres of floor space). The one loading space is required based on the building size.

The conceptual drawings show the signage plan for the property as well. The signage for the site is intended to reflect and be coordinated with the architectural character and quality of the building. The main gas sign will have a base that is clad with the same material as the building and canopy support columns.

Two fuel tanks will be installed along the westerly property line, a 70,000 L and 45,000 L tank. They are proposed to be a double wall underground storage tank system. Details related to this system are attached in Appendix A.

3.0 REVIEW OF APPLICABLE PLANNING POLICIES

The consideration of the planning policy support for this proposal will include a review of applicable planning policy of various government levels to consider “consistency with” and “conformity to” the intent and direction they offer. The policies that are noted below are applicable to the proposed development. It will be demonstrated that the proposed uses are
entirely consistent with the expressed development pattern and land use policies of major planning documents.

The following reviews the subject application with respect to key planning policies provided in the Provincial Policy Statement, the County of Grey Official Plan, and the Town of The Blue Mountains Official Plan.

3.1 PROVINCIAL POLICY STATEMENT

Under provisions of Planning Act comments, submissions or advice that affect a planning matter "shall be consistent with" the Provincial Policy Statement (PPS). The PPS is based on three fundamental planning themes, specifically, "Building Strong Communities", "Wise Use and Management of Resources" and "Protecting Public Health and Safety".

It is not the intent of this report to examine the development proposal in light of each and every component of the PPS but it will demonstrate that the proposal is entirely consistent with several key policies. They are as follows:

1.1.1 Healthy, livable and safe communities are sustained by:

a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

e) promoting cost-effective development standards to minimize land consumption and servicing costs;

Section 1.1.3.1 discusses settlement areas and states that "Settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted"

1.1.3.3 Planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock... and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

Section 1.3 gives direction related to employment areas.
1.3.1 Planning authorities shall promote economic development and competitiveness by:

a) providing for an appropriate mix and range of employment (including industrial, commercial and institutional) to meet long-term needs;

b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wider range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

Section 1.6 discusses infrastructure and public service facilities.

1.6.4.2 Municipal sewage services and municipal water services are the preferred form of servicing in settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

The subject property is situated within the Town of Thornbury settlement boundary on lands designated for commercial uses that are serviced by municipal water and sewer. The proposal will be utilizing a site anticipated for commercial development and will provide employment opportunities.

Based on the proposed development the application conforms to the broader planning direction given under the Provincial Policy Statement.

3.2 COUNTY OF GREY OFFICIAL PLAN

The County of Grey Official Plan’s (OMB approved June 25, 2012) purpose is to help guide development in the County and provide a wide policy framework for local municipal Official Plans, Secondary Plans and implementing By-Laws.

The subject lands are designated “Primary Settlement Area” on Schedule A, Land Use Designations Map 2 in the County of Grey Official Plan (Figure 4).

As part of Official Plan Amendment 80 to the Grey County Official Plan, the subject lands have been established as one of the three main designations
for areas of concentrated development which demonstrates that the County has anticipated that this land be considered for commercial development in The Town of The Blue Mountains. The following policies are considered to support the subject proposal.

Section 1.5 identifies that a goal of the plan is to “Enhance the County’s economic base to ensure diversity in employment opportunities and the financial well-being of the residents,” with the objective “to provide opportunities for employment within defined settlement areas.”

Section 2.6.1 reiterates that a major issue of the Plan is the economic well-being of the County.

“No, the Official Plan cannot itself force development or create job opportunities, the Official Plan can have a positive attitude to sustainable development and ensure that sufficient lands are available for development opportunities. Development within the settlement areas is as important to the residents of Grey as it would be to any larger urban municipality. As long as land use compatibility is maintained and natural resources and the environment are protected, development consistent with the Provincial Policy Statement is to be promoted and encouraged in all municipalities.”

The Official Plan also states that “The policies of this Plan position settlement areas as the focus of urban growth and encourage appropriate development in all municipalities; that is development which does not negatively impact on natural resources and which is compatible with surrounding land uses.”

