

HIGHWAY ZONING PLAN  
BONAVISTA PENINSULA HIGHWAY R.R. 230

1976 - 1981

Dept. of Municipal Affairs  
and Housing

Development Control Division

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SECTION I

FORWARD

As an attempt to maintain the utility of a specific highway and its immediate land area, at a maximum level of efficiency, land use zoning has become of increased necessity. Increases in population and urbanization has placed an intensifying strain upon land availability both in the urban and rural environments. The result has been the evolution of a complex web of interdependent social and economic problems which are most often extremely difficult to correct. Thus the need for land use zoning and regulatory controls has proven necessary primarily because of the interdependence among people and the desire to develop some system by which compatability between individual interests can be enhanced.

To achieve compatability of interest, it is the responsibility of the Development Control Division to structure a definite policy so as to ensure the utility of the highway is maintained, and accordingly the safety of its subscribers. To maximize the servicability of the highway, control must be applied to those developments or activities adjacent to it, which generate pedestrian and automotive traffic. Such control refers to maintaining homogeneity between existing land uses and proposed developments and to the retardation of urban sprawl. The spin-off from ribbon development is felt not just by the decline in the safety factor of the highway, but has far reaching effects on a communities ability to provide public services. If a community has indiscriminately grown linear to the highway, the cost of providing public services such as water and sewerage, school bussing, street lighting, refuse collection, police protection, etc., increases dramatically as one locates further from the community core. Often the result of such growth is the inability of the community to finance its commitments, and the need for government subsidization, followed by an increased tax burden on the individual.

With the above thoughts in mind the Development Control Division has undertaken a series of Highway Zoning Studies, the objective being

to develop a framework of reference within which the compatibility between the Urban and Rural Environment along the Provinces Protected Roads, can be optimised, the present study offers a rationale for land use bordering the Bonavista Highway (R.R. 230) with the desire that through controlling development, the function of the highway will be retained, community consciousness enhanced and the rural environment maintained for future generations. To this it should be stressed that such policies are static only in that there exists specific consideration which apply universally to all provincial highways, but with the physical and social characteristics of Newfoundland being locationally unique, each study must be approached in the context of its own regional distinctiveness.

To achieve the overall goals presented, it is the responsibility of Development Control Division, by virtue of the Protected Roads Zoning Regulations (1961) to apply its prerogative in the following manner.

1. To restrict sporadic ribbon development along the highways where future servicing would be impractical.
2. To restrict the number of accesses along the highway thus reducing the number of potential hazards and impeding the free flow of traffic.
3. To ensure that development along our highways is constructed and located in such a manner as not to detract from the amenities of the roadside.
4. To restrict the number of advertisements on the highways and to ensure that those permitted do not present an eyesore and cause a traffic hazard by virtue of their lettering and design.
5. To ensure that new developments will not create a sanitation hazard to adjoining property or in any way have an injurious effect on the property of others.
6. To ensure that highway service areas are developed along the highway in locations that will ensure that assistance by the travelling public will be close at hand, e.g. spaced conveniently along the highway.

7. To ensure that the standards of construction conform to at least the minimum requirements of the National Building Code of Canada.
8. To generally ensure that the amenities of the highways, or other areas, are kept in a pleasing condition.

#### BONAVISTA PENINSULA - PHYSICAL CHARACTERISTICS

The Bonavista Peninsula, bounded to the north by Bonavista Bay and to the south by Trinity Bay is characterized by a mosaic of geologic structures the result of extensive glacial transformation. Much of the region, although having some igneous intrusions, is basically composed of Cambrian and pre-Cambrian sedimentary sandstone, siltstone and slates.

For general reference the surface material of the Bonavista Peninsula can be catalogued under four headings, rock, till, marine deposits and bog. Refer to Map titled, Bonavista Peninsula - Physical Characteristics, (inside rear cover) which illustrates the distribution of soil materials, and associated forest cover.

Of the four soil types identified, it is the till and marine deposits which are the most significant, since associated with these deposits are two stable economic activities of the region; agriculture and forestry production. Where the stone content is below average, agricultural production is feasible. Regions having greater than average potential for agricultural activity are:

- (A) Areas within the vicinity of the Bonavista Highway - Elliston Junction.
- (B) Areas adjacent to the Bonavista Highway between Port Reston and Melrose.
- (C) Southwest from Kings Cove for approximately 5 miles.
- (D) Southwest from Plate Cove West for approximately 5 miles.
- (E) The Musgravetown - Charleston - Georges Brook triangle.
- (F) Vicinity of Harcourt and Somerset.

Forest cover varies throughout the Peninsula, the density and height depending on the subsoil. Between Clareville and Charleston forest

cover is dominated by coniferous species and is the most economically viable region for forest production. Approaching the eastern half of the Peninsula, the natural environment transforms to exposed bedrock and bog, exhibiting a vegetative cover of primarily stunted trees, brush and lichens.

Characterizing the physical attractiveness of the peninsula are numerous lakes, a jagged coastline and numerous small picturesque coastal villages which in whole create a very relaxed and fun filled vacation retreat.

#### HISTORY & SETTLEMENT

With the desire of European Fishermen to exploit the fish resource of eastern Newfoundland, numerous compact communities became situated along the rugged eastern coastline from Cape Bonavista to Cape Race. Such communities were orientated with the sea and grew proportionate to the ability of the local area to support a viable inshore fishery. Thus the small coastal communities remained for over two centuries isolated and self reliant, communicating primarily by sea.

With the turn of the 20th century, evolution in both fishing technology, communications, and an increased demand for fish products, brought about a decrease in the role of the insular fishing community. People began to move from the remote village to larger centers where employment and a higher service standards were available. The settlement pattern changed from a compact pedestrian - orientated development, with commercial and civic uses centrally located near the sea, to an automobile - orientated development, with houses tending to sprawl indiscriminately along convenient roads and commercial uses locating in the form of a strip along the highway or access road leading to the community. This new settlement pattern, based on rapid communication, dictates that proper intercommunication between those of the Bonavista Peninsula and the remaining

portions of Newfoundland depend on the efficiency of the Highway, and that each community as well as individual, must exhibit responsibility for that purpose.

#### COMMUNITY DISTRIBUTION

Although there are a total of fifteen communities located adjacent to the Cabot Highway, only ten (10) of these communities are subject to the Protected Road Zoning Regulations.\* The distribution of these communities, and, where applicable, their municipal boundary is illustrated in Figure I. Specific reference should be made to five municipalities; Clarenville, Port Union, Catalina, Little Catalina and Bonavista. In each of these municipalities development is controlled by existing Municipal Plans which supersede the Protected Roads Zoning Regulations.

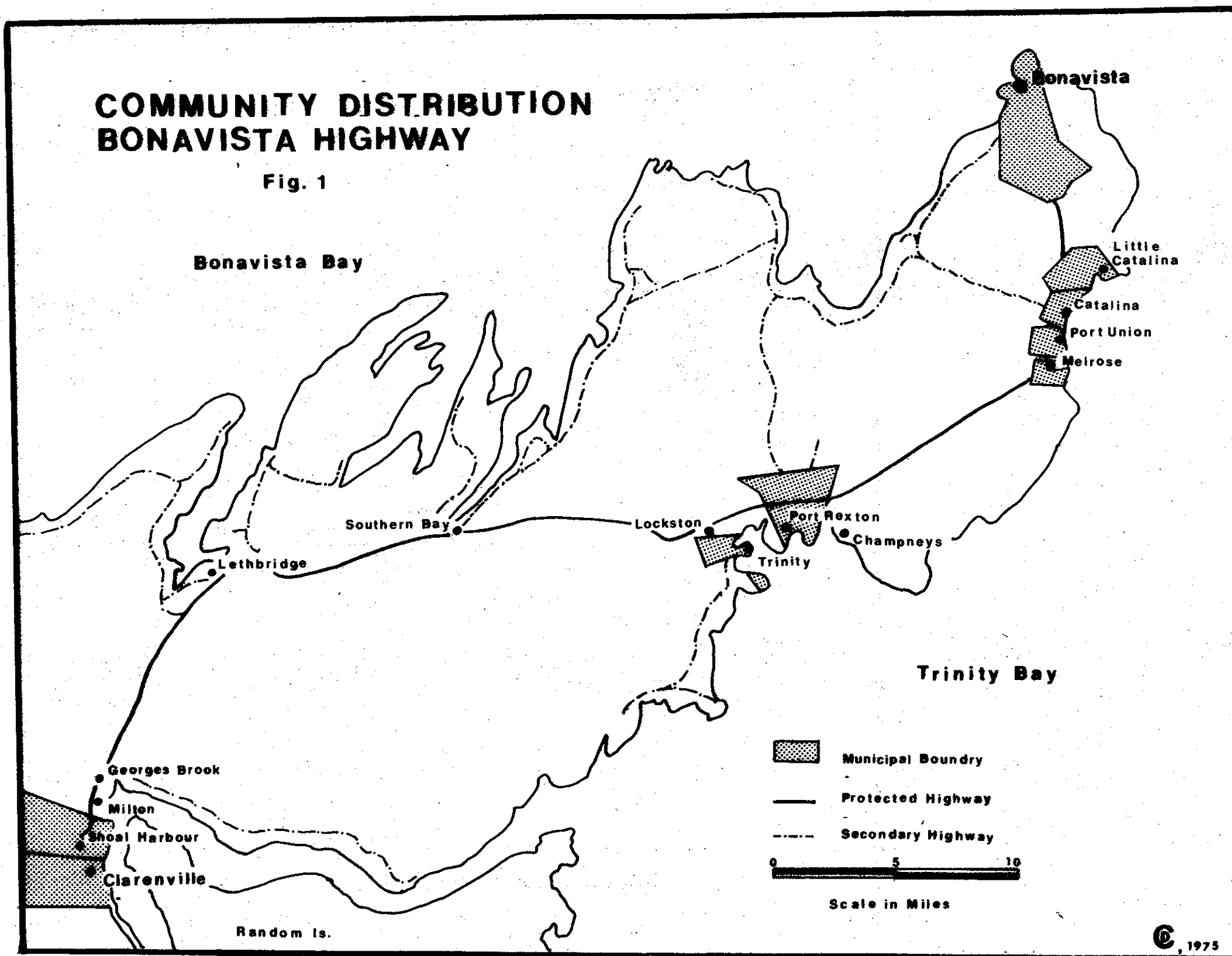
Beyond the Cabot Highway numerous small communities have been established along the coast, connected by a network of access roads, a number of which have as yet to be hard surfaced. The economic base of the communities vary with location; available resource, materials, and the distance to a major employment industry. Several function as dormitory communities, the greater percentage of employed residents commuting to the larger centers where employment possibilities are higher and more diversified than what exists in their resident community.

\* Champney's Arm, Champneys East, Champneys West referred to as Champneys.



# COMMUNITY DISTRIBUTION BONAVISTA HIGHWAY

Fig. 1



COMMUNITIES OF THE BONAVISTA HIGHWAY

1. Clarenville
2. Shoal Harbour
3. Milton
4. Georges Brook
5. Lethbridge
6. Charleston
7. Port Rexton
8. Champneys West
9. Champneys Arm
10. Champneys East
11. Melrose
12. Port Union
13. Catalina
14. Little Catalina
15. Bonavista

Communities influenced by the Protected Roads Zoning Regulations

1. Shoal Harbour
2. Milton
3. Georges Brook
4. Lethbridge
5. Charleston
6. Port Rexton
7. Champneys West
8. Champneys Arm
9. Champneys East
10. Melrose

### POPULATION DISTRIBUTION

Of the fifteen communities having direct access to the Cabot Highway 88% of the associated population, is concentrated within three (3) major regions (a) Clarenville - Georges Brook (b) Melrose - Little Catalina (c) Bonavista. The most easterly of these three groups, Bonavista and Melrose - Little Catalina are located on the final 14 miles (19%) of the Bonavista Highway and represent 59% of the total population distributed along the highway. The remaining 12% of the population is concentrated in six (6) smaller coastal communities; Lethbridge, Champney (East, Arm, West) Charleston and Port Rexton. Figure II illustrates population distribution and the major urban concentrations identified.

