

**TOWN OF TWILLINGATE
MUNICIPAL PLAN
1995-2005**

Gazetted: September 29, 1995

Consolidation Date: n/a

Amendments: To see if there were any amendments to this document since it came into effect, please refer to:

[List of Amendments](#)


URBAN AND RURAL PLANNING ACT

NOTICE OF APPROVAL

TWILLINGATE MUNICIPAL PLAN 1995-2005

I, Arthur D. Reid, Minister of Municipal and Provincial Affairs, under and by virtue of the powers conferred by the *Urban and Rural Planning Act*, hereby approve the *Twillingate Municipal Plan 1995-2005*, adopted by the Town Council of Twillingate on the 20th day of December, 1994.

Dated at St. John's this 21st day of *September*, 1995.



ARTHUR D. REID, M.H.A.
Carbonear District
Minister of Municipal & Provincial Affairs

TOWN of TWILLINGATE

MUNICIPAL PLAN

1995-2005

*Prepared for the Town of Twillingate
by the Urban and Rural Planning Division
Department of Municipal and Provincial Affairs
Government of Newfoundland and Labrador*

NOTICE of ADOPTION

Resolved, pursuant to section 15 of the *Urban and Rural Planning Act*, that the Council of the Town of Twillingate adopt the Municipal Plan which is attached hereto and is impressed with the Seal of the Council, signed by the Mayor, and certified by the Clerk.

Resolved further, pursuant to section 18 of the *Urban and Rural Planning Act*, that the Council apply to the Minister of Municipal and Provincial Affairs for the setting of the time and place of a Public Hearing to consider objections or representations to the Municipal Plan.

Proposed by: Alfred Stuckless

Seconded by: Betty Greenham

SEAL and SIGNATURE

Signed and sealed pursuant to section 15(3) of the *Urban and Rural Planning Act* this 7th day of *February*, 1995

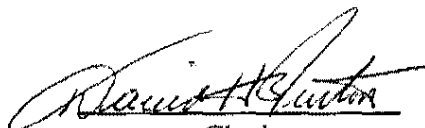


Mayor

SEAL

CLERK'S CERTIFICATE

Certified that the attached Municipal Plan is a correct copy of the Municipal Plan adopted by the Town of Twillingate on the 20th day of *December*, 1994



Clerk

Table of Contents

	Page
1 SUMMARY OF BACKGROUND STUDY	1
1.1 Population and Households	1
1.2 Economy	2
1.3 Existing and future land use	2
1.4 Municipal services	4
1.5 Community and social services	5
2 INTRODUCTION	6
2.1 Foreword	6
2.2 Description of Planning Area	7
2.3 Major planning and development issues	8
3 GOALS, OBJECTIVES AND POLICIES	10
3.1 General Development Goals, Objectives and Policies	10
3.1.1 Planning Goals	10
3.1.2 General Objectives	11
3.1.3 General Development Policies	12
3.2 Specific Land Use Objectives and Policies	18
3.2.1 Residential Areas	18
3.2.2 Commercial Areas	24
3.2.3 Mixed Development Areas	26
3.2.4 Industrial Areas	27
3.2.5 Public Building Areas	29
3.2.6 Open Space Areas	31
3.2.7 Conservation Areas	33
3.2.8 Protected Watershed	35
3.2.9 Rural Areas	37
3.2.10 Transportation	40

Table of Contents (cont'd)

	Page
4 ADMINISTRATION	42
4.1 Implementation	42
4.2 Capital Works	43
4.3 Adoption of Development Schemes	45
4.4 Procedure for amending the Municipal Plan	45

List of Tables

Table 4.1	Proposed Capital Works, 1993-97	44
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List of Maps

Map A	Municipal Planning Area Boundary
Map B	Future Land Use Designations for Twillingate and Durrell Wards
Map C	Future Land Use Designations for Bayview Ward

1 SUMMARY OF BACKGROUND STUDY

1.1 Population and Households

Twillingate's population has been fluctuating around 3,200 for the past three Census periods. The birth rate has been declining gradually; this trend is reflected in the decreasing average household size.

The major factor contributing to population change in Twillingate over the past 15-20 years has been migration, due primarily to younger persons leaving the area in search of work. Much of the migration into and out of the town is temporary. No major new developments which would attract significant numbers of out-of-town employees are anticipated during the upcoming planning period. Therefore, it will be assumed that the population of the Planning Area will not undergo significant change from current levels for the duration of the Planning Period.

However, the proportion of older people is increasing. This will have an impact on such planning issues as service provision and the requirement for alternative housing types, particularly if the older residents choose to retire in Twillingate. In turn, this will affect the demand for certain types and locations of development, and thus the use of land in the Area.

Although over 90% of the homes in Twillingate are currently single-family dwellings, this may change if aging residents remain in the region after retirement. The demand for new housing will be contingent on population growth, the age and income characteristics of residents, as well as on the need for upgrading or replacement of existing housing stock. Single detached homes remain the preferred type of accommodation. These trends are expected to continue over the course of the Planning Period; about 60 additional new homes will be required by 1996, and about 120 by 2001.

1.2 Economy

Although Twillingate initially developed primarily as a series of fishing communities, it is acquiring a more diversified economic base. Twillingate also functions as a regional service and supply centre for the smaller communities in the area; employment in the service sector has been increasing. In recent years, tourism has gained in importance as a source of employment and income. However, although the economy has diversified in the urban area, outside of the Ward of Twillingate, the fishery is still the major source of employment.

Both 1990 and 1991 were characterized by a decline in the local fishery which mirrors the provincial situation. It is expected that this trend is likely to continue for at least the next several years. The moderate growth in local business and service industries will remain largely dependent on overall employment levels in key sectors, and on government support programs. In recent years, the majority of commercial growth has been due to the expansion of existing businesses.

Overall, there has been a significant rise in unemployment in the past decade. On the other hand, Twillingate has experienced a significant increase in tourism since 1986. The Town could seize the opportunity to expand this lucrative industry by taking measures to increase the tourism potential of Twillingate, and to promote the Town as a tourist destination in concert with other municipalities in the area. This would be of added economic benefit to existing businesses as well, and their involvement in this effort should be encouraged.

