A. Recommendations

THAT Council receive Planning Staff Report PL.14.107 respecting “Application for Zoning By-law Amendment – Thornbury Gas Station (2341040 Ontario Limited; Part of Lot 30, Northeast of Arthur Street, Town Plot of Thornbury; Town of The Blue Mountains”;

AND THAT Council confirm that a further public meeting is not required for the subject proposal;

AND FURTHER THAT Council enact a Zoning By-law Amendment to rezone the subject lands from the General Commercial C2 Zone to the General Commercial Exception 49 C2-49 Zone, with Exception 49 stating that notwithstanding the regulations in the General Commercial C2 Zone of this By-law to the contrary, within the General Commercial Exception 49 C2-49 Zone, the following shall apply for these lands:

a) The main wall of the retail building opposite Arthur Street West shall be located no greater than 39.0 metres from the front lot line.

b) The Minimum Rear Yard Setback for Retail Store Building shall be 3.0 metres.


c) The parking space(s) shall be permitted within the front yard of the Retail Store Building, abutting Arthur Street, with a minimum setback of 30.4 metres.


d) The Minimum lot frontage for an automobile service station shall be 41.3 metres.


e) The Minimum Front Yard Setback for Automobile Service Station (Arthur Street) shall be 11.0 metres.

f) The Minimum Side Yard Setback abutting a public street for Automobile Service Station (Elma Street) shall be 4.3 metres.
B. Background

Purpose

The purpose of this Report is to provide Council with recommendations related to a request by 2341040 Ontario Limited to amend Zoning By-law No. 10-77, as amended, to facilitate the development of an automobile service station (gas bar) and commercial retail development.

Application

The Owner, 2341040 Ontario Limited, made applications to the Town in May 2013 for Site Plan Approval and in August 2013 for a zoning by-law amendment. Information related to this planning project, known as Thornbury Gas Station (2341040 Ontario Limited), has been made available on the Town’s website at the following link: http://www.thebluemountains.ca/planning-development-proje.cfm#39

The purpose and effect of this Application for a Zoning By-law Amendment would be to develop the subject lands as an automobile service station (gas bar) and commercial retail development, whereby the commercially zoned site would need to be rezoned to apply an exception to modify provisions of the zoning by-law including setbacks to the retail store building and automobile service station and parking location, are required to be modified so as to implement the proposed development.

Chronology

The following is the chronology with respect to this planning project:

- Pre-consultation with the Town in September 2012.
- Planning Applications received in May and August 2013.
- Application Fees received in May and August 2013.
- Technical Review of the Site Plan (First Submission) in July 2013.
- Town comments on First Submission of the Site Plan issued on June 18, 2013.
- Second Submission received by the Town in August 2013.
- Complete Application Letter issued by the Town on September 03, 2013.
- Notice of Public Meeting released by the Town on September 04, 2013.
- Technical review of the site plan (Second Submission) sent out September 04, 2013, currently being reviewed by the Town’s Engineering Division.
- Public Meeting October 01, 2013.
- Public/Agency commenting deadline of October 11, 2013, as identified at the public meeting.
- Town comments letter on the planning project issued by the Town on November 26, 2013.
- Third submission received in September 2014.
- Town in review of Third Submission.
- Recommendation Report to Council for Zoning By-law Amendment
The subject lands are legally described as Part of Lot 30, Northeast of Arthur Street, Town Plot of Thornbury; Town of The Blue Mountains. The lands are located on the northwest corner of the intersection of Arthur Street West and Elma Street North.

The area of the subject lands is approximately 2,054 square metres (0.5 acres) and currently is vacant lands. This is illustrated in the spring 2010 aerial photography (Attachment #1). The subject lands front municipal water and sewer services and the proposed development will require connection thereto.

The existing lot of record is owned by 2341040 Ontario Limited. The Agent, Krystin Rennie of Georgian Planning Solutions, has submitted a planning justification report, traffic impact study, servicing and stormwater management report, and spill control procedure in conjunction with these Planning Applications, along with proposed design drawings for the development proposal.

The development proposal consists of one (1) commercial retail unit contained within the building with a total gross floor area of 181.0 square metres (1948.3 square feet), that would be associated with the retail component to compliment the eight pump automobile service station (gas bar).

The surrounding uses include:
- To the north, is developed residential lands fronting Elma Street North and King Street West, followed by King Street West;
- To the east is Elma Street North, followed by existing developed residential lands fronting onto Arthur Street West;
- To the south is Arthur Street West, followed by existing commercial retail development of Thornbury Pharmasave; and,
- To the west is vacant commercially designated land, followed by existing commercial retail development of Tim Hortons.

