

TOWN OF BOTWOOD MUNICIPAL PLAN

In effect: November 14, 2008

(Date of publication in Newfoundland and Labrador Gazette)

**IMPORTANT: To see if there were any changes to
this plan since it came into effect, please refer to:**

List of Municipal Plan Amendments

March 29, 2008

TOWN OF BOTWOOD

MUNICIPAL PLAN

1993 - 2003

MUNICIPAL PLAN AMENDMENT NO. 9, 2008
Consolidation of Amendments & Updating of References

**URBAN AND RURAL PLANNING ACT
RESOLUTION TO APPROVE
TOWN OF BOTWOOD
MUNICIPAL PLAN AMENDMENT NO. 9, 2008**

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

- a) adopted the Botwood Municipal Plan Amendment No. 9, 2008 on the 11 day of June, 2008.
- b) gave notice of the adoption of the Botwood Municipal Plan Amendment No. 9, 2008 by advertisement inserted on the 21 day of August, 2008 and the 28 day of August, 2008 in the Grand Falls Advertiser.
- c) set the 8 day of Sept. at 7:30 p.m. at the Town Hall, Botwood for the holding of a public hearing to consider objections and submissions.

Now under section 23 of the *Urban and Rural Planning Act 2000*, the Town Council of Botwood approves the Botwood Municipal Plan Amendment No. 9, 2008 on the 24 day of September, 2008.

SIGNED AND SEALED this 25 day of September, 2008

Mayor:


Jerry Dean

Clerk:


Audrey Rowsell

Municipal Plan/Amendment	
REGISTERED	
Number	<u>550-2008 004</u>
Date	<u>Nov. 4. 2008</u>
Signature	<u>Coun'Davis</u>

**URBAN AND RURAL PLANNING ACT
RESOLUTION TO ADOPT
TOWN OF BOTWOOD MUNICIPAL PLAN AMENDMENT NO. 9, 2008**

Under the authority of Section 16 of the *Urban and Rural Planning Act 2000*, the Town Council of Botwood adopts the Botwood Municipal Plan Amendment No. 9, 2008.

Adopted by the Town Council of Botwood on the 11 day of June, 2008.

Signed and sealed this 25 day of September, 2008.

Mayor:


Jerry Dean

Clerk:

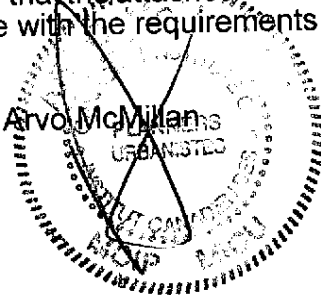

Audrey Rowsell

CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

I certify that the attached Municipal Plan Amendment No. 9, 2008 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act*.

MCIP:

Arvo McMillan



**Town of Botwood
Municipal Plan Amendment No. 9, 2008**

BACKGROUND

This municipal plan amendment is designed to create a version of the 1993 - 2003 Municipal Plan which:

- a) incorporates all text and map amendments up to and including Municipal Plan Amendment No. 8, 2007;
- b) updates the provincial department and agency names and policy references in the Municipal Plan;
- c) makes minor adjustments in the wording and ordering of certain sections as needed.

The Introduction and Sections 1 and 3 – Goals and Objectives, and, Implementation – of the Municipal Plan are not amended except for departmental name changes and changes required to reflect the Urban and Rural Planning Act 2000. The capital works are deleted since they are out of date.

PUBLIC CONSULTATION

This amendment was advertised in the March 13th and 17th 2008 editions of the Grand Falls Advertiser for a public briefing scheduled for March 20th, 2008. This briefing was cancelled due to the lack of written representations.

THE AMENDMENT

- 1. Future Land Use Maps 2.1 and 2.2 resulting from Municipal Plan Amendment No. 7, 2007 are amended by including the map changes brought about by Municipal Plan Amendment No. 8, 2007 as shown on the attached plans.
- 2. Municipal Plan 1993 - 2003 is replaced with the revised text as set out in this amendment.

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INTRODUCTION

This Municipal Plan has been prepared following a comprehensive review of the Botwood Municipal Plan, 1984 - 1994, and is intended to replace the previous Plan. It expresses the policies which Council wishes to put in to effect for the 1993 - 2003 planning period. The Plan has been designed to guide development throughout the Botwood Planning Area and therefore contains policies to be applied to both developed and rural portions.

All relevant planning issues as required under the Urban and Rural Planning Act have been addressed, including a survey and study of land use, population growth, economic base of the planning area, its present and future transportation and communication needs, public services and social services.

The supporting information and analysis resulting from the Municipal Plan Review, and therefore the rationale behind the new Municipal Plan, is presented in the accompanying Background Report, entitled "Town of Botwood, Municipal Plan Review, 1992". [The Report is available from the Town and at the Urban and Rural Planning Division, Department of Municipal Affairs].

The Municipal Plan has been prepared to accommodate all development anticipated during the 1993 - 2003 planning period. Unexpected major changes in economic conditions however, may necessitate Plan amendments being considered by Council. If this becomes necessary, amendments will be prepared and given a full evaluation under section 26 of the Urban and Rural Planning Act.

The Botwood Municipal Plan 1993 - 2003 has been prepared in three sections:

- Goals and Objectives
- Land Use Policies
- Implementation Program

The Goals and Objectives section contains the overall development goals which Council wishes to achieve for Botwood in the long term. Also included are the objectives through which the municipality can move towards fulfilment of its goals during the 1993 - 2003 planning period.

The Land Use Policy section relates specifically to the use of land throughout the Planning area, including the distribution of land uses and the conditions under which development will be permitted.

The Implementation section deals with the methods through which Council intends to implement the Municipal Plan. It includes a public works program and statements concerning the effective administration of the Plan and Land Use Zoning Regulations.

1.0 GOALS AND OBJECTIVES

Council has established a number of goals and objectives relevant to the Botwood Municipal Planning Area. A goal is a desired state over the long range which may not necessarily be attained during the planning period. An objective, on the other hand, is an action which is attainable during the planning period and which will contribute towards achieving the goal.

Many of the following goals and objectives relate to the use of land, although not exclusively so. They deal with such issues as growth structure of the municipality, economic opportunities and environmental quality. By contrast, the land use policies in Section 2 deal exclusively with the use of land including land use maps of the planning area.

Following are the goals and objectives to be pursued by Council during the 1993 - 2003 planning period.

1.1 *Physical Structure*

Goal:

TO PERMIT A GROWTH STRUCTURE FOR BOTWOOD WHICH WILL ENSURE LAND USE COMPATIBILITY, ORDERLY DEVELOPMENT AND THE ECONOMIC USE OF MUNICIPAL SERVICES.