Policies specific to Primary Settlement Areas (Section 2.6.3) state that “land use policies and development standards in areas designated Primary Settlement Areas will be in accordance with local Official Plans and that this[the County Official Plan] shall promote the development of the Primary Settlement Areas designation for a full range of residential, commercial, industrial, recreational and institutional land uses.”

The proposed development is consistent with and promotes the goals and objectives of the County Official Plan in that the development is proposed in one of the three main land designations for areas anticipated for
development (Primary Settlement Area), is to be serviced by municipal sewer and is compatible with the surrounding land uses. The subject lands are locally designated and zoned for commercial uses and therefore this proposal is in conformity with the intent and direction of the County Official Plan.

3.3 TOWN OF THE BLUE MOUNTAINS OFFICIAL PLAN

The subject lands are located in the Town of Thornbury and included in the section of the Official Plan called the Thornbury Urban Community. The subject lands are designated Commercial (COM) in the Town of The Blue Mountains Official Plan Schedule ‘A’ Land Use Plan Map 2 Thornbury and Clarksburg (Figure 5).

The following policies within the Official Plan support and encourage the proposed development for this property.

Section 2 outlines the goals and objectives of the Town of The Blue Mountains and states that a goal is to “expand employment opportunities and the assessment base of the municipality through the encouragement of economic development in all sectors of the local economy,” and “to provide for strategically located commercial opportunities in response to the growth in the recreational industry.”

Within the General Development Policies section, Section 3.3 outlines polices related specifically to commercial areas.

(1) It is the intent of the Plan to establish a wide range of commercial designations designed to meet the various local and recreational commercial demands within the Town. As a four seasons destination resort area, the Plan must foster and promote a healthy commercial environment, and provide opportunities for business to grow.

(2) Commercial uses comprise a fundamental component of the community structure of the Town... New major commercial opportunities shall generally be directed to the following commercial nodes or districts:

1. The Thornbury Commercial designations represent the primary local retail and service centre for the municipality, as well as some small scale shops, boutiques and other uses related to the traveling public.
Within the Town of The Blue Mountains Official Plan there is a section specifically related to Thornbury, Section 4.27 Thornbury Urban Community. The intent is to have policies "that direct growth, development and change to residential, commercial and industrial uses in a manner that will maintain the unique small town feel and character of the community."

Section 4.27.2 outlines the General Development Policies for the Thornbury Urban Community and states that "the commercial policies identify those lands and uses that will make up the enterprise portion of the community. The policies permit a variety of commercial forms, including retail shopping, servicing establishments, office facilities and as well as a mix of other activities that may be compatible with the commercial functions," and further that "all development shall be on full municipal services including municipal water and sewage services."

The predominant use of land in the Commercial (COM) designation "shall be for all forms of retail and service commercial uses, business and professional offices, restaurants and places of entertainment, public administration buildings and other uses that do not interfere with primary purpose of the area as a place of commerce."

It then expands further to include permitted uses specifically for the Arthur/King Street Corridor and states that "uses such as automobile sales and service, retail stores, restaurants and other prepared food outlets, motels, service stations, offices offering commercial or institutional uses which, due to space and parking requirements, do not suit the Bruce Street area shall be directed to this area on their need for a greater lot area based and on-site parking requirements."

With respect to the policies related to commercial development outlined in the Official Plan the proposed development is supported. The development is proposed in an area anticipated for commercial development and designated specifically for a service station, and is planned for full municipal services.

It is submitted that the overall proposal meets the intent of the Town of the Blue Mountains Official Plan.
3.4 TOWN OF THE BLUE MOUNTAINS DESIGN GUIDELINES

The purpose of the Design Guidelines for the Town of The Blue Mountains is to provide a tool to provide guidance for community design. The following section outlines how the proposed Gas Station Development has taken into consideration various elements of this document as part of the design of the site.

The overall goal of commercial development is the continuation and extension of the form and character of the main street type development in the core areas of Thornbury and Clarksburg to other commercial area to ensure that new commercial development respects the cultural heritage of the community. This includes encouraging developments that are visually interesting, are appropriately scaled and massed, provide a strong street edge presence, have pedestrian scaled facades, and are safe and functional.