Planning Comments

Planning authorities must have regard to matters of Provincial interest, the criteria of the Planning Act, be consistent with the 2014 Provincial Policy Statement (PPS) and does not conflict with applicable Provincial Plans. Within the Town of The Blue Mountains they must also make decisions that conform to the County of Grey Official Plan and Town of The Blue Mountains Official Plan and make decisions that represent good land use planning.
Provincial Policy Statement

This proposal supports Section 1.1.3 of the PPS which states that “settlement areas shall be the focus of growth and their vitality and regeneration shall be promoted”, as the subject lands are within Thornbury, a designated settlement area within the Town.

The proposed development will utilize underutilized lands and will aid in expanding the commercial area by infilling on existing vacant lots of Thornbury with the downtown, and utilize existing municipal infrastructure, and therefore supports Section 1.6.4 of the PPS.

Therefore, it is concluded that this proposal is consistent with the PPS.

County of Grey Official Plan

All development must conform to the purposes and policies of the County of Grey Official Plan, as revised through Amendment #80 (five year review).

The subject lands are designated as a Primary Settlement Area within the County of Grey Official Plan. Under the Primary Settlement Areas land use policies, Section 2.6.3 of the Official Plan states that it defers more detailed land use policies and development standards to the local Official Plan.

Under Appendix A of the Official Plan, the subject lands are within 500 metres of an abandoned landfill. The Town retained RJ Burnside to complete an EIS in July 2010 in order to review the 500 metre buffer area associated with the abandoned landfill and, if possible, make recommendations related to reducing this buffer area. This work was part of a larger project as it relates to various known landfill sites in the Municipality. The subject lands are not within an impact zone as demonstrated through the EIS.

Therefore it is Planning Staff’s opinion that this development proposal conforms to the County of Grey Official Plan.

Town of The Blue Mountains Official Plan

The Town of The Blue Mountains Official Plan designates the subject lands as Commercial within the Thornbury Urban Community.

The Commercial designation in Thornbury consists of two distinct areas – the Bruce Street core and the Arthur/King Street corridor. This proposal would be within the Arthur/King Street corridor. The Thornbury Commercial designation represents one of the primary local retail and service centres for the Municipality, as well as some small scale shops, boutiques and other uses related to the travelling public. General development policies encourage those commercial uses that enhance the small town commercial function.
Section 3.9.3 of the Official Plan requires that stormwater management, designed to maintain pre-development water quality and runoff regimes will be required where development occurs, with consideration of its impact on existing drainage patterns and the natural environment. It is noted that the Stormwater Management Report has been reviewed and that the proponent’s consultant has been communicating with the Town’s Engineering & Public Works Department. These matters will be addressed/resolved to the Town’s satisfaction prior to the granting of Site Plan Approval.

Section 5.1(1) of the Official Plan requires that development be fully serviced within the Thornbury West Service Area. The development proposal will connect to the existing 150mm municipal water main on Arthur Street West; and to the existing 200mm municipal sanitary sewer on Arthur Street West.

Section 7.3.1(2) roads policies state that to maintain the primary traffic function, it is the intention of this Plan to strictly limit additional access points onto Highway 26. Access will be limited to those entrances that are acceptable for future road openings, wherever possible. Where new access is considered appropriate, however, it shall be subject to the approval of the Ministry of Transportation (MTO). Planning Staff note that within the limits of the former Town of Thornbury, this is under a Connecting Link Agreement and therefore the Town is the road authority for the road segment between Russell Street road allowance at the eastern terminus and Peel Street road allowance at the western terminus. The development proposal will be limited to one entrance access onto Arthur Street West. Road improvements along Arthur Street West and also on Elma Street North will also be required through the site plan agreement with the Town. Planning Staff note that road allowance widening is not required for the site to develop. Arthur Street West already has an eleven (11) metre travelled portion of road and as a result Town Staff will be seeking a cash contribution for line painting in order to achieve a centre turn lane which the Town will carry forward easterly to Bruce Street. As well there will be road improvements on Elma Street in order to improve the structural base of the road to handle fuel tankers and curb and guttering the street along the subject lands lot frontage.