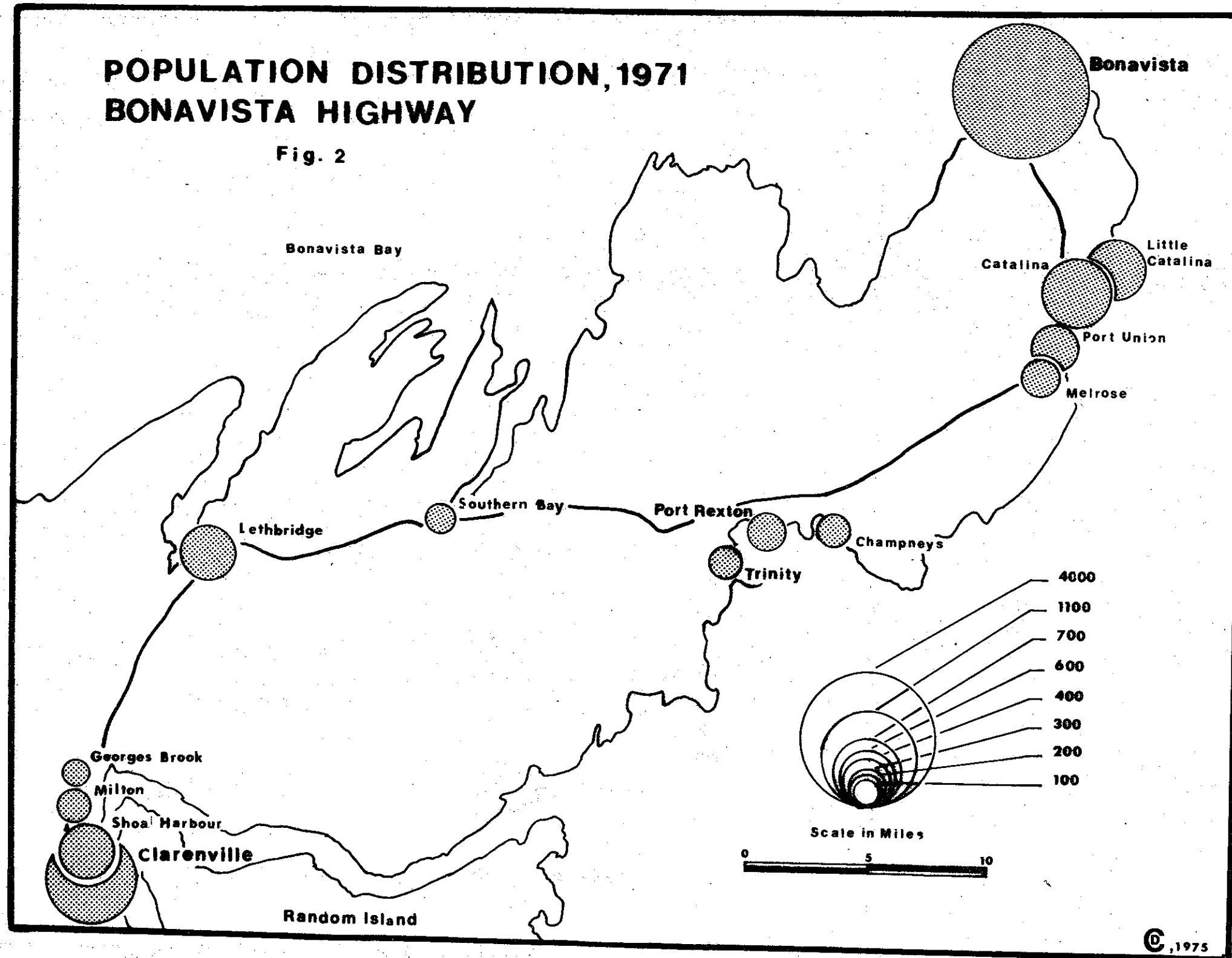
The significance of this distribution is that the largest concentration of people living along the Bonavista Highway must commute the furthest before reaching the T.C.H. and thus all other points on the island. (57.75 miles Melrose to T.C.H.) It is therefore obvious that those residing from Melrose to Bonavista depend heavily on the servicability of the Bonavista Highway and to maximize safety and distance travelled per hour is essential.

Population growth within these communities reflects strongly local economic conditions. The area having the most significant rise in population was Clarenville - Georges Brook, having a growth rate of 21% (1961 - 1971) this growth no doubt is reflective of Clarenville's position as the regional service centre, and of the Come-By-Chance Oil Refinery.

The most easterly urban concentrations, Bonavista and Melrose - Little Catalina exhibited only a slight population growth of 1%, a possible reflection of the viability of the fishing industry.

# POPULATION DISTRIBUTION, 1971 BONAVISTA HIGHWAY

Fig. 2



Champneys, Charleston and Port Rexton were characterized by negative growth rates, collectively of -13%. Within each of these communities the economic base is very limited and is not expected to change significantly since future industrial growth, would be expected to locate within the existing larger urban centers at either end of the peninsula.

Lethbridge is unique, relative to the aforementioned communities, since it exhibited a 10% increase in population - a factor which no doubt reflects the areas suitability to agricultural production. For further reference to the population growth within specific communities, consult Appendix A for Population Totals 1951 - 1971 and Select Population Profiles 1961 - 1971.

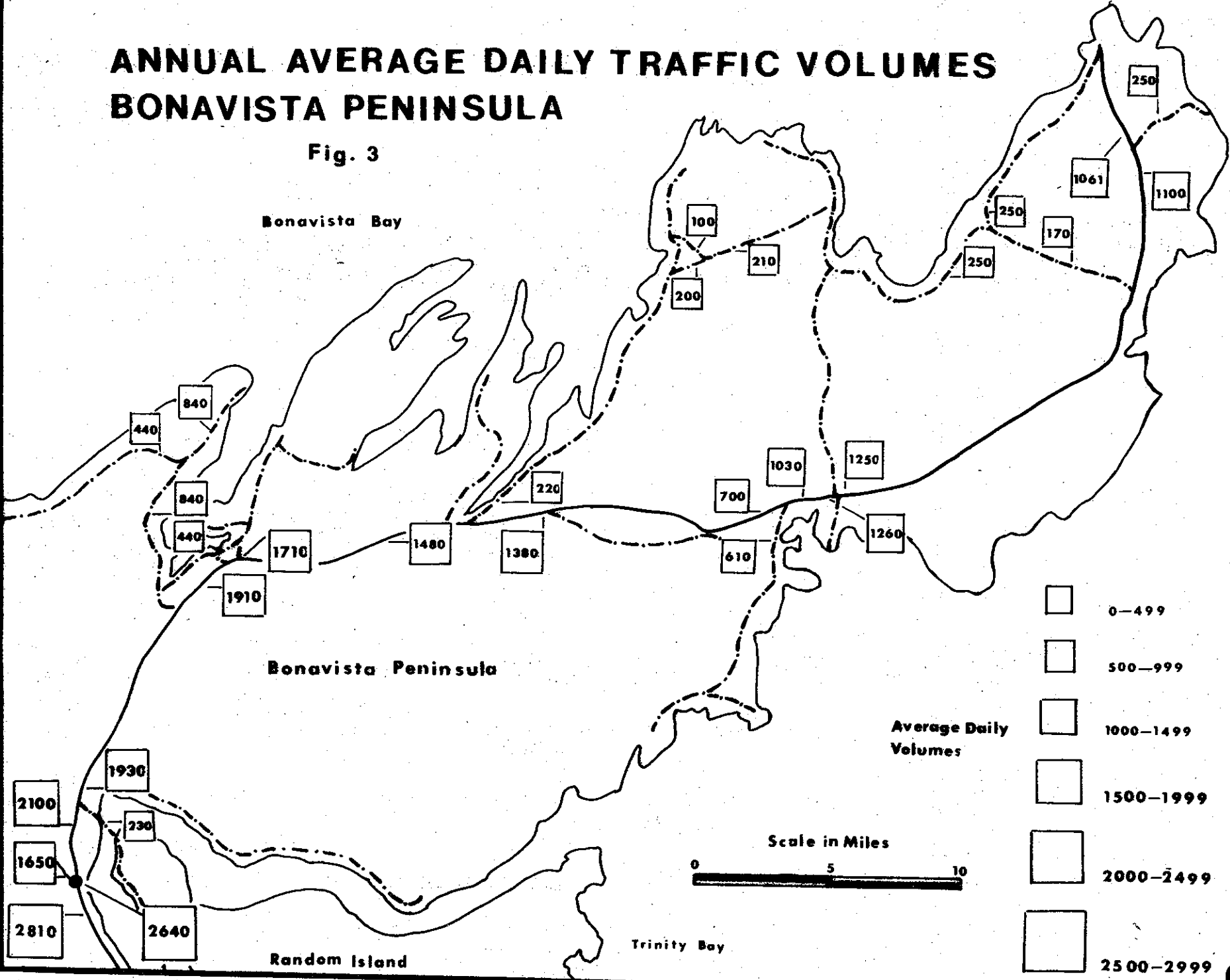
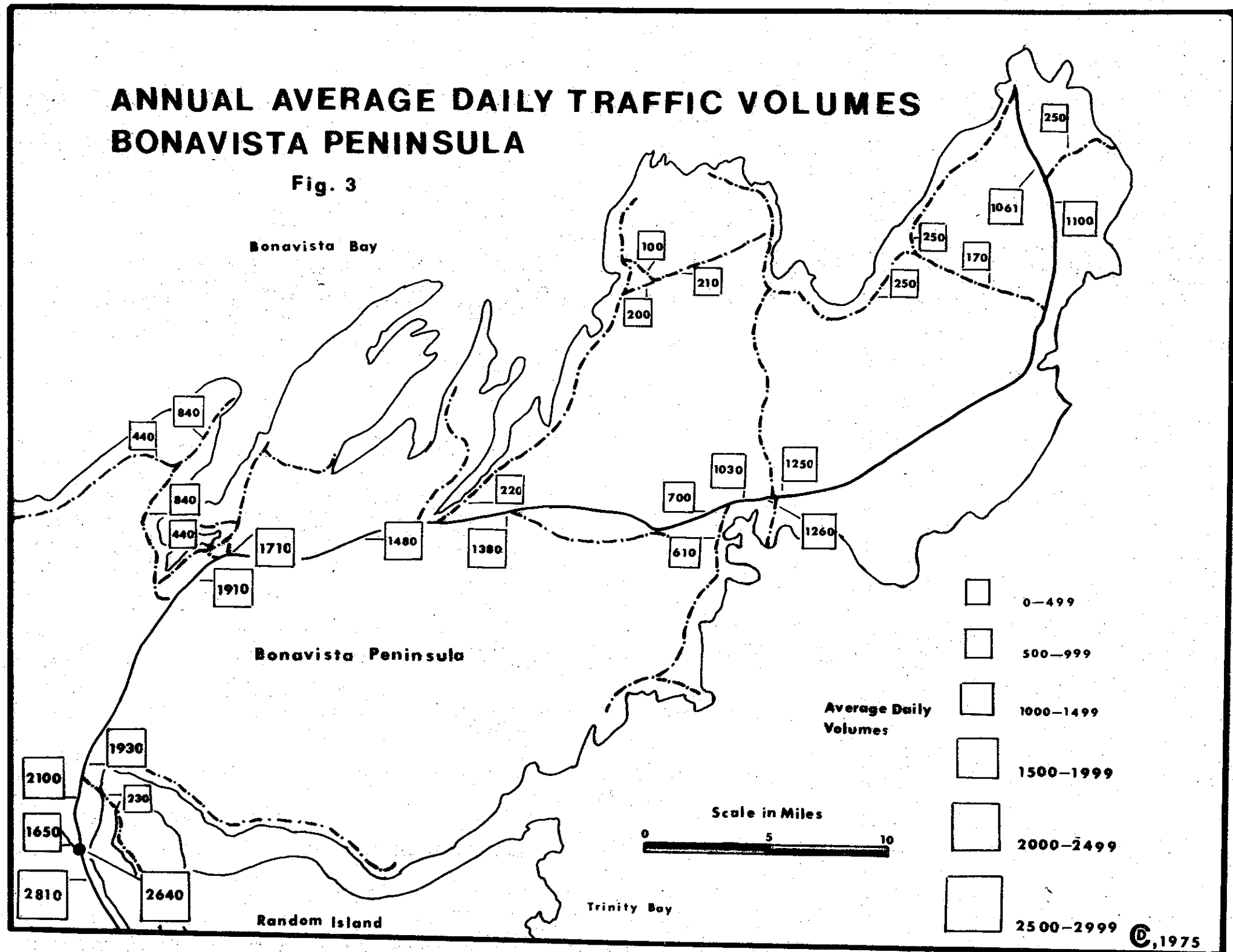
Referring to the present distribution of population and expected future growth, we must recognize the necessity of maintaining an efficient link between the eastern communities of the peninsula and the remaining points of the island. As a result the position of the Development Control Division is to resist the indiscriminate spread of development on the Bonavista Highway, particularly within the Rural Conservation Zone; there by maintaining the highways position as the most economic and least time consuming medium of transportation servicing communities of the Bonavista Peninsula.