Several of the outlined Commercial Design Objectives have been met with the proposed development including:

- A low-rise profile of development characteristic of a main street environment – the commercial building is one storey
- Articulated and visually interesting facades for new buildings that complement rather than replicate the heritage main street environment – the proposed building façade is a brick finish with a historical finish, the building is modern in style but utilizes similar finishes to the downtown buildings
- Green treatments that provide visual interest along the streetscape – the landscape architect and architect have created a streetscape element that ties to the main building façade and has natural elements as well.
- Minimization of the extent, visual appearance and impact of parking and service areas – the street front landscape element helps to buffer the appearance of the parking area.

Several guidelines provided were applied to the design of the commercial building and the overall site:
Section 2.4 Façade Materials

a) Ensure the use of material will not compete visually and will not overshadow the character of the commercial area as a whole;
b) Use materials that are of high quality, durable and easily maintainable
c) Ensure façade materials are complementary to one another and appropriate for the architectural style of the building
d) Limit the number of building façade materials ... to no more than 3 materials
e) Design publicly visible side and rear elevations in a similar fashion to the front elevation in terms of material use and treatment in relation to façade proportion and horizontal and vertical divisions
f) For new developments outside of the heritage area, use base materials such as pressed brick;
h) Use other materials on the façade only as accent materials to complement the base materials, such as finished and painted wood trim, copper or steel

Section 2.5 Colour

b) Use colours that are muted and soft, as compared to bold and bright. If used, bold colours should only be used as accent colours on façade elements, such as windows and door frames, building trim, sign bands and lettering and other details
c) Limit colours to no more than two

Section 2.10 Roofline

a) Design rooflines to match or complement existing roof lines in the area
d) Ensure any visible gutters, downspouts or vents match the trim of body colour of the facade
f) Use appropriate roof materials that are durable and fit with the overall façade character
Section 2.12 Parking

c) where parking in the front yard is unavoidable or not practical given the context of the surrounding areas, screen such parking areas with fences/walls and landscaping to minimize the visual impact on the streetscape.

j) where possible and practical do not exceed the zoning minimum number of parking spaces

Section 2.14 Plantings

b) use trees and shrubs that are native, low maintenance and salt tolerant

e) provide seasonal interest through the use of coniferous and deciduous plant material throughout the site.

Section 2.15 Fences and Walls

a) use a landscaped area of planting in conjunction with walls or fences to provide separation of off-street parking areas for adjacent land uses or establishments

b) ensure fences and walls are compatible with the architecture of the building on site

d) use fences and walls that are articulates with regularly spaced posts, changing the height and using different building materials as the base. Posts or the cap of the fence or wall

e) use materials such as wood, natural stone or brick, wrought iron, concrete masonry or similar materials

The Community Design Guidelines were utilized to guide and direct the development of this site. Many elements of this document have been incorporated into the architectural design of the site as well as the overall site plan design.

4.0 ZONING BY-LAW AMENDMENT

The subject lands are zoned General Commercial 'C2' in the Town of Thornbury Zoning By-law 10-77 and permits uses such as retail stores, business and professional offices, personal service shops, service shops, restaurants, drive-in and take out restaurants, places of entertainment, motels, hotels, automobile sales and service establishments, automobile
service stations, gas bars, garden centre, medical centres, funeral homes, car washing establishments, and public and private recreational space. The proposed use, an automobile service station and retail store is a permitted use in the current zoning by-law.

The layout of this site has been ongoing for several months with the preparation and amendment of various site plan designs prepared by Crozier and Associates.

The initial site layout utilized the existing zoning provisions and had the commercial building located at the front of the property and the parking and canopy at the rear of the property. After internal review with the development team and consultation with town planning staff it was determined that the layout was not the most suitable for this site. Various elements including sight lines being restricted, the massing along Arthur Street and internal pedestrian flow dictated the amendments to the site layout. It was determined that the commercial building at the rear of the property represented better planning and still maintained the intent and direction of the Official Plan.

