

STAFF REPORT

To: Antigonish Planning Advisory Committee
Antigonish County Council

From: Planning Staff (EDPC)

Date: June 14, 2010

Re: Amendments to Antigonish Fringe Municipal Planning Strategy and Land Use By-law to address commercial policies and the Highway 104 By-pass

Recommendation:

That Council **adopt** the proposed amendments to the Commercial Designation and zones in the Antigonish Fringe Municipal Planning Strategy and Land Use By-law incorporating the new Gateway Commercial (GC-1) and Local Commercial (LC-2) Zones.

Information:

These amendments are spurred by the construction of the Highway 104 By-pass around the Town of Antigonish and the land use planning implications arising from it. Construction is currently underway on Phase 1 of the four lane limited access project, beginning at Addington Forks Road and ending at Beech Hill Road (roughly seven kilometres). Expected to be completed in 2011, this highway will have exits at Addington Forks Road, Highway 7 and Beech Hill Road. To improve safety and traffic flow, the Department of Transportation has decided that the exits will be roundabouts rather than traditional strait ramps and signaled intersections. Phase 2 of the project expects to begin in 2011 and be completed the following year, with the construction of the new highway starting at Beech Hill Road and ending at Taylor Road where it connects to the existing 104. This phase will be roughly eight kilometres in length and include an interchange at Lower South River. The Department will retain control over the existing 104 and maintain it as a limited access arterial highway.

While the new twinned highway will potentially open up large portions of land for development and have many economic, visual and environmental implications for both the Town and County, the land use planning regulations in place right now do not reflect this. The current Antigonish Fringe Municipal Planning Strategy, adopted in 1996 only mentions the by-pass as an issue for future consideration and zoning around most of the

interchanges and key opportunity sites (undeveloped land between the new and existing Highway 104) is mostly Rural Development. While this zone permits very limited commercial development, the Strategy as it is now written allows the rezoning to almost any use, without articulating a vision for this area.

While the Fringe Plan is currently undergoing a comprehensive review, given the advanced stage of construction of the By-pass and the interest expressed by commercial developers, Planning Staff were directed to develop comprehensive land use policy for the area around the By-pass and the interchanges assuming a primarily commercial focus for development. Over the last number of months the Antigonish Fringe Area Advisory Committee has been working on this proposed policy with the intention of encouraging new commercial development that is attractive, built closer to the street and is suitable in a gateway context, given that the exits and roads leading into the Town form a visitor's first impression of the community.

The new commercial policy will fit into the existing Fringe Plan. The current Commercial chapter in the Municipal Planning Strategy would be replaced by a new one that emphasizes gateway development. In the Land Use By-law The Gateway Commercial Zone replaces the existing Highway Commercial Zone and the Local Commercial Zone replaces the Commercial Zone. The new Gateway Commercial Zone contains most of the new commercial requirements because it covers land intended for development around the By-pass and its interchanges. Additions to the Definition and Signs sections of the Land Use By-law are also included.

Key Changes:

General

- Create Commercial Designation on Generalized Future Land Use Map and apply it to certain properties around interchanges. Permit rezonings to commercial only within this Designation. Rezoning would not occur until all requirements are met;
- Prohibit off-site signage in Plan Area (referring to signs not related to a business or use located on the lot or premises);
- Maximum height of new signs is now 16 feet from base to tip.

Local Commercial (LC-2) Zone (Replacing Commercial (C-1) Zone):

- Display courts, indoor recreation centres and warehousing/distribution facilities now permitted.

Gateway Commercial (GC-1) Zone (Replacing Highway Commercial (HC-1) Zone):