#### ANNUAL AVERAGE DAILY TRAFFIC VOLUMES

The application of Annual Average Daily Traffic Volumes offers much the same conclusions as does population distribution. Figure III illustrates average daily volumes of traffic at specific points on the Bonavista Highway and along secondary roads as well. However, interpretation of this distribution is limited since Annual Average Daily Traffic Volume relating to the Melrose - Catalina and the Town of Bonavista are

# ANNUAL AVERAGE DAILY TRAFFIC VOLUMES BONAVISTA PENINSULA

Fig. 3



not available. The basic trend identified is that as population concentration increases so does the incident of commuter traffic, which would suggest a very high Annual Average Daily Traffic Volume in the Melrose to Bonavista Area. This again emphasizes the importance of the Bonavista Highway and the need to protect the interest of the subscriber.

## SECTION II

### THE HIGHWAY ZONING STUDY - Objectives and Plan Preparation

Throughout the first section of this report the writer has attempted to present a number of factors which centre on the Bonavista Highway and to create an understanding of why a rational land use policy to control development along the highway is necessary. The following section which has been subdivided under four specific topics refers directly to the development controls applied to the Bonavista Highway and the objectives set by this Division with respect to future development on the highway.

The basic factor which has made the preparation of Highway Zoning necessary has been the indiscriminate spread of Urban Sprawl i.e., the expansion of single - depth residential and commercial developments radiating along major trunk and access roads. Examples of this type of development can be seen throughout the Bonavista Peninsula. Examples of particular concern include:

- (a) That entire area stretching from Shoal Harbour to and including Georges Brook (7.5 miles).
- (b) From the intersection of R.R. 230 and R.R. 232 towards the communities of Harcourt etc. A number of these dwellings are substandard quality, setbacks are inadequate and the location of accessory buildings would suggest no considerations for the visual affect on the environment
- (c) Bordering the highway realignment (1971) constructed to bypass the community of Lethbridge.
- (d) That area  $\frac{1}{2}$  mile west of Port Rexton comprised of Goldsworthy Supermarket, 4 residences, the Alchlay Inn and an Imperial Esso Service Station.
- (e) Isolated developments along the Random Island Road, upgraded in 1975. Pressure to develop on this highway as indicated through applications for crown land has intensified, particularly since its upgrading.



Reflecting on these examples, as urban sprawl continues, the affects are felt in three distinct directions; a decrease in highway efficiency, increase cost in existing and future public servicing and the destruction of the visual qualities of the natural environment. Decreasing highway function and efficiency means that if a section of highway is presently within a 50 m.p.h. speed zone, the result of ribbon development is to increase automotive and pedestrian traffic accessing on the highway, eventually decreasing the existing speed zone for reasons of highway safety. At this point highways become local roads and may necessitate a costly realignment. Increased public service costs refer to provision of water and sewage and its maintance, school bussing, garbage collection, police protection etc., all of which cost more as the area of service is extended, particularly when such growth is linear. The effects of urban sprawl on the environment are no less important, for land is a basic resource and must be managed diligently for the benefit of future generations.

The preceding expose has therefore presented the major areas of concern which this Division attempts to apply itself to, and the need for Highway Zoning Studies. Additional aims of this study are:

- (a) If a community does not have a municipal plan the Highway Zoning Plan for that particular community may be used as a preliminary guide line for future land use.
- (b) To the applicant who might be approaching the municipal council with expectations to construct some form of development within the Municipal Boundary, the plan schematically expresses the policy of this division and therefore may save the applicant time and frustration of refusal and as well recommend an alternative site.
- (c) Many applicants have the tendency not to apply for a development permit until they are to commence construction, such highway plans decrease the time required to process an application especially where refusals are necessary.
- (d) Highway Zoning will hopefully maintain the homogeneity of the rural and urban environments.

- (e) As communities expand, the control on ribbon development will help maintain the autonomy of each individual community.
- (f) It is the expectations of this Division that by introducing studies of this nature that a more direct line of communication and understanding can be achieved between municipal government, applicants, and the Development Control Division

The schematic presentation of the Protected Roads Zoning Plans were based on two methods:

- (a) For the communities of Shoal Harbour, Milton, Georges Brook, Charleston and Lethbridge, existing mapping prepared for the Provincial Planning Office at a scale of 1" = 200' were employed in conjunction with highway profiles prepared by the Dept. of Transportation and Communications. These were of definite value in plotting those sections of the Bonavista Highway realigned since 1970.
- (b) Where existing base maps were not available, mapping was prepared through use of aerial photographs, the scale being adjusted to approximately 1" = 400'. Attention must be made to the distortion which results not only in the photography but as well in the scale alteration.

Where adjustments were necessary to increase the physical accuracy of the plans, field inspections were carried out. The designation of the land use zone was calculated using the following perimeters.

- (i) physical characteristics of the land
- (ii) the existing development scheme
- (iii) the capacity of an area to infill (within a community)
- (iv) future lot requirements based on population trend over a 10 - 15 year period
- (v) direct communication with the Municipal Governments with whom this division share a dual control over a particular section of highway.

#### AREAS CONTROLLED BY THE PROTECTED ROAD ZONING REGULATIONS

Identification of those sections of the Bonavista Peninsula within the jurisdiction of the Protected Road Zoning Regulations was referred to in Figure 1, however, a comprehensive examination is necessary since the Building Control Line does not apply uniformly to the entire controlled sections of the highway and, therefore, require clarification.

Application of the Protected Road Zoning Regulations to the Bonavista Highway commences at the southern approach of the Shoal Harbour Causeway, extending without intervention to the western boundary of Port Union, a distance of 55.5 miles (89.3 km). Extending from this point to the northern municipal boundary of Little Catalina, the Zoning Regulations do not apply since development in this region is controlled by three separately approved municipal plans administered by the councils of Port Union, Catalina, and Little Catalina. From the northern municipal boundary of Little Catalina to the intersection of the Bonavista Highway and the Elliston Access Road, a distance of 3.6 miles, development is again subject to the Protected Road Zoning Regulations. The remaining eastern portion of the Bonavista Highway, although not controlled by the Protected Road Zoning Regulations, falls within the Municipal Boundary of Bonavista. Therefore, all development beyond the Elliston intersection is controlled by the Bonavista Town Council upon requirements laid out by its municipal plan.

#### Building Control Line

Where the Protected Road Zoning Regulations are in effect on the Bonavista Highway, the Building Control Line extends perpendicular from the centre line of the highway, 1/4 of a mile (1320'). Three exceptions to this occur:

- (a) Those areas of the highway which lie within the municipalities incorporated under the local Government Act (1972) or the Community Councils Act (1972).

Within a Municipal Boundary, the Building Control Line extends 300' perpendicular from the centre line of the highway. This reduction in the Building Control Line from the standard 1320' is designed to give the municipality greater autonomy in directing future community growth. In addition, because it is not the responsibility of this Division to involve itself in comprehensive community planning, the 300' Building Control Line is sufficient to control against hazards which could develop to endanger the safety of those using the highway. However, distinction must be made between the municipalities ability to impose building controls and their ability to apply land use regulations. Under the provision of the Local Government Act, a municipality has the right to adopt building controls which refer to physical construction but not to its siting. Unless a Town or Local Improvement District has made representation to the Minister of Municipal Affairs & Housing for a Municipal Plan and have adopted Interim Development Regulations under the Urban and Rural Planning Act as a prelude to the plan, the council or board have no jurisdiction over land use zoning.

(b) That area of the highway which lies within a designated Planning Area Boundary, but outside the Municipal Boundary. Building Control Lines within a planning Area Boundary has been set at 500' from the centre line of the highway. The decision to administer a 500' Building Control Line was based on the premise, that, associated with nearly all municipalities bounded by a Planning Area Boundary, an approved Municipal Plan is in affect. This plan prepared for the Municipality refers to land use zoning and designates the type of development that should be applied to specific land areas. Therefore, the decision to control only 500' from the centre line of the highway by the Development Control Division is based on the responsibility of the local government to apply rational development controls within its Planning Area Boundary, while concurrently allowing the Development Control Division to protect the interest of the highway.

(c) Areas specified by the Highway Zoning Plans to have a Building Control Line other than 1320'. This third exception to that  $\frac{1}{4}$  mile

Building Control Line refers to areas within unincorporated established communities where the Building Control Line, "shall be that distance as established by an existing or proposed highway zoning plan".\* This clause stipulates that, where a highway zoning plan is being prepared for an unincorporated community, the Development Control Division in consideration of existing development, projected lot requirements, the type of development in question and the physical nature of the community, have the discretionary power to set the Building Control Line at the distance - but not to exceed  $\frac{1}{4}$  mile - which in its opinion optimize the interests of the community and the utility of the highway.

#### HIGHWAY ZONING PLANS

The Highway Zoning Plans presented in this report have been considered within two basic terms of reference; either as Urban or Rural Areas. The Urban Area referred to is subdivided into Mixed Zones, Buffer Zones and Residential Zones. The Rural Area has been designated as either a Rural Conservation Zone(s), Highway Commercial Zone(s) or as a Summer Cottage Zone(s). The purpose of each zone is to apply to a specific land area, a policy for future development bordering the highway based on the type of permitted uses in each. For a more comprehensive examination of these communities which have been zoned under the Protected Roads Zoning Regulations please refer to the writers descriptions in Section III and to the graphic representation of each community to be found in Appendix C. To understand the type of permitted uses in each zone either Urban or Rural, please refer to Appendix B.

Because the Highway Commercial Zone(s) and the Summer Cottage Zones perform a rather unique function, each of these zones will be expanded upon at the present time. Two graphic presentations of existing Highway Commercial Zones is found in Appendix C, immediately following the Community Highway Zoning Plans.

\* Protected Road Zoning (Amendment) Regulations 1975, Regulation 8

### Highway Commercial Zoning

Designating an area as a Highway Commercial Zone is an attempt to attract commercial activities catering to the motoring public, to establish in pre-identified locations. The aim is to distribute Highway Commercial activities in areas, having favourable physical characteristics, an established demand and where access to and from the highway will have the least affect on the traffic flow.

Two basic types of Highway Commercial activities which the motoring public rely upon are service stations and lodging. The distribution of service stations has become ubiquitous along the Bonavista Highway, with no significant distances between establishments. Presently a service station is being completed three miles east of Charleston and another has been proposed for the Lethbridge Area - refer to Highway Commercial Centre A and B, Appendix C.

