

ROAD TO THE ISLES (ROUTE 340)

**Protected Road Zoning Plan (1983) and
Plan Review (1993)**

*Urban and Rural Planning Division
Department of Municipal and Provincial Affairs*

ROAD TO THE ISLES PLAN REVIEW (1993)

Introduction

The Road to the Isles Protected Road Plan was written in 1983. Since then, there has been little change in land uses and population of the communities along the route. Only a few minor corrections to zoning maps are required.

Traffic Flow

The Department of Works, Services and Transportation has reported that traffic has increased slightly along the section of the route linking the Town of Lewisporte and the Trans Canada Highway, although they had no figures to provide. However, traffic flow along the remainder of the route generally remains unchanged from 1981.

Population

Overall, the total population in communities along the route remained almost constant from 1981 to 1986. Refer to the attached table. Given current economic conditions it is unlikely that there have been any further substantial increases since then or are likely to be in the near future. Any increased development pressure it is likely to be felt along portions of the highway near the larger communities. Complete census figures for all communities from the 1991 census are not yet available. However, Lewisporte, Summerford and Twillingate all showed population declines from 1986 to 1991. (Lewisporte: 3,978 to 3,848; Summerford: 1,169 to 1,157; Twillingate: 1,503 to 1,397).

Land Use

Land use generally remains unchanged. The Department of Forestry and Agriculture reports several farms have started up at several locations along the route. Most of the land along the route is designated "Rural Conservation" which allows such activity. This obviously presents no need to redesignate land use zones. The boundary of Dildo Run Provincial Park has been expanded, but again, this in no way affects zoning. Designated summer cabin areas have not been completely filled up however, there appears to be demand for additional summer cabin sites in Loon Bay. Since highway usage has not had much of an increase there seems to be no need to designate further highway service centres.

Changes to Plan

1. There is no need to change any policies or regulations of the Road to the Isles Plan (1983).

2. Several minor changes to certain maps are indicated as follows.

Hillgrade: Building control line at southwest end of community which extended into a local road has been removed by reducing control in that location from 400 metres to 100 metres from the highway.

Newville: Portion of building control line that extended into a local road at the south end of the community has been removed.

Purcell's Harbour: Building control line that extended over a local road removed. A portion of the area zoned "Mixed" changed to "Buffer" due to its unsuitability for development.

3. Highway service centre south of the Baytona/Route 340 intersection is described as follows:

An area of land on the north side of Route 340 extending from 250 metres to 150 metres to the west of the Baytona/Route 340 intersection, to a depth of 100 metres from Route 340 shall be designated "Highway Commercial". The remaining 150 metres west of the intersection shall remain designated "Rural Conservation".

POPULATION STATISTICS
ROAD TO THE ISLES COMMUNITIES

COMMUNITY	YEAR								
	1951	1956	1961	1966	1971	1976	1981	1986	Change 81-86
Lewisporte	1,218	2,076	2,702	2,892	3,175	3,782	3,963	3,978	15
Birchy Bay	497	407	541	616	580	646	707	709	2
Campbellton	504	599	636	712	731	757	703	686	-17
Boyd's Cove					417	422	376	368	-8
Loon Bay					145	149	136	156	2
Michael's Hr.					116	95	97	89	-8
Summerford	682	433	570	573	839	1,099	1,198	1,169	-29
Virgin Arm					603	714	708	778	70
Fairbank					264	317	322	293	-29
Newville					138	150	176	159	-17
Hillgrade					184	146	151	157	-6
Indian Cove					69	72	86	81	5
Twillingate		994	947	1,374	1,437	1,404	1,506	1,506	0
Purcell's Hr.					77	97	99	99	0
Little Hr.					48	48	49	54	5
Black Duck Cv.					27	4	18	23	5
Total					8,850	9,902	10,295	10,305	10

ROAD TO THE ISLES (ROUTE 340)

**PROTECTED ROAD PLAN
(1983)**

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INTRODUCTION

DIVISIONAL RESPONSIBILITIES

In 1959 the Protected Road Zoning Regulations were adopted in order to protect critical highways in this province and maintain them as pleasing, safe and convenient conveyors of traffic. In attempting to achieve these objectives, it is necessary to impose control over those factors which present a threat to highway safety and amenity including: the location, density, and visual characteristics of structural development; the location of highway service functions; and the location and alignment of accesses. Associated with these responsibilities, this Division is required to preserve the interests of the public and any concerned Governments, Departments, and Authorities and as an integral component of the Department of Municipal Affairs, enforce any applicable codes, regulations, and policies.

In view of the above requirements, nine (9) specific objectives have been identified as this Division's responsibility with respect to Protected Roads:

- (1) To restrict sporadic ribbon development along the highway;
- (2) To restrict the number of accesses along the highway, thus reducing the number of potential hazards and expediting the free flow of traffic;
- (3) To ensure that development along the highway is constructed and located in such a manner as not to detract from the amenities of the roadside;
- (4) To control the location of advertisements on the highway and to ensure that those permitted do not present an eyesore or pose a hazard to traffic by virtue of their lettering and design;
- (5) To ensure that new development will not create a sanitation hazard in itself or 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 provide assistance to the travelling public in a safe and convenient manner;
- (7) To ensure that the standards of construction conform to the minimum requirements of the National Building Code of Canada;
- (8) To assist in the orderly development of the community, where that ability lies within this Division's terms of reference;
- (9) To generally ensure that the amenity of the roadside is kept in a pleasing condition.

DIVISIONAL POLICIES

Over the past several years, and in view of the previously discussed responsibilities and objectives, this Division has evolved several policies with regard to development control on Protected Roads. In general terms these policies are:

- (1) To identify urban and quasi-urban areas and provide reasonable limits to their growth adjacent to highways. Where these areas are not presently regulated by land use controls, this Division provides interim zoning;
- (2) To prohibit the erection of private advance-warning advertisements along the highway and in lieu of these erect standardized advance-warning signs for highway services which are of interest to the motoring public;
- (3) To allocate areas for highway commercial development in appropriate and viable rural and urban areas, and to cause this development to locate in clusters so as to minimize disruption of highway safety and utility;
- (4) To identify desirable areas for the location of summer cottage development.

ESTABLISHMENT OF CONTROL AREAS

The Protected Road Zoning Regulations stipulate that when a highway is designated as a Protected Road by an Order-in-Council, an area of development control is created by establishing Building Control Lines according to the following schedule:

- (1) Within a Municipality, the Building Control Line shall extend one hundred (100) metres either side of the centre line of a Protected Road.
- (2) Outside a Municipal Boundary but within a designated Municipal Planning Area, the Building Control Line shall extend one hundred and fifty (150) metres either side of the centre line of a Protected Road.
- (3) Within an established unincorporated community, the Building Control Line shall be as designated by an existing or proposed Highway Zoning Plan.
- (4) On a Protected Road, other than as described above, the Building Control Line shall extend four hundred (400) metres, or one-quarter of a mile either side of the highway centre line.

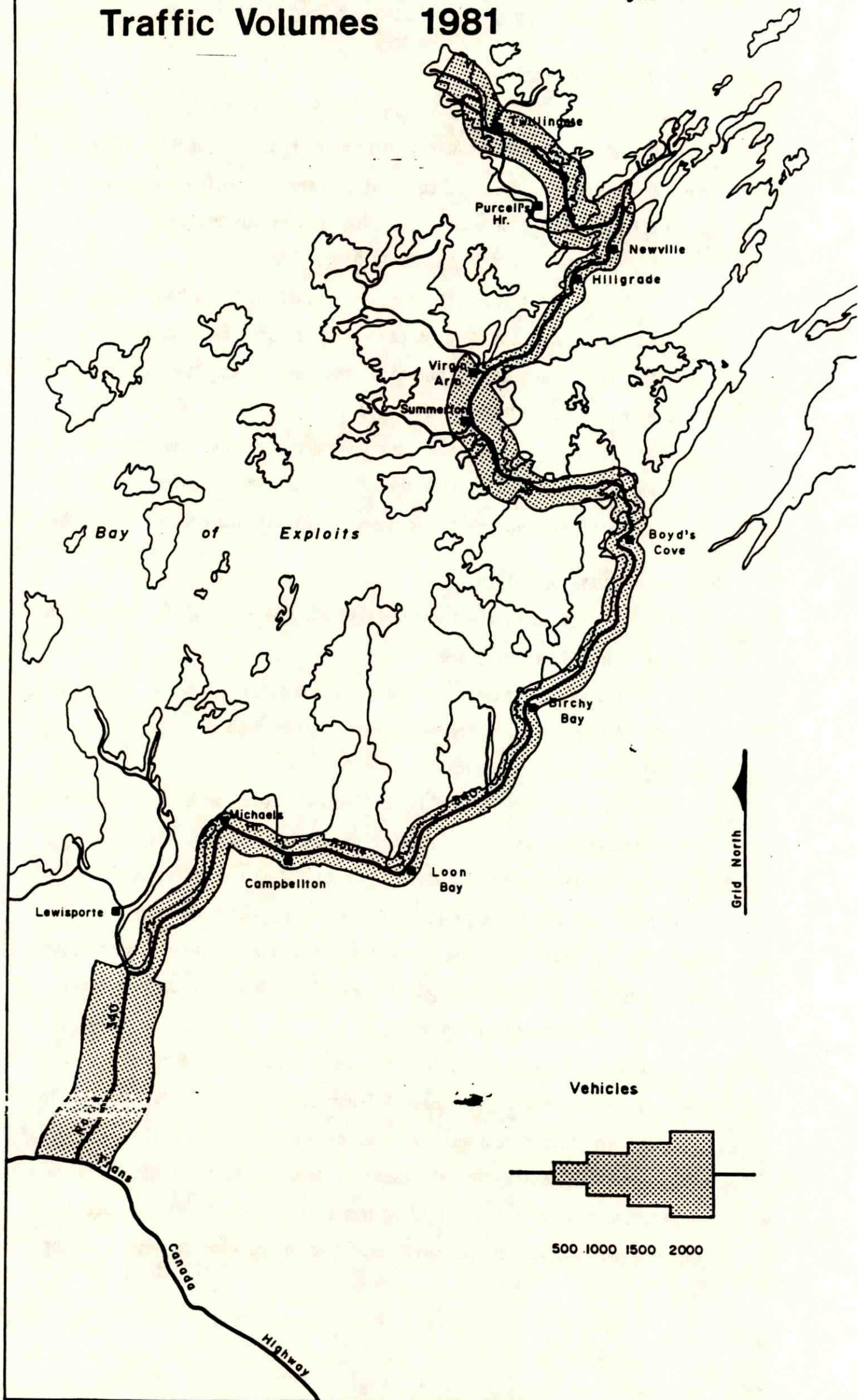
Under the jurisdiction of these Regulations, this Division now controls 25 major trunk roads containing slightly more than 1,840 miles, or 2,940 km of road and literally hundreds of communities.

CONTROL PROCEDURE

The established procedure for controlling development on Protected Roads consists of a dualistic system of pre-zoning the highway and a complex system of referrals. A zoning scheme consisting of up to eight separate zones, each with prescribed permitted uses and specific conditions regarding uses, is applied to each highway. Applications occurring in the control area are then referred to appropriate Governments, Government Departments, and Authorities with regard to the suitability of the site applied for. Should the site be approved, there is further review and referral of detailed plans to determine the suitability of the proposed development (refer to Appendix B for further details on the procedure for processing applications).

Average Annual Daily Traffic Volumes 1981

Figure 1



PART I THE LEWISPORTE--ROAD TO THE ISLES HIGHWAY

1. THE PROTECTED ROADS

Route 340 is actually divided into two sections:

(1) THE LEWISPORTE HIGHWAY (ROUTE 340), from its junction with the Trans Canada Highway, Route 1, to a point where the southern boundary of the Municipal Planning Area of Lewisporte crosses the highway.

(2) THE ROAD TO THE ISLES (ROUTE 340), from:

(a) A point where the northern boundary of the Municipal Planning Area of the Town of Lewisporte crosses the highway to a point where the southern municipal boundary of the Town of Campbellton crosses the highway and;

(b) From a point where the northern municipal boundary of the Town of Campbellton crosses the highway to a point where the eastern municipal boundary of the Town of Twillingate crosses the highway.

2. THE HIGHWAYS DESCRIBED

For the most part, the Lewisporte highway remains in its rural state.

The only signs of activity are:

- (1) The Pentecostal Church Camp--Camp Emmanuel;
- (2) A Department of Transportation highway depot;
- (3) The Forestry office for Unit 8.

This 10-kilometre stretch is well forested with an even mixture of young birch and softwood. In several places, boglands/marshlands can be noticed bordering the highway. For one of these marshes, Ducks Unlimited has submitted a proposal for a Highway Marsh Program. It is hoped that by stabilizing the water level and incorporating proper waterfowl management techniques, that the breeding habitat of the migratory birds will be improved in the area.

The Road to the Isles is perhaps one of the most scenic routes in the province because of its coastal (saltwater bays, islands, and fishing villages) and inland features (mixture of gentle rolling hills and rugged topography, and healthy forest stands). However, as the highway approaches the archipelago of islands dividing Notre Dame Bay and Hamilton Sound, it takes on some new characteristics. Due to the exposed nature of the

area to strong offshore winds and the presence of rock outcrop, little tree cover is present except in the sheltered areas. The general environment is quite hilly with numerous areas of barren rocks. The islands have a number of small ponds, most of which are used by the communities as a source of water supply.

3. COMMUNITY DISTRIBUTION

As already mentioned, the portion of the Protected Roads from the Trans Canada Highway to the Lewisporte Town boundary is free from community right of way occupation. However, this rural setting changes quite rapidly as the highway leaves Lewisporte and travels the coast. It also becomes quite apparent that the distribution of the communities reflects the traditional importance of the fishery as the primary source of employment with most of the communities located along the highway and at the head of sheltered bays. Some of these communities are already hampering the free flow of traffic due to their sprawl along the highway. This is particularly true in the communities of Loon Bay, Boyd's Cove, and Summerford. The average right of way occupation for these communities is 2.8 kilometers.

4. TRAFFIC FLOW

As with a population analysis, the traffic flow pattern serves an important role in providing an understanding of the demand placed on a highway. Figure I is a graphic representation of the Department of Transportation data regarding Average Annual Daily Traffic (A.A.D.T.) flow. With the exception of the Lewisporte Highway, it can be noted that the remaining areas of highest traffic flow corresponds to those of highest population, and vice versa.

The highest degree of traffic occurs between the junction of the Trans Canada Highway with Route 340 (Lewisporte Highway). Fortunately, this section of the highway is free from community development and right of way occupation, with the exception of a few public activities (Forestry Depot, Highways Depot, and Church Camp), and therefore the heavy flow of traffic remains unhampered. From Lewisporte to Boyd's Cove

the traffic volume is reduced by almost two-thirds but remains quite steady. Travelling from Boyd's Cove to Twillingate, the traffic flow takes a very noticeable upwards swing demonstrating the interdependence of the communities on New World Island and Twillingate Island.

In reviewing the population and traffic flow figures, it can be appreciated that the importance of the highway to the local economy and the need to protect its service function is of utmost importance to government. The policy statements and zoning contained in this Study are hopefully a means to achieve that end.

5. POPULATION PROJECTIONS

The technique of projecting populations is intended to be a useful tool in determining, based on expected increases/decreases in population size, future land requirements for residential, institutional, commercial, and recreational development. If the land use planner has some idea of what the future community size may be, as expressed through its population size, the planner can then expect to be able to make a more sensible and realistic assessment of how much land will be required to meet the increasing or decreasing demands of the community and appropriate zoning measures may be put in place.