Objectives:

To prevent any further expansion of the Town through strip development along the two highways leading into the municipality, except as provided for in this Plan [e.g., through Rural Development policies].

To support the Water Street/Commonwealth Drive commercial area as the central shopping area for the municipality. Retail uses permitted in the new commercial area off the Central Access Road should not be detrimental to those uses established in the Water Street area.

To minimize backlot development and to ensure that such development will not place future servicing burdens upon the municipality.

To prevent further development in sections of the municipality which cannot be economically provided with municipal services [except for development permitted in Rural areas on private services].

To allocate land for future development on the basis of its best use considering its physical characteristics and location.

1.2 Economic Opportunities

Goal:

TO STIMULATE THE DEVELOPMENT OF ADDITIONAL EMPLOYMENT OPPORTUNITIES WITHIN THE PLANNING AREA.

Objectives:

To support preparation of a Civic Improvement Scheme to guide future re-development of the Water Street/Commonwealth Avenue commercial area and to ensure that it will remain a viable commercial and service centre for Botwood.

To prepare a development scheme for any Industrial Park in order to evaluate all aspects of its servicing and development.

To continue to promote Botwood's potential as a service centre for the offshore oil and gas industry, and the development and improvement of port facilities in general.

To support the preparation of a tourism and development study for Botwood and environs which will address the feasibility of small business development and expansion of the tourism industry.

1.3 Municipal Services

Goal:

TO PROVIDE A FULL RANGE OF MUNICIPAL SERVICES TO BOTWOOD TO THE EXTENT THAT IS FEASIBLE.

Objectives:

To permit residential development only in areas serviced by municipal water and sewage. An exception would be residences permitted as accessory to Rural uses.

To ensure that all development not serviced by municipal water and sewage is provided with individual water supply and sewage disposal systems which meet the standards of the Departments of Government Services and Environment and Conservation.

To provide fire protection to all residences through the provision of adequate residential fire flows and fire fighting capability.

To prevent development in areas where slopes are in excess of 15%, where the capital and maintenance costs of services could be unfeasible.

To ensure that a phased approach is taken to subdivision development so that serviced areas are substantially developed before the servicing of additional land.

1.4 *Transportation*

Goal:

TO PROVIDE A SAFE AND EFFICIENT INTERNAL AND EXTERNAL TRANSPORTATION NETWORK AND SERVE BOTWOOD.

Objectives:

To undertake improvements to the municipal road system through a regular maintenance program.

To support conversion of the railway bed of the former Grand Falls Railway Line for recreational purposes.

As part of an upgrading scheme for the Botwood commercial area, to ensure that efficient circulation and parking are planned.

To provide for a direct road link between Fernwood Drive and the waterfront area set aside for industrial development. This could be established as part of a development scheme for the former hospital property, if decisions on future management of the property make such a scheme possible.

1.5 *Community and Social Services*

Goal:

TO PROVIDE COMMUNITY AND SOCIAL SERVICES WHICH WILL SERVE THE NEEDS OF ALL SOCIO-ECONOMIC AND AGE SECTORS OF THE POPULATION.

Objectives:

To ensure that a minimum of 5% of the area developed for residential subdivisions is reserved for open space recreational use, the most desirable portion of land to be determined by Council at the time of development.

To ensure that future capital and maintenance funds for recreation facilities are spent according to a long range plan for recreation in the community.

To encourage full multi-functional use of facilities within the Town [e.g., schools, churches, etc.] for social and community services.

To promote the construction of a Level 2 health care facility in the vicinity of the Chronic Care Centre.

1.6 *Environment*

Goal:

TO PROVIDE A PLEASANT AND SAFE LIVING AND WORKING ENVIRONMENT IN BOTWOOD.

Objectives:

To prohibit development in excessively marshy areas or areas liable to flooding.

To undertake a regular community clean-up program.

To provide municipal services at environmentally acceptable standards.

To ensure that the main highway entrances to Botwood present a pleasant introduction to the Town. Land uses which would not enhance entrances will not be permitted and property owners will be encouraged to maintain existing properties to a high standard.

To ensure that the scenic beauty of the area is maintained and that valuable resources such as Killick Island and scenic shoreline areas are preserved in their natural state as much as possible for the benefit of residents and tourists.

Indiscriminate cutting of wood near the built-up town or along the highways of the planning area will be discouraged.

Pollution of the Bay of Exploits and the shoreline areas by the dumping of sewage and garbage will be avoided.

To encourage the construction of sewage treatment plants for all municipalities discharging sewage into the Exploits River.

1.7 *Municipal Finance*

Goal:

TO MANAGE MUNICIPAL EXPENDITURES AND REVENUES SO AS TO PROVIDE NECESSARY MUNICIPAL SERVICES WITHIN A FRAME WORK OF LONG-TERM FINANCIAL STABILITY.

Objectives:

To manage municipal expenditures within a framework of restraint and maximum return of investment.

To set municipal taxes at a realistic level considering desired capital and operating expenditures.

To manage the municipal debt load within a realistic framework, considering the Town's ability to generate revenue and to meet its expenditures over the long term. Council will attempt to reduce its annual debt charges during the planning period with the objective that it not exceed 25% of total revenues.

To manage the municipal public works program so that the municipality can be provided with adequate services throughout the planning period.

2.0 LAND USE POLICIES

The following policies with accompanying Proposed Land Use Maps 2.1 and 2.2 constitute the land use component of the Botwood Municipal Plan 1993 - 2003. Included are all policies seen as necessary by Council to ensure that the physical development of Botwood is undertaken in an efficient and economic manner during the next ten years.

2.1 General Policies

The following policies are general in their scope in that they can be applied to more than one land use designation and to different sections of the Town of Botwood. They should therefore be read in conjunction with the more specific policies following in this section.

(1) Subdivisions

Proposed subdivision development will be subjected to a comprehensive evaluation by Council. The content of this evaluation will be detailed in the Land Use Zoning and Subdivision Regulations. The evaluation may include:

- (a) a full investigation of all physical features of the site and the resulting opportunities and constraints to development. Where possible, the layout of proposed lots and roads should complement the topography.
- (b) a demonstration of how the proposed subdivision will mesh with roads on adjacent lands and provide for future access to undeveloped lands in the area.
- (c) an investigation to ensure compatibility between the subdivision and the land uses, both existing and future, in the surrounding area. Emphasis will be on having a proper design of the subdivision to ensure a high quality living environment, including buffering from incompatible land uses such as oil storage facilities.
- (d) a close look at proposed municipal services and the capital and maintenance costs of providing these services.