- Campgrounds and forestry related uses are no longer permitted, farm markets are now permitted;
- Reduced side and rear yard setback requirements to encourage development closer to street;
- All new development in this zone is now subject to the site plan approval process ensuring an attractive development. Developers have to submit a very detailed lot and building plan which will be evaluated to ensure that:
 - Landscaping at least 5 feet in height and a grassy buffer 20 feet wide is installed along lot line where commercial use abuts a residential property or new Highway 104;
 - A planting strip at least 10 feet wide is provided along entire frontage of property;
 - Existing vegetation where possible and practical is retained to minimize impact on neighbours;
 - No outdoor storage of equipment or material not for sale occurs in the front yard of the property. Any storage elsewhere is contained within a fenced and screened storage area and is not visible from any public road or adjacent lot;
 - Loading facilities are located at the rear of the main structure;
 - Parking and loading facilities are designed to minimize any adverse impacts on surrounding properties;
 - The main building, where possible, is located at the front of the lot;
 - Proposed walkways and other pedestrian accesses are located and designed so as to encourage pedestrian traffic from other properties and laid out to effectively connect with off-site sidewalks or paths;
 - Outdoor lighting is designed to light essential areas with a minimum amount of light directed at or spilled onto neighbouring properties;

- Acceptable storm and surface water protection plans are provided;
- The development addresses any additional criteria as may be specified in a gateway strategy to be adopted in the future.

Conclusion:

Planning Staff are recommending that Council adopt these proposed amendments to assume greater control over the type and appearance of development in the areas around the By-pass and its interchanges, given the strategic and economic importance of these lands. It is important that rules be put in place to maximize the potential of the area by permitting only uses that are appropriate in a highway commercial setting and that development standards promote an attractive streetscape that presents a positive impression to drivers who are entering the community from the highway. It is the opinion of Planning Staff that these policies do not unduly restrict commercial development in the area.

The Town, County and Antigonish Regional Development Agency are also looking to establish a gateway strategy for the highway areas that will likely suggest more comprehensive aesthetic and design requirements for buildings, lands and roads in the areas. The Request for Proposals establishes a February 2011 tentative completion of this strategy, and any new guidelines can be applied to the site plan requirements in the Land Use By-law. With the adoption of the amended commercial policies, the overall review of the Antigonish Fringe Plan will continue and proceed to address other land use planning issues. It is the expectation that the commercial policies now being adopted will slide into the new comprehensive plan when it is completed, however the Committee will have the opportunity to review the commercial policies at that time to ensure they continue to meet the goals of the Municipality.

A BY-LAW TO AMEND THE ANTIGONISH FRINGE MUNICIPAL PLANNING STRATEGY

The Antigonish Fringe Municipal Planning Strategy is hereby amended by:

- ▶ Removing the text and policy from the “Commercial” chapter and replacing it with the attached document entitled “Commercial Development.”
- ▶ Changing the designation of properties on the Generalized Future Land Use Map (see Appendix ‘A’) to reflect the new Commercial and Residential Designations.

This is to certify that the By-law, of which this is a true copy, was duly passed at a duly called meeting of the Council for the Municipality of the County of Antigonish on _____, 2010.

Given under the hand of the Chief Administrative Officer and under the corporate seal of the said Municipality this ____ day of _____, 2010.

Alan J. Bond
Chief Administrative Officer

A BY-LAW TO AMEND THE ANTIGONISH FRINGE LAND USE BY-LAW

The Antigonish Fringe Land Use By-law is hereby amended by:

- ▶ In Part 6, Section 3 (“Signs Prohibited in All Zones”) inserting at the end the following subclause:
 - (i) **Signs not related to any business or use located on the lot or premises.**
- ▶ In Part 18 (“Definitions”) inserting after “22. Existing” the following subclause:
 - **22A Farm Market means a building in which farm produce comprises the major portion of goods offered or kept for sale directly to the public at retail value.**
- ▶ In Part 12 deleting the section entitled “Commercial (C-1) Zone” and replacing it with the attached document entitled “**Gateway Commercial (GC-1) Zone.**”
- ▶ In Part 13 deleting the section entitled “Highway Commercial (HC-1) Zone” and replacing it with the attached document entitled “**Local Commercial (LC-2) Zone.**”
- ▶ Rezoning the properties as indicated on the attached Zoning Map (Appendix ‘B’).

This is to certify that the By-law, of which this is a true copy, was duly passed at a duly called meeting of the Council for the Municipality of the County of Antigonish on _____, 2010.

Given under the hand of the Chief Administrative Officer and under the corporate seal of the said Municipality this ____ day of _____, 2010.