Census figures for 1981 have established the population of the communities bordering the highway at 10,295, a 3.8 percent increase over the 1976 figures. This translates into a 0.76 percent annual rate of growth, which is quite high considering that the annual provincial rate for the same period was only 0.35 percent.

With the assumption that community expansion is assured, the pressure from prospective residential owners to build along the highway will undoubtedly increase. If the Government fails to halt future expansion, the highway's safety and efficiency in transporting its users in the best possible time will be severely hampered, and the money already invested in the highway upgrading and realignment will be a total waste.

The population projections in this report have been prepared by using linear regression analysis. Actual population values from past years are used to predict expected population sizes for the years 1986 and 1991. Several factors should, however, be remembered if these projected figures are to be considered in the planning process. Perhaps the single most important thing to remember is that fluctuations in population size are often the result of many factors including economic conditions, availability of employment, and increased or decreased accessibility. The influence of these factors was not considered when projecting the 1986 and 1991 population size.

Another important consideration that must be given when using the projected population size is that, where possible, the calculations are based on data taken from as far back as the 1951 Canadian Census. Since 1951 some of the Census Subdivision boundaries have changed as have the boundaries of many of the municipalities for which projections have been made. Communities that have extended boundaries and have thus acquired new residents have an increase in population not because the population is actually increasing in size but because the community has increased in area.

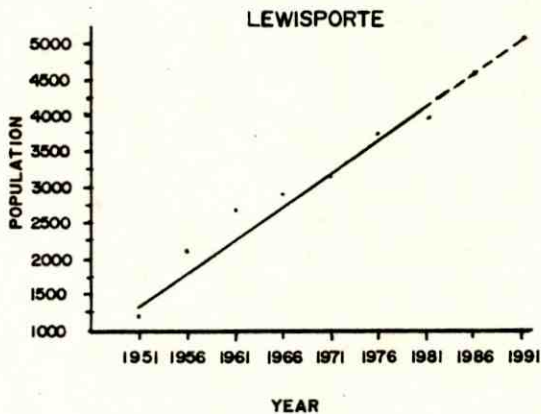
One other point that should be made is that in some instances it is difficult to obtain accurate data that covers a long time span. Where possible, population data for as far back as 1951 was used, but in some cases the projection had to be based on only 1971, 1976, and 1981 statistics. It is difficult to accurately predict population trends without adequate data.

Lastly, linear regression analysis is only valid where a linear relationship exists between the variables. For example, the relationship for Campbellton appears to be more of a curvilinear nature. This would likely decrease the validity of the population projection. Where projections are based only on three data points, it is not always wise to assume a linear relationship between the points. The sample data may be part of a curvilinear relationship and linear regression analysis would not be valid.

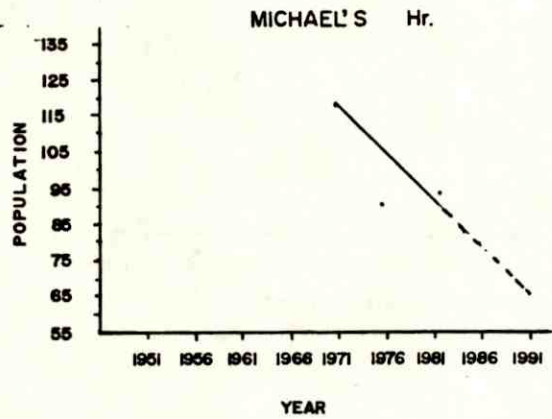
COMMUNITY DISTRIBUTION AND RIGHT OF WAY OCCUPATION

Intersection Route 340 and T. C. H. —	0.0 km
Control Drop at Lewisporte Boundary	9.9 km
Lewisporte Begins	10.9 km
Lewisporte Ends	11.4 km
Control Begins	19.7 km
Michaels Harbour Begins	20.7 km
Michaels Harbour Ends	21.5 km
Control Drop at Western Boundary of Campbellton	22.5 km
Campbellton Begins	24.5 km
Campbellton Ends	27.2 km
Control Resumes Eastern Boundary of Campbellton	30.2 km
Loon Bay Begins	31.8 km
Loon Bay Ends	34.7 km
Boyd's Cove Begins	57.2 km
Boyd's Cove Ends	60.0 km
Summerford Begins	65.8 km
Summerford Ends	68.4 km
Virgin Arm Begins	73.6 km
Virgin Arm Ends	75.7 km
Black Hole Intersection	76.1 km
Fairbanks Extension Begins	79.8 km
Fairbanks Extension Edns	80.1 km
Hillgrade Begins	81.3 km
Hillgrade Ends	82.3 km
Newville Begins	85.1 km
Newville Ends	85.5 km
Indian Cove Intersection	88.3 km
Black Duck Cove Intersection	90.9 km
Purcell Harbour Begins	92.2 km
Purcell Harbour Ends	92.4 km
Little Harbour Intersection (South)	93.9 km
Little Harbour Intersection (North)	95.0 km
Control Ends	95.1 km
Total Length of Protected Road	77.6 km
Right of Way Occupation on Protected Road	14.3 km

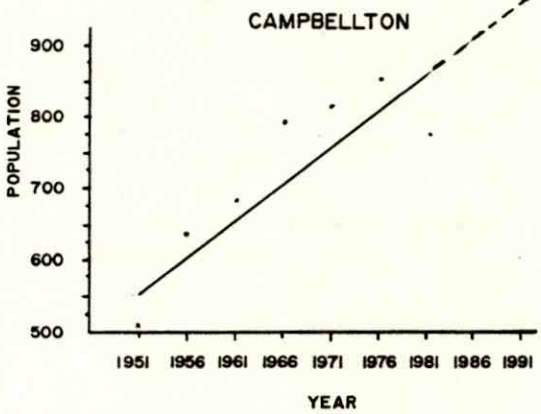
POPULATION PROJECTIONS



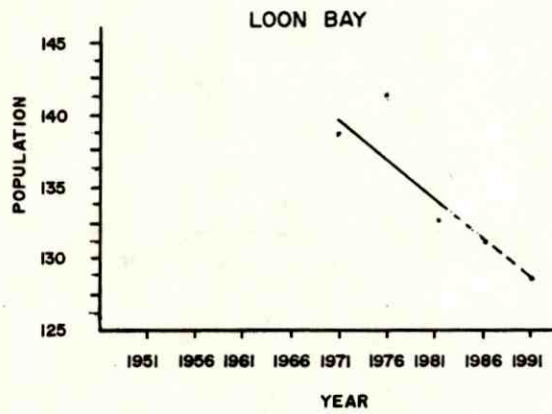
Correlation Coefficient + 0.98



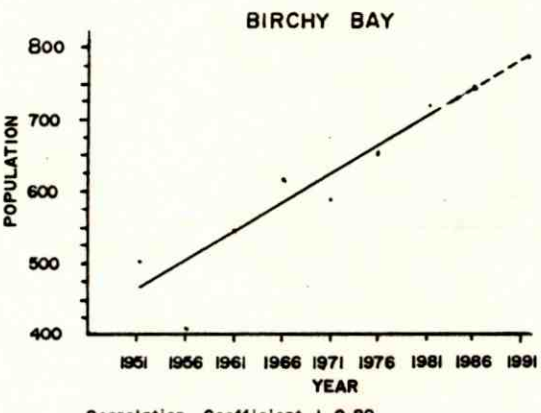
Correlation Coefficient - 0.82



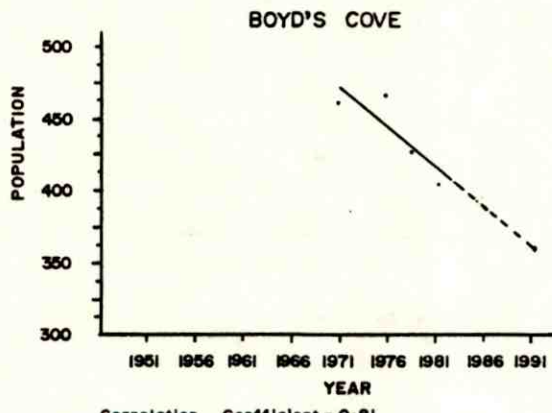
Correlation Coefficient + 0.87



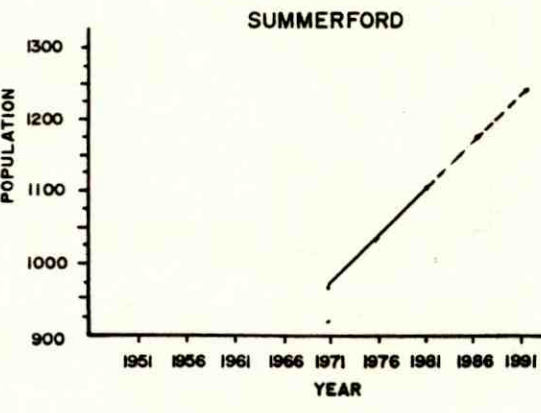
Correlation Coefficient - 0.68



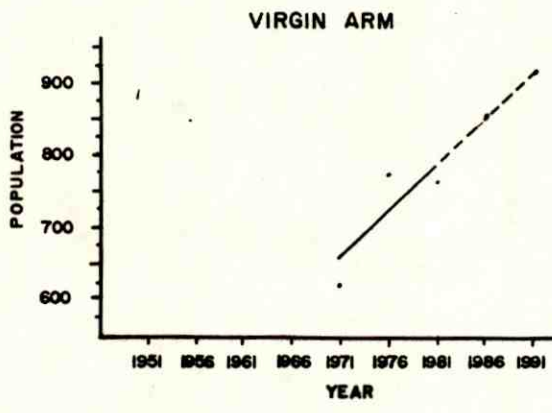
Correlation Coefficient + 0.89



Correlation Coefficient - 0.81

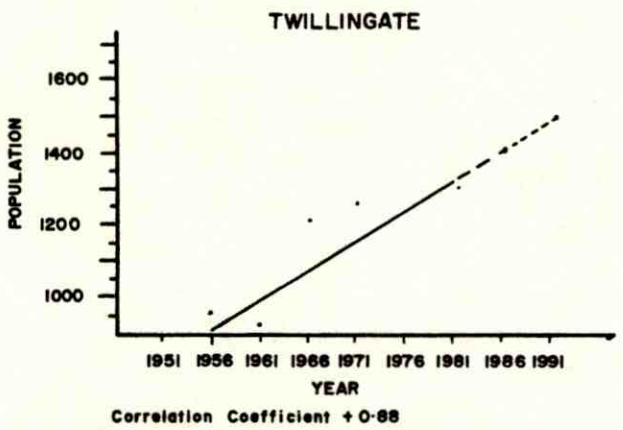
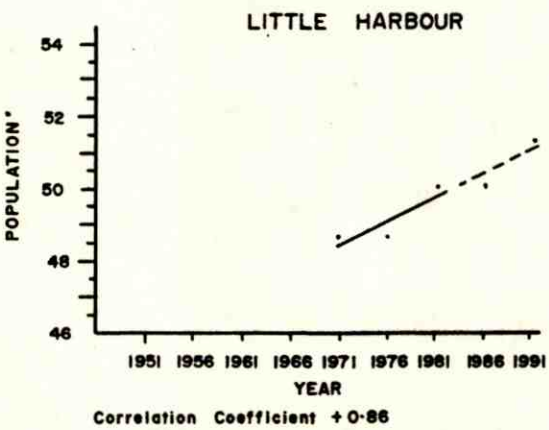
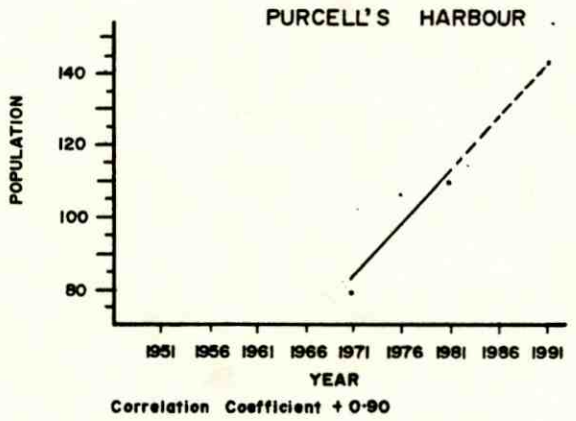
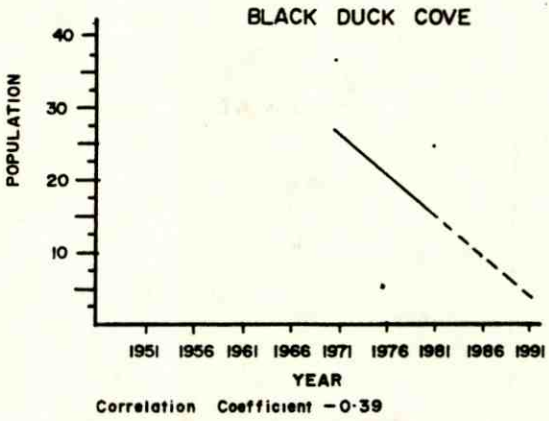
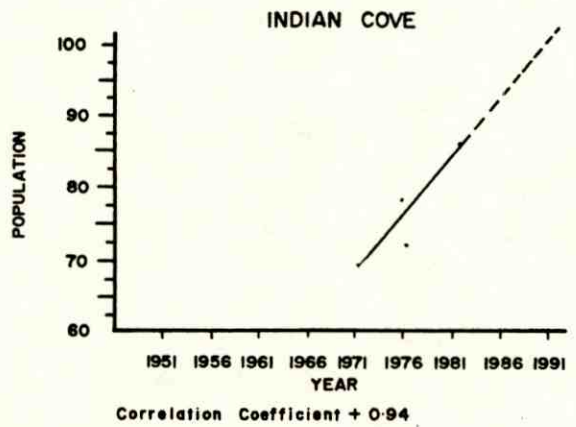
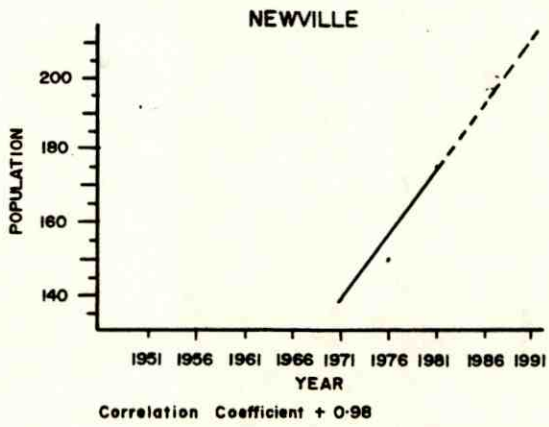
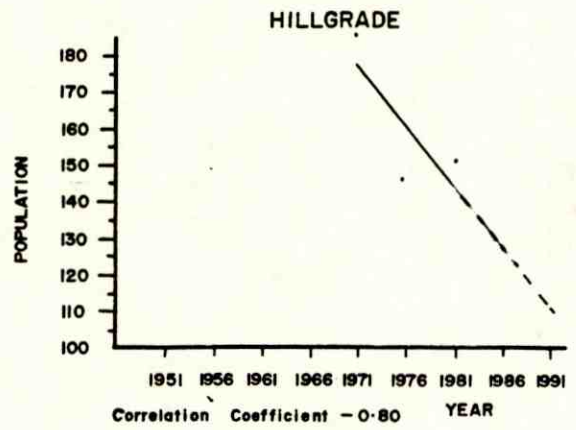
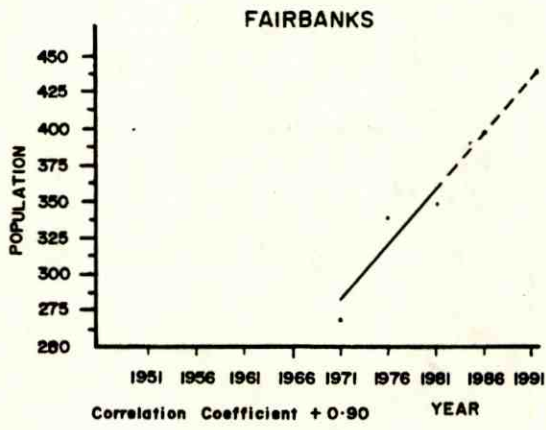