1.3 Existing and Future Land Use

Development is spread along the shoreline in all three Wards, with clusters of buildings around harbours and bays. The greatest concentration of development occurs along the north and northeastern shorelines in Twillingate and Durrell Wards. The shoreline of all three Wards focuses on the fishery, the predominant structures being community stages, wharfs, slipways and sheds.

Residential development occurs primarily along the shoreline and inland away from the harbour. Housing density is low, and the large lots are often surrounded by vacant land. In harbour areas, residential dwellings are usually mixed with commercial and industrial uses. More recently, development has located near Toulinguet Street and in peripheral areas in Back Harbour and Wild Cove, where some developable land still exists. Topographical conditions and the proximity of the municipal watershed constrain the extension of existing development further inland.

The harbour is the focal point for commercial development. Retail business is concentrated on the west side of the harbour, interspersed with residential buildings. A second commercial district has emerged more recently along Toulinguet Street, which is the main entrance into Town. As there is little room for expansion in the town centre, most new businesses, particularly those requiring considerable space, are locating along Toulinguet Street.

Most industrial activity occurs along the waterfront as well. Major components include a government wharf, finger piers and a breakwater, and the Beothic fish plant, located in the centre of town (sometimes creating a nuisance for nearby residents). The largest industrial site in Durrell Ward is the Marine Service Centre, on the south side of Gillesport Harbour.

Natural resources include several active and abandoned quarry sites, and known copper and pyrite deposits. Although rural lands have some potential for agricultural development, it is limited, primarily due to poor quality soils. The Stockley's Pond Watershed and the Purcell's Harbour Watershed, which supply drinking water to Twillingate and Durrell Wards, are protected from development which could adversely affect water quality. Other environmentally sensitive areas include wetlands, coastlines, streams and ponds which are scattered throughout the region. They should be protected and retained in their natural state to complement the built environment.

As development has spanned the boundaries of developable land, future development will locate primarily within existing built-up areas, although in some instances, the existing pattern of development would make servicing difficult and prohibitively costly. Recent development in some areas has exacerbated the environmental problems caused by inadequate municipal water and sewer servicing.

Development must be directed to appropriate sites so that local residents do not become saddled with additional costs and burdens, such as higher servicing costs and traffic congestion. New business establishments will locate primarily in the vicinity of Toulinguet Street, which has become the commercial focus of the Town. Local businesses which do not generate significant automobile traffic volumes, and those catering to the tourism industry, should be encouraged to locate in the older sections of town, particularly in buildings of historic significance.

1.4 Municipal Services

Partial water and sewer services are provided in all three Wards of the Town. Problems with dry wells and seeping sewage have been persistent over the past several years. Addressing the inadequacy of existing private water and sewer systems is a top priority. The topography of the area is such that neither residential nor commercial development should proceed unless municipal water and sewer services are available.

The Town provides fire protection, street lighting and snow removal from local streets. Many local roads suffer from deterioration and substandard design. Efforts should be made to improve drainage and design as part of planned maintenance and reconstruction programs. The Department of Works, Services and Transportation services the main roads and highways. Highway 340 is a Protected Road, and is subject to provincial Protected Road Zoning Regulations. Police protection is provided by a local detachment of the R.C.M.P.

The Twillingate incinerator is scheduled to be moved to a Regional site, which should alleviate some of the local problems generated by this use. Development is to be restricted to within 1.6 km of the site. This has proved difficult in practice, as the buffer zone encompasses the majority of the urban area. To ensure that the site is restored and managed according to acceptable environmental standards, policies should be put into place to guide its rehabilitation and use after it has been abandoned.

1.5 Community and Social Services

Three schools on Twillingate Island serve about 800 students. Notre Dame Memorial Hospital, with a staff of 160, serves a population of 13,000, including Twillingate and parts of New World and Change Islands. A Senior Citizens' Complex and Nursing Home has been constructed in the Paradise area of Twillingate Ward. It can accommodate up to 20 people.

A number of community service clubs operate in the Area. The Canadian Legion operates a hall, which is located on the highway just outside the community of Little Harbour. Four churches serve the Twillingate Island population. Twillingate and Durrell each have a local museum. All built recreational facilities within the Planning Area are located in Twillingate.

2 INTRODUCTION

2.1 Foreword

The purpose of this Municipal Plan is to provide a planning framework for the physical growth and development of lands within the Twillingate Planning Area boundaries. Council intends that the Municipal Plan will guide its decisions about land use and development matters. This Municipal Plan outlines Council's long-term policy direction, with the aim of ensuring that future growth or change occurs in a manner which maintains a healthy and orderly community structure that is efficient to service and maintain. It aims to allocate sufficient land for future development on the basis of its physical features, its relationship to existing land uses and features, and its serviceability and anticipated demand for certain land uses.

The Planning Area is comprised of a variety of land use activities, each having an integral role in the physical, social and economic functions of the urban and rural environment. The Municipal Plan provides for future expansion of land uses within designated districts, and attempts to protect rural areas and the natural environment from potential deleterious effects of development.

Compatible land use activities may be grouped into appropriate classifications which will not create adverse effects for other land uses in the same category. Land use activities within the Planning Area will be governed by:

- i) General Development Policies, pertaining to all categories of land use, and
- ii) the policies specified for each individual land use classification.

The Twillingate Municipal Plan, including the accompanying Future Land Use maps, constitutes a legal document. Once it has received Ministerial approval, it is binding upon Council and all other persons, corporations and organizations.

2.2 Description of Municipal Planning Area

Twillingate Island is located on the northeastern coast of Newfoundland, forming part of the divide between Notre Dame Bay and Hamilton Sound. The area is comprised of two small islands, Twillingate North and Twillingate South, which are joined by Shoal Tickle Bridge at the head of Twillingate Harbour. A causeway joins Twillingate Island with the mainland via New World Island.

The Road to the Isles connects Twillingate Island with the Trans Canada Highway via route 340 through Lewisporte, a distance of approximately 80 km, and by Route 330 to Gander, which is about 100 km to the south of the area.

The Municipal Planning Area includes the former Towns of Twillingate, Durrell, and Bayview. The three towns amalgamated on 1 January, 1992, and now comprise three wards of the Town of Twillingate. The previously existing Town of Twillingate was the only one of the three former municipalities which had adopted a Municipal Plan.