Alan J. Bond
Chief Administrative Officer

COMMERCIAL DEVELOPMENT

Commercial growth in the Antigonish Fringe area has traditionally occurred along the highways leading into the Town of Antigonish. The businesses, in general, provide goods and services that are of a type and nature where a highway location provides visual exposure to the motoring public. Currently, concentrations of commercial activity in the Planning Area exist on Highway 4 just east of Greenwold and two areas on the Trans Canada Highway 104; one just west of the Town and the other roughly two kilometres east. There are also a number of existing residences located in these commercial areas. Several commercial businesses are also scattered elsewhere in the planning area, particularly in the Sylvan Valley neighbourhood north of the Town and along the Highway 7 corridor south of the Town.

With the development of the Highway 104 By-pass around the Town of Antigonish, under construction as of the writing of this Plan, Council anticipates significant opportunities for future commercial development near the new highway interchanges. This development and existing large format retail development on the original Trans-Canada Highway approaches into the Town serve a regional client base as well as the passing tourist trade. Other businesses located throughout the rest of the Planning Area are for the most part smaller and unobtrusive in that they do not create serious land use conflicts with adjacent properties. These businesses provide important services to residents in the area who would otherwise be required to come into Town. It is Council's intention to designate existing and anticipated future commercial development as "Commercial" on the Generalized Future Land Use Map. Areas to be designated Commercial include existing commercial development along Highway 104 east and west of the Town as well as some lands around the future interchanges of the new by-pass. Council has identified these areas as favourable for future development and the Commercial Designation is intended to encourage new businesses to locate there. This will help ensure that commercial growth is directed to appropriate areas so as not to conflict with existing Residential neighbourhoods.

Policy 9(a) It shall be the policy of Council to designate lands Commercial as illustrated on the Generalized Future Land Use Map to encompass existing commercial development and anticipated future commercial development.

Gateway Commercial

The largest expanse of existing commercial development in the Plan Area is along the Post Road corridor west of the Town of Antigonish. This area consists of several large format retailers (including Wal-Mart, Atlantic Superstore and Staples) and a number of gas stations, shops and restaurants and acts as a regional magnet drawing shoppers from a large geographic area as well as passing motorists. Roughly two kilometres east of the Town along the original Highway 104 is another cluster of commercial development. These developments are characterized by a heavy dependence on automobile access and off-street parking, large setbacks from the highway and are generally heavy traffic generators. By nature of location, these commercial areas are very visible to travelers and

when the Highway 104 By-pass is completed around the Town, the remnant 104 route will become an important access and gateway to the Town of Antigonish.

Given the unique characteristics, issues and opportunities regarding such development, it is the intention of Council to create the Gateway Commercial (GC-1) Zone within the Commercial designation to incorporate all highway oriented commercial development along the present Highway 104 corridor. While the lands designated Commercial on the Generalized Future Land Use Map encompass all developed commercial lands in the Plan Area, including along the existing Highway 104 corridor, they also include a quantity of currently undeveloped land, usually near the By-pass interchanges. Initially however, the Gateway Commercial Zone will cover those properties currently used for or committed to highway oriented development. It is Council's intention that future highway oriented commercial development be directed to lands designated Commercial and that Council maintain control over the size, use and nature of the developments through the rezoning process.

Council recognizes the economic benefits continued commercial development in the gateway area brings to the County and the region. While the Town and County of Antigonish are separate municipal units they are closely integrated in many ways and as such it is Council's desire that such development not detract from existing small-scale commercial development in the Town's downtown core. Instead the highway oriented commercial development would ideally complement the existing regional retail picture and satisfy retail and business needs that the core is ill suited to meet. There are a number of issues Council would like to see addressed to ensure such development is of maximal benefit. The most significant of these are access, traffic and visual amenity (in particular with regards to the gateway function of the highways).