Correlation Coefficient + 1.00



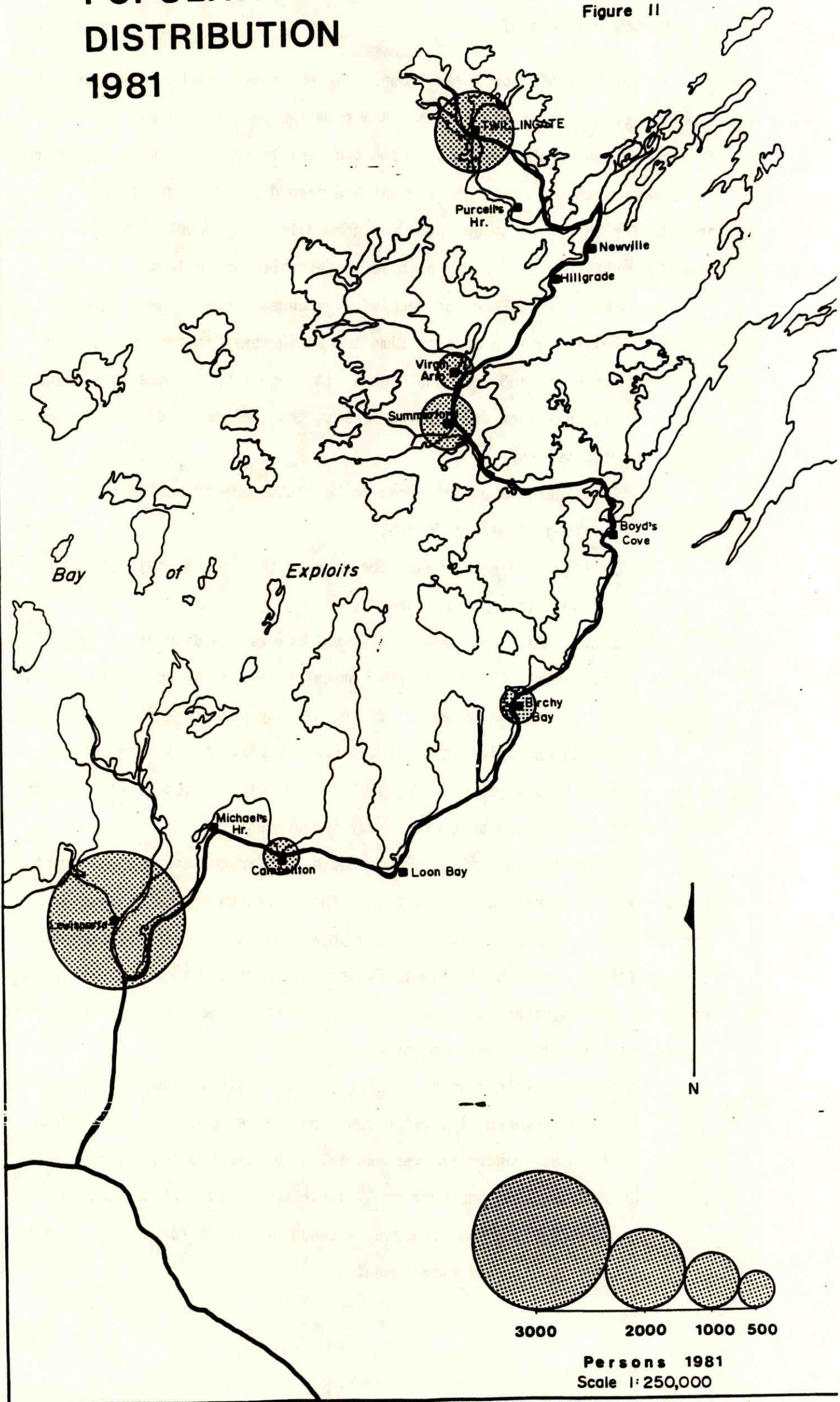
Correlation Coefficient + 0.84

POPULATION PROJECTIONS



POPULATION DISTRIBUTION 1981

Figure II



The problem of ribbon development on the highway right-of-way of the Road to the Isles may be described from two points of view. First, in terms of the problems imposed upon the vehicle operator as he approaches and proceeds through this development and secondly, in terms of the impact of ribbon development upon the community. The problems imposed upon the vehicle operator may be briefly described as follows:

- (1) Speed limits are, of necessity, reduced through communities resulting in a loss of time and an increase in fuel consumption.
- (2) Access to and from the highway is largely unsafe due to inadequate site distance and, in many cases, the poor location and alignment of accesses.
- (3) Roadside development tends to be cluttered and haphazard creating visual confusion.
- (4) Vehicle parking is unsafe because of the lack of suitable space off the highway carriageway.
- (5) Local public and commercial developments are dispersed along the highway throughout the community, and no space is provided for pedestrian movement off the highway carriageway.
- (6) Due to the orientation of the community to the highway, development lies as close as possible to the highway centre line, which increases the cost of highway improvement.

Ribbon development, it is suggested, has a far greater impact upon the community than it has on traffic flow. The situation may be alleviated for the vehicle operator simply, although expensively, by the Department of Transportation providing a highway diversion around the community. The community on the other hand may never rid itself of the largely irreversible consequences of ribbon development as:

- (1) Ribbon development has a tendency to consist of an uncontrolled mix of commercial-service function and residential development, which may render the residential development undesirable.
- (2) Comprehensive and uncontrolled ribbon development consumes all available highway frontage, without provision for access to the rear for further development.

- (3) Areas subject to ribbon development tend to be "accident prone locations" due to the mix of vehicle and pedestrian movement and to the vast amount of information vehicle operators are required to absorb and react to over a short period of time.
- (4) Linear ribbon development along the highway is costly both to the provincial government and the municipal authority. Often, the community relies upon the province to provide or heavily subsidize water and sewer projects. Naturally, services are more cheaply rendered to communities that are compact than those that are spread out in a linear fashion. Other services such as street lighting and school bus transportation are less expensively obtained in a compact community than a community that has linear-type ribbon development along the highway. Understandably, linear ribbon development areas, especially in non-incorporated areas, tend to be prone to blight.

This ribbon development has not only resulted in an increase in hazard and decrease in efficiency, but also in a massive expenditure of public revenues. The Department of Transportation, in an effort to resolve the problems associated with ribbon development, has endeavored to provide by-passes away from the developed areas of many communities. Even so, prior to these highways being declared Protected Roads, these by-passes and diversions have acted as prime areas for community expansion, and the pressure for further development still exists. It is logical and indeed essential that sections of highways presently undeveloped, and especially by-passes and highway realignments, be preserved from comprehensive development so as to prevent the further allocation of public funds and preserve expensive essential infrastructure from massive deterioration. Otherwise, the very purpose of upgrading the highways would be defeated.

PART II REGIONAL LAND USE

An analysis of present land use not only provides a guideline as to those agencies to whom referrals are necessary, it also gives a general feeling of the multiplicity of land uses in the region. The Land Use Atlas, as provided by the Lands Branch, provides considerable information with respect to existing land uses. The source of much of the information displayed on the Atlas is provided by the Newfoundland Gazette.

The information of the 1:50,000 Land Use Atlas has been reduced and described on the enclosed 1:250,000 Land Use Map. Other uses not depicted on the Land Use Atlas such as the Forestry Silvicultural Block Planning Areas and Cottage Areas have also been included.

The major forms of land use considered in the Study were:

Forestry

The Forestry Division of the Department of Forest Resources and Lands identified two areas of concern on the highway--productive forest and wooded areas. Within these areas applications for singular developments (small farms, houses, summer cottage, etc.) are to be referred to the Unit Forester in Lewisporte.* Applications for subdivisions or other major land use developments must be referred to:

Management Forester
Forestry Division
Department of Forest Resources
and Lands
P.O. Box 2006
Corner Brook, NF A2H 6J3

All applications referring to company private, lease, or licence must be referred to the company as well as the Unit Forester.

Maps showing the productive forest and wooded areas are available from the Forestry and Development Control Divisions.

Waste Disposal Sites

There are five Waste Disposal Sites located within the corridor of Route 340. The new site in Summerford now serves the general region of

* Crown Land applications will be referred to the Unit Forester by the Lands Branch.

New World Island. The original Summerford, Cottle's Island, Hillgrade, and Carter's Cove Waste Disposal Sites have all been closed. Where a Waste Disposal Site includes the built-up section of a community or a part thereof, it is indicated on the zoning maps.

Parks/Campgrounds

Three campgrounds are located within the region. Two of these are provincially owned, and the third is community owned and operated. Notre Dame Provincial Park with 100 sites is conveniently located at the Junction of the Trans Canada Highway with Route 340. The second provincial park is located on New World Island, Dildo Run Park, and has facilities for 31 campers. The third and final campground, Sleepy Cove Park, is owned by the Community of Crow's Head, north of Twillingate. This campground was also the site of an active copper mine. The park now serves the dual purpose of acting as an outdoor museum as well as a campground.

Water Supply Areas

There are four water supply areas bordering the protected road. The Loon Bay and Purcell's Harbour watersheds are protected under legislation. The Newville water supply is a proposed one, while Hillgrade's has been in use since 1978. Neither Newville or Hillgrade has requested to have their supplies protected under the Department of Environment's legislation. Applications for development in any of these watersheds are to be referred to the Department of Environment in Grand Falls.

Aggregate and Mineral Resources

Aggregate Resources:

In the Appendix section of the study is the 1:250,000 map showing the zones as defined by the Department of Mines and Energy. To lessen the chances of alienating lands with aggregate potential for the land uses, the following procedure is recommended:

1. Applications for development within any of the aggregate zones 1 to 4 shown on the attached Aggregate Resource Map, or within 300 metres of any borrow pit or quarry pit, existing or abandoned, are to be referred to:

Manager
Quarry Materials Administration
Department of Mines and Energy
Eastern Canada Building
95 Bonaventure Avenue
St. John's, Newfoundland

2. All applications within 300 metres of any borrow pit or quarry pit, existing or abandoned, are to be referred to the Department of Mines and Energy.

Municipal and Planning Area Boundaries

Five communities have Municipal and Planning Area Boundaries on Route 340. Only two of these; Birchy Bay and Summerford, exert control on the Protected Road. The remaining three; Lewisporte, Campbellton, and Twillingate are exempt from the Protected Road Zoning Regulations. Within the boundaries of Birchy Bay and Summerford, a system of dual control exists. The Municipal Authority is responsible for development within its Town and Planning Area Boundaries, and hence all applications for development within their boundaries must be referred to the appropriate Town Council.

Cottage Areas

There are three Cottage Zones along Route 340. These are discussed in the Rural Areas section.

Agriculture

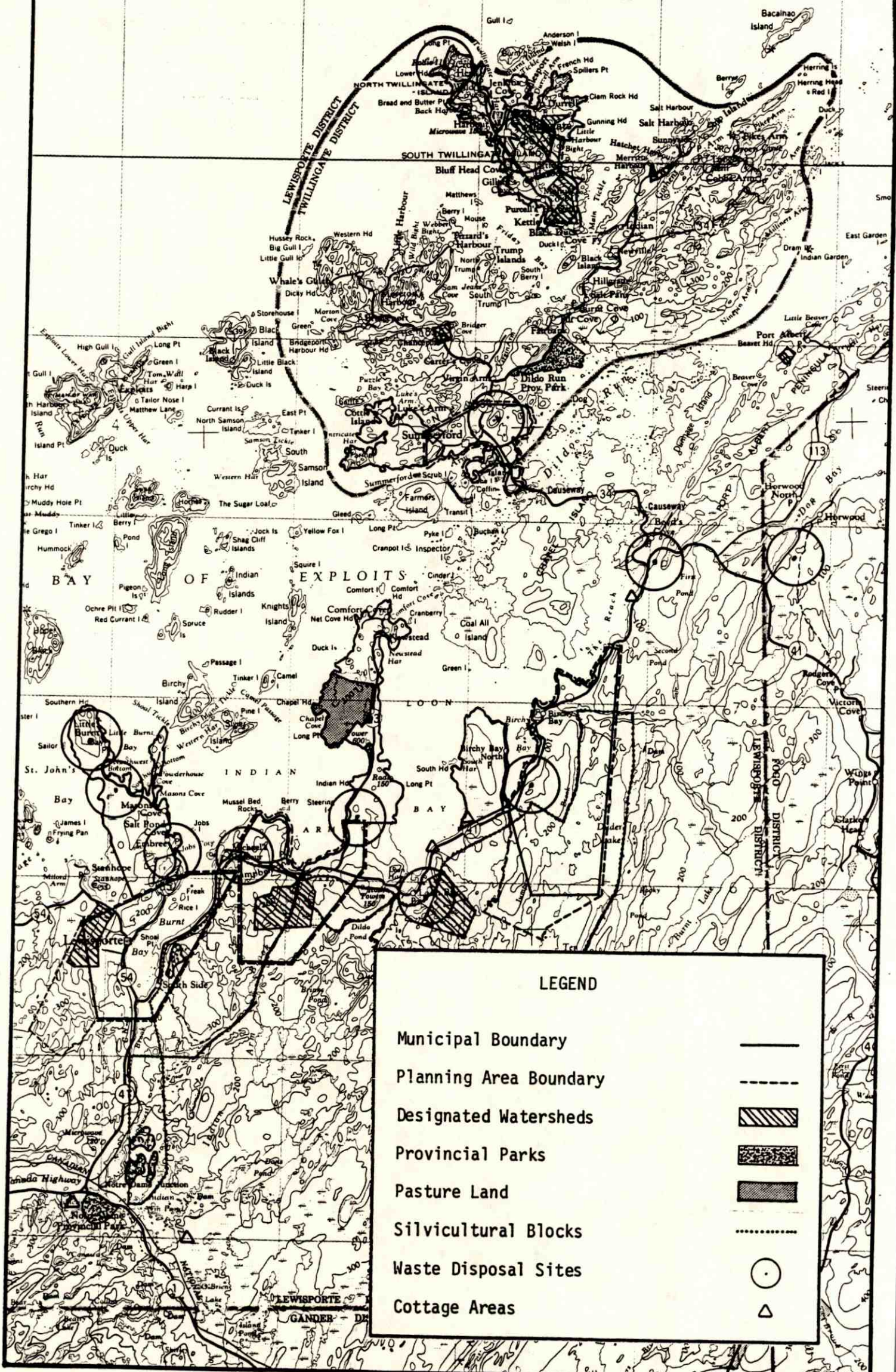
According to the Canada Land Inventory, the general region has a low capability for agricultural production. There are several small pockets of Class 4 and 5 sites between Lewisporte and Birchy Bay that have some potential for farming. The remainder of the highway corridor has a capability rating of Class 7 (ie. very limited capability for arable culture but may possess some potential for rough pasture). Agriculture production is basically confined to 4 part-time commercial farms, which are mainly of a root crop and poultry nature.

Because of the poor capability rating for the area, it is doubtful if agriculture will ever achieve major expansion and therefore will in all likelihood continue to have a minimal impact on the highway usage.