Twillingate Ward comprises the communities of Twillingate North, Twillingate South, Robins Cove, Paradise, Wild Cove and Back Harbour. Durrell Ward includes Upper Jenkins Cove, Lower Jenkins Cove, Gillesport and Durrell Arm, while Bayview Ward includes Manuels Cove, Bluff Head Cove and Gillard's Cove. The Municipal Boundary and the Planning Area Boundary of Twillingate are shown on Map A.

The geology of Twillingate Island consists largely of exposed bedrock, which is overlain by sand along the shoreline. The area is quite hilly, with little tree cover except in a few sheltered areas.

The communities in the area are oriented toward the sea, but have begun to expand inland, due to topographical constraints along the coast and to a decline in the importance of sea transportation in favour of roads. Recent development is locating primarily in the vicinity of the main access road to the community, Toulinguet Street, and in Bayview Ward. Some

development is also taking place in the Wild Cove and Back Harbour areas, which are more remote.

2.3 Major Planning and Development Issues

A summary of the Background Study for the preparation of the Twillingate Municipal Plan can be found in Section 1 of this Plan. The full report provides more detailed background information, including the rationale for the policies in the Municipal Plan.

Most of the new development expected to occur during the 1992 - 2002 Planning Period is for residential use. The supply of land capable of economic servicing is limited, and the debt load for infrastructure construction is already very high. This makes the extension of services to outlying or fringe areas undesirable. However, there exist a number of serviced areas where infilling and development intensification could be undertaken.

Extension of servicing should be limited to lands immediately adjacent to areas which are already serviced. New development should be adequately controlled to protect the health of residents, particularly since problems due to inadequate servicing are already being experienced. These measures would also help to ensure that taxpayers will not be burdened with unnecessarily high servicing costs. Compact development should be promoted by taking additional steps, such as incentives or tax measures, to encourage the provision of privately owned, serviced vacant land for development. The Town should consider putting incentives into place to encourage the wise use and conservation of resources, in particular the local water supply.

Urban development should only be permitted on sites capable of being connected to a piped water and sewer system. Unless they are part of a comprehensive subdivision, individual buildings should be located in such a manner that density can be increased in the future.

There is an acute need for more public open space, particularly in accessible locations, to serve both residents and tourists. As well, environmentally sensitive areas (including

coastlines, ponds, wetlands, rivers and beach areas) and those with historical significance should be preserved and protected for the long-term benefit of residents and visitors.

Most new commercial development will probably locate in the Toulinguet Street corridor. The downtown commercial district suffers from inadequate parking and accessibility, due to limited parking space along the main road and rear lots which are insufficient in number and size. This is a safety hazard and an inconvenience to pedestrians and traffic. A few vacant stores and warehouses can still be found along the waterfront. In order to prevent the appearance of neglect and decline, steps should be taken to encourage the conversion of vacant buildings for other uses, particularly in the commercial areas which cater to tourism.

The municipality should take advantage of the considerable potential for tourism development in the Twillingate area. Council should carefully consider enhancement of the natural and historic resources of Twillingate, and the designation of Heritage structures and sites. It is important to recognize and protect them as vital economic as well as historic resources, and to ascertain that new development will not detract from the potential for further improvement and consolidation of tourism opportunities. This includes ensuring that all new development has adequate servicing, so that both the historic and the natural amenities of the area are preserved over the long term.

3 GOALS, OBJECTIVES AND POLICIES

3.1 General Development Goals, Objectives and Policies

The Municipal Plan establishes a set of goals which express Council's aim for the future form of the Municipal Planning Area. The objectives of the Plan are more specific steps toward achieving the goals. They are to be pursued within the ten-year Planning Period.

The policies in this Municipal Plan are based on the Goals and Objectives listed below, and will guide Council's decisions on land use and development within the Municipal Planning Area.

The **General Goals, Objectives and Policies** pertain to **all** land use classifications. Additionally, specific objectives and policies are outlined for each individual land use category.

3.1.1 Planning Goals

- 1) To encourage orderly, safe, environmentally sound development, while maintaining the existing unique character of the Town of Twillingate.
- 2) To provide for the long-term development needs of the community.
- 3) To provide efficient and environmentally safe municipal services for all residents.
- 4) To encourage the development of additional employment opportunities for the present and future population.
- 5) To identify, preserve and protect the areas within the community which are environmentally sensitive, marginal or hazardous.
- 6) To provide a social, educational and recreational environment that strives to anticipate and meet the changing needs of all residents.

3.1.2 General Planning Objectives

- 1) To protect existing development from non-compatible uses and to prevent future land use conflicts.
- 2) To ensure that sufficient land is designated for the long-term development needs of the community.
- 3) To prevent development in areas which cannot be economically serviced or which may be hazardous.
- 4) To ensure that all development not receiving municipal water and sewer services will be serviced by individual water supply and sewage disposal systems which meet the standards of the Departments of Health and Environment and Lands.
- 5) To provide amenities and services which will attract new employers to Twillingate, and will enhance the viability of existing employers.
- 6) To support the development or preservation of those facilities and attractions which will promote the tourism industry in Twillingate.
- 7) To preserve the unique characteristics of the community by encouraging the owners of all older buildings to stabilize and maintain them in their traditional form.
- 8) To ensure that natural areas such as the shoreline, watersheds, beaches, drainage courses and other scenic or environmentally sensitive areas are preserved so as to enhance their value to local residents, a tourism industry, and future generations.
- 9) To encourage the preparation of comprehensive development plans, where appropriate, for future development.

- 10) To ensure that the amount and distribution of development will not exceed the planned capacity of transportation networks and other services.
- 11) To implement the Municipal Plan by means of Development Regulations.

3.1.3 General Development Policies

Land use activities within the Municipal Planning Area will be governed by:

- (i) General Development Policies, specified below, which apply to all land use categories, and
- (ii) specific policies for each land use category, as set out in Section 3.2 of this Plan.
 - 1) No development shall be carried out within the Planning Area except in accordance with this Plan and the accompanying Development Regulations, and unless a permit or written approval for the development has been issued by Council.
 - 2) The boundaries of the land use designations shown on the accompanying Future Land Use Map are meant to be general, except where they coincide with roads, watercourses, or other prominent physical features, in which case they define exact limits. It is intended that no amendment to this Plan shall be required to permit minor adjustments to these boundaries. Other than such minor changes, no development shall be permitted unless it conforms with this Municipal Plan.
 - 3) Nothing in this Municipal Plan shall affect the continuance of land uses which are lawfully established on the date that the Plan comes into effect, although, in the long term, it is intended that the land be used for its designated use.