The proponent is seeking relief from the Town of Thornbury Zoning By-Law 10-77 to permit the construction of the Proposed Thornbury Gas Station and associated commercial use. As a result of the new site layout it has triggered the requirement for some minor amendments to the zoning By-Law provisions. Details of each zoning provision that require an amendment and some additional rational for the requests are outlined below.

With the change of the commercial building to the rear of the property we seek relief from the following zoning by-law provisions.

Section 15.2 e) ii) of the Town of Thornbury Zoning By-law states that "a minimum of 50% of the main wall opposite Arthur Street West, Bridge Street East, King Street East and Bruce Street shall be located no closer than 1 metre and no greater than 6 metres from the front lot line." The proposed commercial building on the site is set back 38.25 metres from the front lot line to allow the proposed improved site layout.

The planning staff report P.L.08.52 that was prepared to support by-law 2008-46 (the by-law that amended the previous provisions in Section 15 of
By-Law 10-77) states that the intent of the change is to help achieve a number of goals including having attractive streetscapes and avoiding typical highway commercial strip development. The proposal has taken that goal into consideration as well as direction from the Community Design Guidelines with the design of the landscape/architectural feature that is proposed along Arthur Street and Elma. This feature will help to define the streetscape along this corridor. As well the canopy will be closer to the front lot line which will also help to define the streetscape. Having the commercial building at the rear of the property does allow the site to have improved functionality. Also the building at the back provides a buffer to the residential use to the north for visual elements as well as noise.

Section 15.2 g) of the Town of Thornbury’s Zoning By-Law requires that minimum rear yard be 10 metres for the commercial building. The required 10 metre setback will be impacted by the proposed location of the commercial building. We are asking for relief of the required 10 metres to 3 metres. The building at the rear will provide a better buffer to the residential use to the north. With the current provisions the gas pumps and canopy can be located at the rear of the property. In fact, there are no specific setbacks indicated in the by-law. From a planning perspective the movement of the canopy to the front of the property, closer to existing commercial uses, and the commercial building to the back provides for better land use compatibility.

In discussions with the neighbour to the north, they have expressed a desire to maintain an existing cedar hedge on their property. The fence that we originally propose is not something they are interested in. Instead we have discussed leaving the hedge and providing additional planting of native species within the landscape buffer on the gas station property. This will provide a natural buffer from the proposed commercial building. In addition the proposed commercial is a low profile building with the same architectural design as the rest of the building with no access points proposed along the rear of the building.

With the building at the rear of the property the parking and loading spaces will be in front of the commercial building. Section 15.2 i) iii) of the Town of Thornbury Zoning By-law states that "no person shall use any yard abutting Arthur Street West... for the purpose of the parking of motor vehicle or for the purpose of loading and/unloading of vehicles." The
parking is located in front of the commercial building and will allow patrons to park right in front of the commercial use. The parking and loading spaces will be buffered from the main street by the canopy and the proposed streetscape landscaping.

Section 6.6c) also speaks to loading spaces being in the rear or side yard of a commercial building. The loading space is aligned with the other parking on the site to create consistency and to allow for the green space to be maintained at the side of the building.

Section 15.3 a) of the Town of Thornbury’s Zoning By-Law requires that the minimum lot frontage for an automobile service station to be 45 metres. The proposed property has a frontage of 41.35 metres. We are seeking relief from the by-law for the shortage of lot frontage. This is a corner lot that allows the site to have two road frontages both Arthur Street (Highway 26) and Elma Street. This would create total frontage of 91.64 metres which will allow access to the site to be accommodated. There are two proposed entrances to the site and the reduced lot frontage does not impact the site.

The Town of Thornbury’s Zoning By-Law 10-77 Section 15.3 d) requires that the minimum front yard setback for automobile service stations be 15 metres. Our interpretation is that a canopy is a structure associated with an automobile service station. The canopy on the site is setback 11 metres from the front lot line. According to section 6.17 of the same by-law canopies are allowed to encroach into a front yard 1.5 metres. Therefore we are requesting relief to permit the canopy to be 2.5 metres closer to the front lot line. Due to the fact that the commercial building is located at the back of the property having the canopy and the landscape/architectural details along Arthur Street and Elma Street helps to achieve the desire of the municipality to have a strong street edge presence.