Archaeological Resources

The Historic Resources Division identified three sites as being highly significant with respect to archaeology--one each at Dark Hole, Bridger Cove, and Campbellton. These are all outside the 400 metre control of this Division.

Land Use Map



LEGEND

Municipal Boundary	—————
Planning Area Boundary	- - - - -
Designated Watersheds	▨▨▨▨▨
Provincial Parks	▩▩▩▩▩
Pasture Land	■
Silvicultural Blocks
Waste Disposal Sites	○
Cottage Areas	△

PART III ZONING

The sole purpose of this study is to produce a suitable frame of reference within which development may occur in a controlled and desirable manner in accordance with the objectives of this Division. In keeping with this purpose, a regulatory system of zoning has been devised to assist in the administration of the Protected Road Zoning Regulations. It is suggested that by precisely applying a comprehensive zoning structure in a sensitive manner, existing highway amenities may be preserved and developed in a rational way.

1. URBAN ZONING

As communities located on the roadside of the Road to the Isles Highway are primarily rural in nature, they may be said to consist of two basic components. These are the developed residential component and the associated economic component consisting of fields, pasture lands, and fishing areas. It is only the developed residential component of the community that Urban Zones relate to.

In all, there are five Urban Zones. They are as follows:

(a) RESIDENTIAL ZONE

(i) Application

This zone shall apply to areas within or immediately adjacent to communities either having a high percentage of residential development with the capability of residential infilling or areas presently void of development and 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 or adjacent to a community having the capability of acquiring off-lot water and sewage facilities in the future.

(ii) 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.

(iii) 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 (Refer Appendix 1A).

(b) MIXED ZONE

(i) Application

This zone will normally 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 in communities where a demand for sites for development of this general nature has been demonstrated.

A Mixed Zone may be applied in whole or in part or in any combination of its parts.

(ii) 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.

(iii) Permitted Uses

A wide variety of Residential, Public, Commercial, Highway Commercial, and Light Industrial Uses may be permitted in a Mixed Zone. The minimum lot area and specific lot requirements are variable pending the amount of services and the type of development proposed at the site (Refer Appendix 3A).

(c) HIGHWAY COMMERCIAL ZONE

(i) 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. . . .

(ii) 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.

(iii) Permitted Uses

Those uses permitted in a Highway Commercial Zone will be: restaurants; snack bars in conjunction with restaurants; service stations; motels; hotels and tourist lodges; lounges in conjunction with motels, hotels, and tourist lodges; retail shops in conjunction with other uses; rest, camping, and travel trailer parks; tourist lodges and cabins; tourist chalets; marinas, and accessory buildings (Refer Appendix 5A).

(d) BUFFER ZONE

(i) Application

This zone would apply to areas lying between the highway and 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.

(ii) Purpose

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

(iii) 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 via the community (Refer Appendix 7A).

(e) RESTRICTED DEVELOPMENT ZONE

(i) 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, areas with unstable soil, sections of hazardous highway, etc.

(ii) Purpose

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

(iii) Permitted Uses

Any development which by way of location in this zone does not pose a hazard to public health or safety and in effect is compatible with the hazard will be permitted subject to approval and any conditions specified by the Authority (Refer Appendix 8A).

2. RURAL ZONING

Rural Zones were developed to assist in the implementation of this Division's objectives in sparsely developed or undeveloped areas. This is achieved by the application of blanket performance standards on rural areas, and the designation of specified lots of land for comprehensive summer cottage and highway commercial activities.

There are three Rural Zones as follows:

(a) RURAL CONSERVATION

(i) 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 the core area of a community.

(ii) Purpose

The purpose of a Rural Conservation Zone is to provide a medium 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 Division's referral system.

(iii) 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 (Refer Appendix 9A).

(b) HIGHWAY SERVICE CENTRES

(i) 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.

(ii) Purpose

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

(iii) Permitted Uses

Those uses permitted in a Highway Service Centre shall be: rest and camping parks; tourist lodges and cabins; tourist chalets and information plazas; hotels and motels; restaurants, snack bars, service stations, retail shops, travel trailer parks (Refer Appendix 12A).

(c) SUMMER COTTAGE ZONE

(i) Application

This zone is applied 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. These zones are to be located in areas where a substantial demand for summer cottage development is evident.

(ii) Purpose

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

(iii) Permitted Uses

Summer cottages and any ancillary use such as storage sheds, private garages, boat houses, greenhouses, and pet shelter 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.

PART IV ZONING APPLIED

The Lewisporte Highway from the Trans Canada Highway at Notre Dame Junction to the Town Boundary of Lewisport is devoid of community occupancy and is therefore free from urban zoning. The Building Control Line is set at 400 metres as measured on both sides of the highway centre line.

The setting changes for the remainder of the highway from a rural nature to that of a settled one. Two towns, Lewisporte and Campbellton, have been excluded from the Protected Road Zoning Regulations. Throughout the remaining communities, the Building Control Line has been reduced to 100 metres.

Urban Zoning is described in the following pages with the exact location of all Zones and Building Control Lines defined by the attached Plans. In order to facilitate the establishment and recognition of zoning boundaries and Building Control Lines, the following common guidelines were used:

- (a) All measurements from the highway or local roads unless otherwise stated or depicted refer to a measurement from the centre line of that highway or road. When a measurement is taken from the centre line of a local road fronting on a highway, the measurement shall refer to that point on the centre line of a highway directly opposite the centre line of the local road where it intersects the highway.
- (b) All references to points and distances from the highway shall, unless stated or depicted to the contrary, be taken to be perpendicular measurements from the highway centre line.
- (c) All zones and lines running in the direction of the highway dealing with zoning boundaries shall, unless otherwise stated or depicted, refer to lines running parallel to the centre line of the highway.

MICHAEL'S HARBOUR

Located approximately 11 km north of Lewisporte is the unincorporated community of Michael's Harbour. Judging from the no-growth population trend, future expansion of the community is unlikely. However, summer homes are quite prevalent here--perhaps as much as 50 percent of the dwellings. On the northern access and outside the Buffer Zone, a summer cottage development is proceeding on private land. Careful attention must be given here to ensure that this activity does not extend into the Buffer Zone.

A 1.6 km Buffer for the Michael's Harbour Waste Disposal Site takes in most of the community. Within this Buffer, as outlined on the attached zoning map, all applications are to be referred to:

Department of Environment
Provincial Building
Grand Falls, NF
A2A 1W9

ZONING

Building Control Line:

The Building Control Line has been reduced to 100 metres throughout the Buffer and Mixed Zones.

Mixed Zone:

Development within the Mixed Zone is composed of residential units and several summer homes. The zoning imposed will limit any new development to approximately 15 lots. Further cottage development will not be allowed in this zone and those in existence will be considered as a non-conforming use.






Buffer Zone:

A Buffer Zone 60 metres from the highway centre line has been imposed between the northeastern access and the Mixed Zone. The intent of this zoning is to encourage future community growth in the immediate area into accessing onto the two local roads.





All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

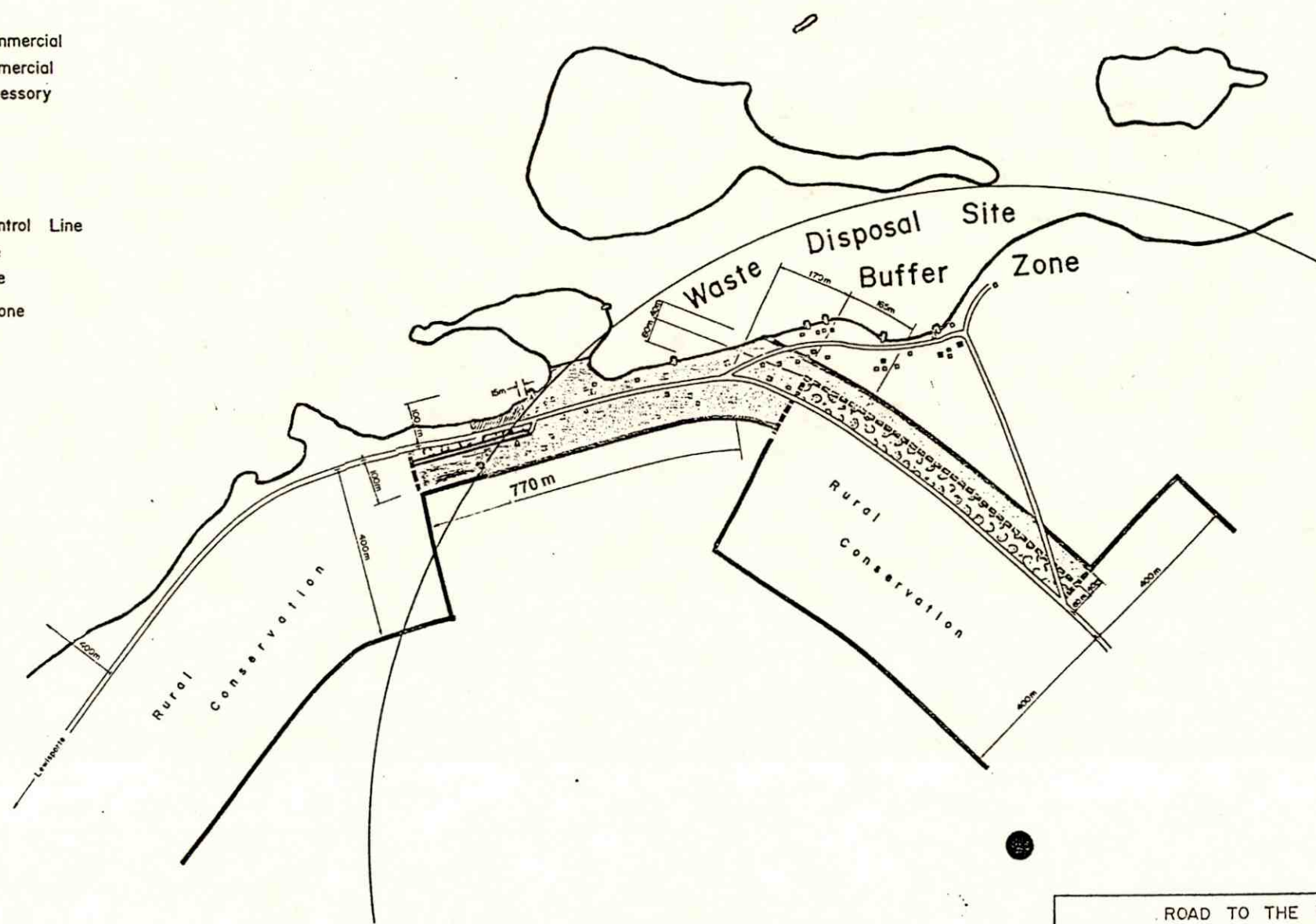
(ST.) MICHAEL'S HARBOUR


Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Mixed Zone
-  Buffer Zone
-  Restricted Zone



ROAD TO THE ISLES ZONING PLAN			
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING			
DATE: Revised Mar. 1979	SCALE: (approx.) 1:5000	DRAWN BY: LN	REF: 

Restricted Zone:






Four Restricted Zones have been established between the saltwater shoreline and the highway. Insufficient area is the limiting factor in these zones.

Rural Conservation:

All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

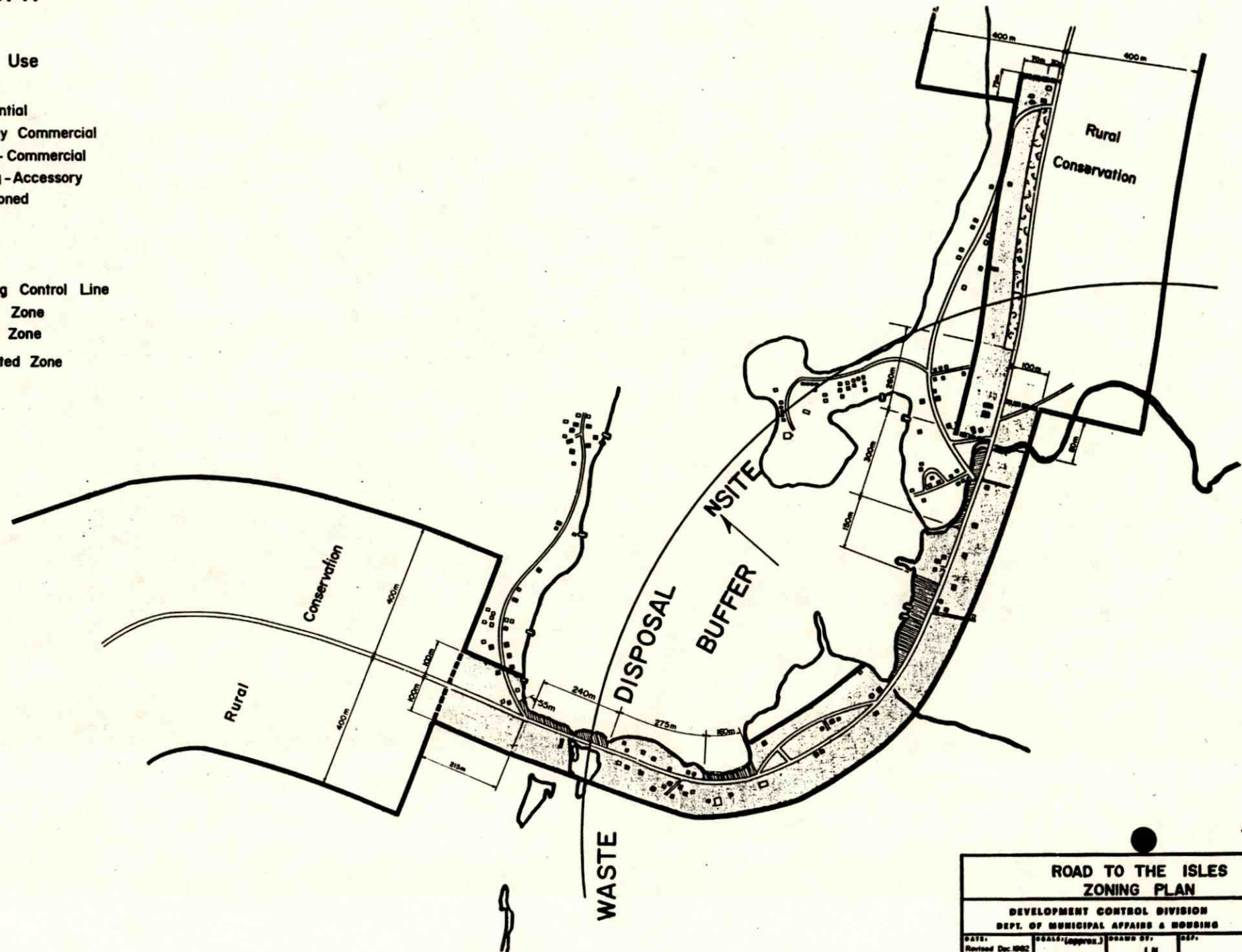
LOON BAY

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Buffer Zone
-  Mixed Zone
-  Restricted Zone



ROAD TO THE ISLES ZONING PLAN			
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING			
DATE: Revised Dec 1982	SCALE: (approx.)	DRAWN BY: LH	CHKD: JEF.



BIRCHY BAY

In 1976 the Department of Transportation completed a bypass of Birchy Bay, thereby placing its developed portions beyond the control of this Division. Birchy Bay is incorporated and a Concept Plan (1976) has been formulated by the Provincial Planning Office. The plan examines existing land uses and provides guidance for future expansion of the community.

Zoning

Building Control Line:

Within the Municipal Boundary of Birchy Bay, the Building Control Line shall extend 100 metres on both sides of the highway centre line.

Buffer Zone:






Two Buffer Zones, one at each access, have been established to prevent development from encroaching upon the highway.