Section 7.4(5) states that increased setback requirements for development may be established under the implementing Zoning By-law for the Provincial Highway, County, Arterial and Collector roads. Where possible, all new development along Highway 26 shall be separated by a thirty (30) metre buffer strip which shall retain natural vegetation supplemented by additional plantings to provide a suitable screen. Where this separation cannot be provided, other suitable provisions shall be established under Site Plan Control. Planning Staff notes that this portion is an extension of the commercial area of Thornbury, where the 30 metre buffer strip is not desirable within our primary settlement area. The proponent will be required to urbanize the streets, including public sidewalks and street edge landscaping on privately owned lands and therefore will be contributing to an enhanced streetscape. These matters are being addressed through the Site Plan Approval process.

The property has been identified as being within the setback buffers for Landfill Sites under Appendix E of the Official Plan. Under Section 8.19 of the Official Plan, it notes that land use and development proposed within 500 metres shall be required to undergo an evaluation of their susceptibility to impact such as methane and leachate. As noted previously, the Town retained RJ Burnside to complete an EIS in
July 2010 in order to review the 500 metre buffer area. The subject lands are not within an impact zone as demonstrated through the EIS.

Therefore it is Planning Staff’s opinion that this development proposal conforms to the Official Plan.

**Zoning By-law**

The subject lands are zoned General Commercial C2 within the Town of Thornbury Zoning By-law 10-77, as amended. Permitted uses within the C2 Zone include retail stores and automobile service stations, which captures the proposed uses for this development proposal.

The proponent has requested through the application for zoning by-law amendment to apply an exception to the subject lands to modify provisions of the zoning by-law for the proposed development. As a result of the public consultation and general amendments to the zoning by-law as it relates to parking and loading provisions, the proponent took in consideration all comments into their September 2014 submission for the proposed development. This also reduced the number of reliefs from 9 to 6 by eliminating loading space within the front yard, maximum width of the curb ramp and minimum driveway setback to a side lot line.

The zoning by-law amendment application would be to rezone the subject lands from the General Commercial C2 Zone to General Commercial Exception 49 C2-49 Zone. Exception 49 would create special provisions of notwithstanding regulations to the contrary in the zoning by-law, the following shall apply:

a) The Minimum Front Yard Setback for the Retail Store Building (Arthur Street) shall be 38.0 metres.
b) The Minimum Rear Yard Setback for Retail Store Building shall be 3.0 metres.
c) The parking space(s) shall be permitted within the front yard of the Retail Store Building, abutting Arthur Street, with a minimum setback of 30.4 metres.
d) The Minimum lot frontage for an automobile service station shall be 41.3 metres.
e) The Minimum Front Yard Setback for Automobile Service Station (Arthur Street) shall be 11.0 metres.
f) The Minimum Side Yard Setback abutting a public street for Automobile Service Station (Elma Street) shall be 4.3 metres

Addressing the requested reliefs (a) through (f) above, Planning Staff provide the following comments:

a) Retail Store Building Setback to Front Lot Line, abutting Arthur Street West

Section 15.2(e)(ii) of the zoning by-law currently requires a minimum of 50% of the main wall opposite Arthur Street West shall be located no closer than 1.0 metre and no greater than 6.0 metres from the front lot line. The proponent has requested relief that the main wall for the retail store building opposite of Arthur Street West shall be located no greater than 38.0 metres from the front lot line.
The site plan depicts the building having a proposed front yard setback of 38.4 metres.

The commercial front yard setbacks were amended through By-law 2008-46 so as to facilitate commercial buildings along the lot line abutting the Highway 26 connecting link and Bruce Street within the community of Thornbury in order to aid in delineating an improved streetscape coupled with the objectives of the Community Design Guidelines that took effect in September 2012.

The proposed relief is required as a result of the preferred location of the automobile service station (gas bar) being in front rather than the use abutting the residential lands to the north, if the site was reserved. The automobile service station proposes a canopy which will aid in providing architectural elements along the street for this vehicular related use.

b) Rear Yard Setback for the Retail Store Building

Section 15.2(g) of the zoning by-law currently requires a minimum rear yard setback of 10.0 metres when abutting a residential zone. The proponent has requested relief that the retail store building have a rear yard setback of 3.0 metres. The site plan depicts the building having a proposed rear yard setback of 3.0 metres.

Based on above, the proposed retail store building will aid in buffering the vehicular use of the automobile gas station, as if the site plan was reversed the gas pumps and canopy would be allowed to site locate right up to the rear lot line, as there is no setback requirements in the current zoning provisions.

