

November 2, 2007

**TOWN COME BY CHANCE  
DEVELOPMENT REGULATIONS AMENDMENT NO. 1, 2007**

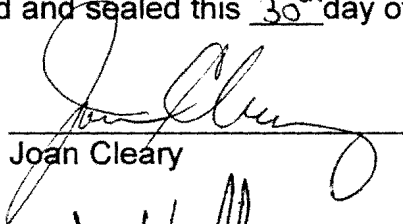
**URBAN AND RURAL PLANNING ACT  
RESOLUTION TO ADOPT  
TOWN OF COME BY CHANCE  
DEVELOPMENT REGULATIONS AMENDMENT NO. 1, 2007**

Under the authority of Section 16 of the *Urban and Rural Planning Act 2000*, the Town Council of Come By Chance adopts the Come By Chance Development Regulations Amendment No. 1, 2007.

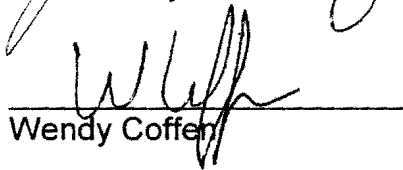
Adopted by the Town Council of Come By Chance on the 7<sup>th</sup> day of NOV, 2007.

Signed and sealed this 30<sup>th</sup> day of NOV, 2007.

Mayor:

  
\_\_\_\_\_  
Joan Cleary

Clerk:

  
\_\_\_\_\_  
Wendy Coffey

**CANADIAN INSTITUTE OF PLANNERS CERTIFICATION**

I certify that the attached Development Regulations Amendment No. 1, 2007 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act*.

MCIP:



**URBAN AND RURAL PLANNING ACT  
RESOLUTION TO APPROVE  
TOWN OF COME BY CHANCE  
DEVELOPMENT REGULATIONS AMENDMENT NO. 1, 2007**

Under the authority of section 16, section 17 and section 18 of the *Urban and Rural Planning Act 2000*, the Town Council of Come By Chance

- a) adopted the Come By Chance Development Regulations Amendment No. 1, 2007 on the 7<sup>th</sup> day of Nov, 2007.
- b) gave notice of the adoption of the Come By Chance Development Regulations Amendment No. 1, 2007 by advertisement inserted on the 13<sup>th</sup> day of Nov, 2007 and the 19<sup>th</sup> day of Nov, 2007 in the Packet newspaper.
- c) set the 29<sup>th</sup> day of Nov, 2007 at 7:30 p.m. at the Town Hall, Come By Chance for the holding of a public hearing to consider objections and submissions.

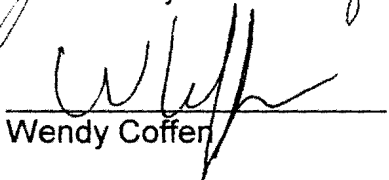
Now under section 23 of the *Urban and Rural Planning Act 2000*, on the 30<sup>th</sup> day of November, 2007 the Town Council of Come By Chance approves the Come By Chance Development Regulations Amendment No.1, 2007.

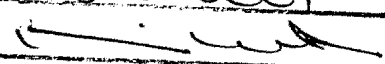
SIGNED AND SEALED this 30<sup>th</sup> day of Nov, 2007

Mayor:

  
Joan Cleary

Clerk:

  
Wendy Coffey

Development Regulations/Amendment
<b>REGISTERED</b>
Number <u>1135-2007-002</u>
Date <u>20 Dec. 2007</u>
Signature 

**TOWN OF COME BY CHANCE  
DEVELOPMENT REGULATIONS AMENDMENT NO. 1, 2007**

**BACKGROUND**

This amendment is designed to comply with Municipal Plan Amendment No. 1, 2007.

**PUBLIC CONSULTATION**

The Municipal Plan Amendment No. 1, 2007 process for public consultation was followed.

**THE AMENDMENT**

1. Land Use Zoning Maps 1 and 2 are amended as shown on the attached plans.
2. The Permitted Use Classes of the Industrial General Zone is amended by adding Transportation as a Permitted Use, so that the amended list of the permitted uses is as follows:
  - ▶ Apartment (see Condition 2)
  - ▶ General Industry
  - ▶ Light Industry
  - ▶ Office
  - ▶ Service Station (see Condition 8)
  - ▶ Transportation (see Condition 13)
3. Condition 13 – Transportation Uses – is added to the conditions for the Industrial General Zone, AND THIS STATES:

**“13. Transportation Uses**  
Permitted transportation uses shall include a wharves and docks and associated facilities along with other transportation uses. A marine terminal erected in this zone shall be capable of handling vessels greater up to or greater than 25,000 DWT.”
4. Schedule C - Use Zone Tables is amended by adding a new zone - TRANSPORTATION CORRIDOR – WHICH STATES:

**“USE ZONE TABLE**

ZONE TITLE	TRANSPORTATION CORRIDOR (TC)	(Come By Chance)
Permitted Use Classes - (see Regulation 93)		
Conservation and Public Utilities and Services and Roads		

DISCRETIONARY USE CLASSES - (see Regulations 12 Part II and 94)

Antenna, Mineral Exploration, Mineral Working, Recreational Open Space

Refer to ***Come By Chance Municipal Plan*** Section 3.31 *General Development Policies*, and Section 3.3.11 - *Transportation Corridor*.

#### Conditions

1. Conditions are as determined by the Authority in consultation with the appropriate authorities, including the Department of Transportation and Works.
2. Where the Transportation Corridor leaves the Trans Canada Highway to serve the Oil Refinery site, then development within this corridor can only take place after consultation with the owners or operators or their agents of the Newfoundland and Labrador Refining Corporation or their successors – along with other relevant authorities.”