Therefore, appropriate limits will be placed on the future expansion, renovation or replacement of non-conforming uses.

- 4) Council may add conditions to development approval for any permitted use, as specified in the Development Regulations. As a condition of approval, Council may require a developer to enter into a subdivision agreement with the Municipality.
- 5) In any instance where development could have effects (such as, but not limited to nuisance or hazard) beyond the boundaries of the site upon which it is located, Council may hold a public briefing, or otherwise consult with local residents, in order to ensure the public is adequately informed and that public concerns are taken into consideration before a decision is made.

Protection of public health and safety

- 6) New urban development must be connected to municipal water and sewer services by the time of occupancy. Where on-site services are proposed (i.e. in rural areas), it must be demonstrated to the satisfaction of the Departments of Health and Environment and Lands that the site has the capacity to bear such services over the long term without adverse or off-site impacts.
- 7) Development will not be permitted in areas which cannot be provided with adequate firefighting capability and flows, including applicable National Building Code and National Fire Code standards.
- 8) Unless otherwise specified in this Plan, all development other than minor accessory structures (e.g. sheds) must have proper road access and, in urban land use designations, standard frontage onto a public road. These standards will be set out in the Development Regulations. Council will ensure that no

proposed development will be approved which would create or contribute to problems with:

- i) access, including access for emergency vehicles;
- ii) traffic capacity or flow; or
- iii) pedestrian or vehicular safety

on any road within the Municipal Planning Area.

- 9) All commercial, industrial and public buildings shall provide adequate off-street parking and loading spaces. Where, in the opinion of Council, strict application of this requirement is not practical, Council may require the developer to pay a service levy in lieu of parking or loading spaces. The full amount of the levy will be used to provide alternative parking or loading space in the vicinity of the development.
- 10) Council will ensure that development shall not adversely affect natural features by creating or contributing to erosion or contamination of air, water or soil and their systems.
- 11) It is the policy of Council that development shall not adversely affect existing land uses or public health or safety by causing a hazard or nuisance such as, but not limited to, noise, dust, odour or unsightly appearance, and that it will not create undue servicing demands or costs.
- 12) No buildings will be permitted on lands which are potentially hazardous, such as floodplains and unstable lands.
- 13) Development shall only be permitted on lands shown to have suitable soil and drainage conditions.

- 14) It is the policy of Council that new subdivisions or comprehensive developments will be required to dedicate land, or cash in lieu, for public recreation purposes. Council may specify these requirements in the Twillingate Development Regulations.

Incinerator

- 15) As soon as feasible, Council will relocate the municipal incinerator to a site well removed from built-up or environmentally sensitive areas. Until such time, development near the site shall be limited to infilling. Development which could be adversely affected by emissions shall not be permitted along Rink Road. Other development proposals in the vicinity of the incinerator shall be referred to the appropriate government department(s) for approval prior to the issuance of permits.
- 16) Conditions for the future rehabilitation and use of the incinerator site shall be determined by the Department of Environment and Lands. Council will ensure that all development will comply with the conditions before development or building permits are issued.

Protection of the natural environment

- 17) Council will protect environmentally sensitive and hazardous areas such as municipal watersheds, floodplains, wetlands and steep slopes from incompatible development.
- 18) A buffer strip of undisturbed vegetation and soil shall be retained along the shorelines of all water bodies. The buffer shall be sufficient to prevent erosion, retain natural drainage features, prevent siltation of water, preserve natural values of affected streams and ponds, preserve public access and protect fish habitat. For designated Watershed lands, the buffer width shall comply with the specifications of the Department of Environment and Lands, listed in the Twillingate Development Regulations. For lands bordering on

other water bodies, a minimum buffer width shall be 15 metres from the high water mark.

- 19) Council will ensure that proposals for the following types of development are referred to the appropriate government departments for recommendation before any permits are issued:
- i) On lands in or adjacent to designated Protected Watershed or other environmentally sensitive areas, development which may adversely affect natural functions or values (e.g. water quality or quantity) must have prior approval by the Department of Environment and Lands.
 - ii) All development proposals involving any temporary or permanent alteration to a water body must be referred to and approved by the Department of Environment and Lands before a permit is issued.
 - iii) Any development proposal which could potentially create adverse environmental effects shall be submitted to the Department of Environment and Lands to determine whether an Environmental Assessment is required.
 - iv) Any development which may affect fish habitat must be referred to Fisheries and Oceans Canada.
 - v) Any application for the establishment, expansion, closure or redevelopment of an existing or former waste storage/disposal site or scrap yard, or installation of an underground storage tank.

Protection of economic and cultural resources

- 20) Council will not undertake or approve unnecessarily long service extensions, nor provide services which bypass unserved areas. Extension of capital works to new subdivisions shall be provided at the expense of the developer.

- 21) Development such as unsightly utilities located close to the highway, or uses which could devalue the Town's scenic resources, will not be permitted.
- 22) Council will encourage the conservation of historic sites and structures.
- 23) Council will encourage the restoration of vacant or abandoned waterfront premises for uses which will enhance the tourism industry.
- 24) It is the policy of Council to refer all tourism-related development applications, including business plans and building plans, to the Tourism Branch of the Department of Tourism and Culture for review.
- 25) Archaeological sites and discoveries are protected under the *Historic Resources Act, 1985*. If such a site is discovered during the course of any development, work on the site shall stop immediately, and the Historic Resources Division of the Department of Tourism and Culture shall be consulted for further instructions.

3.2 SPECIFIC LAND USE OBJECTIVES AND POLICIES

The following sections list the planning objectives and policies which apply to individual future land use designations. They are intended to provide a more specific and detailed guide for Council's decision-making. The specific policies for each land use category are to be read in conjunction with the General Objectives and Policies, which pertain to all development within the Municipal Planning Area.

3.2.1 RESIDENTIAL AREAS

Areas designated for residential use are primarily intended to accommodate the housing needs of the population. Although developable land exists within the municipality, there are obstacles in terms of adequate servicing and land ownership. These factors make it difficult to predict the availability of land for future residential development. It is therefore necessary to ensure that new development is carefully planned so as to make the best use of land and services, and to be able to meet the future housing needs of the community. A mixture of housing types allows for greater choice and accessibility for permanent and temporary residents.