(2) Subdivision Agreement

In providing a proposed subdivision, Council may require a developer to enter into a subdivision agreement with the municipality.

(3) Parkland Conveyance

A minimum of 5% of the land developed for subdivision purposes shall be dedicated to the municipality as parkland. In order to be acceptable, the land must be suitable for recreation purposes. Council may accept from the developer, in lieu of land, money equal to 5% of the value of the land to be subdivided as determined by an appraisal of the property at the date of subdivision approval.

(4) *Municipal Services*

New urban development will only be permitted in areas which will be provided with full municipal water and sewage services by the time of occupancy. Development outside urban areas must have the approval of the Departments of Government Services and/or Environment and Conservation prior to the issuance of any permits. Areas where water pressures are in doubt, e.g. where fire flows cannot be guaranteed at all times, may be excluded from development until services are upgraded.

(5) *Easements and Emergency Access*

Where land is required for utility easements or emergency access, such land shall be obtained for the appropriate agency in the course of approving subdivision or other development applications.

(6) *Soil and Drainage*

Development shall only be permitted on lands having soil and drainage conditions which are suitable to permit the proper siting and development of the proposed uses.

(7) *Building Setbacks*

Building setbacks from roads shall be provided in accordance with the zoning and subdivision regulations to preserve the right-of-way widths specified in this Plan. Such setbacks should be sufficient to allow appropriate landscaping and to permit the parking and movement of vehicles clear of any road allowance.

(8) *Parking and Loading Facilities*

Off-street parking areas and loading facilities may be provided for the applicable uses as required by implementing zoning regulations.

(9) *Development of Non-residential Uses*

As a condition of approval for the development or redevelopment of any non-residential use, the municipality may require the following provisions along that side of the lot which adjoins a non-compatible use:

- (a) increased yards,
- (b) planting strips, screenings, fencing and/or berms, and
- (c) prohibitions on parking, delivery, loading and open storage.

(10) *Access to Public Streets*

All development must front on a publicly maintained street, except as specified in section (4) of the "Residential - Infilling and Phase One" portion of the Residential Policies section in this Plan.

(11) Control of Ribbon Development

Ribbon development along the main highway leading into Botwood shall not be permitted beyond existing developed limits.

(12) Heritage Conservation

Wherever possible, Council will encourage the maintenance and preservation of areas or structures of architectural, natural or historic significance, in order to protect the historic, cultural and aesthetic character of the community and to enhance the development of a tourism industry. In this regard, Council may designate heritage structures, by making regulations under Section 248 of the *Municipalities Act* or under Section 36 of the *Urban and Rural Planning Act*. In order to facilitate the preservation of Heritage buildings, uses therein may be varied. Nonetheless, the uses shall be compatible with all applicable policies in this Municipal Plan.

(13) Waste Disposal Site Rehabilitation

- (a) Preliminary measures adopted by Council after the closure of the local waste disposal site will include:
 - (i) ensuring that all waste material is cleared from the site and disposed of in an environmentally acceptable manner, and
 - (ii) stabilization of the area and its protection from the elements by clay capping and revegetation, or by other suitable means, as specified by the Department of Environment and Conservation.
- (b) Specific conditions for rehabilitation and future use of the site will be determined by the Environmental Investigations Division of the Department of Environment and Conservation.
- (c) Agricultural uses or development involving the construction of a building foundation will not be permitted.

(14) Environmentally Sensitive Areas

- (a) Environmentally sensitive or hazardous areas, including natural drainage routes, flood plains, areas of steep terrain and unstable slopes, wetlands and shoreline frontage shall be preserved and protected in the interest of present and future public safety and well-being. No development will be permitted in such areas, except that which is necessary for reasons of public safety or protection of the natural environment [e.g. erosion control].
- (b) A protective buffer of at least 15 metres of undisturbed vegetation shall be retained along the shorelines of all water bodies. Council will consult with the Water Resources Division [Department of Environment and Conservation]

regarding any development proposal within 30 metres of a water body prior to making a decision on the application.

- (c) All development proposals involving any temporary or permanent alteration to a water body must be referred to and have prior approval of the Department of Environment and Conservation of Environment and Lands.
- (d) All development proposals within 30 metres of, or which may affect fish habitat in, the scheduled salmon rivers of Northern Arm Brook or Peter's River must be referred to Fisheries and Oceans Canada for approval.

(15) Waste Disposal Sites and Scrap Yards

All proposed waste disposal sites and scrap yards shall have prior approval of the Environmental Assessment Division of the Department of Environment and Conservation. Such developments shall be screened from public view to Council's satisfaction.

(16) Use of Railway Bed

In order to promote the conversion and use of the railway bed for recreational purposes, Council will not permit residential, commercial or other urban land uses to locate within the railway right-of-way.

2.2 Specific Policies - Land Use Designations

The land resources of the Botwood Planning Area shall be managed in accordance with the proposed land uses shown on Future Land Use Maps 2.1 and 2.2 and the land use policies contained within this Plan.

Maps 2.1 and 2.2 establish the pattern of development by dividing the Planning Area into the following land use designations:

Residential	-	Infilling and Phase one
	-	Phase Two
	-	Long Term
	-	Mobile/Mini Home
Commercial	-	General
	-	Highway
Community & Social Service		
Open Space	-	Recreation
	-	Recreation Facility
Industrial	-	General
	-	Marine

Rural Industrial Park

Comprehensive Development Area

- Transportation - Arterial Roads
- Collector roads
- Local Roads

Rural

Mixed Development

In the policies which follow, land use examples are provided within the designations to give an indication of the permitted or discretionary uses to be considered.

Permitted uses are those which satisfy the major policy objectives of the land use designation in question. In contrast, discretionary uses are those which Council only wishes to permit in selected locations within the designated area or according to selective standards. Council may wish, for example, to permit single family detached housing throughout the area designated for Residential use. It may wish, on the other hand, to be discretionary in permitting town housing or apartment buildings within the Residential area. The distinction between permitted and discretionary uses will also be incorporated into the Land Use Zoning Regulations drawn up to implement the Plan.

Residential Area Policies

There are four categories of residential land uses designated within the Planning Area.

- RESIDENTIAL - INFILLING AND PHASE ONE
- RESIDENTIAL - PHASE TWO
- RESIDENTIAL - LONG TERM
- RESIDENTIAL - MOBILE/MINI HOME

RESIDENTIAL - INFILLING AND PHASE ONE

(1) General Intent

This designation is applied to areas where first priority will be given to new residential development or to maintaining existing residential neighbourhoods. Development or redevelopment of these lands during the planning period (1993 - 2003) is seen to hold the greatest social and financial advantages to the municipality, compared with alternative locations.