In addition Section 15.3 e) of the Town of Thornbury’s Zoning By-Law 10-77 requires that the minimum side yard for automobile service stations be 15 metres. The canopy is proposed to be 4.3 metres. Again the canopy is pushed to the front of the property and is intended to create a streetscape along with the proposed landscape feature that is along both Elma and Arthur Streets.

It is also the desire of the proponent to have the canopy at the front of the property as the canopy does act as a marking element to allow vehicular
traffic to know that a gas station is there. In addition there are TSSA regulations that exist that outline the requirements of a gas stations dispensing equipment from the property line. LFHC Liquid Fuels Handling Code 2007 states that dispensing equipment shall be located not less than 3 metres from the property line.

Section 15.3 i) and 6.9 d) viii) of the Town of Thornbury’s Zoning By-Law 10-77 state that the maximum width of a curb ramp shall not be more than 9 metres. The proposed access off of Elma Street is proposed to be 11 metres wide, 2 metres wider than permitted in the current by-law. The width of the access is proposed at 11 metres to accommodate the gas truck turning radius and to avoid the need to access the site through the residential development adjacent to the proposal.

The driveway area along the west side of the subject lands is 0.5 metres from the property line. Section 6.9 d) viii) of by-law 10-77 states that a driveway shall not be closer than 1.2 metres from the property line. The parking area is 0.5 metres from the property line to accommodate the supply truck and it is anticipated, that in the future, the adjacent property to the west will be developed and a joint access and parking area would be desirable from the towns perspective. The proposed setback would allow the option for the future joint access and parking on the two sites.

These proposed minor amendments to the current zoning by-law will allow the site to be designed to function properly and will still create a commercial use that is attractive and fulfills the intent of the Official Plan and incorporates the Community Design Guidelines direction.
The following outlines the relief requested in the above section of the report:

<table>
<thead>
<tr>
<th>Section</th>
<th>Required</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>15.2 e) iii) Min/Max Front yard setback for commercial</td>
<td>1 m to 6 m</td>
<td>38.25 m</td>
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<tr>
<td>15.2 g) Rear Yard Set for commercial</td>
<td>10 m</td>
<td>3 m</td>
</tr>
<tr>
<td>15.2 i) iii) &amp; 6.6 c) Parking/loading abutting Arthur Street - commercial</td>
<td>Not in front or side yard</td>
<td>In front yard</td>
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<tr>
<td>15.3 a) Minimum lot frontage</td>
<td>45 m</td>
<td>41.35 m</td>
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<tr>
<td>15.3 d) Min front yard setback for service station</td>
<td>15 m</td>
<td>9.5 m (11 m less 1.5 m encroachment)</td>
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<tr>
<td>15.3 e) Min side yard for service station</td>
<td>15 m</td>
<td>4.3 m</td>
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<tr>
<td>15.3 i) Maximum width of curb ramp</td>
<td>9 m</td>
<td>11 m</td>
</tr>
<tr>
<td>6.9 d) viii) Driveway setback from property line</td>
<td>1.2 m</td>
<td>0.5 m</td>
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</table>

5.0 SUMMARY/CONCLUSION
The subject proposal seeks relief from the Town of Thornbury’s Zoning By-law to enable the proposed Thornbury Gas Station. In addition to the Planning Justification Report, this application is supported by:

- Servicing and Stormwater Management Report prepared by CF Crozier & Associates,
- Traffic Impact Study prepared by Trans-Plan Inc.
- Conceptual Architectural drawings including signage prepared by Black Tusk Development Group Ltd.
- Landscape Plans prepared by Envision-Tatham Inc.
• Spill Control Procedure prepared by Winchurch Environmental Inc

The purpose of this report is to provide planning rational in support of the Proposed Thornbury Gas Station and submitted applications for Site Plan Approval and a Zoning By-Law Amendment. It has been demonstrated that the subject applications are consistent with the development goals of the community as reflected in the County and local Official Plans and the Town of The Blue Mountains Community Design Guidelines. In addition, the proposal is “consistent with” the Provincial Policy Statement. It has been designed to be sensitive to the surrounding land uses and is engineered on full municipal services.