Overnight accommodations are more conservatively distributed. Approximately 130 rooms are available from Clarenville to Bonavista, 67% located at Clarenville. With the opening of the Tourist season, additional accommodations are available including 10 Housekeeping Cabins at Trinity and 25 campsites at Lockston Path Provincial Park on R.R. 236. For additional information concerning the distribution of accommodations refer to Appendix A.

At the present time, three Highway Commercial Zones have been established on the Bonavista Highway identified by (a) Greening's Restaurant  $\frac{1}{4}$  mile east of R.R. 234 (b) the second, immediately west and inclusive of the Dunrovin Hotel and (c) approximately  $\frac{1}{4}$  mile east of the junction of R.R. 235, site of a new Irving Service Station. To this it should be pointed out that each lot within a zone must have a minimum lot frontage of 200'. These lots, if presently leased for an existing or proposed Highway Commercial Activity, belong to the Crown. Applicants

who desire to establish in these areas must, in addition to apply to this Division for a development permit, apply to the Crown Land Division to acquire lease of the land before the area in question can be occupied.

#### Summer Cottage Zoning - Areas for Consideration

Although the demand for permits through the Development Control Division to establish summer cabins has not as yet become substantial, indications are that future demand will rise considerably, with an increased number of applicants wishing to establish in areas easily accessible to the highway. Since it is the responsibility of the Development Control Division to monitor all development within  $\frac{1}{4}$  mile on either side of the Cabot Highway (except in specific locations), it has become the concern of the Division that there should be established in this region a Summer Cabin Zone(s) which can accommodate this expected increase. This is not suggesting that such zones should exist within the  $\frac{1}{4}$  mile control reserve, for in many instances this would certainly prove an impossibility, a negative step towards proper planning. The objective then of developing such zones is to:

- (a) act as a voluntary attraction for those seeking summer cottage sites and
- (b) to be available as an alternative location to those applications which the Development Control Division must refuse on the grounds that such development would be contrary to a reasonable planning policy as it affects the highway.

The recommendations to be made here are based on a number of considerations:

- (a) Accessibility of the zone to the highway.
- (b) Demand imposed on these areas in recent years.

- (c) The ability of the area to satisfy the recreational needs of the cottage owner and his family.
- (d) The availability of existing accesses to the periphery of the lake, and the degree of difficulty that would be imposed if several perspective cottage owners were to develop a common access in an unserved area.
- (e) The possibility of providing at a minimal cost, electrical service.

Taking into account the above considerations, two types of areas were identified as possible locations for Summer Cottage Zones:

- (a) Areas which border the Cabot Highway and which are therefore easily accessible but cover a rather moderate area.
- (b) Areas which exist 3 - 5 miles from the Cabot Highway, and which would require a considerable investment to provide services ie: access roads to Cottage Zones and electricity, but which extend over a very large area, and are rich in recreational possibilities.

The following is a listing of those lakes which it was thought would prove to be of the highest potential for Summer Cottage Zoning. Two groups are presented and those lakes included are in order of priority. It is suggested then that in view of the accessibility and existing development that Princeton Big Pond be given first of all considerations in Group A and because of the concentration of population in the Lethbridge to Clarendville area which would purpose a high demand for summer cottages in this area that Lady Pond would be the first consideration.

#### GROUP A

- (i) Princeton Big Pond - approximately 5.0 miles east of Southern Bay  
- 5 - 7 cabins already exist.



- existing road would facilitate easy access to summer cottages if they were to be increased in the area.

(ii) Muddy Cove Pond - approximately 2 miles west of Southern Bay Bridge

- no existing cabin development except for Whites Lounge & Cabins at the extreme eastern end

- partially accessible by means of the now closed Old Cabot Highway.

GROUP B

(i) Lady Pond - approximately 3.0 miles off Route 232

(ii) Ocean Pond - approximately 4.5 miles from Cabot Highway

Both of these areas are unserved by electricity, no access roads border the periphery of the lake and little, if any, cottage development is present.

## CONCLUSION & RECOMMENDATIONS

### CONCLUSION:

(A) To maintain homogeneity between the Urban and Rural Environments and to increase the compatability of individual interests in this regard, a method to control development for the betterment of both environments is necessary.

(B) That the Bonavista Highway represents the back bone of the Transportation System within the region and that the future economic viability of the Bonavista Peninsula is directly dependent upon its efficiency.

(C) That, if linear community growth is allowed to spread along the Bonavista Highway, its safety is decreased in accordance with the number of access permitted.

(D) That the distance between the eastern portions of the Bonavista Highway and the remaining portions of the island become increasingly remote relative to commuting time, as the degree of ribbon development increases.

(E) That Municipal Governments must aim to understand the need for controlling the indiscriminate linear growth of communities, and assist the Provincial Government in educating the public on issues of economic and environmental responsibility.

### RECOMMENDATIONS:

(A) That Municipal Governments and associated Governmental Departments accept the recommendations of this study, acting in conjunction with the Development Control Division to maintain highway efficiency and environmental quality.

(B) That the Land Management Division of the Department of Forestry and Agriculture review the proposal for Summer Cottage Zoning, establishing within the region an area(s) for Summer Cottage Development.

- (C) That the community of Port Rexton discourage any increased commercial or residential growth in the area of the R.R. 230 - R.R. 234 junction.
- (D) Within the Lethbridge region, no further development be permitted along the Bonavista Highway except those associated with Rural areas.
- (E) Considerations by the Provincial Planning Office have already been given to the Community of Melrose, however, further study by the said Division will be necessary if the problem of building lot shortage is to be overcome.
- (F) That the Provincial Government, undertake a program to correct those problems associated with absentee landlords i.e., the lying dormant of many suitable building lots because ownership can not be established or are nonresident, the result of which is the inability of a community to properly infill, thus encouraging Urban Sprawl.
- (G) That Highway Zoning Study for the Bonavista Highway be reviewed after a five year period so as to keep the recommendations of this report in line with future economic growth and building lot demand.

SECTION III

The following Highway Zoning Plan descriptions give specific reference to each community to which the Protected Roads Zoning Regulations apply, and to the type of Development Zones which have been established within each community. Each of these descriptions are to be used in conjunction with the Highway Zoning Plans presented in Appendix C, and the description of permitted uses within each zone, found in Appendix B. If additional information is necessary please contact the Development Control Division, Carnell Building, St. John's, or call 737-3060.

SHOAL HARBOUR A-1; A-2\*

Over the past several years the community of Shoal Harbour has experienced a very significant increase in its residential growth. The form of this development has been linear, located along the Bonavista Highway. In April of 1976 the Provincial Planning Office of the Department of Municipal Affairs and Housing prepared a concept plan for Shoal Harbour, presenting a number of recommendations as to which direction further growth within this community might best be directed. The policy of the Development Control Division is therefore to uphold the recommendations of the plan and to permit future development to locate in accordance with the policies of the Concept Plan.

Because the land bordering the highway has been divided into a number of different land use types, and because each type occurs separately in a number of specific locations, reference to each zone will not be made, as will be the case in the following Highway Zoning

\* Reference Index - Highway Zoning Plans Appendix C.

Plan descriptions. It is suggested that the reader consult Appendix C, Map No. A-1, A-2 for the location and approximate dimensions of each zone and that further reference to development within Shoal Harbour be directed to the Concept Plan for a more detailed examination.

BUILDING CONTROL LINE

The Building Control Line Extends 300' from the centre line on either side of the highway.

MILTON B

The unincorporated community of Milton borders the eastern Municipal Boundary of Shoal Harbour. The number of new residences in this area has also been increasing over the past several years but to a lesser extent than in Shoal Harbour. Most of the development has been in the form of residential infilling along the Bonavista Highway.

BUILDING CONTROL LINE

The Building Control Line extends 300' from the centre line on either side of the highway.

MIXED ZONE

On the north side of the highway the Mixed Zone extends from the Municipal Boundary of Shoal Harbour 5200'. On the southern side of the highway the Mixed Zone extends 4760' from the Municipal Boundary.

### GEORGES BROOK C

The unincorporated community Georges Brook represents the final cluster of development in the Shoal Harbour - Georges Brook region. Population growth over the past ten years has been declining, but with the growth of Clarendville as the regional service centre, it can be expected that residential growth in this area will continue to be significant since much of the land adjacent to the highway in Shoal Harbour and Milton has already been infilled.

Two land use zones are identified with Georges Brook; a Rural Conservation Zone extending from Milton to the further community limit of Georges Brook and a Mixed Zone on the northern side of the highway which will allow for residential infilling.

### BUILDING CONTROL LINE

Throughout the Mixed Zone, the Building Control Line extends perpendicular from the centre line of the highway 300'. Within the R.C.Z., the Building Control Line is identified with either a 1320' setback or, where the Building Control Line intersects the coast line it shall run concurrently with the coast line, not to exceed 1320' from the centre line of the highway.

### MIXED ZONE

The Mixed Zone has been established on the northern side of the highway, extending from a point, identified by the first existing structure in Georges Brook running parallel to the highway, a distance of 5940'. Paralleling R.R. 230 from the intersection of R.R. 230 and R.R. 232, the Urban Zone is applied 300' on either side of the highway at a distance of 1320' east.

RURAL CONSERVATION ZONE

The Rural Conservation Zone identified with Georges Brook includes all of that area on the southern side of the Bonavista Highway which lies within the 1320' Building Control Line as presented in the Highway Zoning Plan. Reference Map C.



LETHBRIDGE D-1; D-2

The unincorporated community of Lethbridge is unique relative to the other communities on the Bonavista Highway. Referring to the Highway Zoning Plan Appendix C, only two zones are evident, a Buffer Zone and the Rural Conservation Zone. The Buffer Zone which commences at the junction of R.R. 234 extends westward 3696' to an established access to the community. This Buffer Zone has a 125' setback and is established to encourage new development to access onto local roads and not onto the Bonavista Highway.

The remaining areas along the highway remain within the Rural Conservation Zone. The rationale for this is to maintain the 50 m.p.h. speed zone on this section of highway and to maintain highway safety. In addition, if public services were ever installed within Lethbridge, servicing this area of development would be extremely expensive considering the physical character of the land and the distance over which development has spread. From the plan a number of residential developments already exist, and did so before the highway was upgraded or where permitted by the Regional Appeals Board but not by this Division.

Map No D-2, also of Lethbridge illustrates the junction of R.R. 230 and R.R. 234, development along the Highway is not permitted except for Rural Permitted Uses and Highway Commercial Activities, to be located in conjunction with the Highway Commercial Zone at Greenings, and in the vicinity of the Dunrovin Hotel.

CHARLESTON E

Located at the head of Southern Bay, the unincorporated community of Charleston has developed in a linear pattern; most of which has been directed to the road leading to Sweet Bay. However, upon upgrading of the highway a number of new residences were located on the alignment or on local roads having direct access to the alignment. To regulate this development, two land use zones have been used.

BUILDING CONTROL LINE

On the northern side of the highway, the Building Control Line parallels the existing shoreline. On the south side of the highway, the Building Control Line extends perpendicular from the highway centre line 300'.

BUFFER ZONE

From the junction of R.R. 230 and the old Bonavista Highway to a point 1848' east a Buffer Zone having a 100' width shall be applied. This is to say that further development on this northern side of the highway must access into the old Bonavista Highway, therefore using a common access point to R.R. 230.

MIXED ZONE

On the northern side of the highway, the Mixed Zone commences at that point identified by the intersection of the Buffer Zone with the shore line, extending eastward, to a point concurrent with the termination of the Buffer Zone, assuming the eastern limit of the Buffer Zone

meets the highway centre line at 90 degrees.

On the southern side of the highway, the Mixed Zone commences at the junction of a local road, extending east 1629'. The Building Control Line has been established at 300'.

LOCKSTON F

Although Lockston has not been inhabited by full time inhabitants for slightly over twenty (20) years, a number of seasonal residents do exist. The policy of this division is not to involve itself in future summer cottage development within this area, except to resist such establishments from being located within a 650' Buffer Zone fronting on the highway. However, if summer cottage infilling is initiated within the area of the existing structures it is advised that those proposing such a development consult the Department of Health, requesting information on sewerage and water servicing.