(2) Uses

Single family detached and semi-detached residential uses may be permitted throughout the area designated Residential - Infilling and Phase One. Higher density (e.g., townhouse, apartment building) uses may be treated as discretionary uses. A variety of housing types

and neighbourhoods should be provided for in order to cater to different tastes and income levels. The specific types and densities of uses permitted shall be established in the Botwood Land Use Zoning and Subdivision Regulations.

Compatible recreation and community and social services uses (e.g., parks, churches and medical treatment and special care facilities and personal care homes) may be located within Residential areas, provided that:

- (a) the uses do not conflict with neighbouring uses,
- (b) the dominant uses within the area continue to be residential,
- (c) adequate pedestrian and vehicular access and on-site parking can be provided, and
- (d) in the instance of medical treatment and special care facilities and personal care homes, full municipal services are provided.

Local convenience stores and other limited commercial uses (e.g., hairdresser, home occupations) may be permitted within residential areas provided that the commercial use is clearly subsidiary to the residential use (e.g., where the commercial use is contained within the residence), and that it will be compatible in function and appearance with adjacent uses. Such commercial uses should be in proximity to a major road and, in the case of convenience stores, be preferably located near recreational or community and social service uses. Development of this type shall not detract from the residential character and safety of existing neighbourhoods, and may be required to provide adequate screening or buffering to reduce any adverse effects on adjacent residential properties.

(3) Locations

As shown on Map 2.1, residential uses are permitted throughout the built-up area. In many areas, infilling and minor extensions of existing development are possible. The most favoured location for subdivision development is north of the Central Access Road and Caledonia Drive, subject to water and sewage services being extended to the site. Development shall be permitted in accordance with the plan of subdivision prepared for the site by Newfoundland and Labrador Consulting Engineers in September, 1983.

(4) Backlot Development

Development of single residential lots behind existing residences will not normally be permitted. However, such development may be permitted if there is sufficient land available for the new house to have standard frontage on a publicly maintained street. In certain circumstances [such as ownership of a regulation size building lot which does not have full public street frontage] backlot development may be considered on a discretionary basis. In such cases, the following requirements will be strictly enforced:

- (a) Full clearance for municipal water and sewer services must be obtained and provided at the developer's expense for each habitable structure and must

be installed, prior to occupancy, to the minimum requirements of the Town. Unserved development shall not be permitted.

- (b) All development shall conform as closely as possible and reasonable to the standards required for similar development.
- (c) In order to ensure that the proposed lot will not prejudice the use of adjacent backlands, Council will assess the future potential of adjoining areas at the time of the application. Where there is potential for additional development, Council will satisfy itself that the lot and access road are properly located so as not to hamper or interfere with optimal future use of the land. No development shall be permitted to block access to backland areas with development potential.
- (d) Each lot shall have individual, direct and permanent access to a publicly owned and maintained road through its lot frontage.
- (e) Where there is potential for future development, Council will require that the access road be of sufficient standard to accommodate future development. In such cases the owner will be required to acquire title to a right-of-way of 15 metres. The road must also be able to satisfy Council's design requirements for sight lines, grades, drainage, etc.
- (f) Where there is no potential for additional backland development, the access road will be treated as a private driveway, and the development in question will be restricted to one residential lot. Driveways shall provide a minimum right-of-way of 6 metres.
- (g) Under no circumstances shall more than one dwelling use a single private access. Where more than one dwelling is proposed on adjacent lots, each lot shall have a private access or a standard width road right-of-way frontage, which shall be designed and built to Council standards before being turned over to the Municipality. The setback of each dwelling from such a right-of-way shall be the minimum specified for similar conventional developments.
- (h) To ensure that Council can meet its obligations for public safety and emergency services to all dwellings, the dwelling unit on a backland lot shall not be further than 90 metres from a public street serviced with fire hydrants and capable of being used year-round by service and emergency vehicles.
- (i) The Municipal Fire Department shall state in writing and, if necessary, provide physical proof, that adequate fire flows can be delivered to the site of any proposed dwelling before a development permit may be approved.
- (j) Council shall not, under any circumstances, recommend in favour of Crown Lands applications for backlot development.
- (k) The policies in section (4) - Backlot Development will apply only to lands designated as 'Residential - Infilling and Phase One'.

RESIDENTIAL - PHASE TWO

(1) General Intent

Land has been designated Residential - Phase 2 to ensure that expansion areas are available once Phase 1 lands have been substantially developed. Development of these lands is not expected to be required until late into or beyond the Planning Period.

(2) Uses

Permitted and discretionary uses within the Residential-Long Term area shall be as indicated for Residential-Infilling and Phase 1 areas.

(3) Location

The location designated for Residential - Phase 2 uses is an extension of the Phase 1 subdivision referred to previously [see Future Land Use Map 2.1].

RESIDENTIAL - LONG TERM

(1) General

Residential - Long Term lands have been set aside to provide for residential subdivision development in the long term, i.e., well beyond the planning period.

(2) Uses

Permitted and discretionary uses within the Residential - Long Term area shall be as indicated for Residential - Infilling and Phase 1 areas.

(3) Locations

The location designated for Long Term uses lies between Valley Road and Route 350, extending south of the Central Access Road.

RESIDENTIAL - MOBILE/MINI HOME

(1) General Intent

The intent of the Mobile/Mini Home designation is to ensure all development will conform to the standards expected of conventional housing development. Mobile Home development shall conform to the standards established in the provincial Mobile Home Development Regulations. Mini Home development shall also conform to the Mobile Home Regulations, with the exception that mini homes may be constructed on-site.

(2) Uses

The Residential - Mobile/Mini Home designation shall accommodate mobile and mini home units, and recreational open space. Complementary development, such as convenience stores, may be permitted.

(3) *Location*

The area designated for Mobile/Mini home development encompasses the existing mobile home development off Valley Road.

(4) *Mini Home Subdivision:*

- (a) Full municipal water and sewer services must be provided for each residence or building prior to occupancy, at the developer's expense. Minor accessory structures, such as sheds, are not subject to this requirement.
- (b) It is the policy of Council to maintain a 30-metre buffer, free of habitable structures, between the mini home subdivision and any other non-residential development.

Commercial Area Policies

There are two categories of commercial land use designated within the Planning Area. They are:

COMMERCIAL - GENERAL
COMMERCIAL - HIGHWAY

Certain Commercial uses are also permitted within the Residential and Industrial designations dealt with elsewhere in this Plan.

COMMERCIAL - GENERAL

(1) *General Intent*

The commercial - General designation refers to a variety of retail and service commercial uses which provide a range of services to residents.