Based on the above noted, it is submitted that the subject applications present good planning and address the key areas of public interest as expressed in various adopted and approved planning policies.

Krystin Rennie, MAES, MCIP, RPP
FIGURE 2

Conceptual Drawings
Elevations
Building Elevation with Canopy (Elma Street)

Canopy Column Detail

Highway 26 & Elma St. Gas Station

Conceptual Drawings - Elevation & Details
FIGURE 3

Site Plan
FIGURE 4

Schedule A – Land Use Designations  Map 2
Grey County
FIGURE 5

Schedule A-1 Land Use Map 2 – Thornbury & Clarksburg
FIGURE 6

Proposed Zoning Schedule
Town of The Blue Mountains
Key Map Schedule A-1
By-Law No. 2013 -

Subject Lands Of This Amendment and Area
To Be Rezoned To General Commercial
Exception C2-X
APPENDIX A

Double Wall Underground Storage

Tank Systems
ZCL®
COMPOSITES INC.

Double Wall Underground
Storage Tank Systems

PREZERVER®
SYSTEM

making a lasting difference®
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The Double Wall Storage Tank System of Choice...

"Prezerver® tanks are designed for environmentally safe underground storage of petroleum products, alcohol blended fuels and a variety of chemicals.

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If legislation requires you to install secondary containment, ZCL Prezerver® double wall tanks make compliance easy and economical.

Premium grade resin and double wall reinforced fiberglass plastic provide long-lasting, corrosion-free, internal and external service. No more leaks or spills due to corrosion, ZCL tanks simply will not rust!

Prezerver® tanks can be installed individually or coupled with a user friendly underground storage and handling system. This includes double wall flexible piping, engineered pre-cast concrete anchors, fibreglass straps, containment and dispenser sumps, and a leak detection system.

Due to the tanks lightweight construction, costs are reduced as no heavy cranes are necessary during installation. A true long term asset, Prezerver® tanks can be moved and reused, even after many years of trouble free service.

Strong and Durable

ZCL tanks are engineered to withstand H-20 axle loading of 32,000 lbs per axle. Prezerver's integral rib/tank interface (no rib delamination) allows burial to a depth of seven feet in wet or dry soil conditions. Tanks range in size (2,500–110,000 litres) and formats, including cost effective multi-compartment tanks which allow you to store two or more products in the same tank.

Quality Assurance

Every Prezerver® tank conforms to the Underwriters' Laboratories of Canada (ULC) standard for reinforced plastic underground tanks for flammable and combustible liquids. ULC-S615-98.

Five Important Factors to Consider Before

1. Does it offer true secondary containment?
   Prezerver® double wall tanks give you two levels of protection, so you have twice the assurance and risk management of a single wall tank. The primary tank is designed to contain your fuel. In the unlikely event that there is a breach in the inner wall, the secondary wall (a full 360 degree containment) is designed to contain your product and prevent a spill into the environment.

2. Are both walls rust proof and maintenance free?
   ZCL's Prezerver® double wall tanks are rust proof, maintenance free and formulated to be compatible with all petroleum fuel products, alcohols and alcohol-gasoline mixtures.

3. Can it be pressure tested on site?
   Unlike other types of double wall or jacketed tanks, Prezerver's secondary containment can be pressure tested at the site both prior to and after installation.

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Get the Permanent Solution for Safe Secondary Containment...

The turbine enclosure protects the submersible pump from corrosive soil and provides secondary containment of possible leaks from the pump or piping.

Double wall fiberglass is rust proof inside and out, 100% resin & glass construction is maintenance free, easy to handle and requires no expensive cathodic protection.

Pre-cast concrete tank anchors eliminate the need of pour in place concrete pad and are designed to prevent uplift at full flood conditions. Hook to hook non corrosive fiberglass straps with galvanized turnbuckles provide convenience and security.