PORT REXTON - CHAMPNEYS G-1, G-2

Two basic land use zones have been applied to the communities of Port Rexton and Champney's, a Mixed Zone on either side of the highway through Port Rexton and a Buffer Zone between Champney's West, Arm and East and the Highway. Port Rexton is the only incorporated community within the group; the western municipal boundary being concurrent with R.R. 236 and the eastern Municipal Boundary being concurrent with the Salmon Cove River.

BUILDING CONTROL LINE

The Building Control Line of the existing Mixed Zone is measured on either side 300' perpendicular from the highway centre line. The Building Control Line of the Buffer Zone measures 300' from the centre line, between the junction to Champneys West and Salmon Cove River, and extends to 500' from this point to a point 3660' east.

MIXED ZONE

The Urban Zone in Port Rexton commences at that point identified by the junction of R.R. 230 and the access to Champney's West, extending 4750' west, to the last standing structure within Port Rexton proper.

BUFFER ZONE

The Buffer Zone extends from the Champneys West Junction to a point 7585' west.

MELROSE H

Melrose, a small coastal community west of Port Union has over the past ten years had a continual population growth and has reached a critical stage in providing adequate residential lots for residents wishing to establish new dwellings. Much of the non-developed land within this community is either bog, or rock outcropping between which development is impossible primarily because of the soils inability to facilitate a sewage disposal system. Although this division does not apply its controls within the community proper, two zones have been applied to the highway which bypasses the community to the north.

BUILDING CONTROL LINE

The Building Control Line for both zones have been established at 300' within the Municipal Boundary.

BUFFER ZONE

The Buffer Zone extends 3600' between the eastern and western approaches to Melrose, having a Building Control Line of 300'. Within this zone only those permitted uses as described in Appendix B will be permitted.

RURAL CONSERVATION ZONE

Although all land within the Building Control Line - except for the Buffer Zone lies within the Rural Conservation Zone it should be pointed out that this policy will be strictly adhered to by this division, particularly between the eastern approach to Melrose and the eastern Municipal Boundary of Melrose. This is intended to prevent the growth of ribbon development, from radiating from either Melrose or Port Union, and therefore eventually, creating a continuous strip of development.

Appendix A

#### DEVELOPMENT APPLICATION PROCEDURES - PROTECTED ROADS

To construct any form of development within the Building Control Lines, (reference to Page 14, Controlled Areas - Bonavista Highway) established under the Protected Road Zoning Regulations, or to acquire access to a proposed development either within the Building Control Line, or where access passes through the Building Control Line, application to this Division must be submitted and a permit must be received before such development can be undertaken. Preliminary applications to develop may be acquired through two sources: (a) by making representation to the Regional Development Control Office\* or (b) by visiting the nearest Municipal Office (Town Hall).

Upon receipt of an application, the applicant is requested to complete the necessary information, which basically describes the type of development which he or she intends to promote and its intended location. The preliminary application is then returned to the Regional Development Control Office where referrals to various other Government Departments and agencies is co-ordinated. Please refer to Development Control Division Flow Chart.

The major departments of concern are Health, Transportation & Communications, Forestry & Agriculture, Provincial Affairs and Environment, Provincial Planning Office and others depending upon the nature of the development. Upon receipt of the referrals by this Division and after a site inspection has been carried out by a Regional Development Control Officer, a decision is then made to either issue an Approval in Principle for the development, or to refuse the application - the Approval in Principle being the second phase of the application procedure. The applicant must then submit 3 copies of a detailed plan of his proposed development so as to make certain that the standards of the National Building Code are adhered to. If such plans are satisfactory and clear title to the land is established, the Division will then issue a permit to commence construction, subject to conditions stated on the permit.



If in the event an application is refused, the applicant then has the right to make an appeal to the Regional Appeals Board, whose responsibility it is to organize a hearing on the applicants behalf, and to make a ruling whether the development should be permitted or that the decision by the Director of the Development Control Division be upheld.

Applicants interested in the development of a Mobile Home Parks or Mobile Home Subdivisions are requested to consult the Mobile Home Development Regulations, 1976, and to direct requests for information to the Regional Development Control Office. As well a copy of the Mobile Home Development Regulations can be referred to by visiting a Municipal Office.

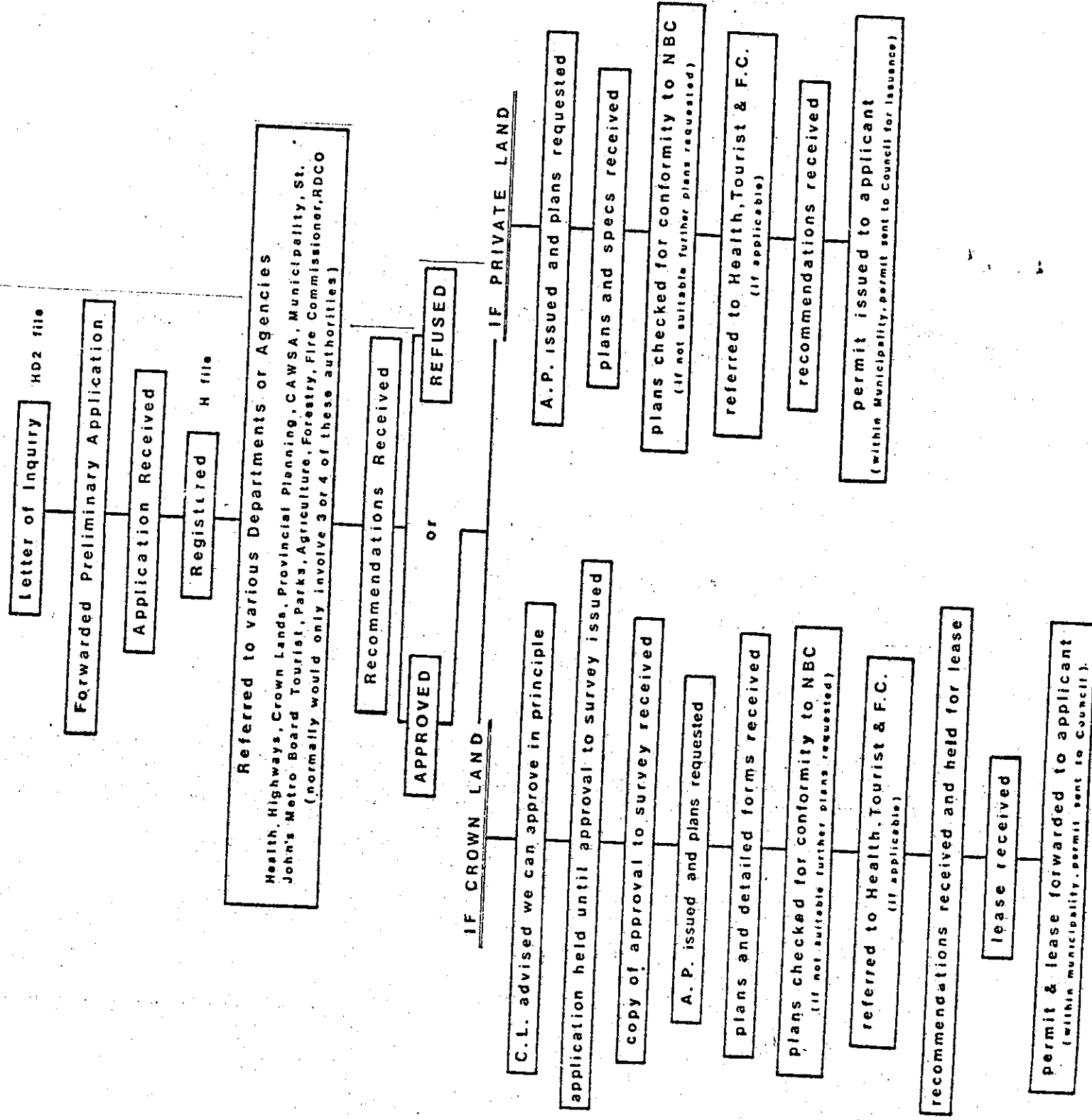
\* Regional Development Control Office  
Carnell Building  
15 Pippy Place  
St. John's, Nfld.

TELEPHONE: 737-3062

# Development Control Division

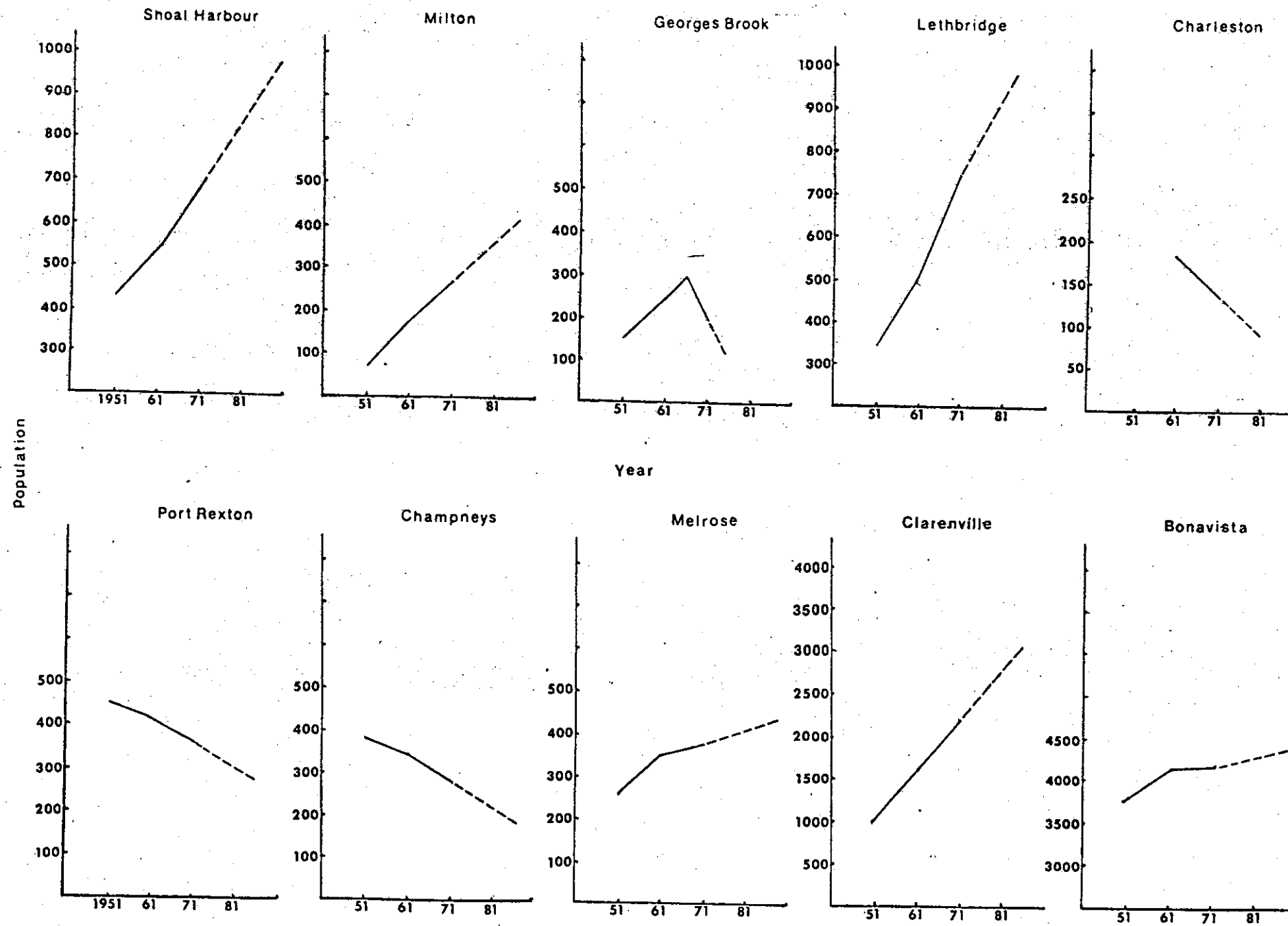
## FLOW CHART

For Processing of Applications



POPULATION STATISTICS      Communities having direct access to the Cabot Highway

COMMUNITY	1961	1966	1971	% of Total Population 1971	% Population Growth 1961 - 1971-
Clarenville	1541	1813	2193		
Shoal Harbour	544	568	715		
Milton	135	159	290		
Georges Brook	252	279	209		
TOTAL	2472	2819	3407	28.60%	27%
Melrose	346	356	378		
Port Union	645	633	578		
Catalina	1110	1089	1131		
Little Catalina	752	725	722		
TOTAL	2853	2803	2809	23.58%	-2%
Bonavista	4186	4192	4215	35.38%	1%
Lethbridge	532	590	657		
Champneys Arm	220	78	---		
Champneys East	---	112	98		
Champneys West	130	159	195		
Charleston	241	180	148		
Port Rexton	438	404	384		
TOTAL	2313	1523	1482	12.44%	-36%
OVERALL TOTAL	11824	11337	11913	100.00%	