(2) *Uses*

The uses permitted within the Commercial - General designation may include a variety of retail outlets, business and professional offices and service uses [e.g., dry cleaners and barbershops].

Uses which could be incompatible with adjoining development due to, for example, traffic generation, noise or visual unattractiveness may be allowed on a discretionary basis. This includes such uses as warehouses, garages, workshops, service stations, lounges and take-out restaurants, subject to the following stipulations.

Four Commercial-General Areas require further elaboration:

- Central Commercial area
- Central Access Road/Route 350
- Valley Road at the Mobile/Mini Home Subdivision
- The Base

CENTRAL COMMERCIAL AREA

(1) General Intent/Uses

Council's intent in the Water Street/Commonwealth Drive area is to permit commercial uses within this area which are more pedestrian oriented [as opposed to those requiring a high level of vehicular access such as highway commercial uses].

Uses permitted may include retail shops, government and civic buildings, restaurants, financial and business offices and other business uses conforming to the Town Centre concept. Residential uses may be permitted, only as accessory to commercial uses. Uses requiring extensive land areas, open storage or a high level of vehicular access shall not be permitted. Service stations shall not be discretionary uses within the Central Commercial Area.

(2) Improvement Scheme Requirement

Council shall support the preparation of an Improvement Scheme for the Water Street/Commonwealth Drive area in conjunction with Town Centre businesses. This scheme shall provide a comprehensive approach to development/redevelopment of the Town Centre. It should include the following:

- the use of any vacant land and buildings,
- pedestrian access to and circulation throughout the area,
- upgrading of buildings, where required,
- the encouragement of consistent design and building standards,
- the delineation of small parking sites [and/or on-street parking] so as to provide convenient parking for shoppers,
- measures such as tree planting and signage, benches and litter receptacles which could improve the character of the area,
- possible funding sources to implement the scheme,
- compatibility with adjacent marine industrial uses, current and future, and required traffic links to these uses, and

- future use of the former hospital site [refer to the requirements of section (3) below].

(3) *Future Use of the Former Hospital Site*

- (a) Any development of the site shall endeavour to enhance the area as a Town Centre by means of appropriate site and building design.
- (b) Development of the site shall be subject to the stipulations of the Central Commercial Area policies, and in particular, Section (2) - Improvement Scheme Requirement.

Central Access Road/Route 350

(1) *Uses*

Uses permitted within the General Commercial site at the Central Access Road/Route 350 intersection may include retail uses such as a small shopping centre or other uses, particularly those requiring large lot areas and the excellent traffic flow and access conditions at the site.

Other uses permitted in this area may include building supply dealers, car dealerships and highway and tourist related uses such as a restaurant or motel.

(2) *Conditions of Development*

In addition to the conditions noted above, Council shall be satisfied on the following matters before permitting development on the Central Access Road/Route 350 site:

- appropriate building and site design, the site being at a main entrance point to the Town,
- efficient vehicular access, considering the standards of the Department of Transportation and Works,
- adequate on-site parking,
- full municipal water and sewage service to the site, to the standards of the Departments of Government Services and Environment and Conservation.
- other considerations which may be of concern to Council.

Valley Road

(1) *General Intent/Uses*

Council proposes to encourage the use of existing commercial infrastructure at the site for a variety of general commercial ventures compatible with nearby development, and in keeping with the location of the site at a highly visible location near the entrance point to

the Town. In order to discourage use of the site for highway commercial development, which would jeopardize the safety and function of Route 350, access is to remain by way of Valley Road.

(2) *Development Policies*

- (a) Each development proposal must meet the requirements of Council as regards appropriate landscaping, signage, building and site design, and similar features, before a permit will be issued. Developments which may create a hazard, nuisance or unsightly appearance will not be permitted.
- (b) Full municipal water and sewer services must be provided for each building [other than minor accessory structures] prior to occupancy, at the developer's expense.
- (c) In order to maintain the function of the utility corridor along Route 350, a buffer free of habitable structures shall be retained east of Route 350 along the full length of the utility corridor.
- (d) Individual access from Route 350 shall not be permitted for any development.
- (e) Each development shall provide adequate parking and loading space, and shall be designed to ensure safe vehicular and pedestrian access. Adjacent developments will be encouraged to provide joint access and parking facilities where possible.
- (f) It is the policy of Council to maintain a 30-metre buffer, free of habitable structures, between the adjacent lands designated for residential use and neighbouring non-residential development.

The Base

(1) *General Intent/Uses*

The intent of designating a portion of The Base General Commercial is to permit uses which will enhance the tourism-oriented function of the site. Tourism development potential has been established by the success of the Historical Display and uses such as the small craft harbour, restaurant and picnic park.

Uses permitted may include business and service uses such as gift and specialty shop, restaurant and a boat touring operation.

(2) *Design Considerations*

Careful attention shall be given to the design, location and appearance of buildings permitted on The Base.

COMMERCIAL - HIGHWAY

(1) General Intent

The commercial Highway designation refers to uses which provide services to tourists and the travelling public.

(2) Uses/Location

Permitted uses may include highway related uses such as service stations, and drive-in restaurants. Two sites are designated for Commercial Highway uses on Route 350.

(3) Design Considerations

Careful attention shall be given to the design, location and appearance of buildings permitted within Highway Commercial areas.

Priority shall be given to ensuring that future uses enhance rather than detract from the appearance of the town to tourists and the travelling public. Adequate on-site parking shall be provided for all uses.

Community and Social Service Area Policies

Lands are designated Community and Social Service in order to permit government, church, educational and other uses which are for the general or limited use of the public. Also included are the operations required in order to deliver municipal services to residents, e.g., council offices and fire hall.

Permitted uses may include schools, churches, government offices, hospitals and senior citizens' homes. Certain community and social service uses may also be permitted within residential and mixed use areas.

The facilities of community service organizations such as Lions Clubs may be permitted at Council's discretion. Accessory uses such as recreational facilities or staff residences may also be allowed at the discretion of Council.

Open Space Area Policies

Open space policies are included in this Plan for two main reasons:

- to ensure that resources having recreation value are spared from incompatible development,
- to conserve land which should not be developed for physical or social/economic reasons.

Open space policies are seen as valuable to the municipality in that they will serve to protect valuable resources for residents as well as for the tourism industry, e.g., the Killick Island area.

There are two Open Space designations within the Planning Area:

OPEN SPACE - RECREATION
OPEN SPACE - RECREATION FACILITY

OPEN SPACE - RECREATION

(1) General Intent/Uses

The intent of the Open Space-Recreation designation is to provide for a range of recreational activities; principally those which do not require capital facilities, [e.g., buildings or athletic fields].