The retail store building is proposed at a height of 4.9 metres to the top of the vertical columns of the flat roof design, which is far less than the maximum of 10 metres that is permitted and is in keeping with the low profile height of the single detached dwelling to the north, so there would appear to be no visual impacts with the massing of the structure and is further screened with the landscaping buffer that is proposed within the rear yard setback.

c) Parking in the Front Yard of the Retail Store Building

Section 15.2(i)(iii) of the zoning by-law currently requires that no person shall use any yard abutting Arthur Street West, Bridge Street East, King Street East and Bruce Street for the purpose of the parking of a motor vehicle or for the purpose of loading and/or unloading of vehicles. The proponent has requested relief so that the parking space(s) shall be permitted within the front yard of the Retail Store Building, abutting Arthur Street, with a minimum setback of 30.4 metres.

Again, the commercial front yard setbacks were amended through By-law 2008-46 so as to facilitate commercial buildings along the lot line abutting the Highway 26 connecting link and Bruce Street within the community of Thornbury in order to aid in delineating an improved streetscape coupled with the objectives of the Community Design Guidelines that took effect in September 2012.
The proposed relief is required as a result of the preferred location of the automobile service station (gas bar) being in front of the retail store building rather than the site being reversed. This would allow patrons to park right in front of the retail store between the two uses and is buffered by the automobile service station canopy and the enhanced landscaping elements along the street, while keeping the vehicles away from the residential use to the north.

d) Minimum Lot Frontage for the Automobile Service Station

Section 15.3(a) of the zoning by-law currently requires a minimum lot frontage of 45.0 metres. The proponent has requested relief to recognize the existing lot frontage of 41.35 metres for the lot.

This subject lands (the lot) is a corner lot having street frontage along Arthur Street West and Elma Street North, having a total linear distance of 91.64 metres creating enhanced site access. Section 6.7(f) of the Zoning By-law further allows for existing lots of record to development subject to the four criterion listed. The criterion listed probably could be met, but the Agent and Town Planning Staff could not quantify compliance to the provision reference to the former 1970 Planning Act.

e) Minimum Front Yard Setback for the Automobile Service Station

Section 15.3(d) of the zoning by-law currently requires a minimum front yard of 15 metres. The proponent has requested relief that the automobile service station have a minimum front yard of 11.0 metres, as the site plan depicts this proposed setback accordingly.

The canopy of the gas bar (known as the automobile service station) has been placed to permit vehicular access to the gas pumps and is located as close to the Arthur Street West frontage as is practical while still allowing for full vehicular movement on site for the vehicles being refuelled. The Zoning By-law also allows for structural features to encroach 1.5 metres into the minimum required front and rear yard in accordance with the yard encroachment provisions. The proposed automobile service station canopy will aid in providing architectural elements along the street for this vehicular related use.

f) Minimum Side Yard Setback abutting a public street for the Automobile Service Station

Section 15.3(e) of the zoning by-law currently requires a minimum side yard abutting a public street of 15.0 metres. The proponent has requested relief that the automobile service station have a minimum side yard abutting a street of 4.3 metres, as the site plan depicts this proposed setback accordingly.

Again, the canopy of the gas bar (known as the automobile service station) has been placed to permit vehicular access to the gas pumps and is located as close to the Elma Street North frontage as is practical while still allowing for full
vehicular movement on site for the vehicles being refuelled. The Zoning By-law also allows for structural features to encroach 1.5 metres into the minimum required front and rear yard in accordance with the yard encroachment provisions. The proposed automobile service station canopy will aid in providing architectural elements along the street for this vehicular related use.

Overall Zoning Comments

The C2 Zone provides for a maximum height of 10 metres. It is noted that the proposed retail store building and automobile service station canopy are both of flat roof design complimenting one another with the proposed height of 4.88 metres (16 feet) for both.

Lot coverage provisions within the C2 Zone permits a maximum of 40% for the retail store use and 40% for the automobile service station use. Being that the lot area is 2,054 square metres, 40% coverage represents 821.6 square metres in structural coverage. The proposed lot coverage would be 21% with the proposed retail store building (181 square metres) and the canopy associated with the automobile gas station (256.96 square metres).

Therefore, Planning Staff note that the development proposal appears to be in compliance with the regulations of the zoning by-law, subject to the requested amendments noted in detail above.

Planning Staff is close to the final plans and drawings associated with the site plan review process and will be working towards issuing conditional site plan approval once the zoning by-law amendment is in full force and effect. As such, there are no merits to utilize the Holding “-h” Symbol for this planning project.

Additional Comments

Agency Comments

Comments were received from the County of Grey - Planning and Development Department; Grey Sauble Conservation Authority (GSCA); and Grey Bruce Health Unit (GBHU). These comments are summarized below.