Objectives:

- i) To reserve sufficient lands for residential development to meet the short- and long-term housing needs of the community.
- ii) To achieve economic and efficient use of municipal services.
- iii) To ensure the compatibility of future development with the character and amenity of existing neighbourhoods.
- iv) To encourage the provision of a mix of housing types.
- v) To encourage improvement of sub-standard dwellings while maintaining the existing architectural structure of traditional buildings.

Residential Area Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Residential Areas:

- 1) Residential areas shall accommodate single or double dwellings and recreational open space.
- 2) Development which is compatible in function and appearance with the above uses may be permitted, provided that it will not detract from the residential character or the safety of existing neighbourhoods. Examples of potentially compatible development include such uses as apartments, row dwellings, schools, churches, child care facilities, convenience stores, professional offices, home occupations of a non-disruptive nature, and mobile/mini homes. Screening, buffering or other design measures may be required to reduce any adverse impacts generated by a non-residential use on adjacent residential properties.
- 3) Council will encourage appropriate development (infilling) of vacant land serviced by a municipal water and sewer system, in order to achieve economic use of municipal services. Council will promote aesthetic compatibility of infill development with the architecture of existing structures.
- 4) Seasonal dwellings (such as cottages and cabins) will not be permitted in areas designated for Residential land use.
- 5) Unless they are part of a comprehensive subdivision, individual buildings shall be located in such a manner that development density can be increased in the future.

- 6) New development in the substantially undeveloped Residential Areas in:
- Back Harbour
 - Wild Cove
 - Jenkins Cove, and
 - south of Main Street and Durrell Arm

shall proceed in a manner that will ensure the most efficient and cost-effective present and future use of municipal services and roads. Before any development or building permits are issued, Council will ensure that the following issues have been considered and addressed to its satisfaction:

- i) the manner in which the land is to be subdivided;
- ii) the location of the proposed development in relation to surrounding properties;
- iii) the general layout of the site, including access points and any roads to be built or upgraded;
- iv) the placement of dwellings or other proposed structures;
- v) the proposed method and cost of servicing;
- vi) the biophysical characteristics of the site, including soils and drainage;
- vii) costs and benefits to the municipality, including capital and maintenance costs and revenue generation;
- viii) buffering requirements (if any);
- ix) phasing of the development; and
- x) the manner in which adjacent properties may be integrated with the proposed development.

Analysis of the above, along with any other factors Council deems necessary, should enable Council to set conditions which will ensure that development proposals are designed with regard for their physical, social, environmental and economic implications.

- 7) If a new subdivision is being proposed within the Municipal Planning Area, development plans shall be prepared on the basis of full municipal water and sewer servicing, which shall be provided at the developer's expense.
- 8) Where necessary, Council will reserve land along existing roadways for access to proposed subdivisions.
- 9) It is Council's policy to encourage the provision of neighbourhood parks in all residential areas.

Backlot Development

- 10) Development of single residential lots behind existing residences will not normally be permitted. However, such development may be permitted if sufficient land is made 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, and must be installed, prior to occupancy, to the minimum requirements of the Town. Unserviced development shall not be permitted.
 - (b) All development shall conform as closely as possible and reasonable to the policies for Residential development set out in this Municipal Plan, and to the conditions and standards set out in the Twillingate Development Regulations.

- (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 that land use zone.

- (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 will not, under any circumstances, recommend in favour of Crown Lands applications for backlot development.

3.2.2 COMMERCIAL AREAS

The Commercial designation applies to a variety of retail and other commercial uses located principally along Main and Toulinguet Streets. Additionally, certain commercial uses may be permitted within the Mixed Development designation (see section 3.3.3). Local and personal service uses may also be located within designated Residential areas (see Residential Area Policies, 3.2.1).

Objectives:

- i) To improve the amenities, safety and attractiveness of existing commercial districts.
- ii) To designate adequate lands for commercial development in order to provide the range of goods and services required by the community.
- iii) To achieve economic use of municipal services and efficient, integrated commercial districts.
- iv) To support the preservation and appropriate development of those facilities and attractions which will promote the tourism industry in Twillingate.

Commercial Area Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Commercial Areas:

- 1) Development permitted in designated Commercial areas includes most businesses, professional and financial offices, retail shops, hotels and motels, restaurants, taverns and service clubs. Government and other public buildings may be permitted.
- 2) Uses which require large land areas, open storage or which involve handling or storage of hazardous materials shall not be permitted in Commercial areas. However, automobile dealers and building or supply operations may be permitted along Toulinguet Street, provided the development conforms with

all other policies of this Plan and with the conditions set out in the Twillingate Development Regulations.

- 3) Council will encourage appropriate infilling of vacant land within existing commercial areas serviced with a municipal water and sewer system.
- 4) Council will ensure that new commercial uses will be functionally and aesthetically compatible with neighbouring properties. Screening, buffering or other design measures may be required to reduce any adverse impacts generated by a commercial use on nearby properties.
- 5) All future commercial developments shall be encouraged to provide joint access for adjoining properties, and shall provide safe access and adequate parking.
- 6) It is the policy of Council to encourage the provision of additional downtown parking through appropriate re-development or development of vacant land adjacent to the town centre.
- 7) Development in the substantially undeveloped Commercial area north of the Anchor Inn Motel shall proceed in a comprehensive manner that will ensure the most efficient and cost-effective present and future use of municipal services and roads. Before any development or building permits are issued, Council will ensure that each development proposal will meet its requirements as regards appropriate landscaping, signage, building and site design, access and similar features. Full municipal water and sewer services are to be provided for each building prior to occupancy, at the developer's expense. Minor accessory structures, such as sheds, are not subject to this requirement.
- 8) Where necessary, Council will reserve land along existing roadways for access to proposed subdivisions or backland areas capable of development.

3.2.3 MIXED DEVELOPMENT AREAS

Areas designated Mixed Development are intended to permit the continuation of a traditional mix of land uses. The aim is to ensure that a viable combination of compatible uses can co-exist with the predominantly residential development.

Objectives:

- i) To permit continuation of the existing mix of land uses, promoting variety and convenience while preserving a compact and pleasant living environment.
- ii) To maintain the traditional urban form and lifestyle of the community.