Permitted Uses may include hiking, cross-country skiing, boating, picnicking and all leisure and/or unorganized recreation activities.

Uses such as change rooms or other support facilities may be permitted at the discretion of Council.

Lands are also designated Open Space-Recreation to serve as a buffer between incompatible uses, e.g., between oil storage tanks and surrounding residential uses.

(2) Locations

Land designated for Open Space-Recreation uses is located throughout the town, including:-

- Bay of Exploits shoreline,
- Kings Ridge and a steeply sloped band of land parallel to [east of] Kings Road,
- Buffer strip around the proposed Industrial Park and oil storage tanks.

OPEN SPACE - RECREATION FACILITY

(1) General Intent/Uses

The Open Space Recreation Facility designation is meant to accommodate those recreational uses which contain or require the development of facilities to meet recreational and/or tourism needs. Examples of uses which can be permitted are ballfields, stadium, campground, marina, playgrounds and associated parking areas. Also included is the Town's Municipal Park on Peter's River.

Uses which may be allowed on a discretionary basis include temporary uses such as food catering which would serve the users of recreational facilities.

(2) Locations

The areas designated Recreation Facility include the major municipally operated facilities, including the arena, recreational sports complex and playgrounds. In addition, there are many facilities in Community Service buildings [schools, churches, etc.] in Botwood as well as on the Air Base.

(3) Increased Use of Facilities

Efforts will be made to promote increased public use of recreational facilities operated by the municipality and those owned by other public authorities such as school boards.

(4) Parkland Dedication

Subdivision development may include the dedication of land for recreational use [see more specific policy in section 2.1].

(5) Facility Development/Maintenance

Council will continue to develop and maintain its recreational facilities on the basis of an overall plan for recreation within the Town. This plan will include an account of future recreational needs, proposed facilities, capital and maintenance costs, expected revenues, a staging scheme and possible funding sources.

Industrial Area Policies

There are three industrial designations within the Botwood Planning Area:

INDUSTRIAL - GENERAL
INDUSTRIAL - MARINE
RURAL INDUSTRIAL PARK

INDUSTRIAL - GENERAL

(1) General Intent/Uses

The intent of the Industrial-General designation is to accommodate material and bulk fuel storage and related activities [such as transportation] of Abitibi Consolidated and other companies and manufacturing and industrial uses. Passenger assembly, light industrial [e.g., warehousing, storage] and general service [e.g., dry cleaning] uses which will not have potential adverse impacts [noise, smell, fire, etc.] upon residential neighbourhoods may be permitted as complimentary uses for this zone. Any proposed development of properties for industrial use will be assessed carefully in terms of impact upon adjoining uses, particularly residential. An application to extend fuel storage capability will be evaluated very carefully in conjunction with the Department of Environment and Conservation and the Provincial Fire Commissioner's Office.

(2) *Access*

- (a) Individual access from Route 350 shall not be permitted.

INDUSTRIAL - MARINE

(1) *General Intent*

To permit continuation of port-related marine industrial uses, and accommodation of development related to shipping industries.

(2) *Uses*

Uses permitted may include those related to operation of the port, such as the fishery, the pulp and paper industry, fuel storage and distribution, and other shipping related uses.

(3) *Location*

Waterfront area related to offshore oil and gas located between the naval wharf and the vicinity of the government shed; the Abitibi Consolidated operation.

(4) *Access Considerations*

Any shipping related development must ensure safe and efficient access from Fernwood Drive.

(5) *Design and Buffering Considerations*

Any proposed development of the Asarco storage shed area, for shipping related developments will be assessed carefully in terms of its impact upon adjoining uses, particularly the residential neighbourhood to the north and the central commercial area to the south. Parking and visual/noise impact will be among the concerns to be addressed. Buffering may be required as a mitigative measure to ensure that impacts are minimized.

RURAL INDUSTRIAL PARK

(1) *General Intent*

The intent of the Rural Industrial Park designation is to accommodate industrial development which cannot readily locate within existing areas designated for General or Marine industrial uses, and which is appropriate in a rural setting. Development in Rural Industrial areas may include light and heavy industrial uses, and ancillary uses, such as office space, necessary for the operation of an on-site rural industrial use.

(2) *Location*

Rural Industrial Park lands shall encompass the areas east and west of Route 350 at the southern border of the Municipal Planning Area.

(3) *Policies*

- (a) Each proposed development shall submit an overall scheme for development of the site, to the specifications of Council, prior to the issuance of any permits. Each development shall provide adequate parking and loading space, lighting, landscaping, signage and general maintenance to the reasonable requirements of Council.
- (b) Council shall refer all applications for development within the Rural Industrial Area to the Department of Environment and Conservation for a determination of the requirement for an Environmental Assessment prior to the issuance of any permits.
- (c) In order to protect public health and safety, Council will not issue any development or building permits unless each proposed development has satisfied the following requirements:
 - i) demonstration that the soil and drainage conditions on the site are suitable for the intended development and use(s).
 - ii) demonstration that the proposed development will not create or contribute to a requirement for municipal water or sewage disposal/treatment systems, at the time of application or in future.
 - iii) demonstration that the proposed on-site sewage disposal system is adequate to contain and safely treat all effluent, and that there will be no resulting contamination of soils or ground or surface water, on- or off-site. Monitoring or other studies may be prescribed by the appropriate authorities to ensure consistent compliance with this requirement.
 - iv) demonstration that the proposed water supply will be adequate to maintain sufficient quantity and pressure without adverse effects for other users. The water quality criteria of the Departments of Government Services and/or Environment and Conservation shall also be met for each proposed development.
 - v) each application for development within the Rural Industrial Area shall be referred to the municipal Fire Department, which shall state in writing and, if necessary, provide physical demonstration, that adequate fire flows can be delivered to the site of any proposed structure or storage area.
 - vi) demonstration that the proposed method for disposal of all solid, liquid (in addition to sewage) and airborne wastes or emissions will comply with the requirements of the Departments of Government Services and/or Environment and Conservation.

- vii) demonstration that the proposed methods of handling and storage of all hazardous, toxic, explosive or flammable materials will comply with the provisions of all applicable laws and regulations.
- (d) It is the policy of Council to ensure that all development shall be adequately buffered or screened from adjacent developments and from public roads, and shall not create a hazard or nuisance for adjacent land uses.
- (e) No development within a Rural Industrial Area shall have individual direct access from Route 350.
- (f) Council may specify conditions and time frames for proper restoration of any Rural Industrial lands by the owner or operator, to be undertaken upon termination of operations.