Rural Conservation:



All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

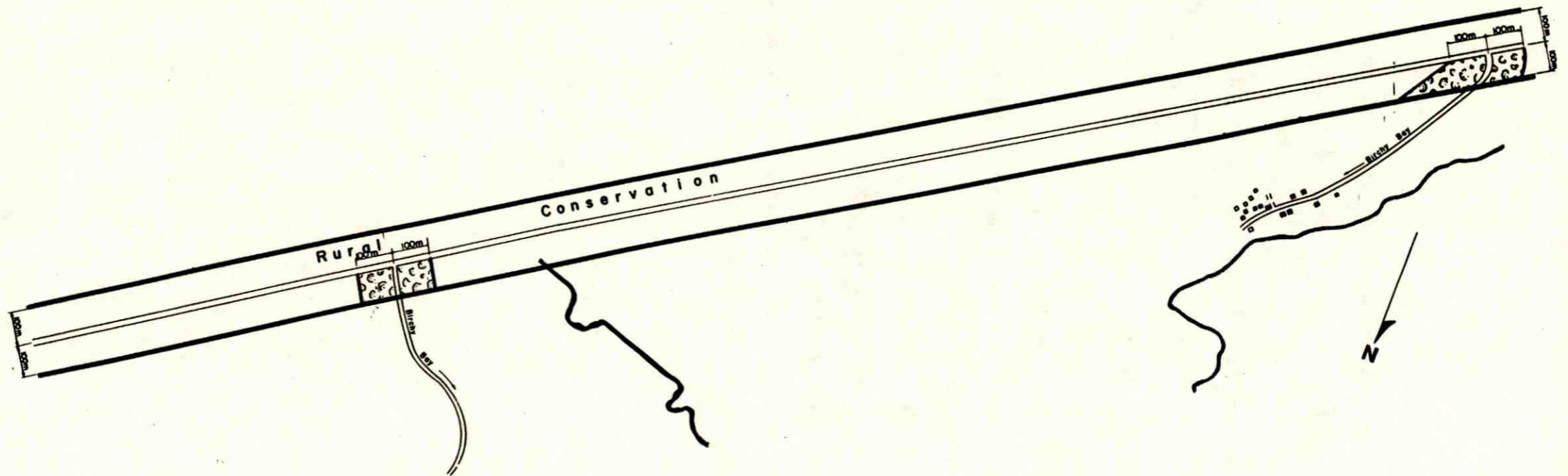
BIRCHY BAY

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Buffer Zone



ROAD TO THE ISLES
ZONING PLAN

DEVELOPMENT CONTROL DIVISION
DEPT. OF MUNICIPAL AFFAIRS & HOUSING



BOYD'S COVE

The unincorporated community of Boyd's Cove is located 1 kilometre south of Chapel Island. Similar to other communities on the Protected Road, it does not have a distinct focal point but spreads itself along the highway for approximately 3.5 kilometres with extensive development on its four local roads. The community is also quite fortunate in that it has ample suitable land for future development, not only in the Mixed Zone, but also along the local roads radiating from the highway.

ZONING

Building Control Line:

The Building Control Line in Boyd's Cove is set at 100 metres.

Mixed Zone:

The Mixed Zone consists of residential, public, and commercial uses. As previously mentioned, future infilling of residential and commercial activities can be easily facilitated within and outside the Mixed Zone. The Mixed Zone can easily accommodate 15 new residential size lots and outside the zoning up to 30 lots.

Restricted Zone:

The Restricted Zone is applied to those areas having a high water table and/or insufficient area for on-lot water and sewage and mainly located between the highway and the shoreline.

Buffer Zone:

A 500 metre Buffer Zone has been imposed in the northern end of the community. Its purpose is to ensure that any new development will access off the local road and not from Route 340.

Rural Conservation:

All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

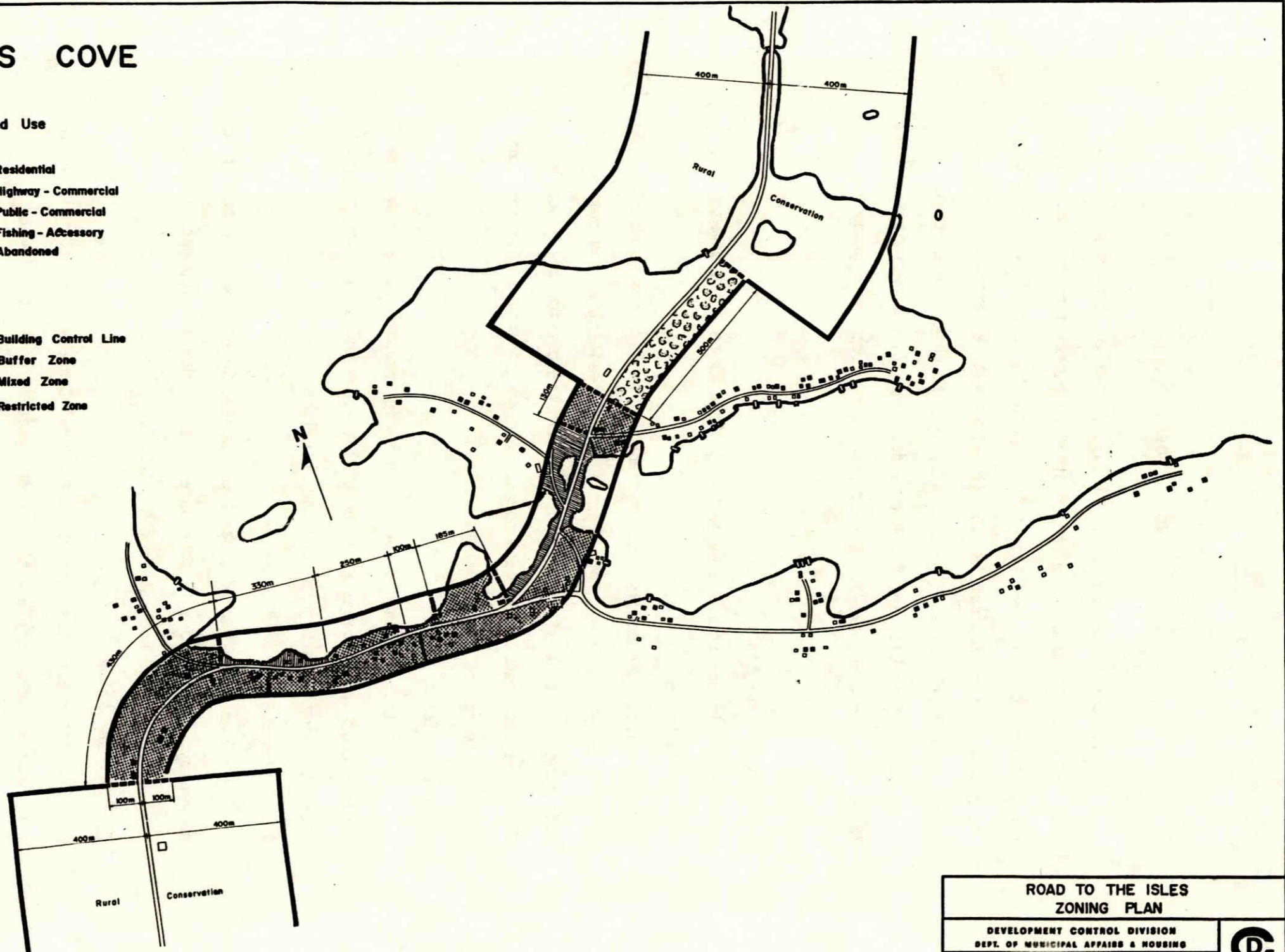
BOYD'S COVE

Existing Land Use

-  Residential
-  Highway - Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Buffer Zone
-  Mixed Zone
-  Restricted Zone



ROAD TO THE ISLES ZONING PLAN	
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING	
DATE: Dec. 82	SCALE: (approx.) DRAWN BY: LM



SUMMERFORD

Located approximately 3.5 km north of Dildo Run Causeway is the Town of Summerford, the third largest community on Route 340, with a current population of 1,190. Regionally, it is part of the chain of islands and communities beginning in Boyd's Cove and terminating in Twillingate. This 3 km ribbon development has a mixture of uses spread out in an erratic manner on both sides of the highway.

To provide guidance for future community growth, the Provincial Planning Office prepared a Concept Plan in 1975. Basically, the attached zoning is in compliance with the Concept Plan. The only difference being that the slope and wet/boggy areas have been identified and labelled as Restricted Zones and the establishment of a Buffer Zone between the building/hardware supply store and the residential area.

The northern portion of the highway is within the 1.6 km buffer of the Summerford Regional Waste Disposal Site. Within this buffer, as outlined on the zoning map, all applications are to be referred to:

Department of Environment
Provincial Building
Grand Falls, NF A2A 1W9

ZONING

Building Control Line:

The Building Control Line within the municipal boundary of Summerford extends 100 metres from the highway centre line.

Mixed Zones:

Much of Summerford's recent growth has been occurring on Route 340, particularly around the northeast end of the community. Uses found within the Mixed Zone are commercial, public, and residential, with the latter being most prominent. Only 7 to 8 lots remain to be developed within the Mixed Zone. All remaining land is unsuitable due to excessive slope and high water table conditions.

Restricted Zones:

Three Restricted Zones have been applied within the Building Control Line. Excessive slope, rock outcrop, and high water table conditions are the prevailing factors in making development within this zone highly improbable.

Buffer Zone:






The 50 m Buffer Zone was applied to minimize the effect that the sound and visual pollution of the building supply yard/hardware store may have on the residential area.

Rural Conservation:

All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

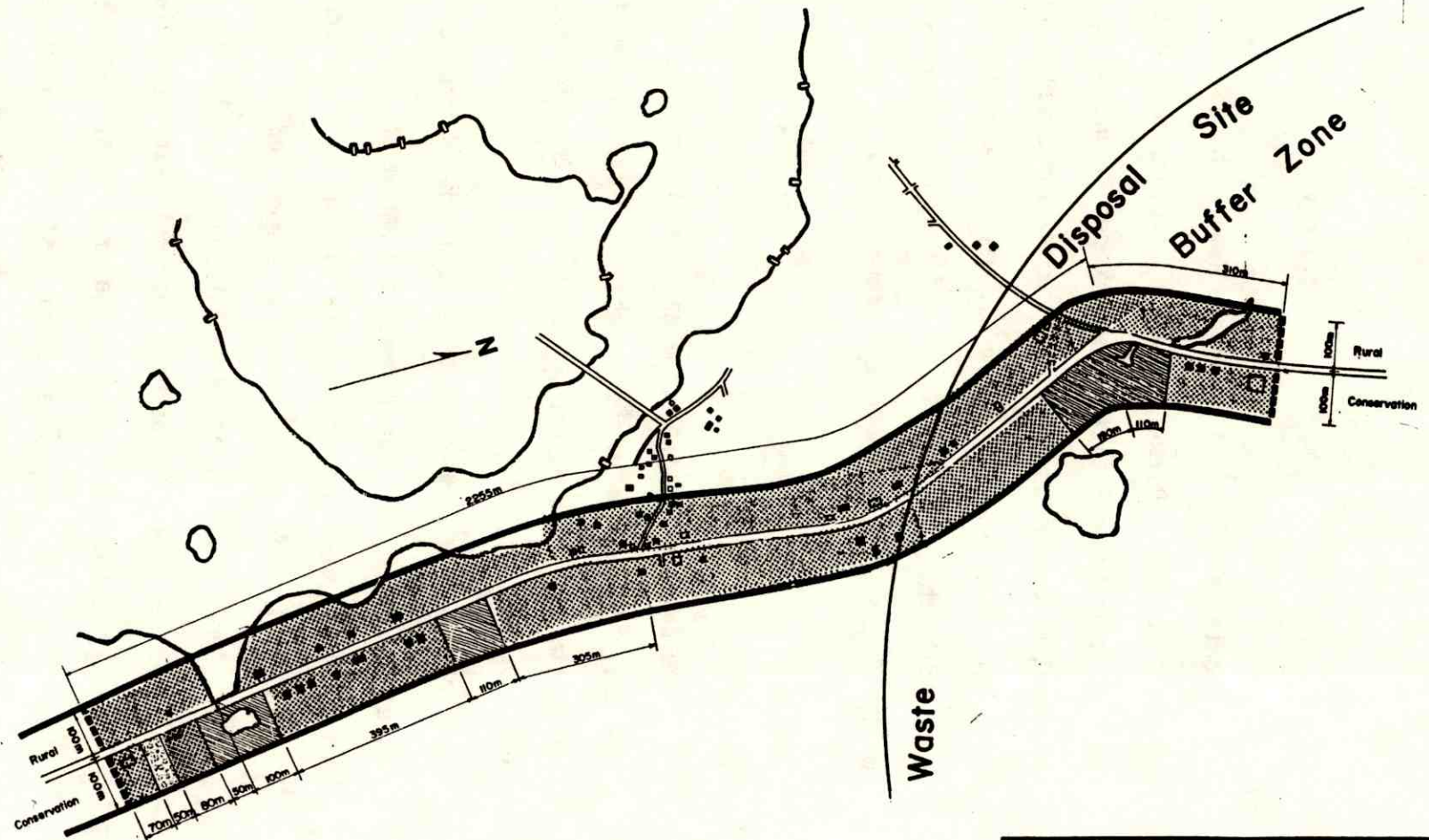
SUMMERFORD

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Mixed Zone
-  Restricted Zone
-  Buffer Zone



ROAD TO THE ISLES ZONING PLAN			
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING			
DATE: Revised Dec. 1982	SCALE: (approx.)	DRAWN BY: LM	APP. [Signature]



VIRGIN ARM

Located at the head of Virgin Arm is the unincorporated community of the same name. Physical limiting factors such as steep slopes and rock outcrop are presenting a severe constraint to development. The residential and mixed zoning will allow for a maximum of five residential size lots, all fronting on the highway. Development outside the zoning and within the community can be quite extensive providing the land owners will release land for such development.

ZONING

Building Control Line:

The Building Control Line has been reduced to 100 metres to include the built-up portion of the roadside and the dispersed residential and commercial activity extending south along the highway.

Mixed Zones:

Development within the Mixed Zones has become considerably dispersed stretching along two local roads and Route 340, with the focal point of the community being in the general vicinity of the school. Activities found within this zone are public (school and churches), commercial (convenience outlets, hardware/ drygood stores), and residential.

A Mixed Zone (3) has been designated at the southern outskirts of the community. Within this zone are a drugstore, lumber yard, and a 45 metre vacant strip of land suitable for a similar type of development. Any development here must conform to the permitted uses allowed in a Mixed Zone (3).

Residential:

Three small pockets of residential land have been zoned on the southern end of the community. The northernmost zone consists two single-row apartment buildings, while the remaining two have two residential dwellings each, with infilling allowing for one extra lot.

Restricted:

There are four Restricted Zones in Virgin Arm--one located in the northern section of the community and opposite the saltwater, while the other remaining three are all located on the community's southern outskirts. All have excessive slope with large amounts of rock outcropping. The southern restricted zone is also located on a slight highway grade and curve. It is highly unlikely that development will take place in any of these zones; but should the limiting factor(s) be overcome, then the allowable uses shall:






- 1) In the Restricted Zone between the two Residential Zones conform to those in a Residential Zone;
- 2) In the remaining three conform to those of the Mixed Zone.

Rural Conservation:

All other land has been zoned Rural Conservation and only such uses that are compatible with this designation will be allowed.