The County of Grey - Planning and Development Department have no issues of concern with this proposal, provided that Town Staff are satisfied that the subject lands are secure from potential methane gas and/or leachate migration from the abandoned landfill. Town Planning Staff note that this issue of concern is rationalized under the County of Grey Official Plan commentary above.

The GSCA have generally no objection to the proposal, noting that the vegetative buffer areas should be encouraged where possible; and that as stormwater outlets to the existing storm sewer system, stormwater management should be developed in consultation with Town Staff to ensure adequate capacity of runoff from the site. Town Planning Staff note that landscaping parameters are achieved based on
zoning by-law compliance and the Town’s Community Design Guidelines; and the stormwater management will be completed to the Town’s satisfaction as part of the site plan review process.

The GBHU has no comments regarding the proposal.

**Interdepartmental Comments**

In regards to the Application for Zoning By-law Amendment, comments were received from Engineering and Public Works Department, having no issues of concern.

In regards to the Application for Site Plan Approval, comments have been received from the Engineering and Public Works Department and they have been part of the review of the technical submissions. We are currently in in review of the third submission that came in September 2014 and are getting very close to the final design subject to minor technical items.

**Public Meeting Comments**

Notice of the Public Meeting was provided to area assessed property owners as well as prescribed agencies on September 4, 2013. Further Public Notice was provided in the September 4, 2013 edition of The Blue Mountains Courier Herald.

The public meeting was held on October 01, 2013 as required under the Planning Act. There were specific themes that came forward from the public with respect to the development proposal that can be addressed through the Town’s site plan process and that these matters have been or will be addressed.

In regards to the oral comments received at the public meeting, these can be reviewed in detail by reading the Planning and Building Committee of Council Meeting minutes of October 01, 2013.

Again, Planning Staff note that road allowance widening is not required for the site to develop. Arthur Street West already has an eleven (11) metre travelled portion of road and as a result Town Staff will be seeking funding for line painting in order to achieve a centre turn lane which the Town will carry forward easterly to Bruce Street. As well there will be road improvements on Elma Street in order to improve the structural base of the road to handle fuel tankers and curb and guttering the street along its lot frontage.

**Written Correspondence Received From the Public**

Nine (9) items of correspondence were received from the public, predominately requesting notice of decision and have provided clarifications to the written questions asked by the public. There were specific themes that came forward from the public with respect to the development proposal that can be addressed through the Town’s site plan process and that these matters have been or will be addressed.
In regards to the written comments, these have been shared with Town Council for their information prior to and after the public meeting based on the Public and Agencies commenting deadline of October 11, 2013. Also, the written comments have been provided to the Agent and the Owner so the numerous themes that have been identified by the comments can be adequately addressed through the site plan process. The Agent has completed a letter in regards to information on issues presented at public meeting as a result of the comments received on the matter. This information contained in the letter is concurred with by Planning Staff.

Town of The Blue Mountains Community Design Guidelines

The Town’s Community Design Guidelines (CDG) were approved by Council in 2012 and came into full force and effect on September 13, 2012. The Town’s Site Plan Control By-law implements the CDG. The Proponent submitted commentary in the Planning Justification Report in efforts to meet the intent of the CDG within the Commercial Design Section.

Planning Services has utilized the CDG as a communication tool with respect to assisting the proponent to understand the Town’s vision with respect to community design. Planning Staff are satisfied with the direction that the proponent has taken with their proposal.

Additional Comments

Council should recall that as part of the planning reform process, Section 34(11) of the Planning Act indicates that in the instance where a municipality fails to make a decision within 120 days of receipt of the zoning by-law application that the matter can be referred to the Ontario Municipal Board. In regards to the site plan application, Section 41(12) of the Planning Act indicates that in the instance where a municipality fails to approve the plans or drawings within 30 days after they are submitted to the municipality that the matter can be referred to the Ontario Municipal Board.

Planning Services is of the opinion that a further Public Meeting is not required for this proposal pursuant to Section 34(17) of the Planning Act, given that the revisions to the site plan was based on Council, Staff, Agency and Public input and the requested reliefs of the zoning by-law has not changed the intent of the public meeting by modifying provisions to develop the subject lands as an automobile service station (gas bar) and commercial retail development.