The commercial areas along the Trans-Canada Highway are operationally dependent on the proximity and access to the highway and currently experience a high volume of traffic, and congestion near frequently visited sites may impede the primary function of the route. Also, a potentially dangerous situation is created when there are numerous entrances and exits off the highway which increase the potential for collisions. While construction of the By-pass will remove some of the traffic from the remnant Highway 104, the highway will still serve as an arterial access route for the County and Town and Council will support development that preserves the arterial nature of the road. It is Council's intention to address traffic and access concerns by allowing commercial uses only on larger sized lots. Additionally, the Department of Transportation will retain control over this highway and has established guidelines covering driveway access on that highway and the approaches to the intersections. These guidelines prohibit highway entrances near interchanges and signalized intersections and restrict driveway access along the remainder of the road to every 100 metres (see Appendix "?" for a visual depiction of the guidelines), and are intended to improve traffic flow, maintain the functional integrity of the interchanges and maintain vehicular safety. Supplementing the lot size requirements, the Department's regulations act to keep the number of entrances and exits to a minimum off the Trans-Canada Highway.

While the highway gateway commercial areas on Post Road and the existing 104 serve many of the retail needs of the region they also serve as a vital gateway into the Town of Antigonish and it is Council's goal to enhance the visual linkage between this area and

the central business district. Concerns have been raised in the community that the gateway commercial area has a very utilitarian appearance that is unfriendly to pedestrians and rather unattractive to visitors driving into or through the Town (though a sidewalk under construction in the Post Road corridor does improve access). It is therefore Council's intention that in addition to lot size and access requirements in the Gateway Commercial Zone, design guidelines be established for new highway commercial type development and renovations of existing development. Through the use of the site plan approval process, Council will establish landscaping, buffering, signage, storage, design and lighting requirements. In the event that Council decides to adopt a gateway strategy for these areas in the future, any additional requirements contained within that strategy will be incorporated within the Gateway Commercial Zone requirements.

Policy 9(b) It shall be the policy of Council to establish within the Land Use By-law a "Gateway Commercial" (GC-1) Zone within the Commercial Designation and to permit within this zone the following and similar types of uses; retail stores (including farm markets), business and professional offices, restaurants, hotels and motels, tourist establishments, automobile sales and service establishments, personal service establishments, building supplies and lumber outlets, display courts (including swimming pools, prefabricated cottages and mini homes), boat, trailer and snowmobile sales and rentals, garden and nursery supplies (including greenhouses), indoor recreation establishments, clubs (whether fraternal or for profit), churches and religious institutions, medical clinics, animal hospitals and veterinary establishments, funeral homes, institutional uses, tourist information centres and existing residential uses.

Policy 9(c) It shall be the policy of Council to require that in addition to lot requirements contained in the Land Use By-law for the Gateway Commercial (GC-1) Zone, all new development must comply with the Access Management Strategy of the Department of Transportation concerning the Highway 104 By-pass.

Policy 9(d) It shall be the policy of Council to establish within the Gateway Commercial (GC-1) Zone site plan approval requirements regarding landscaping, buffering, pedestrian and vehicular access, outdoor storage, lighting, parking and erosion/stormwater control.

Policy 9(e) It shall be the policy of Council to permit rezonings to the Gateway Commercial (GC-1) Zone in areas designated Commercial subject to the following criteria:

- a) the proposed development is compatible with adjacent uses with respect to scale and use;***
- b) the location of the proposed development does not create any major traffic problems;***

- c) *the lot on which the proposed development is sited is adequately served by a centralized sewer system and/or centralized water system or if on-site services are to be used, these services are adequate for the GC-1 Zone;*
- d) *the proposal conforms to the site plan approval criteria expressed in the Land Use By-law;*
- e) *the proposal conforms to any goals and policies expressed in any gateway strategy Council may wish to adopt and which applies to the given property;*
- f) *the proposal meets the implementation criteria listed in Policy 31(a).*

Local Commercial

Aside from the large scale commercial development located in the Trans-Canada Highway gateway corridor there are several other commercial developments located throughout the Plan Area. These are clustered around the intersection of Highway 4 and Beech Hill Road, with others located on Highway 245 in Sylvan Valley, Highway 7 south of the Town and in a number of other locations. It is Council's intention to zone these areas (as represented in the Zoning Map) as Local Commercial (LC-2).