Mixed Development Area Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Mixed Development Areas:

- 1) Areas designated Mixed Development will accommodate a traditional mix of residential, commercial, light industrial and public buildings. Small retail shops and professional services will also be permitted.
- 2) Land uses which are hazardous, require large land areas or open storage, and activities which may generate a nuisance will not be permitted in Mixed Development Areas.
- 3) Council may require a buffer or screen between conflicting land uses.
- 4) Marine-related industrial or commercial uses along Main Street will be encouraged to locate on the side of Main Street closest to the harbour. Residential and other commercial uses shall be directed to the opposite side of Main Street.
- 5) Commercial and industrial developments in the designated Mixed Development Areas in Upper and Lower Jenkins Cove will be limited to fishery-related development such as marine suppliers or distributors.

3.2.4 INDUSTRIAL AREAS

This designation applies to several blocks of land along the waterfront, and to areas on both east and west sides of Twillingate Harbour. Designation of industrial areas serves to minimize disturbances to other land uses, and should reduce the requirement for protective buffers.

Objectives:

- i) To reserve sufficient lands for the development and expansion of existing and new industries, in order to allow for diversification and growth of the economic base of Twillingate.
- ii) To control the location and form of future industrial development so as to protect the social and environmental qualities of the Twillingate area.
- iii) To reserve land adjacent to harbours for port-related activities.
- iv) To promote aesthetic, functional and economic harmony between industrial activities and other urban and rural land uses.

Industrial Area Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Industrial Areas:

- 1) Designated Industrial Areas will accommodate such development and activities as processing, warehousing and distribution uses, workshops, and marine-related activities and structures including wharfs and associated sheds.
- 2) Complementary uses such as business offices and service stations may be permitted. Conditions pertaining to such land uses may be set out in the Twillingate Development Regulations.

- 3) Land immediately adjacent to the waterfront shall be reserved for fishery and marine-related industrial activities. Industrial developments which do not require port access will be encouraged to locate in other suitable locations.
- 4) It is the policy of Council to ensure the compatibility of new industrial uses with surrounding properties. Proper buffering and/or other design measures may be required between Industrial uses and adjacent developments.
- 5) Council will encourage new industrial uses to locate adjacent to existing industrial development wherever possible, in order to promote continuous industrial districts and the provision of joint access and parking facilities.

3.2.5 PUBLIC BUILDING AREAS

This designation applies to public facilities and public or institutional uses throughout the Twillingate Planning Area.

Objectives:

- i) To encourage the provision of a range of community services for Twillingate, including health, education, welfare and recreation required by residents, and to ensure that sufficient land is designated to meet anticipated needs.
- ii) To ensure that institutional uses and buildings are accessible and well integrated in the community.
- iii) To minimize potential adverse impacts of public buildings and associated uses on adjacent areas.

Public Building Area Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Public and Community Use Areas:

- 1) Public Building Areas will accommodate public buildings and uses such as, but not limited to:
 - i) government offices
 - ii) fire and police stations
 - iii) museums and heritage buildings
 - iv) child care centres
 - v) hospitals
 - vi) educational institutions
 - vii) places of worship
 - viii) indoor sports facilities
 - ix) places of assembly.

- 2) Other development compatible with and complementary to a public use may be permitted.

- 3) Council will encourage all public buildings to locate within the central part of the town, in order to provide easy access to most residents.

- 4) Public buildings shall, wherever possible, be located adjacent to existing public building uses, in order to promote integrated use districts and the joint use of accesses and parking lots.

- 5) Council will encourage the appropriate use of public facilities by the community for such activities as educational, social and recreational pursuits.

3.2.6 OPEN SPACE AREAS

The general purpose of designating Open Space lands is to provide recreational opportunities for residents and visitors, and to protect cemeteries.

Objectives:

- i) To provide the residents of the area with the widest possible range of outdoor recreation and leisure opportunities.
- ii) To enhance and improve the function, appearance and diversity of the urban environment and the quality of life of residents.
- iii) To enhance the attractiveness and the development potential of the area for the tourism industry and for other employers.
- iv) To protect existing cemeteries from incompatible development.

Open Space Area Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Open Space Areas:

- 1) Open Space areas shall accommodate outdoor recreational activities and facilities such as sports fields, parks and playgrounds, passive recreation, and cemeteries.
- 2) It is the policy of Council that recreational Open Space Areas shall be kept free of other buildings and structures, except those accessory or complementary to the primary outdoor recreational use, and will be properly maintained.
- 3) Council will strive to enhance the accessibility and use of recreational Open Space areas by ensuring proper maintenance of roads, grounds and facilities, and by promoting resident and visitor awareness.

- 4) Council will encourage the creation and maintenance of small neighbourhood parks which are safe and convenient for children and families, particularly in the downtown area.
- 5) Where possible and appropriate, Council will encourage the development and integration of Open Space Areas with public buildings and sites, to enhance accessibility and safety for all residents and visitors.
- 6) Council will not permit conflicting uses to locate near Open Space areas unless adequate buffering is provided to Council's satisfaction.

3.2.7 CONSERVATION AREAS

The Conservation designation applies to:

- i) environmentally sensitive lands and lands bordering on aquatic ecosystems;
- ii) lands incapable of, or hazardous to development, including shorelines, steep slopes with grades over 15 percent, watercourses and wetlands;
- iii) sites of geographical or historic significance;
- iv) lands which provide a habitat for locally or regionally significant plant or animal species;
- v) any other lands which should be preserved as a scenic attraction or for their natural amenity.

Objectives:

- i) To protect sensitive areas such as shorelines, natural drainage routes, unstable slopes, watercourses and wetlands from development and urban encroachment.
- ii) To reduce the potential for injury, loss of life and damage to property from natural hazards by restricting development in hazardous areas.
- iii) To promote efficient and environmentally safe provision of municipal services by preventing inappropriate development.
- iv) To ensure the continued existence of scenic areas, landmarks and historic sites for residents, visitors and future generations.
- v) To maintain and enhance the unique setting, rural character and diverse landscape of the municipality.