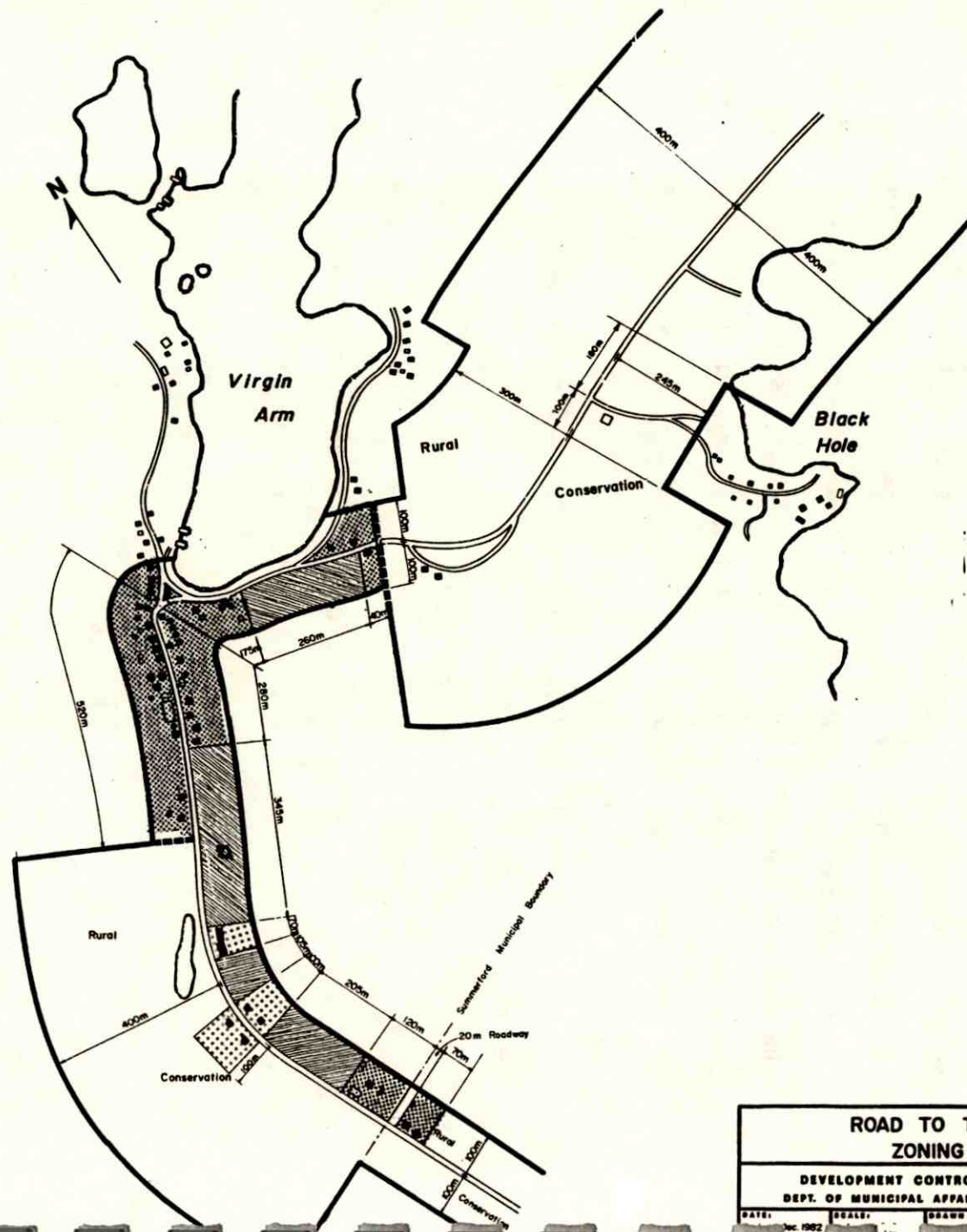
VIRGIN ARM & BLACK HOLE

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Mixed Zone
-  Restricted Zone
-  Residential Zone



ROAD TO THE ISLES ZONING PLAN	
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING	
DATE: Dec 1982	SCALE: DRAWN BY: LN



HILLGRADE

Similar to other communities along Route 340, Hillgrade is located around a small harbour bordering the highway. It is experiencing similar growing pains as Virgin Arm and for the same reasons. Further development along the highway is virtually impossible with development throughout the remainder of the community being limited to approximately 8 lots.

Hillgrade has no focal point but rather spreads itself along 2 local roads located on both ends of the community. Two small clusters of residences have located on Route 340; however, excessive slope limits the amount of land available for further expansion.

ZONING

Building Control Line:

The Building Control Line has been reduced to 100 metres from the highway centre line, except in the Rural Conservation Zones where the full extent of control exists (400 metres).

Mixed Zones:

The Mixed Zone consists mainly of residential development. Unfortunately excessive slope will not permit further development in the Mixed Zone nor would it justify the extension of the zone along the highway. A church in the northeastern end of the community has been zoned as Mixed Zone (2).

Restricted Zones:

There are 2 Restricted Zones in Hillgrade. The northeastern zone has excessive slope and barren patches of bedrock. The second zone is located between the highway and the water and has insufficient area for any type of development requiring on-lot water and sewer services.

Rural Conservation:

All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

Another concentration of development is located 1.2 kilometres south of Hillgrade. Most of this was already in existence before the highway was declared a Protected Road in 1971. The zoning imposed will confine development to the built-up section and thus prevent linear sprawl along the highway.

ZONING

Building Control Line:

The Building Control Line has been maintained at 400 metres on both sides of the highway centre line.

Mixed Zone:

Development here consists of 1 residence and a small multi-use centre consisting of gas pumps, convenience outlet, and a hardware store. No new development will be allowed in the Mixed Zone.

Residential Zones:

The Residential Zone consists of 6 houses with infilling allowing for a maximum of 2 extra sites.

Restricted Zones:



The 2 Restricted Zones have a very high water table thus making development here quite improbable. Should this limitation be overcome, the allowable uses shall conform to those in a *Mixed Zone*.

Rural Conservation:



All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

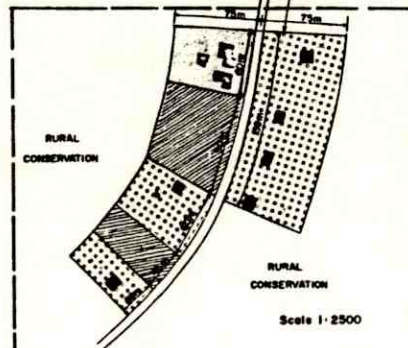
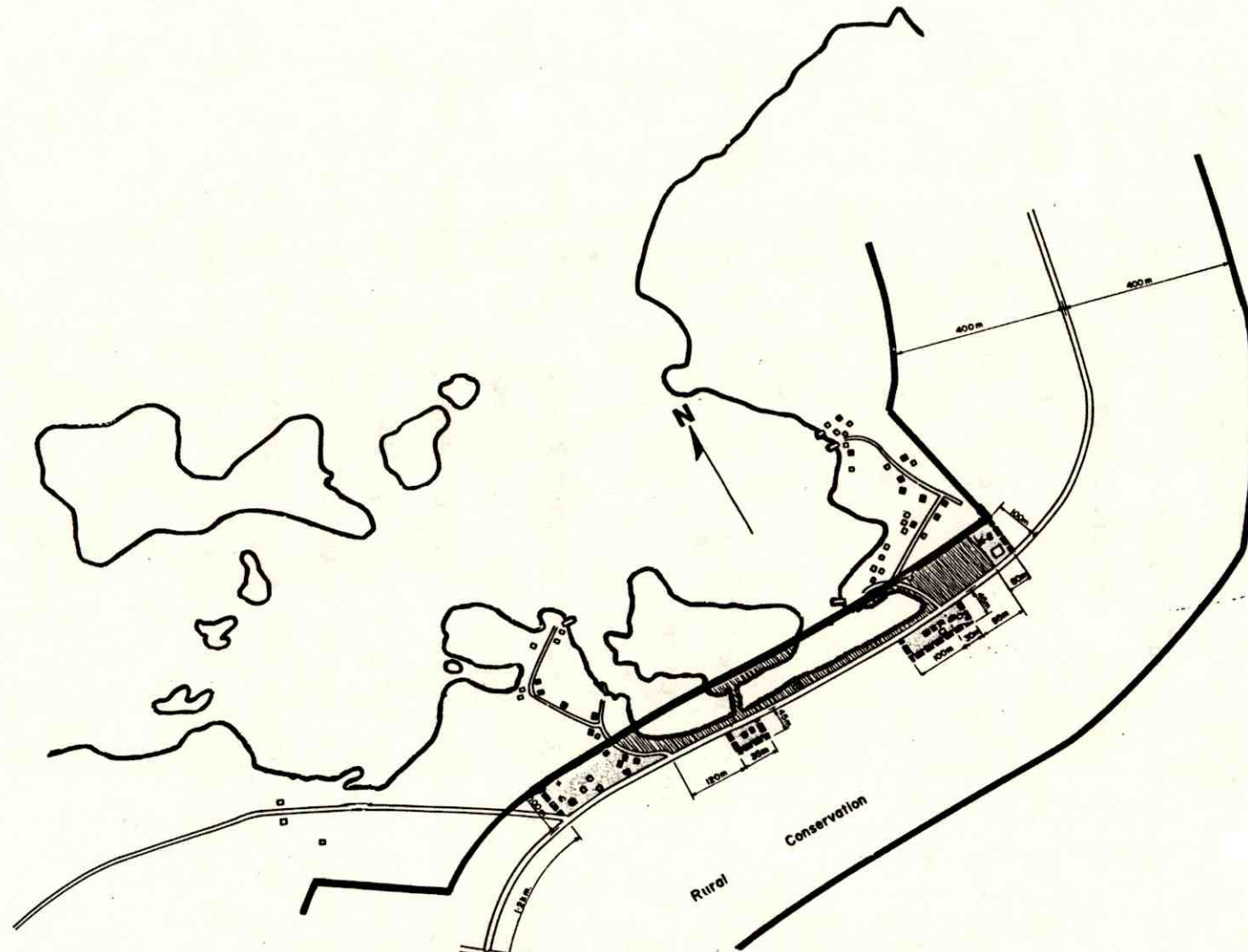
HILLGRADE

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Mixed Zone
-  Restricted Development
-  Residential



ROAD TO THE ISLES ZONING PLAN	
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING	
DATE: _____	SCALE: (approx.) DRAWN BY: _____



NEWVILLE

Newville is similar to many of the other communities along Route 340 in that it has developed around a harbour bordering the highway. Physical limitation such as excessive slope and rock are presenting serious barriers to further development. However, by reviewing the population statistics and the trend of applications, it can be presumed the zoning imposed should not hinder any reasonable amount of growth for at least the next five years.

ZONING

Building Control Line:

The Building Control Line within the Buffer and Mixed Zones shall be 100 metres from the highway centre line.

Mixed Zone:

The Mixed Zone commences at the southern access to Byrne Cove and extends to a point 190 metres north of the main access to Newville. Development in this zone consists of 12 residences, a convenience store, and the office of the New World Development Association. Further development in the Mixed Zone is limited to approximately 10 residential-size lots.



All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

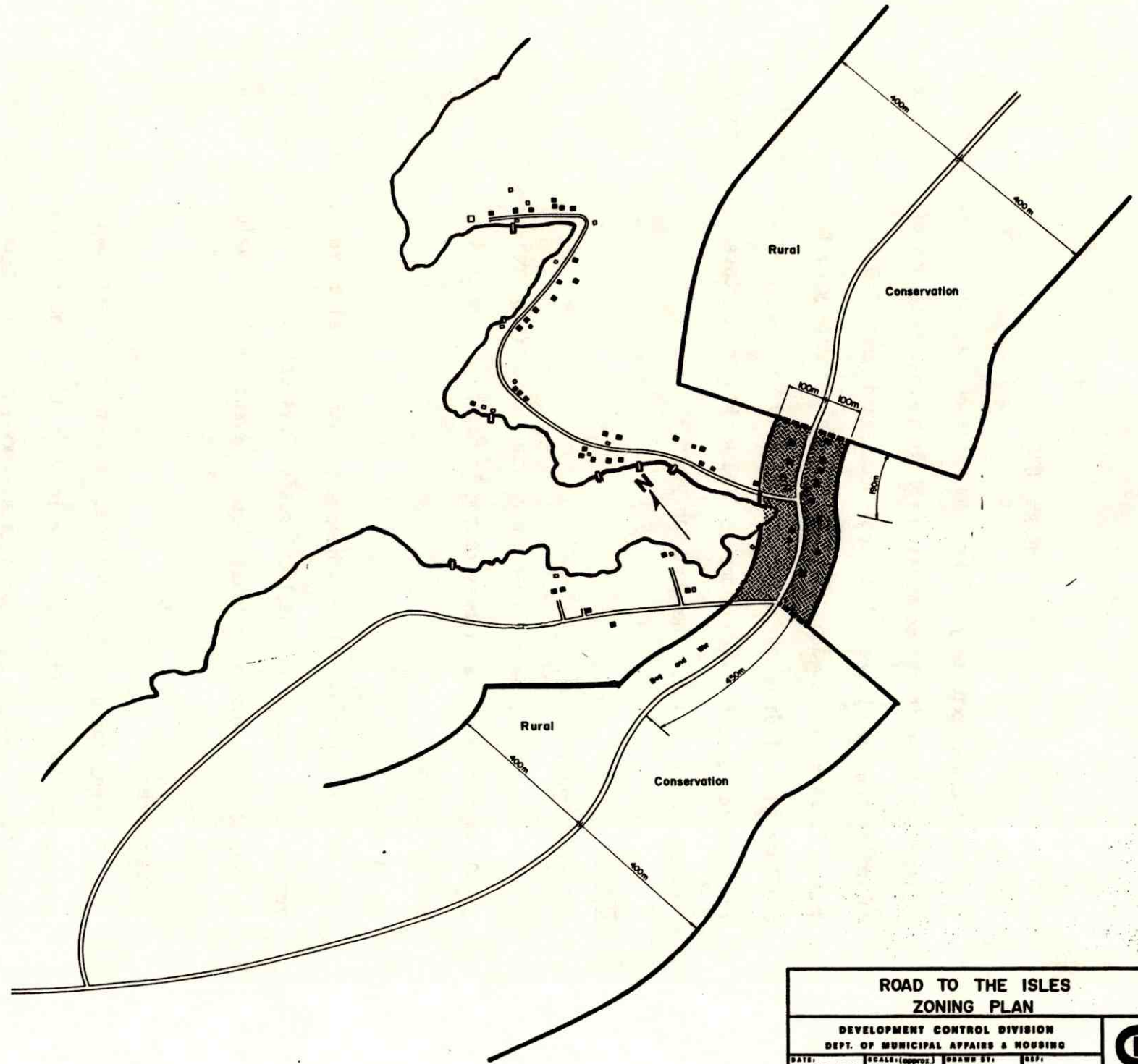
NEWVILLE

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Mixed Zone



ROAD TO THE ISLES ZONING PLAN

DEVELOPMENT CONTROL DIVISION
DEPT. OF MUNICIPAL AFFAIRS & HOUSING

DATE: Revised Dec. 1982 SCALE: (approx.) DRAWN BY: LN



INDIAN COVE

Located approximately 0.5 km from Route 340 and at the head of a sheltered harbour is the community of Indian Cove. Because of the rugged relief of the land between the local access and Route 340, residential growth is spreading towards the highway. Approximately 25 to 30 homes are located in Indian Cove and if the low growth population trend continues, it is expected that the developable land within Indian Cove will satisfy the demand for at least the next ten years.