Planning Staff note that email communication was sent out on October 09, 2014 to members of the public who provided written communication and attempted phone communication with one resident that did not provide an email to advise them of the revised submission that came into the Town on September 30, 2014. Also, we will be emailing the members of the public to advise them that this report would be going to Council on November 03, 2014 when the agenda package is released.
Summary

Based on the foregoing, it is the opinion of Planning Staff that a further public meeting is not required for this development proposal and request Council to confirm same. Further, it is the opinion of Planning Staff that the proposed zoning by-law amendment is consistent with the PPS; conforms to the County of Grey Official Plan; conforms to the intent and direction of the Town of The Blue Mountains Official Plan; and, represents good planning. Therefore, Planning Staff recommends that Council enact the necessary zoning by-law amendment so as to implement the subject proposal.

C. The Blue Mountains’ Strategic Plan

The recommendation in this Planning Staff Report PL.14.107 is consistent and supports the following Strategic Plans Goals:

Strategic Plan goal #1:  
“Managing growth to ensure the ongoing health and prosperity of the community.”

D. Environmental Impacts

The proposal does not appear to generate any special or significant environmental impacts.

E. Financial Impact

It is noted that Planning, Engineering and Legal Fees have been received in May, August and September 2013. It is noted that development charges will be collected at the time of building permit issuance in accordance with the Town’s Development Charges By-law, as amended.

F. In Consultation With

Planning Staff has circulated this development proposal to Town workgroups and have received related comments with such comments considered in the preparation of this Report.

G. Attached

1. Aerial Photograph of the Subject Lands, Spring 2010
2. Draft Zoning By-law Amendment
Respectfully submitted by,

Bryan Pearce, HBA, CPT, MCIP, RPP
Planner, Planning & Building Services Department

Michael Benner, MCIP, RPP
Director of Planning, Building and By-law Services

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Email: bpearce@thebluemountains.ca
THE CORPORATION OF THE TOWN OF THE BLUE MOUNTAINS

BY-LAW NO. 2014 - _____

Being a By-law to amend Zoning By-law No. 10-77
which may be cited as "The Town of Thornbury
Zoning By-law".

WHEREAS the Council of the Corporation of the Town of The Blue Mountains deems it
necessary and in the public interest to pass a by-law to amend By-law No. 10-77;

AND WHEREAS pursuant to the provisions of Section 34 of the Planning Act, R.S.O. 1990,
c. P.13, the by-law may be amended by Council of the Municipality;

BLUE MOUNTAINS ENACTS AS FOLLOWS:

1. Schedule ‘A’ to the Zoning By-law of the Town of Thornbury, being By-law No. 10-
77, is hereby amended by rezoning the subject lands from the General Commercial
C2 Zone to General Commercial Exception 49 C2-49 Zone for those lands lying and
being in the Town of The Blue Mountains, comprised of Part of Lot 30, Northeast of
Arthur Street, Town Plot of Thornbury; Town of The Blue Mountains; as indicated on
the attached key map Schedule “A-1”.

2. Section 26 to the Zoning By-law of the Town of Thornbury, being By-law No. 10-77,
as amended, is hereby further amended by adding a new Exception as follows:

“49 Notwithstanding the regulations in the General Commercial C2 Zone of this
By-law to the contrary, within the General Commercial Exception 49 C2-49 Zone, the following shall apply for these lands:

   a) The main wall of the retail building opposite Arthur Street West
   shall be located no greater than 39.0 metres from the front lot line.

   b) The Minimum Rear Yard Setback for Retail Store Building shall be
   3.0 metres.

   c) The parking space(s) shall be permitted within the front yard of the
   Retail Store Building, abutting Arthur Street, with a minimum
   setback of 30.4 metres.

   d) The Minimum lot frontage for an automobile service station shall be
   41.3 metres.

   e) The Minimum Front Yard Setback for Automobile Service Station
   (Arthur Street) shall be 11.0 metres.

   f) The Minimum Side Yard Setback abutting a public street for
   Automobile Service Station (Elma Street) shall be 4.3 metres.”

3. Schedule “A-1” is hereby declared to form part of this By-law.

AND FURTHER that this By-law shall come into force and take effect upon the enactment
thereof.

Enacted and passed this _____th day of ___________, 2014.

Ellen Anderson, Mayor
Corrina Giles, Clerk

***************
I hereby certify that the foregoing is a true copy of By-law No. 2014 - ______ as enacted by
the Council of the Corporation of the Town of The Blue Mountains on the _____th day of
___________, 2014.
DATED at ________________________

this ________ day of ______________, 2014.

Signed: ___________________________

Corrina Giles, Clerk
Area To Be Rezoned from General Commercial C2 To General Commercial Exception 49 C2-49 Zone