Conservation Area Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Conservation Areas:

- 1) No development will be permitted in Conservation Areas, except that which is necessary for reasons of public health or safety, officially authorized archaeological projects, or protection of the natural environment (e.g. erosion control). Non-commercial signs, such as historic plaques, and authorized activities such as wildlife management and research may be permitted where appropriate.
- 2) Conservation Areas shall be maintained in their natural state, except for development associated with permitted uses. Vegetation and soils shall remain undisturbed.
- 3) Public access for passive recreational activities will be permitted, provided such activities will not have any harmful effect on the natural environment.

3.2.8 PROTECTED WATERSHED

This designation is intended to ensure that the municipal water supply is safeguarded for the present and future population, by controlling development within the watersheds which supply domestic water.

Objective:

- i) To ensure a safe and adequate water supply for the present and future needs of the community.

Protected Watershed Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Protected Watershed Areas:

- 1) Appropriate development and land uses include passive recreation (e.g. hiking, picnicking) and structures required to supply municipal water, to protect or enhance public health and safety, or to protect the natural environment.
- 2) No development or land use activities will be permitted which may adversely affect the quality or quantity of the water supply.
- 3) No buildings, except for those covered by (1) above, will be permitted within the Watershed.
- 4) Rural resource uses and public works may be permitted, subject to review and approval by the Department of Environment and Lands, and any other Department or agency having jurisdiction. All such development must be screened from public view to Council's satisfaction.

- 5) All development proposals within the Watershed area must have approval by the Department of Environment and Lands prior to the issuance of any permits or commencement of any physical work.
- 6) All development shall conform to the buffer zone requirements specified for water supply areas by the Water Resources Division of the Department of Environment and Lands. The buffer zone specifications will be set out in the Twillingate Development Regulations.
- 7) Council will encourage the development of a watershed management plan for water supply areas. The watershed management plan shall outline policies, binding on all resource development agencies, for the most effective present and future use of resources within the watershed.
- 8) It will be the policy of Council to ensure that all development conforms to the policies and requirements of any watershed management plan affecting the Twillingate Planning Area.

3.2.9 RURAL AREAS

The remaining lands within the Municipal Planning Area which have not been assigned another designation are classified as Rural. Rural areas contain natural resources including wildlife habitat, mineral aggregate, land for future urban expansion and for recreational opportunities. Careful planning of rural development serves to promote compact urban development and full use of municipal services and revenues, while preserving the resource potential and natural values of rural lands.

Objectives:

- i) To encourage the appropriate separation of urban and non-urban land use activities.
- ii) To promote compact urban development and to restrict urban sprawl.
- iii) To protect and preserve lands with agricultural and resource potential.
- iv) To ensure the appropriate use and proper rehabilitation of natural resource areas.
- v) To maintain rural areas in their natural state as much as possible.

Rural Area Policies:

In addition to the General Development Policies in section 3.1.3, the following policies shall apply to all lands designated as Rural:

- 1) Lands within the Planning Area not designated for urban or other specific purpose under the Plan shall be designated as Rural.
- 2) It is the policy of Council that all Rural Areas be retained in their natural state, except for development associated with permitted uses.
- 3) Council will not approve any development which may create or contribute to a requirement for municipal water or sewer services, at the time of application or in the future. All on-site water and sewage disposal systems must have prior approval by the Department of Health and/or Environment and Lands.

- 4) Rural areas may accommodate such development as agriculture, commercial fishing and hunting (including associated buildings, e.g. lodges, wharfs), mineral workings and quarry operations, public utilities and waste disposal sites. Dwellings may only be permitted if they are accessory to and necessary for the operation of a primary permitted use, and may only be developed after the permitted use is in commercial operation. All such development proposals are additionally subject to review and approval by provincial or federal government departments or agencies.

- 5) Industrial developments requiring a large lot area which are not considered suitable in an urban location may be permitted, on the condition the use:
 - i) will not create a need for municipal servicing;
 - ii) will not prejudice rural resource development;
 - iii) will not create adverse environmental effects;
 - iv) can demonstrate compliance with all applicable standards for occupational health and safety;
 - v) will not create a nuisance (e.g. noise, smoke, odour or unsightly appearance) or interfere with existing or planned¹ land use activities in the area; and
 - vi) is also approved by the Department of Mines and Energy if it occurs within 300 metres of an identified aggregate resource.

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

¹"Planned" in this instance refers to development or future land use which is designated in this Municipal Plan, or which has been submitted to a government department or agency for approval prior to the proposed industrial development.

- i) rural industry associated with resource development or extraction of aggregate shall be evaluated in conjunction with the Departments of Mines and Energy and Environment and Lands.
 - ii) any development proposal which may create adverse environmental effects shall be submitted to the Department of Environment and Lands to determine whether an Environmental Assessment is required.
 - iii) All proposed scrap yards shall have prior approval of the Environmental Assessment Division of the Department of Environment and Lands. Such developments shall also be screened from public view to Council's satisfaction.
- 7) Council may establish conditions and time frames for appropriate site restoration upon the termination of rural industrial or resource development operations.

3.2.11 TRANSPORTATION

A functional hierarchy of roads has been identified within the Planning Area. These are: Arterial, Collector and Local.

Arterial roads function as major distribution links, carrying traffic through and away from Town. The only road falling under this classification is Toulinguet Street.

Collector roads link arterials with local streets, and carry intra-urban as well as local traffic. Main Street and Rink Road are classified as collector roads.

Local roads provide direct access to public and private properties. The remaining roads in the Planning Area fall under this category.

Objectives:

- i) To provide residents and visitors with a transportation network which is safe and efficient for both vehicular and pedestrian traffic.
- ii) To undertake continued improvements to the local road system through a regular road maintenance program.
- iii) To direct and co-ordinate future development with the existing transportation system.
- iv) To prevent ribbon development along the roads entering the Town.

Transportation Policies:

In addition to the provisions of the General Development Policies in section 3.1.3, all development within the Municipal Planning Area shall comply with the following policies:

- 1) Council will strive to upgrade and maintain the local roads within the Planning Area so as to preserve and enhance the safety and efficiency of vehicular and pedestrian traffic. This includes timely and adequate repair, snow removal and design safety.