ZONING

Building Control Line:

On the north side of the highway, the Building Control Line shall be 400 metres from the highway centre line; and on the south side, it shall be 100 metres.

Mixed Zone:

A 30 metre Mixed Zone has been established to allow for the development already located on the local road. Physical limitations, primarily in the form of excessive slope, should prevent further development in the mixed zone.

Buffer Zone:






The presence of excessive slope between the access road and the highway may be a sufficient factor in preventing linear sprawl along Route 340. However, as a precautionary measure, a 100 metre Buffer Zone at the intersection has been imposed to encourage new development to access onto the local road only. Excessive slope and rock outcrop should limit access to Route 340 to the one existing intersection.

Rural Conservation:




All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

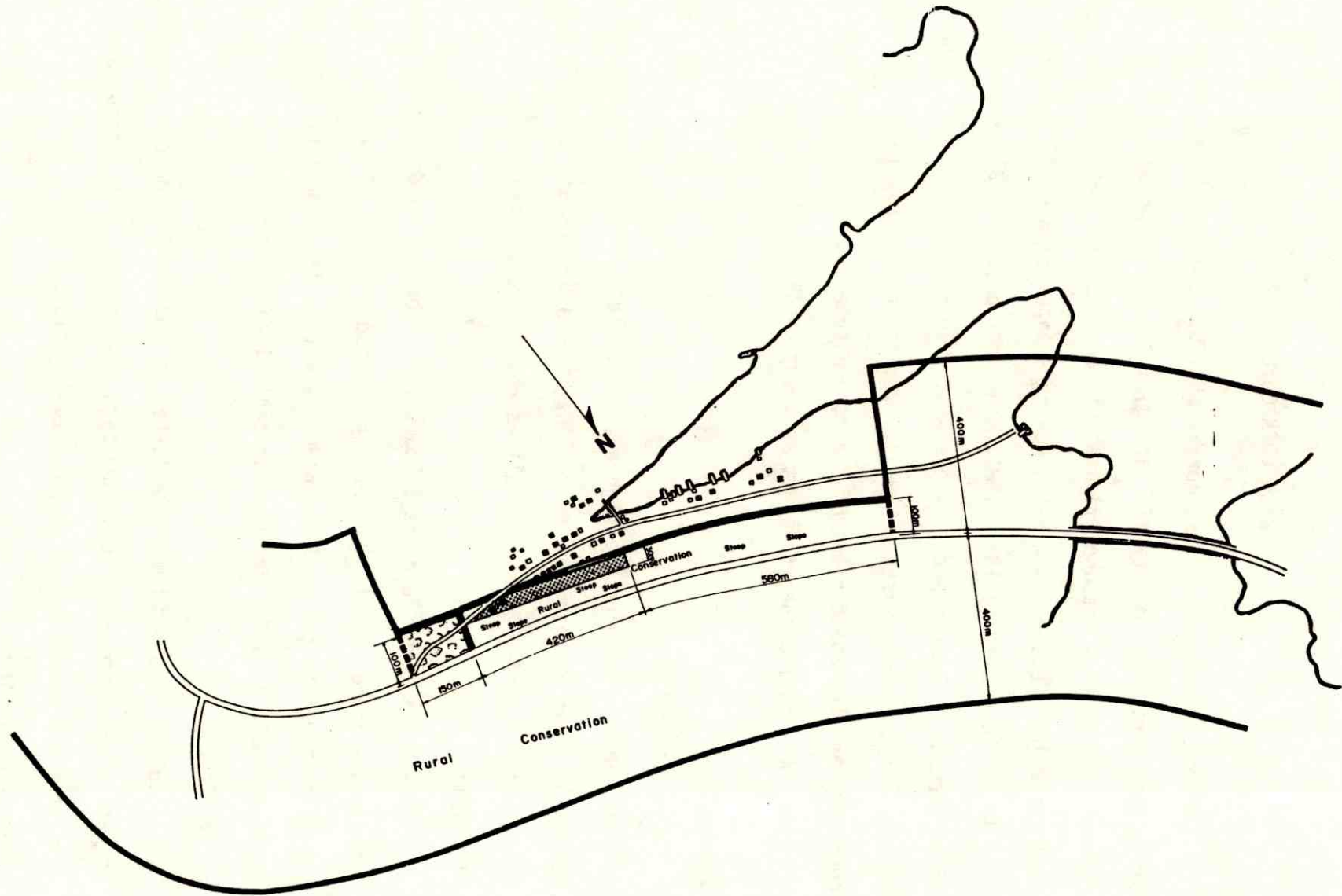
INDIAN COVE

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Buffer Zone
-  Mixed



ROAD TO THE ISLES ZONING PLAN	
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING	
DATE: _____	SCALE: (approx.) DRAWN BY: _____



BLACK DUCK COVE

Located immediately to the northwest after crossing Main Tickle is the unincorporated community of Black Duck Cove. The population fluctuation for this seasonal fishing village has been quite irregular during the last decade and a half, having a population of 27 in 1971, 4 in 1976, and rising to 18 in 1981. The poor access to Black Duck Cove is of particular concern since it meets Route 340 on a curve and is a hazard to the unexpected motorists. However, due to the low population of the community and the abandonment of the convenience outlet near the intersection, the traffic hazard is not as great as it could be.

ZONING

Building Control Line:

On the east side of the highway, the Building Control Line shall be 400 metres from the highway centre line; and on the western side through the Mixed and Buffer Zones it shall be reduced to 100 metres.

Mixed Zone:

Within the Mixed Zone are 2 houses, a number of sheds, and an abandoned convenience outlet. The zoning imposed will not allow any further development within the zoning. However, within the community there is ample suitable land for further residential development.

Buffer Zone:






A Buffer Zone has been established on the south side of the access to prevent development from accessing onto the highway. The measurements of this zone are shown on the attached zoning plan.

Rural Conservation:




All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

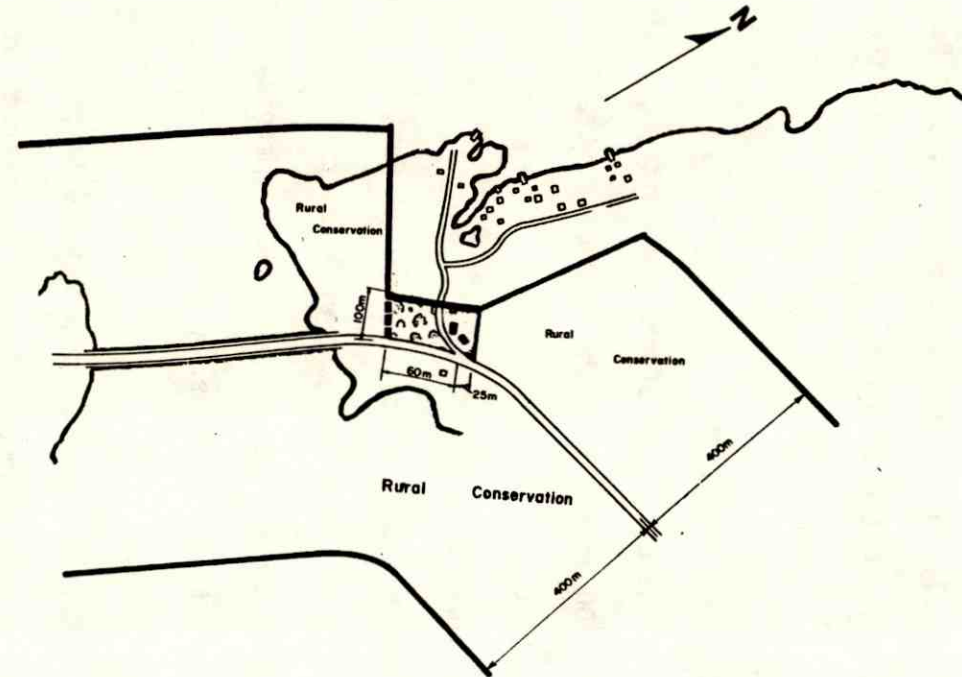
BLACK DUCK COVE

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Buffer Zone
-  Mixed Zone



ROAD TO THE ISLES ZONING PLAN

DEVELOPMENT CONTROL DIVISION
DEPT. OF MUNICIPAL AFFAIRS & HOUSING

DATE: Revised Dec 1982 | SCALE: (approx.) | DRAWN BY: | REP:



PURCELL'S HARBOUR

Purcell's Harbour is located at the head of a small inlet situated on Twillingate Island. Although a number of residences border the highway, a relatively small few access directly onto Route 340, the majority being located along the main access road through the community.

ZONING

Building Control Line:

On the east side of the community, the Building Control Line shall extend 100 metres from the highway centre line and on the west side to 400 metres.

Mixed Zone:

The Mixed Zone consists of residential development only. Suitable land within the Mixed Zone will restrict further development to two or possibly three sites--and outside the zoning and within the community to approximately five lots.

Buffer Zone:






A Buffer Zone has been imposed to prevent development from accessing onto the main highway. Physical characteristic features of this zone are rock outcropping and bog.

Rural Conservation:




All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

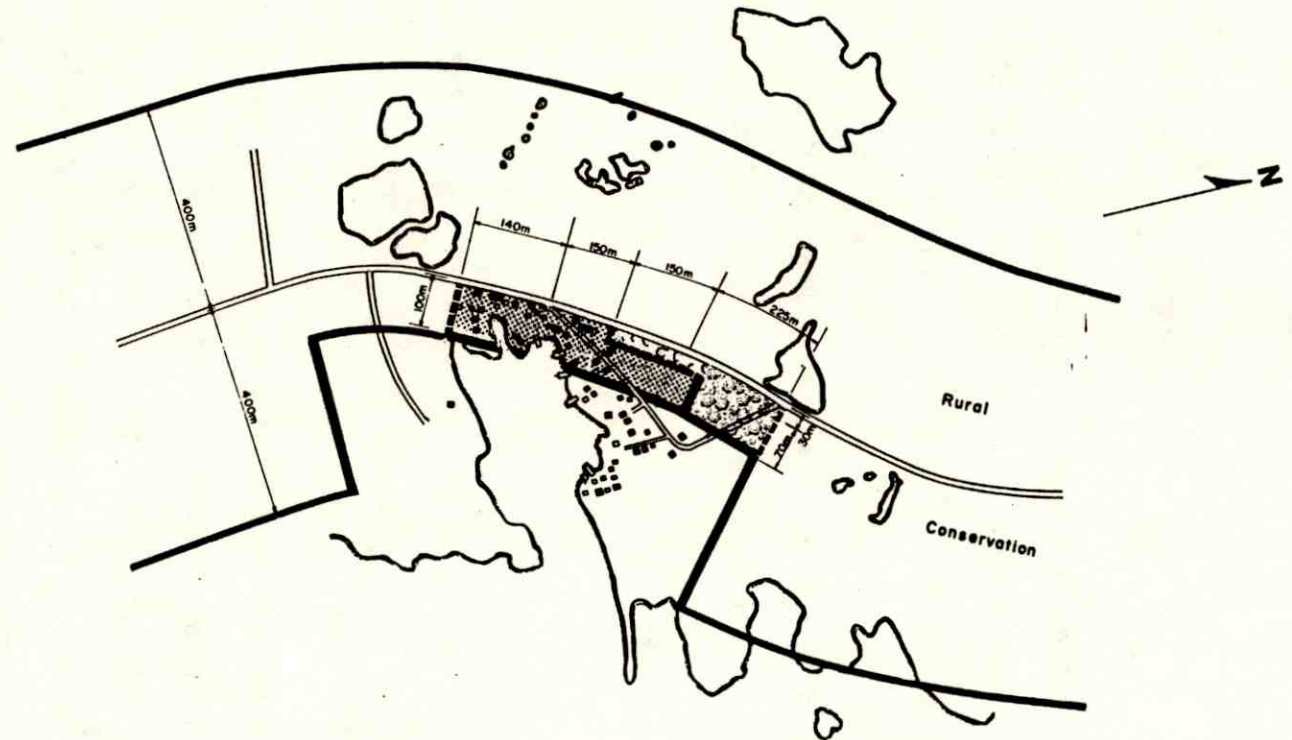
PURCELL'S HARBOUR

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Buffer Zone
-  Mixed Zone



ROAD TO THE ISLES ZONING PLAN			
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING			
DATE: Revised Dec. 1982	SCALE: (approx.)	DRAWN BY: LN	REP:
			

LITTLE HARBOUR

Located approximately 5 kilometres south of the Town of Twillingate is the coastal community of Little Harbour. The 2 intersections used to gain access to and from the community presents little interference to the free flow of traffic along the main highway. Although it lies a considerable distance from Route 340, development on its southern access is approaching the highway, and therefore its future growth towards the highway must be controlled.

ZONING

Building Control Line:

The Building Control Line on the east side of the highway is 100 metres from the highway centre line and 400 metres on the west side.

Buffer Zone:





Because no development has been established on the highway between the northern and southern access and to prevent such development, a Buffer Zone (100 metres from the highway centre line) has been established to include the 2 access points to the community. This will permit development of the community to expand only in association with the local roads.

Rural Conservation:



All other land has been zoned as Rural Conservation and only such uses that are compatible with this designation will be allowed.

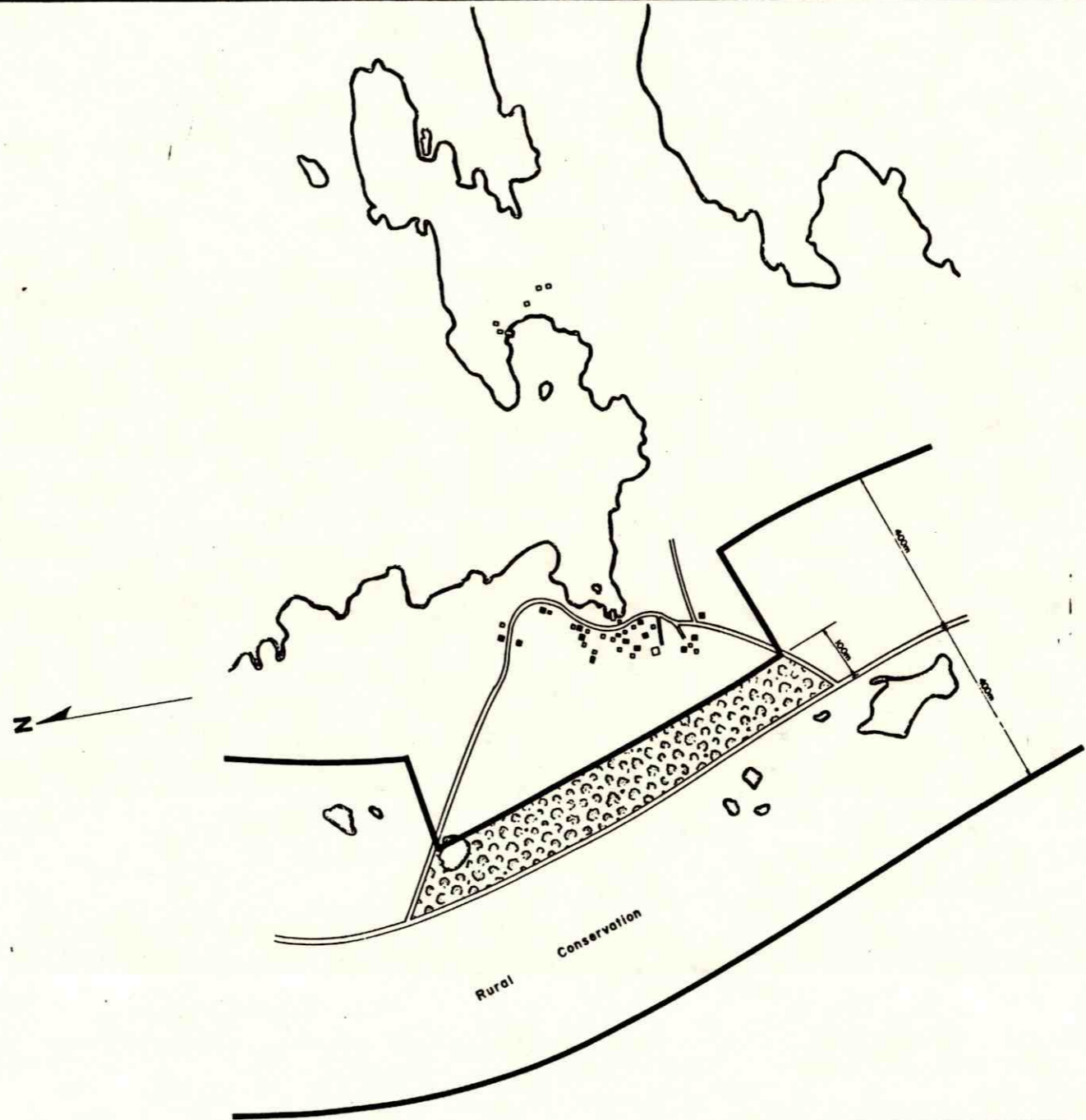
LITTLE HARBOUR

Existing Land Use

-  Residential
-  Highway Commercial
-  Public - Commercial
-  Fishing - Accessory
-  Abandoned

Zoning

-  Building Control Line
-  Buffer Zone



ROAD TO THE ISLES ZONING PLAN			
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING			
DATE: Revised Dec 1982	SCALE: (approx)	DRAWN BY: LN	CHK: LP



HIGHWAY SERVICE ZONING

The most common forms of development found within a Highway Service Centre are service stations, lodging facilities, and restaurants. Although the latter two are sparsely located along the Route (being restricted to Lewisporte, Twillingate, and one isolated centre south of Boyd's Cove), gasoline and auto repair facilities are quite adequate.