Comprehensive Development Area Policies

MEMORIAL DRIVE/SCOUT ROAD

In addition to the Development Scheme requirements contained elsewhere in this Plan [see Industrial Policies], the Future Land Use of the MEMORIAL DRIVE/ SCOUT ROAD site is designated as a Comprehensive Development Area on Future Land Use Map 2.1. It is designated in this manner because the most appropriate designation [i.e., residential, industrial, etc.] for the site cannot yet be determined.

(1) General Intent/Uses

This site is designated Comprehensive Development Area because further study is required before its most suitable use can be determined. If it is determined to be suitable for development, it could be used for residential, community and social service or recreational purposes or a combination of the above.

(2) Development Scheme Requirements

Council will encourage the preparation of a Comprehensive Development Scheme for the site which will investigate all aspects of the site, including the following:

- the biophysical characteristics of the site, including topography, soils and drainage;
- compatibility of any proposed development with adjacent uses;
- suitable points of access to, and pedestrian and vehicular circulation within the site.

If the site is found to be suitable for development, it would most appropriately be used for expansion of the residential neighbourhood, which could include community and social service uses.

Transportation Policies

(1) General Intent

The municipal road system is meant to facilitate the satisfactory movement of people and goods throughout the Planning Area, and to in effect, tie all other land uses and activities together.

The following road designations have been developed to guide future road planning and to control access to major roads. Private roads or lanes are not included and therefore are to be considered the responsibility of the owner or owners.

(2) Uses

Three types of roads are identified on Future Land Use Map 2.1: Arterial, Collector, and Local.

(a) *Arterial Roads* are Route 350 and the Central Access Road.

Individual accesses onto these roads will continue to be limited in order that their efficiency can be preserved for the long term.

Individual accesses through the built-up area are permitted but should be limited where possible to public road intersections and other major traffic generators in order to ensure free flow of traffic.

For developing areas existing individual accesses will be reduced or eliminated if possible. For new residential development, new individual accesses will be prohibited.

Pedestrian traffic may be permitted provided side walks are constructed and crossing controls installed.

(b) *Collector Roads* are those that link local streets with arterials and carry intra-urban traffic as well as local traffic. Access should not be limited but should be properly planned. Limited on-street parking may be allowed.

The roads falling under this classification include Valley Road [with upgrading required in the southern section], Water Street, Wireless Road, Commonwealth Drive, Marine Drive and Church Road. Where possible, a collector road should link at both ends with another collector street or with an arterial road.

(c) *Local roads* are intended to serve abutting frontages and generally are not used by traffic except to approach the developments or properties which front on them or on other adjoining local streets. The width of pavement and the provision of sidewalk should be related to actual and anticipated traffic volumes on each road.

The remainder of the roads shown on Map 2.1 fall under this category. The speed and volume of traffic on local roads shall be kept to a minimum by means of signs

and street and intersection design. Cul de sacs or dead-end roads shall be provided with an adequate space where vehicles can be turned around.

- (d) **Parking.** It is intended that adequate parking will be required for all users of land in the Planning Area, including owners, residents and employees, as well as visitors and customers.

All development shall be required to provide adequate parking and loading facilities, in accordance with Schedule "D" of the Botwood Development Regulations.

For areas of new development, this will not be a problem. In developed areas such as the Town Centre, additional parking may be provided through redevelopment [e.g., the former hospital site] or a detailed examination of the development pattern, which could reveal possibilities for new parking sites.

- (e) **Pedestrian Circulation.** A system of sidewalks will be provided throughout the Planning Area to minimize conflict between pedestrians and vehicles, particularly in new developments, which can be planned in a comprehensive manner.

Safety devices such as appropriate signs, signal controls and painted crosswalks will be used where heavily travelled paths or sidewalks cross busy roads, particularly in the Town centre and near schools.

Rural Area Policies

(1) General Intent/Uses

The remainder of the Botwood Municipal Planning Area is designed for Rural Uses. The intention of this designation is to accommodate several uses associated with the rural land and natural resource base of the Planning Area. However, the limited expansion of serviced urban uses may be allowed on a discretionary basis provided that these urban uses do not interfere with the natural resource base of the Rural designation.

Uses which may be permitted within the Rural area include the following:

- mineral exploration
- forest harvesting and silviculture programs
- agriculture
- recreational and subsistence uses (sport fishing/hunting, cross country skiing, etc.),
- the development of selected public or institutional uses, such as medical treatment and special care facilities and personal care homes on a discretionary use class basis;
- seasonal residential dwellings.

Industrial uses associated with the resource base may be permitted within the Rural area, particularly those which need to be located near raw materials are highly land extensive, or which for any other reason cannot be feasibly located within the areas designated on Future Land Use Map 2.1 for industrial use (see below).

Resource extraction and management uses may be permitted subject to the management programs and policies of resource departments of the provincial government, including Natural Resources and Environment and Conservation. Council will consult with the departments to ensure that programs and policies are well coordinated for the Planning Area.

Public utility uses such as transmission lines, and solid waste disposal sites may be permitted, subject to review and authorization by the appropriate government departments or agencies.

Except as associated with medical treatment and special care facilities, and personal care homes or as seasonal residences, residential uses will not be permitted within the Rural area except as accessory to permitted uses noted above, where residences may be allowed at the discretion of Council.

(2) Rural Industrial Uses

Rural industry will generally be encouraged to locate in the Rural Industrial Park. However, certain industrial developments requiring a large lot area which are not considered suitable in an urban location and are incompatible with the policies of this Municipal Plan for Rural Industrial Park development may be permitted, on the condition the use:

- (a) will not create a need for municipal servicing;
- (b) will not prejudice rural resource development;
- (c) will not create adverse environmental effects;
- (d) can demonstrate compliance with all applicable standards for occupational health and safety;
- (e) will not create a nuisance [(e.g. noise, smoke, odour or unsightly appearance)] or interfere with existing or planned land use activities in the area; and
- (f) is also approved by the Department of Natural Resources if it occurs within 300 metres of an identified aggregate resource.

(3) Tourism Development Priorities

A high priority of Council in coordinating development and resource management activities within the Rural area is to ensure that development of the tourism industry within the Planning Area is not adversely affected. Uses such as unsightly utilities located close to the highway, or other uses which could devalue the scenic resources of the Planning Area, will not be permitted

Rehabilitation of unsightly gravel pits or other uses within view of highways within the Planning Area will be sought by Council

The interpretative use of rural uses such as sawmilling or forest management programs for tourism purposes are seen as desirable.