Select Population Profiles - Communities of the Bonavista Highway R.R. 230

OVER NIGHT ACCOMMODATIONS\*

Community

Bonavista

Port Union

Port Rexton

Claverville

Seasonal Accommodations

Trinity Cabins

Lockston Pond Pakr\*\*

Lodging

O Happy Site

Seaport Hotel  
Anchor Inn

Alclay Inn

Holiday Inn  
Newfie Bullett Motel

No. of Rooms

18

11  
8

7

64  
22

No. of Accommodations

10 - Housekeeping Cabins  
2 Housekeeping will accommodate 6 each

25 Campsites

\* Source - Dept. of Tourism - Newfoundland, Where to Stay, 1976  
\*\* Provincial Park R.R. 236

BIBLIOGRAPHY

- (a) Project Planning Associates Ltd. Bonavista Peninsula Study Regional Study 1969 - 1979 Toronto, London & St. John's, 1969
- (b) Newfoundland Statistical Services, Census 1971
- (c) Census of Canada 1951 - 1971
- (d) Where to Stay in Newfoundland 1976
- (e) Newfoundland & Labrador - Provincial Park's 1975
- (f) Dept. of Mines & Technical Survey's Geographical Branch, Program of Research on Canadian Geography H. A. Wood, 1972
- (g) Protected Roads Zoning Regulations, 1961

APPENDIX B

HIGHWAY ZONING PLANS

ZONE DESCRIPTION AND PERMITTED USES



CONTENTS

I URBAN ZONES

1. RESIDENTIAL ZONE .....	PAGE 1
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II RURAL ZONES

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## 1. RESIDENTIAL ZONE

### (a) Application

This zone shall apply to areas within or immediately adjacent to communities, which either have a high percentage of residential development with the capability of residential infilling, or areas which are presently void of development and are capable of supporting comprehensive residential development. In either case, this zone will be applicable to communities where a considerable demand has been demonstrated for areas to locate additional residential structures. Conceptually, this zone would apply to those areas within a community which have the capability of acquiring off-lot water and sewage facilities in the future.

### (b) Purpose

The purpose of this zone is to designate areas within communities strictly for residential infilling or as a reservation for future residential development, and to protect these areas from the encroachment of conflicting uses.

### (c) Permitted Uses

A wide variety of residential types would be permitted, including detached and attached dwellings, row-housing, apartment buildings, and accessory buildings ancillary to the main use. The minimum lot area, and specific lot requirements are variable pending the amount of services available, the type of proposed development, and the site.

RESIDENTIAL ZONE - PERMITTED USES AND MINIMUM LOT REQUIREMENTS \*

(1) SINGLE FAMILY DETACHED

<u>WATER - SEWERAGE *1</u>	<u>MINIMUM LOT AREA</u>	<u>MINIMUM LOT FRONTAGE</u>	<u>SIDEYARD MINIMUM</u>	
			<u>MINOR</u>	<u>MAJOR</u>
BOTH	5,000 sq. ft.	50 ft.	4 ft.	10 ft.
ONE	15,000 sq. ft.	75 ft.	4 ft.	10 ft.
NONE	20,000 sq. ft. *2	100 ft.	4 ft.	10 ft.

(2) DUPLEX OR SINGLE FAMILY SEMI-DETACHED (PER UNIT)

<u>WATER - SEWERAGE</u>	<u>MINIMUM LOT AREA</u>	<u>MINIMUM LOT FRONTAGE</u>	<u>SIDEYARD MINIMUM</u>	
			<u>MINOR</u>	<u>MAJOR</u>
BOTH	3,000 sq. ft.	30 ft.	6 ft.	12 ft.
ONE	9,000 sq. ft.	45 ft.	6 ft.	12 ft.
NONE	12,000 sq. ft.	90 ft.	6 ft.	12 ft.

(3) ROW HOUSING (PER UNIT)

<u>WATER - SEWERAGE</u>	<u>MINIMUM LOT AREA</u>	<u>MINIMUM LOT FRONTAGE</u>	<u>SIDEYARD MINIMUM</u>	
			<u>MINOR</u>	<u>MAJOR</u>
BOTH	2,000 sq. ft.	20 ft.	10 ft.	10 ft.
ONE	NOT PERMITTED			
NONE	NOT PERMITTED			

(4) APARTMENT BUILDINGS (PER UNIT)

<u>WATER - SEWERAGE</u>	<u>MINIMUM LOT AREA</u>	<u>MINIMUM LOT FRONTAGE</u>	<u>SIDEYARD MINIMUM</u>	
			<u>MINOR</u>	<u>MAJOR</u>
BOTH	2,000 sq. ft.	50 ft. (Per Complex)	10 ft.	10 ft.
ONE	NOT PERMITTED			
BOTH	NOT PERMITTED			

(5) ACCESSORY BUILDING

(6) OFFICES, WORK SPACES AND SHOPS

(7) SMALL PUBLIC OR PRIVATE OPEN SPACE

\* In every case, the minimum lot requirements for a specified development will be subject to the approval of the Department of Health and the Department of Municipal Affairs and Housing.  
 \*1 Water and Sewerage services refer to off-lot services, approved by the Department of Health, the Department of Provincial Affairs and Environment,  
 \*2 15,000 sq. ft. in the case of infilling.

## NOTES:

1. Siting

- (a) General - proper siting of the proposed development shall be required to ensure a safe and convenient access to the highway, sanitary water and sewage facilities for the proposed and adjacent developments and, developments are so located and constructed as to preserve highway amenity.
- (b) Setback - a minimum setback of 150 ft. from the highway centre line, or setback corresponding to the existing building line (a minimum of 100 ft. from the highway centre line), shall be required on the Trans Canada Highway. On other Protected Roads, a minimum setback of 100 ft. from the highway centre line, or a setback corresponding to the existing building line is required. In the case of Local Roads, a minimum setback of 60 ft. shall be required, or a setback corresponding to the existing building line. In no instance shall a setback less than 25 ft. from the highway right-of-way be permitted.
- (c) Floor area - in all cases the minimum floor area of dwelling units shall be 600 sq. ft. Floor areas of dwellings shall exclude garages, balconies, basements, porches and attics.
- (d) Rearyard - in all cases a minimum rearyard distance of 25 ft., or as specified by the Department of Health or the Director of Development Control shall be required.
- (e) Specific Cases - (i) Minimum lot widths in the case of irregular shaped lots shall apply at the building line.  
(ii) Where the rear wall of a dwelling faces the flank wall of another dwelling (as at a corner lot) the distance between the two dwellings shall be at least 40 ft.
- (f) Exception - the Director of Development Control may at his discretion approve the erection of dwellings which are designed to form part of a comprehensive layout, and do not meet with the minimum requirements concerning siting.

2. Offices, Work Spaces and Shops - may conditionally be permitted in conjunction with and subordinate to a residential use. In each instance conditions may be imposed by the Director concerning the size, layout and visibility of the proposed development.
3. Accessory Building - shall be permitted in conjunction with each dwelling unit, except in the case of apartment buildings. However they shall not exceed a single storey in height.
4. Mobile Homes - the singular location of mobile homes shall not be permitted in a Residential Zone. Mobile homes which are designed to form a comprehensive mobile home layout may be permitted, subject to the approval and those conditions imposed by the Director.
5. Non-Conforming Uses - may conditionally be extended or replaced if the extension or replacement does not counteract the intent of these or any applicable regulations, and if the extension or replacement does not represent a change of use. The total area of any extended or replaced non-conforming structure, for the life of that development, shall not exceed 250 sq. ft. more than, or 25% more than (whichever is greater), the total habitable floor area of the structure as existing at the time the Protected Road Zoning Regulations were applied to that particular area.
6. Advertisements - no advertisement, other than those related to the type of shop or professional business located in this zone, shall be permitted. No advertisement shall be permitted which will interfere with the amenities of adjacent residential properties or the safety, convenience or amenity of the highway. The maximum size of an advertisement shall be 8 sq. ft., with the design of such being subject to the approval of the Director. In each case, the advertisement shall be located off the highway right-of-way, on the site to which it applies, a minimum of 60 ft. from the highway centre line.
7. Parking - a minimum of one off-street parking space shall be provided for each dwelling unit. Provision of off-street parking for multiple dwelling units, offices, work spaces and shops shall be subject to those conditions imposed by the Director.
8. Further Requirements - further requirements may be imposed by the Director of Development Control or any appropriate Department or recognized Authority.
9. Exception - the Director may at his discretion approve the location of any development which does not meet with the aforementioned requirements.

## 2. MIXED ZONE

### (a) Application

This zone will apply to areas within, or adjacent to, communities which either exhibit a substantial mix of development types with adequate room for infilling, or areas generally void of development which are able to support additional mixed development. In either case, this zone will be applicable to communities where a demand for development of this general nature is evident.

### (b) Purpose

The purpose of this zone is to designate areas within or adjacent to communities strictly for the infilling of mixed development types or as a reservation for future mixed development types.

### (c) Permitted Uses

A wide variety of Residential, Public, Commercial, Highway Commercial and Light Industrial Uses shall be permitted in a Mixed Zone. The minimum lot area and specific lot requirements are variable pending the amount of services, the proposed development and the site.

## MIXED ZONE - PERMITTED USES AND LOT REQUIREMENTS

The following lot requirements refer to developments locating on a fully serviced lot. With regard to partially serviced or unserviced lots, requirements will be as specified by the Director of Development Control, the Department of Health, the Department of Tourism, the Department of Transportation & Communications, or other recognized Authority.

<u>DEVELOPMENT</u>	<u>MINIMUM LOT FRONTAGE</u>	<u>SIDEYARD MINIMUM</u>	
		<u>MINOR SIDEYARD</u>	<u>MAJOR SIDEYARD</u>
(1) RESIDENTIAL	As per Residential Zone	_____	_____
(2) PUBLIC Church, Public Hall, School, Hospital or Institution	150 ft.	20 ft.	40 ft.
Other Public Buildings	50 ft.	10 ft.	20 ft.
(3) COMMERCIAL Hotel or Tavern	100 ft.	15 ft.	40 ft.
Shop, Office or Place of Amusement	50 ft.	10 ft.	25 ft.
Mechanical Garage	100 ft.	15 ft.	40 ft.
Other	As specified	_____	_____
(4) HIGHWAY COMMERCIAL Motel	200 ft.	15 ft.	40 ft.
Service Station	150 ft.	15 ft.	40 ft.
Restaurant	50 ft.	10 ft.	20 ft.
(5) LIGHT INDUSTRIAL	As specified	_____	_____

## NOTES:

1. Siting

(a) General - proper siting of the proposed development is required to ensure - a safe and convenient access to the highway, sanitary water and sewage facilities for the proposed and any adjacent development, and developments be so located and constructed as to preserve highway amenity.