Annular space between inner and outer walls provides continuous leak detection of both walls. Interstice cavity can be shipped from the factory brine filled.

Tank mounted fittings provide access for high/low level electronic inventory gauges and pump out. A monitor reservoir allows precision tank testing and leak detection by providing four low cost monitoring options - pressure, vacuum, dry and hydrostatic.

Integrally constructed ribs are strong and robust, Prezerver® tanks are Engineered to withstand H-20 axle loading of 32,000 lbs per axle. Tanks can be buried to depths of 7ft. and more.

Buying a Tank...

4 Can both walls be monitored for structural integrity?
ZCL’s advanced double wall technology uses Parabeam® 3D glass fabric that is cured with thermosetting resin to create an interstitial space “sandwich” laminate. Both inner and outer walls are bonded together, providing walls which can be easily monitored for structural integrity.

5 Does it promise long life?
Prezerver® double wall tanks are ULC listed for underground storage applications and are designed to deliver more than twice the service life of other tanks.
# Tank Specification Sheet

For Model P40, P60 P86 and P100 Double Wall Tanks with ZCL Tank Anchors & Straps

## APPENDIX A: ZCL Tank Data Chart

<table>
<thead>
<tr>
<th>Tank Model Number</th>
<th>Nominal Tank Capacity (L)</th>
<th>Actual Tank Diameter (D) (mm)</th>
<th>Actual Tank Length (A) (mm)</th>
<th>Nominal Tank Weight (kilograms)</th>
<th>Number of Anchor Straps</th>
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* This chart for ZCL fiberglass single-compartment underground storage tanks.
** If an overfill protection device is installed in the tank, the actual capacity will be reduced.
*** Actual height of the tank may be greater than the actual diameter due to fittings and accessories. Load height during shipping may vary due to tank placement on the shipping trailer.
Dimensional Data

4 ft. Tanks - Model P40 DW

2,500 Litres

5,000 Litres

6 ft. Tanks - Model P60 DW

10,000 Litres

15,000 Litres

20,000 Litres

25,000 Litres

8 ft. Tanks - Model P86 DW

20,000 Litres

25,000 Litres

30,000 Litres

35,000 Litres

40,000 Litres

45,000 Litres
Quality Assurance

ZCL Composites Inc. is the most trusted name in the petroleum industry for providing environmentally safe products. ZCL tanks are the benchmark for today's higher standards of environmental protection.

Quality Design – Standard Features
- Unsurpassed fibreglass double wall construction using 100% premium resins and glass, provides corrosion resistant internal and external service.
- Integral ribs made of the same material as the tank add strength, providing for a structurally sound tank that is "second to none".
- Fibreglass Prezerver® double wall tanks reduce expenses. Maintenance free, they require no corrosion maintenance or monitoring.
- All Prezerver® fibreglass underground double wall tanks will provide long, trouble free service. Each tank can be removed and, after recertification, can be re-installed.
- Lightweight design allows for easy shipping, handling and installation.
- Interstitial design using Parabeam® 3D glass fabric technology allows for four monitoring options of the tank’s integrity: pressure, vacuum, dry, or hydrostatic.

Specifications
- Tank holding capacities range from 2,500 litres to 110,000 litres in 4', 6' 8/6" and 10' diameters.
- Standard 4" NPT fittings.
- Engineered to withstand H-20 axle loading of 32,000 lbs per axle.
- Burial depth up to seven feet in wet or dry soil condition.
- Available in metric sizes and optional imperial sizes.

Quality Controls
- Every Prezerver® tank conforms to the Underwriters’ Laboratories of Canada (ULC) standard for reinforced plastic underground tanks for flammable and combustible liquids, ULC S615-98.
- All Prezerver® double wall tanks are subjected to stringent quality control processes that ensure tank tightness, both before and after installation, including a positive air pressure test of 5psi and vacuum testing in accordance with ULC requirements.

Warranty
- Prezerver® tanks are backed by a limited 30 year warranty.