Unlike highway commercial uses, which are located in areas of high traffic and attract a regional clientele, local commercial uses elsewhere in the County usually consist of small operations on smaller lots and attracting a more local client base. With some population growth in the Plan Area expected in the future as services extend, it is anticipated that some commercial growth will occur as well. Many existing commercial establishments are located adjacent to residential areas and while they are usually unobtrusive, Council would like to ensure that businesses in these areas respect the primarily residential character of the area. As such, higher impact uses such as new automobile sales and service establishments will only be permitted by development agreement, ensuring Council has a greater degree of control over the development. Furthermore, in order to protect adjacent residential uses, it is desirable to buffer the two land uses, and as such, landscaping requirements will be set out in the Land Use By-law.

Policy 9(f): It shall be the policy of Council to establish within the Land Use By-law a "Local Commercial" (LC-2) Zone within the Commercial Designation and to permit within this zone the following and similar types of uses; retail stores, business and professional offices, restaurants, hotels and motels, tourist establishments, building supplies and lumber outlets, warehousing and distribution facilities, display courts (including swimming pools, prefabricated cottages and mini homes), boat, trailer and snowmobile sales and rentals, garden and nursery supplies (including greenhouses), indoor recreation establishments, clubs (whether fraternal or for profit), churches and religious institutions, medical clinics, animal hospitals and veterinary establishments, funeral homes, institutional uses, residential uses within the same building as

ground level commercial uses and uses permitted in the Residential (R-1) Zone, subject to the requirements of that zone.

Policy 9(g) *It shall be the policy of Council to permit rezonings to the Local Commercial” (LC-2) Zone in areas designated Residential and Commercial subject to the following criteria:*

- a) the proposed development is compatible with adjacent residential uses with respect to scale and use;*
- b) the location of the proposed development does not create any major traffic problems;*
- c) the lot on which the proposed development is sited is adequately served by a centralized sewer system and/or centralized water system or if on-site services are to be used, these services are adequate for the LC-2 Zone;*
- d) the proposal meets the implementation criteria listed in Policy 31(a).*

Policy 9(h) *It shall be the policy of Council to consider approval of automobile sales and service establishments within the Local Commercial” (LC-2) Zone according to the development agreement provisions of the Municipal Government Act (c. 8, s. 225). In considering such an agreement, Council shall have regard to the following:*

- a) the proposed use meets the LC-2 Zone requirements;*
- b) the height, bulk lot coverage, use and appearance of any buildings are compatible with adjacent land uses;*
- c) consideration is given to building design and the provision of barriers, berms, fences and/or landscaping as part of the development to minimize effects on adjacent land uses;*
- d) the parking and storage areas on each site are of sufficient size to satisfy the needs of the particular development; that they are well designed and properly related to the building, landscaped areas and adjacent public streets;*
- e) the proposal is consistent with the evaluation criteria for development agreements, Policy 28 (b).*

Signs

Commercial signage is necessary for many businesses to attract potential customers. Indeed, advertising gives excellent exposure for relatively little cost to business operators. Highway signs in particular are an effective way to promote business in the area because of their visibility to the motoring public.

While Council recognizes the importance of signs and their role in promoting business in the area, the Municipality is concerned that the first impression to travelers on the

highways be a positive one. Signs that are too big, too tall, too numerous or too close to one another compete with each other for the travellers' attention. Similarly, signs that are ill-shaped, made of garish materials or use gimmicks are unattractive. Attractive signs that enhance the surrounding area project a positive image for Antigonish Town and County. To this end, it is Council's intention to establish guidelines for commercial signage in the Land Use By-law regulating the size, type and location of signs in the Planning Area.

With new Highway 104 by-passing the Town and much of the commercial area, there is concern that local businesses may lose much of their visibility. It is Council's intention that an important balance be struck between maintaining an attractive entrance to the community and minimizing the impacts of a possible decrease in traffic resulting from the opening of the By-pass. One area of concern for the Municipality is the presence of signs, often in poor repair, which advertise businesses located off-premises. These signs contribute to visual clutter in the area and are not appropriate in a scenic rural high traffic area. The Municipality would also like to work with the Department of Transportation to restrict off-site signage from its right-of-way and to investigate erecting standardized signs at strategic locations around interchanges advertising tourist and commercial amenities. This has been done on 100-series highways elsewhere in Nova Scotia and helps give local establishments some visibility while maintaining a visually clean and attractive roadway.