(b) Setback - a minimum setback of 150 ft. from the Highway Centre Line, or a setback corresponding to the existing building line (a minimum of 100 ft. from the Highway Centre Line) shall be required on the Trans Canada Highway. On other Protected Roads, a minimum setback of 100 ft. from the Highway Centre Line, or a setback corresponding to the existing building line shall be required. In the case of Local Roads, a minimum setback of 60 ft. shall be required, or setback corresponding to the existing building line. In no instance shall a setback less than 25 ft. from the highway right-of-way be permitted.

(c) Sideyard - a sideyard distance of not less than 25 ft. shall be provided where a Public, Commercial, Highway Commercial or Light Industrial development abuts on a Residential Zone. Sideyard widths shall be clear of projections, except eaves and chimney stacks not greater than 2 ft. in extent.

(d) Rearyard - in all cases the minimum rearyard shall be 25 ft., or as specified by the Department of Health or the Director of Development Control.

(e) Special Case - a minimum lot widths in the case of irregular shaped lots shall apply to lot widths at the building line.

(f) Exception - the Director of Development Control may at his discretion approve the erection of developments which do not meet with the minimum requirements concerning siting.

2. Service Station

(a) All gasoline vending pumps shall be located on "islands" designed for such purpose, to which motor vehicles may gain access from either side. These islands shall be set back not less than 12 ft. from the front lot line.



(b) Motor vehicle accesses to a gas or service station shall be 30 ft. wide, shall be clearly marked, and shall comply with "Standard Access to a Service Station", as designed by the Department of Transportation & Communications. The lot line between all entrances shall be clearly indicated by landscaping or, a fence, a curb, or other suitable barriers, and so maintained.

(c) Every gas or service station shall provide and maintain lavatory accommodations free of charge for both men and women.

(d) All gas and service stations shall provide parking space for vehicles not less in area than three times the area of the proposed floor space of the ground floor.

### 3. Light Industrial

(a) This would include only a development which is used for the manufacture, assemble, repair, reconditioning, processing or preparing of material, without detriment to community amenity by reason or noise, vibration, smell, fumes, smoke, soot, ash, dust, grit or appearance. In each case, lot requirements will be as specified by the Director of Development Control, the Department of Transportation & Communications, Environmental Management & Control, or any other recognized Authority.

(b) All Light Industrial developments will conform to an approved aesthetic and safety standard, all materials will be stored within buildings and materials processed will be non-volatile either initially or at any stage of production. No storage shall be permitted in front of the building line and tree screens are to be provided when this development abuts on a Residential Zone.

4. Non-Conforming Uses - may conditionally be extended or replaced if the extension or replacement does not counteract the intent of these or any applicable regulations, and if the extension or replacement does not represent a change of use. The total area of any extended or replaced non-conforming structure, for the life of that development shall not exceed 250 sq. ft. more than, or 25% more than (whichever is greater), the total habitable floor area of the structure as existing at the time the Protected Road Zoning Regulations were applied to that particular area.

5. Advertising - no advertisement, other than those related to the type of shop or business, shall be permitted and no lighting or illuminated signs shall be introduced which will interfere with the amenities of adjacent properties, or the safety, convenience or amenity of the highway. In each case, the advertisement shall be located off the highway right-of-way on the site to which it applies, with the design and size of such being subject to the approval of the Director.

6. Parking - for every building or structure there shall be provided and maintained off-street parking in conformity with the following schedule.

- (a) RESIDENCE - 1 parking space for each dwelling unit.
- (b) HOSPITAL - 1 parking space for each three beds.
- (c) HOTEL or BOARDING HOUSE - 1 parking space for each guest room and 1 parking space for each five (5) employees or less.
- (d) MOTEL, TOURIST HOME or CABINS - 1 parking space for each sleeping room.
- (e) TAVERN or EATING ESTABLISHMENT - 1 parking space for each four (4) persons that can be accommodated at one time.
- (f) CHURCH or PUBLIC HALL - 1 parking space for each eight persons that can be accommodated at one time.

7. Accessory Structures - may be permitted subject to those requirements imposed by the Director.

8. Mobile Homes - at the discretion of the Director, the singular location of a mobile home may be permitted in a Mixed Zone, however, siting requirements will be similar as for detached dwelling units in a Residential Zone. If a Mobile Home Subdivision or Park is located within or adjacent to the community concerned, the location of the mobile home will be restricted to that Subdivision or Park.

9. Further Requirements - further requirements may be imposed by the Director of Development Control or any appropriate Department or recognized Authority.

### 3. HIGHWAY COMMERCIAL ZONE

#### (a) Application

This zone will apply to an area within or adjacent to a community possessing highway commercial development with adequate land for infilling or an area capable of supporting initial highway commercial development, in a community where a demand for sites for such development is evident.

#### (b) Purpose

The purpose of this zone is to, where possible, restrict highway commercial developments to specified areas, so as to increase highway convenience, amenity and safety, and reduce the unsightly and hazardous effects of the sporadic siting of highway commercial uses.

#### (c) Permitted Uses

Those uses permitted in a Highway Commercial Zone will be; restaurants; snack bars in conjunction with restaurants; service stations; motels; lounges in conjunction with motels; retail shops in conjunction with other uses; rest, camping and travel trailer parks, tourist lodges and cabins, tourist chalets, marinas and accessory buildings.

## HIGHWAY COMMERCIAL ZONE - PERMITTED USES AND LOT REQUIREMENTS

The following lot requirements refer to developments located on sites provided with complete off-lot service approved by an appropriate Authority. In the case of partially serviced or unserviced lots, the requirements will be as specified by the Director of Development Control, the Department of Health, the Department of Tourism, the Department of Consumer Affairs and Environment, or the Department of Transportation & Communications.

<u>DEVELOPMENT</u>	<u>MINIMUM LOT FRONTAGE</u>	<u>MINIMUM BUILDING LINE</u>	<u>MINIMUM SIDEYARD</u>	<u>MINIMUM REARYARD</u>
MOTEL	200 ft.	*	20 ft.	25 ft.
RESTAURANT	100 ft.	*	20 ft.	25 ft.
SERVICE STATION	150 ft.	*	25 ft.	25 ft.
TOURIST CHALET	100 ft.	*	20 ft.	25 ft.
TRAVEL TRAILER PARK	_____	300 ft.	_____	_____
TOURIST LODGE	200 ft.	*	20 ft.	25 ft.
TOURIST CABINS	200 ft.	300 ft.	20 ft.	25 ft.
CAMPING PARK	-----	300 ft.	-----	-----
REST PARK	_____	300 ft.	_____	_____
MARINA	_____	300 ft.	_____	_____

\* 200 ft. from the centre line of the Trans Canada Highway and 150 ft. from the centre line of other Protected Roads.

## NOTES

1. Siting

(a) General - proper siting of the proposed development is required to ensure a safe and convenient access to the highway, sanitary water and sewage facilities for the proposed and any adjacent developments and, developments be so located and constructed as to preserve highway amenity.

(b) Rearyard - the minimum rearyard will be increased to a distance as prescribed by the Department of Health or the Director of Development Control, if the rear of the development lies opposite a residential development.

(c) Sideyard - when a development in a Highway Commercial Zone lies adjacent to a Residential Zone, the sideyard distance of the highway commercial development on the adjacent side shall be increased to 40 ft.

2. Service Station

(a) All gasoline vending pumps shall be located on "islands" designed for such purpose, to which motor vehicles may gain access from either side. These islands shall be setback no less than 12 ft. from the front lot line.

(b) Motor vehicle accesses to gas or service stations shall be 30 ft. wide and shall be clearly marked.

3. Lounges - lounges will only be permitted in conjunction with motels operating year round and having a minimum of 6 sleeping units.

4. Snack Bars - snack bars will only be permitted in conjunction with restaurants, and shall have a seating capacity of not more than 30% of that of the restaurant.

5. Retail Stores - retail stores will only be permitted in conjunction with a motel, restaurant, service station, tourist lodge or cabins, or the main office of a travel trailer or camping park.

6. Dwelling Units - Dwelling units or living quarters may conditionally be permitted, however, they shall be occupied only by a person and his family whose continuous residence on the site is essential. These units, if permitted, shall be architecturally similar to, and located so as to form an integral part of the development to which they are ancillary.

7. Accessory Buildings - accessory buildings may be permitted subject to the approval of the Director. If permitted, they shall be sited and located so as to preserve the amenities of the area and form an integral part of the development.

8. Parks, Tourist Cabins and Marinas - shall be located in excess of 300 ft. from the centre line of the highway and shall be suitably screened from conflicting uses.

9. Parking

- (a) Motel, Tourist Lodge or Cabin - shall provide 1 parking space for each guest room.
- (b) Restaurant, Snack Bar or Lounge - shall provide 1 parking space for each 4 persons that can be accommodated at one time.
- (c) Tourist Chalet or Service Station - shall provide parking for vehicles not less in area than five times the area of the proposed floor space on the ground floor.

10. Advertisements - no advertisement, other than those related to the type of development shall be erected and no lighting or illuminated signs shall be introduced which will interfere with the safety, convenience or amenity of the highway or adjacent developments. In each case, the advertisement shall be located off the highway right-of-way on the site to which it applies, with the design and size of such being subject to the approval of the Director. In each case the proposed advertisement or sign shall be located a minimum of 60 ft. from the highway centre line.

#### 4. BUFFER ZONE

##### (a) Application

This zone would apply to areas lying between the highway and a community, presently undeveloped or partially undeveloped, which shall not be utilized for immediate community expansion. Conceptually, it is perceived to be a natural buffer between a community and the highway, and shall be maintained as such, generally free of development.

##### (b) Purpose

The purpose of this zone is to preserve a "green belt effect", where possible, between a highway and existing community development, so as to maintain some of the basic character of both.

##### (c) Permitted Uses

Only limited agricultural and recreational activity may be permitted in this zone. Dwellings and major structures shall not be permitted, and where permitted access to this zone shall be provided for the community.

## NOTES:

1. Agricultural Use - only agricultural structures designed for the storage of equipment or produce with a floor area of less than 150 sq. ft., fencing, and accesses, may be permitted in conjunction with an agricultural use in a Buffer Zone. These developments, if permitted, must conform to such aesthetic requirements as prescribed by the Director.
2. Open Space or Playground - an open space or childrens playground may be permitted in a Buffer Zone if such use is restricted to in excess of 150 ft. from the centre line of the Trans Canada Highway, and in excess of 100 ft. from the centre line of other Protected Roads. In either case, access to such use shall be via other means than the highway, and playgrounds shall be suitably fenced to prevent pedestrian access via the highway.
3. Access - direct access from a highway to a proposed development in a Buffer Zone will only be permitted if no alternate route exists and if such use presents no inconvenience or hazard to highway traffic. All accesses will meet with those conditions imposed by the Director of Development Control and the Department of Transportation and Communications.
4. Advertisements - no advertisement or sign may be erected in a Buffer Zone other than those approved by the Director of Development Control and the Department of Transportation and Communications. If permitted, each advertisement or sign shall conform to such requirements as prescribed by the Director.
5. Non-Conforming Uses - may conditionally be extended or replaced if the extension or replacement does not counteract the intent of these or any applicable regulations, and if the extension or replacement does not represent a change of use. The total area of any extended or replaced non-conforming structure, for the life of that development, shall not exceed 250 sq. ft. more than, or 25% more than (whichever is greater), the total habitable floor area of the structure as existing at the time the Protected Road Zoning Regulations were applied to that particular area.



## 5. HAZARDOUS ZONE

### (a) Application

This zone will apply to lands within or adjacent to Urban Zones which would, due to their physical characteristics or location, require special management or regulation because of hazard or special conditions. These areas would include flood plains, water sheds, unstable soil areas, or sections of hazardous highway, etc.

### (b) Purpose

The purpose of this zone is to restrict development in those areas requiring special controls to uses designated as compatible by appropriate Authorities.