(4) Development Assessment

The following types of development proposals must be referred to and approved by provincial government departments before Council will issue any permits:

- (a) Rural industry associated with resource development or extraction of aggregate shall be evaluated in conjunction with the Departments of Natural Resources and Environment and Conservation. Any major development proposed within the Rural area, such as a major quarrying operation, will be given special study and/or an environmental assessment [to be determined by the Department of Environment and Conservation]. Such proposals will require an amendment to this Municipal Plan before being considered for approval. Council may establish conditions and time frames for appropriate site restoration upon the termination of rural industrial or resource development operations.
- (b) Any development proposal which may create adverse environmental effects shall be submitted to the Department of Environment and Conservation to determine whether an Environmental Assessment is required.
- (c) All proposed solid waste disposal sites, including scrap yards, shall have prior approval of the Environmental Assessment Division of the Department of Environment and Conservation. Such development shall be screened from public view to Council's satisfaction.

Mixed Development Areas Policies

Areas designated Mixed Development are intended to permit the continuation of the traditional mix of land uses, and to incorporate additional compatible uses. This includes such land uses as homes, businesses (including commercial recreational uses), light industry, and public buildings. The aim is to ensure that a viable combination of compatible uses can co-exist with the minimum of negative impacts.

Council shall require landscaping and buffering, among other requirements, in order to ensure that Mixed Development Areas are attractive and uses are mutually compatible.

3.0 IMPLEMENTATION

The Municipal Plan will be implemented over the next ten years through decisions of Council and affected agencies such as the Departments of Transportation and Works, Environment and Conservation, Natural Resources, and Fisheries and Oceans Canada. Of particular importance to Council are the following:

- (a) effective administration of the Plan;
- (b) the adoption of an annual capital works program;
- (c) the adoption of Land Use Zoning and Subdivision Regulations;
- (d) the adoption of development schemes; and
- (e) the procedure for considering amendments to the Plan

3.1 Administration of the Municipal Plan

For purposes of administering the Municipal Plan, Future Land Use Maps 2.1 and 2.2 shall be read only in conjunction with the Goals, Objectives and Policies outlined in this document. All development applications will be carefully evaluated as to their conformity to the Municipal Plan. The full conformity of all proposals to the Municipal Plan shall be required by Council.

The boundaries of land use designations shown on Future Land Use Maps 2.1 and 2.2 are meant to be general, except where they coincide with roads or other prominent physical features, where they are intended to define the exact limits. It is intended that no amendment of this Plan shall be required to permit minor adjustments to these boundaries. Other than such minor changes, no development shall be permitted that does not conform to this Plan. Once conformity to the Municipal Plan has been established, Council will ensure that all development proposals are given a comprehensive review which shall include circulation to all affected public departments and agencies. Council's final decision will be based on the desire to guide the development of Botwood in the best long-term interests of its citizens.

All persons wishing to develop land for any purpose within the Botwood Municipal Planning area shall apply to Council for permission through the established procedure. Council may approve applications with or without conditions. An applicant who is dissatisfied with Council's decision may appeal to an Appeal Board.

Before major land developments within the Planning Area are approved, a development agreement may be required, which will be signed by both the developer and Council. This agreement shall establish the conditions under which development may proceed, and shall

be binding on both parties. Conditions governing development may also be enforced by being attached to the development permit.

Nothing in this Plan shall affect the continuance of land uses which are lawfully established on the date that the Plan comes into effect. Nonetheless, it is intended that lands be used for their designated uses. Therefore, appropriate limits will be placed on future expansion, renovation, or replacement of non-conforming uses.

3.2 Public Works Program

An annual public works program will be adopted and implemented by Council. This will include five-year projections of work to be undertaken as required by the Municipalities Act.

3.3 Land Use Zoning and Subdivision Regulations

The Land Use Zoning and Subdivision Regulations (“Development Regulations”) implement the land use policies of the Municipal Plan with land use controls. Included with the Botwood Development Regulations is Newfoundland Regulation 3/011 - Development Regulations under the Urban and Rural Planning Act 2000.

Policies and regulations under the Municipal Plan and Development Regulations must comply with all applicable Provincial and Federal regulations. Prior to adoption by the Town under the Urban and Rural Planning Act, the Department of Municipal Affairs reviews the Plan and Regulations to “to determine provincial and other government agency interests. . . .” (Section 15(3) of the Urban and Rural Planning Act 2000)

Development schemes, design concepts, comprehensive plans, subdivision agreements and concept plans, *further implement the Municipal Plan and Development Regulations* with more detailed designs, design strategies and policies for roads and other facilities, and development.

The Development Regulations which are deemed to implement the Municipal Plan, shall, in addition to any other matter set out under Section 13 (2) of the Urban and Rural Planning Act 2000 and other Sections of the Act and the Development Regulations under the Urban and Rural Planning Act 2000, provide for non-conforming uses, appeals and variances.

3.4 The Adoption of Development Schemes

Another means by which this Municipal Plan will be implemented is through the adoption of Comprehensive Development Schemes. The areas for which these are to be prepared, and the issues to be addressed, are outlined in the Plan policies. The sites are identified on Future Land Use Maps 2.1 and 2.2. The general Terms of Reference for Development Schemes are contained in Section 30 of the *Urban and Rural Planning Act*.

Development Schemes are brought into effect in the same way as a Municipal Plan, as established in section 31 of the Act. Once adopted by Council and approved by the Minister, a Development Scheme forms part of the Municipal Plan.

Lands or buildings which are essential to the implementation of the Development Scheme may be acquired by Council through expropriation or otherwise. Council may also dispose of lands acquired for this purpose subject to any building or other restriction that may be set out in the Municipal Plan or any further Plan or Scheme.

Any expense incurred by Council in acquiring lands or taking any other action for the purposes of a Municipal Plan or any further plan or scheme shall be met as part of the cost of the Municipal Plan or any further plan or scheme, and the proceeds of any sale or other disposition of the lands so acquired shall be applied against the cost of the Municipal Plan or any further plan or scheme.¹

3.5 Procedures for Amending the Municipal Plan

This Plan has been prepared with the intent that no amendments be required during the next five years, at the end of which another Municipal Plan Review will be undertaken.

However, major changes in economic conditions or in policy direction, unforeseen at this time, could occur during the Planning Period.

Should an amendment need to be considered, it will be given the same evaluation and approval procedure as this Municipal Plan, including a public hearing with a Commissioner appointed by the Minister of Municipal and Provincial Affairs. Evaluation of any proposed amendment will be compiled into a Background Report. Each proposed amendment will include policy statements and, if necessary, an accompanying Future Land Use Map.

¹ Section 32, *The Urban and Rural Planning Act, R.S.N. 1990.*