Policy 10(a): It shall be the policy of Council to establish requirements in the Land Use By-law provisions for signs in order to ensure an attractive visual environment in the Planning Area. The Land Use By-law shall therefore contain provisions regarding size, height, type, placement, number and illumination of signs in the Planning Area.

Policy 10(b): It shall be the policy of Council to prohibit in all zones signs not related to any business or use located on the given lot or premises.

Policy 10(c): It shall be the intention of Council to encourage the Department of Transportation to remove signs in contravention to Policy 10(b) from provincial highway right-of-ways and to install standardized signage in strategic locations near intersections advertising local tourist and commercial amenities.

Part 12

Gateway Commercial (GC-1) Zone

GC-1 Zone Permitted Uses

- 1) No Development Permit shall be issued in a Gateway Commercial (GC-1) Zone except for one or more of the following uses:
 - animal hospitals and veterinary establishments
 - automobile sales and service establishments
 - boat, trailer and snowmobile sales and rentals
 - building supplies, agriculture supplies and lumber outlets
 - business and professional offices
 - churches and religious institutions
 - clubs (whether fraternal or for profit)
 - commercial schools
 - display courts (including swimming pools, prefabricated cottages and mini homes)
 - existing residential uses.
 - Farm markets
 - funeral homes
 - garden and nursery supplies (including greenhouses)
 - hotels and motels
 - indoor recreation establishments
 - institutional uses
 - licensed liquor establishments
 - medical clinics
 - personal service shops
 - restaurants
 - retail stores
 - taxi and bus stations
 - tourist establishments (including visitor information centres)

GC-1 Zone Lot Requirements

- 2) In any Gateway Commercial (GC-1) Zone, no Development Permit shall be issued except in conformity with the following requirements:

Serviced (Sewer and water)

Minimum Lot Frontage 150 ft [45.7 m]

Minimum Lot Area 40,000 ft² [3,716 m²]

Minimum Front Yard 10 ft [3.0 m]

Minimum Rear Yard	40 ft [12.2 m]
Minimum Side Yard	10 ft [3.0 m]
Maximum Height	35 ft [10.7 m]

Special Provision- Road Access

- 3) Notwithstanding the frontage requirements expressed in Subsection (2), driveway access to any road in the GC-1 Zone shall conform to the access standards expressed in the Department of Transportation's Access Management Strategy for Highway 104.

Special Provision- Site Plan Approval

- 4) No development permit for new structures or additions shall be issued in a GC-1 Zone unless a Site Plan has been approved by the Development Officer.
- 5) The following evaluation criteria shall apply to any development undertaken pursuant to Section (4):
 - a) That landscaping of not less than five (5) feet [1.5 m] in height and a twenty (20) foot [6.1 m] wide grassy landscaped buffer be installed and maintained along the common lot line where the commercial use abuts an existing residential use or the new Highway 104 right-of-way;
 - b) a planting strip of not less than 10 feet [3.0 m] is provided along the entire frontage of the property save and except the location of a driveway not exceeding 20 feet [6.1 m] in width;
 - c) that the existing vegetation, where possible and deemed practical, be retained so as to lessen and reduce any adverse impact on abutting properties or the surrounding neighbourhood;
 - d) that natural and landscaped buffering be installed where the commercial use abuts the Highway 104 By-pass so as to maintain the visual integrity of the landscape for passing motorists;
 - e) that any outdoor storage of equipment or material not for sale not be located in the front yard of any property and otherwise shall be contained within a fenced and screened storage area and shall not be visible from any public road or adjacent lot;
 - f) that loading facilities are located at the rear of the main structure;
 - g) that the parking and loading facilities are designed so as to minimize any adverse impact on surrounding properties;
 - h) that the main building, where possible, is located at the front of the lot;
 - i) that the proposed walkways and other pedestrian access be located and designed so as to encourage pedestrian traffic flow from other properties and be laid out to effectively connect with off-site sidewalks or paths;