### (c) Permitted Uses

Any development which by way of location in this zone, in the opinion of the Director presents no hazard to public health or safety, and in effect is compatible with the hazard will be permitted subject to approval and any conditions imposed by appropriate Authorities.

## NOTES:

1. Siting - proper siting of any permitted development is required to ensure, convenient and safe access from the point of view of the highway, sanitary water and sewage facilities for the proposed and adjacent developments and, developments be so located and constructed as to preserve highway amenity.
2. Lot Requirements - all developments must conform to the applicable requirements prescribed in a Residential, Mixed or Highway Commercial Zone, and those requirements imposed by the Director or any recognized Authority.
3. Non-Conforming Uses - may conditionally be extended or replaced if the extension or replacement does not counteract the intent of these or any applicable regulations, and if the extension or replacement does not represent a change of use. The total area of any extended or replaced non-conforming structure, for the life of that development shall not exceed 250 sq. ft. more than, or 25% more than (whichever is greater), the total habitable floor area of the structure as existing at the time the Protected Road Zoning Regulations were applied to that particular area.

## 1. RURAL CONSERVATION ZONE

### (a) Application

Rural Conservation Zones apply to any rural open space lying within a Protected Road Zoning Area, which is essentially void of development and located outside of a developed community, incorporated or unincorporated.

### (b) Purpose

The purpose of a Rural Conservation Zone is to provide a media for the conservation or managed production of natural resources while preserving the rural character of the highway right-of-way in undeveloped areas. In general terms, open space is to be preserved by access control, general siting requirements, and any standards generated through this Divisions' referral system.

### (c) Permitted Uses

Those uses which may be permitted in a Rural Conservation Zone would be those related to the conservation or exploitation of natural resources. These in general would be agriculture, forestry, fishing, mining and recreation.

## NOTES:

1. Agriculture Use - any full-time commercial agricultural operation may be permitted in a Rural Conservation Zone, subject to the approval and any conditions imposed by the Department of Forestry and Agriculture, the Department of Transportation and Communications, and the Director of Development Control.

In each case, developments shall be adequately screened from highway view, and accesses shall be properly sited and aligned.

The erection of residential units in conjunction with an agricultural use shall be subject to the following conditions:

- (a) A residential unit may only be erected in conjunction with an agricultural use in a Rural Conservation Zone if the proposed use is a full-time commercial operation as described by the Department of Forestry and Agriculture.
- (b) A residential unit may be permitted in association with livestock or poultry farming if suitable structures designed to accommodate the livestock or poultry have been completed.
- (c) A residential unit may be permitted in conjunction with root crop production if a minimum of 10 acres have been cultivated.
- (d) A residential unit may be permitted in association with green house production if green house frames encompassing a minimum of 4,000 sq. ft. have been constructed, and the earth within prepared for cultivation.

In any case, agricultural buildings shall be restricted to in excess of 300 ft. from the Highway Centre Line, and residential structures shall be restricted to an excess of 200 ft. from the Highway Centre Line.

2. Forestry - any use directly associated with the harvesting of timber may be permitted in a Rural Conservation Zone. Dwellings and accessory buildings ancillary to the main use may conditionally be permitted however, they shall be restricted to 200 ft. from the highway centre line, while all other uses will be restricted to in excess of 300 ft. from the Highway Centre Line.

In each case, conditions may be imposed concerning the correct location and alignment of accesses.

All development shall be adequately screened from highway view, and where development generates excessive noise it shall be located a minimum of 300 ft. from any development.

3. Fisheries Use - any development associated directly with the harvesting of fish may be permitted in a Rural Conservation Zone. Structures shall not be located within 150 ft. of the highway centre line, and accesses must be correctly aligned and located.

4. Mining and Quarrying Uses - any development associated with mineral extraction may be permitted in a Rural Conservation Zone. All developments of this nature shall be maintained at a distance of 300 ft. from the Highway Centre Line, and shall be adequately screened from highway view. Upon conclusion of operations, all refuse shall be removed and rough landscaping carried out.

In every case, care will be taken as to the suitable location and alignment of accesses, and upon conclusion of operations all accesses shall be so trenched as to permanently prevent vehicular traffic from entering the site.

5. Recreational Use - the following developments may be permitted in a Rural Conservation Zone.

(a) Municipal parks - these may contain rest and camping parks, marinas, public conveniences and accessory buildings.

(b) Recreational Clubs - including golfcourses, boating, swimming and those structures associated directly therewith. Where essential dwelling units and accessory buildings may be permitted.

(c) Rest Parks - may include natural reserves, historical sites and monuments, scenic routes, viewpoints, picnic tables, fireplaces and public conveniences.

(d) Natural reserves - may only have scenic routes and viewpoints.

Buildings located in these areas shall be so designed and located as to preserve the natural amenities of the area.

If dwelling units are erected they shall be occupied only by persons whose continuous presence is essential to the operation of the development.

Accesses may be permitted in these areas, but must meet with those requirements prescribed by the Department of Transportation and Communications and this Division.

Where necessary, adequate parking, as prescribed by the Director shall be provided.

Commercial enterprises, where permitted, shall be designed to cater only to park users.

All developments shall be set back a minimum of 200 ft. from the highway centre line.

6. Further Requirements - Further requirements may be imposed by the Director of Development Control or any appropriate Authorities.

## HIGHWAY SERVICE CENTRES

### (a) Application

Highway Service Centres apply to specified lots of land, identified for their potential of supporting highway commercial development in viable rural areas, on Protected Roads.

### (b) Purpose

The objective of establishing Highway Service Centres is to allocate areas for grouped highway commercial activity, on lay-bys, in required locations. Areas reserved for development will be made available as demand dictates, in a controlled manner, according to a prescribed plan.

### (c) Permitted Uses

Those uses permitted in a Highway Service Centre shall be; rest and camping parks, tourist lodges and cabins, Tourist Chalet and Information Plazas, hotels, and motels, restaurants, snack bars, service stations, retail shops, travel trailer parks, marinas and accessory buildings.

## HIGHWAY SERVICE CENTRES - PERMITTED USES AND LOT REQUIREMENTS

<u>DEVELOPMENT</u>	<u>MINIMUM LOT FRONTAGE</u>	<u>MINIMUM BUILDING LINE</u>	<u>MINIMUM SIDEYARD</u>
MOTEL	300 ft.	*	30 ft.
RESTAURANT	200 ft.	*	30 ft.
SERVICE STATION	200 ft.	*	30 ft.
TOURIST CHALET	150 ft.	*	30 ft.
TRAVEL TRAILER PARK	As specified	300 ft.	As specified
TOURIST LODGE	300 ft.	*	30 ft.
TOURIST CABINS	300 ft.	*	30 ft.
CAMPING PARK	As specified	300 ft.	As specified
REST PARK	As specified	300 ft.	As specified
MARINA	As specified	300 ft.	As specified

\* 200 feet from the centre line of the Trans Canada Highway  
 150 feet from the centre line of other Protected Roads.

## NOTES:

1. Siting

(a) General - the siting and layout of a Highway Service Centre will be subject to a plan, commissioned and approved by the Director.

(b) Proximity to road junction - service centres located on any Protected Road shall be located at least 1000 ft. from any road junction.

2. Service Roads - service roads to a service centre shall be 30 ft. wide, shall be clearly marked, and shall be spaced at intervals of not less than 200 ft. In all cases these roads shall comply with "Standard access to a Service Station," as designed by the Department of Transportation & Communications. It is the intent of these regulations that each Highway Service Centre have a maximum of two points of access to a Protected Road.

3. Service Stations - all gasoline vending pumps shall be located on "islands" designed for such purpose, to which motor vehicles may gain access from either side. These islands shall be set back no less than 12 ft. from the front lot line or the edge of a service road. Any service station permitted in this zone shall meet with the minimum requirements for a Class "B" service station as described in the Regulations.

4. Lounges - shall only be permitted in conjunction with motels having a minimum of 6 sleeping units.

5. Snack Bars - shall only be permitted in conjunction with restaurants, and shall have a seating capacity of not more than 30% of that of the restaurant.

6. Retail Shop - shall only be permitted in conjunction with a motel, restaurant, service station, tourist lodge or cabin, or the main office of a travel trailer or camping park. These shops shall be designed to form an integral yet subordinate part of any use they are associated with.

7. Dwelling Units - dwelling units or living quarters may be permitted, subject to the approval of the Director of Development Control. They shall be architecturally similar to, and located so as to form an integral part of, the development to which they are ancillary. Living quarters



shall only be occupied by a person and his family whose continuous residence on the premises is essential.

8. Accessory Buildings - shall be sited so as to preserve the amenities of the area and form an integral and architecturally compatible part of the overall development.

9. Parks, Tourist Cabins and Marinas - shall be located in excess of 300 ft. of the highway centre line, to the rear of a service centre. Suitable tree screens are to be erected and maintained between the service centre and these parks, tourist cabins and marinas.

10. Parking Requirements

(a) Motel, Tourist Lodge or Cabin - 1 parking space shall be provided for each sleeping room.

(b) Restaurant, Snack Bar or Lounge - 1 parking space shall be provided for each 4 persons that may be accommodated at one time.

(c) Tourist Chalet or Service Station - shall provide parking space for vehicles not less in area than five times the area of the proposed floor space on the ground floor.

11. Advertisements - no advertisement other than those related to the type of development shall be erected and no lighting or illuminated signs shall be introduced which will interfere with the safety, convenience or amenity of the highway or adjacent development. The maximum size of an advertisement and the design of such shall be subject to the approval of the Director of Development Control. In each case, the advertisement shall be located off the highway right-of-way, a minimum of 60 ft. from the highway centre line, located on the site to which it applies.

12. Further Requirements - may be imposed by the Director of Development Control.

13. Exception - the Director may, at his discretion, approve the erection of a development which does not meet with the above requirements

### 3. SUMMER COTTAGE ZONE

#### (a) Application

This zone applies to relatively small parcels of land in close proximity to bodies of water, which have been selected for their potential for comprehensive summer cottage development. It shall apply specifically to areas where a substantial demand for summer cottage development is evident.

#### (b) Purpose

The purpose of this zone is to preserve highway amenity, while satisfying the demand for summer cottage development, by allocating areas where this form of development may occur in a planned and desirable manner.

#### (c) Permitted Uses

Summer cottages and any ancillary use such as storage sheds, private garages, boat houses, greenhouses and pet shelters may be permitted in a Summer Cottage Zone. Other uses such as marinas and accesses etc., designed for joint use, may be permitted subject to an approved plan.

**LOT REQUIREMENTS****1. COTTAGES**

(a) Minimum Lot Area - 3/4 Acre

(b) Maximum Lot Area - 1 Acre

(c) Minimum Lot Frontage - 150 ft.

In the case of irregular shaped lots the minimum lot frontage shall apply at the building line. However, in this case the actual lot frontage shall not be less than 100 ft.

(d) Minimum Sideyard Distance - 25 ft.

(e) Minimum Setback - 50 ft. \*

(f) Minimum Rearyard - 50 ft.

(g) Minimum Floor Area - 200 sq. ft.

**2. ACCESSORY STRUCTURES**

(a) Minimum Setback - 25 ft. \*

\* Setbacks refer to the distance from the front lot line.

## NOTES:

1. General - the layout of a summer cottage development will be designed to maximize the utility of the site, while minimizing development costs and environmental disruption. Accordingly, the principle of cottage grouping rather than strip or ribbon shoreline development will be employed. Infrastructure such as wharfs or access roads will be designed for the use of a cottage group, rather than for the use of an individual cottage owner.
2. Setback - in all cases a minimum setback of 500 ft. from the centre line of a Protected Road shall be required for Summer Cottage Developments.
3. Buffers - shall be located between the cottage development and a Protected Road, and between individual cottage groups.
4. Shoreline Reservation - a 50 ft. reserve shall be retained along the shoreline to prevent erosion and to allow access to the shoreline by fishermen etc.
5. Public Access - area(s) shall be set aside in each summer cabin development in order to provide access and boat launch facilities for the general public.