- 2) It is the policy of Council to ensure that pedestrian access and safety are adequately considered in the design and maintenance of all roads within the Planning Area.
- 3) The design and layout of roads shall conform to existing topography wherever possible.
- 4) For arterial roads, individual accesses shall be limited where possible to public road intersections and other major traffic generators, in order to ensure free flow of traffic. On-street parking will not be permitted. Private residential accesses will be prohibited.
- 5) For collector roads, access shall be properly controlled and planned to minimize traffic flow disruption and danger to non-vehicular traffic. Limited on-street parking may be permitted.
- 6) The speed and traffic volume on local roads shall be kept to a minimum by means of posted speed limits, signs and street design. Cul-de-sacs or dead end roads shall be provided with adequate space where vehicles, including emergency service vehicles, can be turned around easily.
- 7) Sidewalks shall be provided along at least one side of arterial and collector roads. Additional sidewalks, buffers, landscaping and similar design measures may be required along streets and public areas at Council's discretion.
- 8) New subdivisions shall be designed in a manner which will ensure proper access to existing or future adjacent developments, and safe access to and circulation within the subdivision.
- 9) Development along provincial highways and arterial roads will not be permitted if it would create or extend areas of strip development.

4 ADMINISTRATION

4.1 Implementation

The preparation, adoption and approval of a Municipal Plan is only one part of the planning process. To implement its Municipal Plan, Council will adopt a scheme of development control. This scheme must conform with the policies in the Municipal Plan. In general, such a scheme will include land use zoning regulations, subdivision regulations and any other regulations Council may need to ensure the use and development of land conforms with the Municipal Plan.

The administration of the Municipal Plan and Development Regulations rests with Council. Anyone wishing to develop or subdivide land must submit an application requesting permission from Council. An application to develop must be made on the application forms specified by Council. All applications must show as accurately as possible the location of the site of the proposed development, and must include a plot plan showing the location of existing and proposed buildings and structures.

Before issuing a development permit, Council will review the application in order to determine whether the proposal conforms with the Municipal Plan and with the Development Regulations. If it conforms, Council will approve the application and specify any conditions which may apply. If the proposed development does not conform with the Municipal Plan or the Development Regulations, the application must be refused. For development involving a change in land use or new building construction, a development permit is required before a building permit can be issued. Anyone who is dissatisfied with Council's decision may appeal to an Appeal Board.

In some cases Council may be required, or wish, to refer an application to a government agency for review and recommendation. Additionally, public notice may be given concerning any development application, to allow Council to receive and consider public comments. In the case of discretionary land uses as defined in the Development Regulations, public notification is mandatory.

Anyone who fails to follow the required application process or who otherwise contravenes the Plan or Regulations can be prosecuted, and may be ordered to remove any illegal structures and to restore the site and attendant buildings to its original state.

Before major land developments within the Municipal Planning Area are approved, Council may require the developer to enter into a development agreement. The agreement shall establish the conditions under which development may proceed, and shall be binding upon both parties. Conditions governing development may also be attached to a development permit.

4.2 Capital Works

An annual Capital Works program, including five-year projections, will be adopted and implemented for the municipality. Council will ensure that its Capital Works Program reflects the policies set out in the Municipal Plan, balancing Capital Works and other development proposals with its financing capabilities. Extensions of municipal services for new development, including residential subdivisions, are the responsibility of developers and not the municipal or provincial governments. Improvements or additions to local roads and recreation facilities should also be carried out on a year-to-year basis, subject to the Town's financial capabilities.

The main portion of current municipal expenditures is directed at servicing debt charges. This is largely a result of expensive capital works undertakings, which are projected to continue over the next 5 years at a total cost of almost \$ 7.9 million. The proposed capital works projects for Twillingate over the 1993-97 period are summarized in Table 4.1.

Table 4.1 Proposed Capital Works Projects, 1995-1999

YEAR	TYPE	LOCATION	COST ESTIMATE
1995	Water & sewer	Twillingate Ward 33w/23s	\$ 790,300
		Durrell Ward 40 w&s	\$ 835,900
		Bayview Ward 25 w&s	\$ 520,100
	Roads	Twillingate Ward - various	\$ 182,230
		Durrell Ward	\$ 168,890
		Bayview Ward	\$ 78,355
		Mobilization & facilities	\$ 5,500
1995 Subtotal			\$ 2,581,275
1996	Water & sewer	Twillingate Ward reservoir	\$ 608,600
		Durrell Ward 25 w&s	\$ 682,900
		Bayview Ward 10 w&s	\$ 353,700
	Roads	Twillingate Ward - various	\$ 179,610
		Durrell Ward	\$ 182,340
		Mobilization & facilities	\$ 5,500
1996 Subtotal			\$ 2,012,650
1997	Water & sewer	Twillingate Ward Rink Rd.,3w	\$ 287,300
		Durrell Ward 20 w&s	\$ 459,400
		Bayview Ward 34 w&s	\$ 591,760
1997 Subtotal			\$ 1,338,460
1998	Water & sewer	Twillingate Ward Rink Rd.,12w	\$ 309,400
		Durrell Ward 20 w&s	\$ 507,800
		Bayview Ward 10 w&s	\$ 400,000
1998 Subtotal			\$ 1,217,200
1999	Water & sewer	Durrell Ward 35 w&s	\$ 697,700
1999 Subtotal			\$ 697,700
TOTAL			\$ 7,847,285

4.3 Adoption of Development Schemes

Development Schemes may be prepared and adopted at any time in order to allow for physical development of particular areas, or to amplify policies contained in the Plan. Through a Development Scheme, land may be reserved for such things as public roadways, residential subdivisions, schools, parks or open space, or to provide for the acquisition, sale or lease of land and buildings by the municipality.

Development Schemes are prepared pursuant to the *Urban and Rural Planning Act*, and thus require a public hearing and approval by the Minister. The Urban and Rural Planning Division of the Department of Municipal and Provincial Affairs may be consulted for guidance and assistance with the drafting and adoption of a Development Scheme.

4.4 Procedure for Amending the Municipal Plan

This Municipal Plan has been prepared with the intent that no amendment be required during the next five years, at which time a Plan Review is to be undertaken.

However, unforeseeable changes in economic conditions or in policy direction could arise during the Planning Period. Should a Municipal Plan amendment require consideration, it will be given the same evaluation and approval procedure as this Municipal Plan. Evaluation of each proposed amendment will include a public hearing with a Commissioner appointed by the Minister of Municipal and Provincial Affairs. Each proposed amendment will include policy statements and, where necessary, an accompanying Future Land Use Map, clearly showing the change(s) to be made.