- j) that the type and location of outdoor lighting is designed to light the structure, driveways and any pedestrian access with minimum light directed at or spilled onto neighbouring properties;
 - k) that storm and surface water protection plans are provided;
 - l) any other evaluation criteria as may be specified in any gateway strategy Council adopts and which applies to the given area.
- 6) A Site Plan prepared in accordance with Sections (4) and (5) shall indicate:
- a) the location of existing or proposed structures on the site;
 - b) the location of existing or proposed off-street parking or loading facilities;
 - c) the location and width of existing and proposed driveway accesses to public roads;
 - d) the type, location and height of any walls, fences, hedges, trees, shrubs or groundcover as well as any retained natural vegetation;
 - e) any existing and proposed grade alteration and/or any storm or surface water control infrastructure;
 - f) the location of existing and proposed walkways and the type of surfacing material;
 - g) the type and location of existing and proposed outdoor lighting;
 - h) the location and type of any facilities and enclosures for the storage of garbage and other waste materials;
 - i) the location of existing and proposed easements;
 - j) the type, number and size of existing and proposed signs and sign structures.
- 7) The process for granting the Site Plan Approval follows the same process as the Variance Procedure subject to Section 236 of the *Municipal Government Act*.

C-2 Zone Permitted Uses

- 1) No Development Permit shall be issued in a Local Commercial (LC-2) Zone except for one or more of the following uses:
 - animal hospitals and veterinary establishments
 - banks and financial institutions
 - bed and breakfast establishments
 - boarding houses and guest houses
 - boat, trailer and snowmobile sales and rentals
 - building supplies and lumber outlets
 - business and professional offices
 - campgrounds
 - churches and religious institutions
 - clubs (whether fraternal or for profit)
 - commercial schools
 - display courts (including swimming pools, prefabricated cottages and mini homes)
 - existing automobile sales and automobile service establishments
 - funeral homes
 - garden and nursery supplies (including greenhouses)
 - hotels and motels
 - indoor recreation establishments
 - institutional uses
 - licensed liquor establishments
 - medical clinics
 - personal service shops
 - restaurants
 - residential uses within the same building as ground level commercial uses
 - retail stores
 - taxi and bus stations
 - tourist establishments
 - warehousing and distribution facilities
 - uses permitted in the Residential (R-1) Zone, subject to the requirements of the R-1 Zone

LC-2 Zone Lot Requirements

- 2) In any General Commercial (LC-2) Zone, no Development Permit shall be issued except in conformity with the following requirements:

	Serviced (sewer and water)	One service	Unserviced
Minimum Lot Frontage	50 ft [15.2 m]	72 ft [21.9 m]	100 ft [30.5 m]
Minimum Lot Area	5,000 ft ² [464.5 m ²]	12,000 ft ² [1114.8 m ²]	20,000ft ² [1,858 m ²]
Minimum Front Yard	N/A	N/A	N/A
Minimum Rear Yard	20 ft [6.1 m]	20 ft [6.1 m]	20 ft [6.1 m]
Minimum Side Yard	4 ft [1.2 m]	4 ft [1.2 m]	4 ft [1.2 m]
Maximum Height	35 ft [10.7 m]	35 ft [10.7 m]	35 ft [10.7 m]

Special Provision- New Automobile Sales and Service Establishments

- 3) New automobile sales and service establishments shall be permitted subject to the requirements of the Development Agreement Provisions of the Municipal Government Act and Policies 9(h) and 28(b) of the Municipal Planning Strategy.

Special Provision- Landscaping

- 4) Where a new commercial use abuts an existing residential use, landscaping of not less than five (5) feet [1.5 m] in height along the shared boundary shall be maintained.

[New text and policy in Part 6 (Signs) in LUB (pp. 27-9)]

Add to Section 3 (Signs Prohibited in All Zones):

i) Signs not related to any business or use located on the lot or premises.

Add to Section 4 (Ground Signs)

(e) Exceed sixteen (16) feet [4.9 meters] in height measured from the base to the tip of the sign.

[New text and policy in Part 18 (Definitions) in LUB (p. 55)]

22A **Farm Market** means a building in which farm produce comprises the major portion of goods offered or kept for sale directly to the public at retail value.