There are a total of five Highway Service Centres on the Protected Road--these are located at Notre Dame Junction, The Reach (Causeway Motel), Birchy Bay (2 km south of Gayside intersection), Newville, and Dildo Run Park.

NOTRE DAME JUNCTION: The junction of the Trans Canada Highway and the Lewisporte Highway (Route 340) was once a multi-use Highway Service Centre. It was equipped to accommodate the overnight traveller by providing lodging, restaurant, and lounging facilities. A convenience store and gas pumps were also included at the junction. However, in 1981, the complex was bought by a religious organization and its future as a highway service centre is unknown.

THE REACH (CAUSEWAY MOTEL): Five km south of Boyd's Cove is the second service centre, known as the Causeway Motel. This is the only centre providing lodging and restaurant facilities between Twillingate and Lewisporte. Gasoline and vehicle repair services are also available.

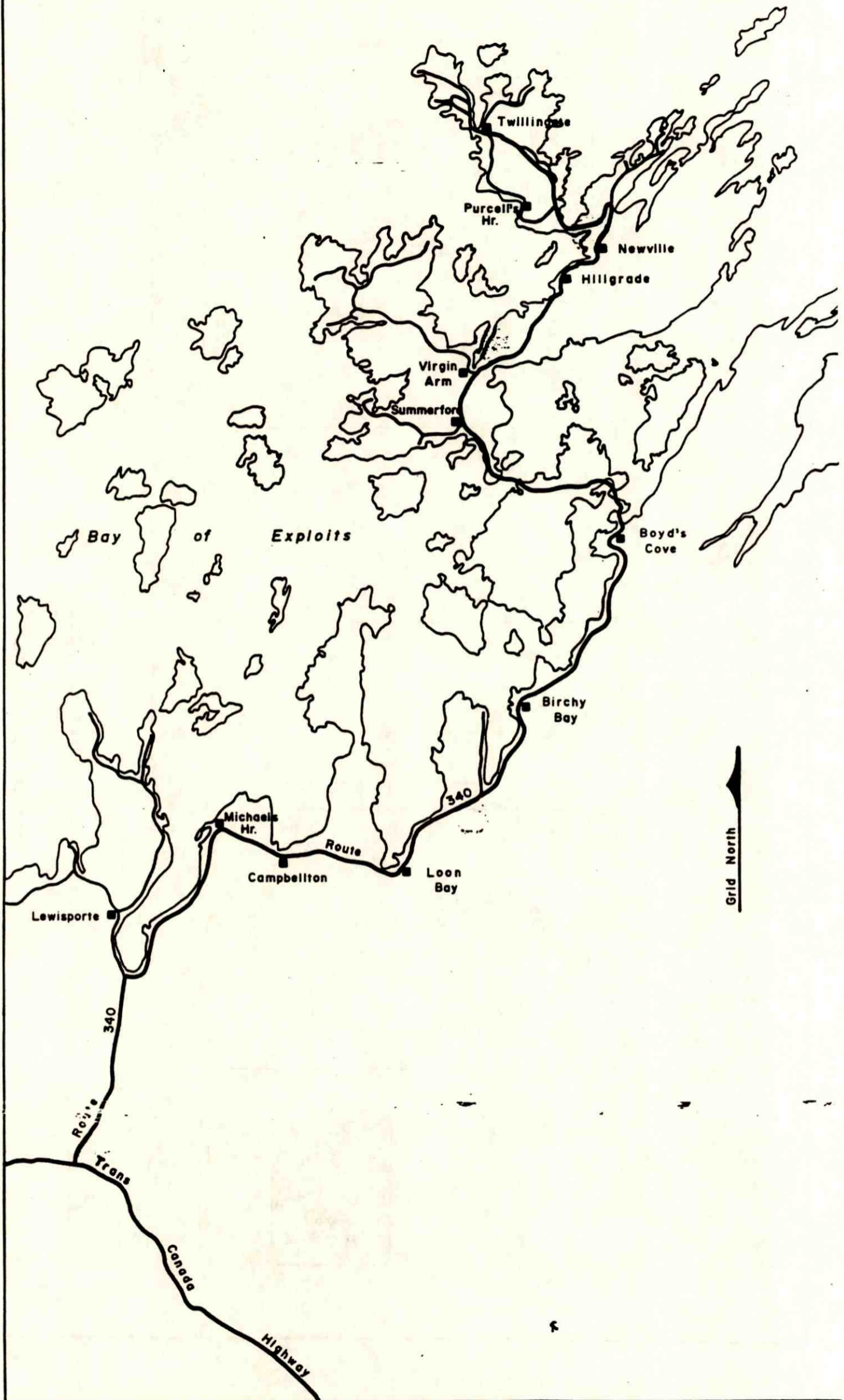
BIRCHY BAY: An undeveloped service centre lies two km south of the Gayside intersection. Three sites have been identified here and will become available as demand warrants. Approval was issued for one of these sites in 1978 but was subsequently cancelled by the Lands Branch in 1981 due to non-compliance of development conditions.

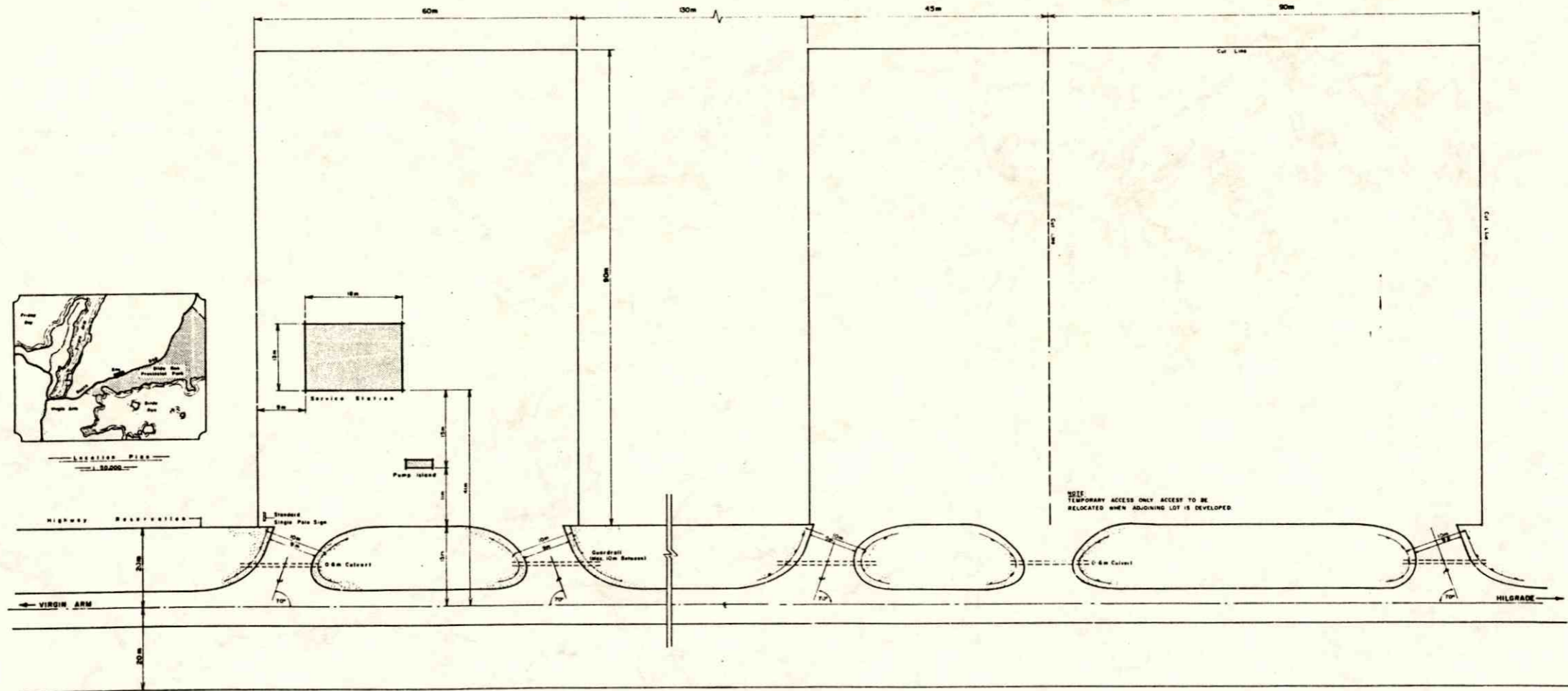
NEWVILLE: A service station 650 metres north of Newville represents the fourth service centre. It is equipped with gasoline pumps and repair facilities. The garage's poor finish and the unsightly auto body wrecks represent an eyesore to the highway user. Corrective action needs to be taken to ensure the site conditions are improved.

DILDO RUN PROVINCIAL PARK: One km north of Dildo Run Park access is located the last of the five Highway Service Centres. It consists of a service station unit providing gasoline and auto repair services. Two other highway service activities were also approved in the immediate vicinity for motel units. Application #10699 was approved in 1981 but was subsequently cancelled by the Lands Branch for non-submission of survey. The same fate met application #10779, which was approved in 1980 but cancelled in 1981. The reasons for this are unknown but it can be speculated that the unfavorable physical conditions of the general area (rock outcrop) may have been a limiting factor to development.

The five centres discussed represent those located on the Protected Road only. There are many other highway service activities located along Route 340--mainly in Lewisporte and Twillingate, with some of the smaller communities providing the basic services (gasoline and auto repair). Although accommodation facilities are not numerous, again mainly in Lewisporte and Twillingate, the convenient equidistant location of the Causeway Motel provides adequate facilities along the route for dining and overnight accommodation.

Highway Service Centres





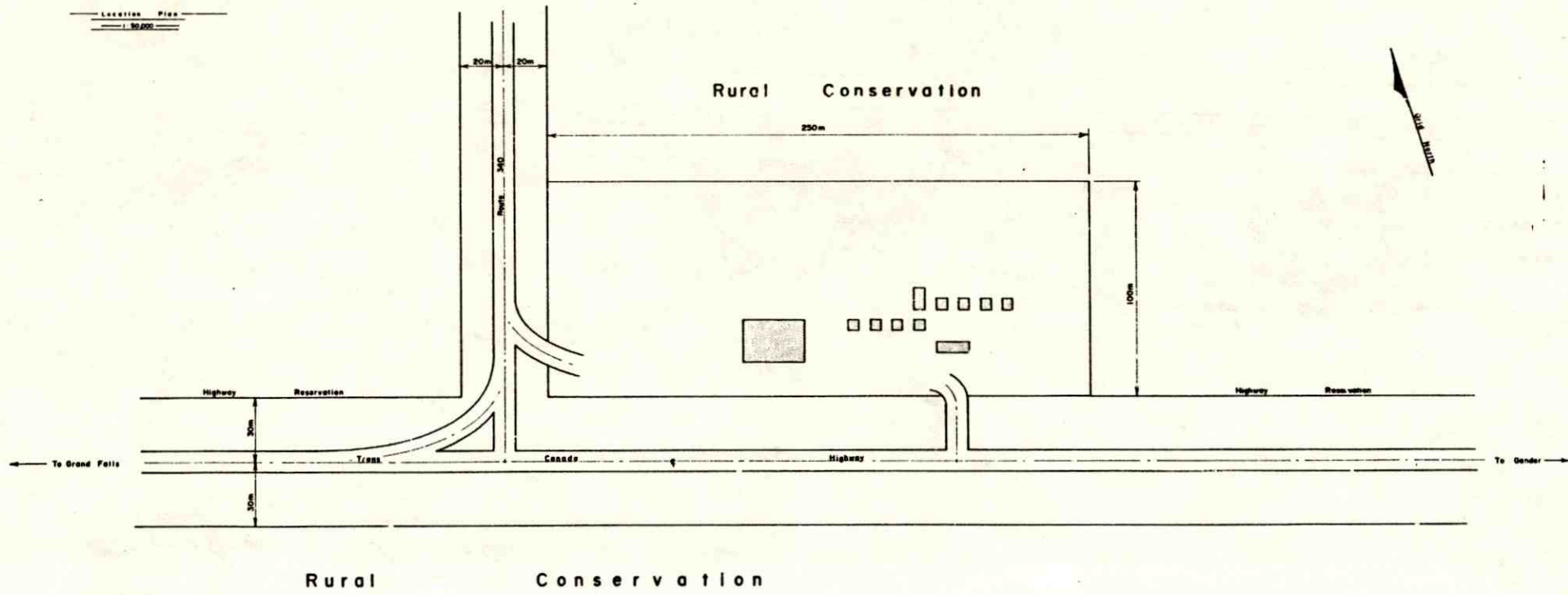
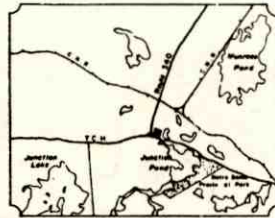
LOCATION MAP
1:50,000

Dildo Run Provincial Park

HIGHWAY SERVICE CENTRE
ROAD TO THE ISLES

DEVELOPMENT CONTROL DIVISION
DEPT. OF MUNICIPAL AFFAIRS & HOUSING

MAY 1981





HIGHWAY SERVICE CENTRE
NOTRE DAME JUNCTION

DEVELOPMENT CONTROL DIVISION
DEPT. OF MUNICIPAL AFFAIRS & HOUSING

DATE: MAY, 1985	SCALE:	DRAWN BY: RG	CHECKED BY:
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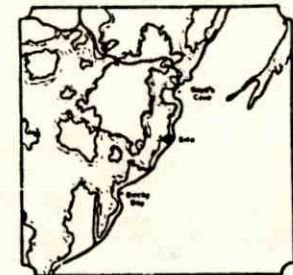
REACH RUN

Existing Land Use

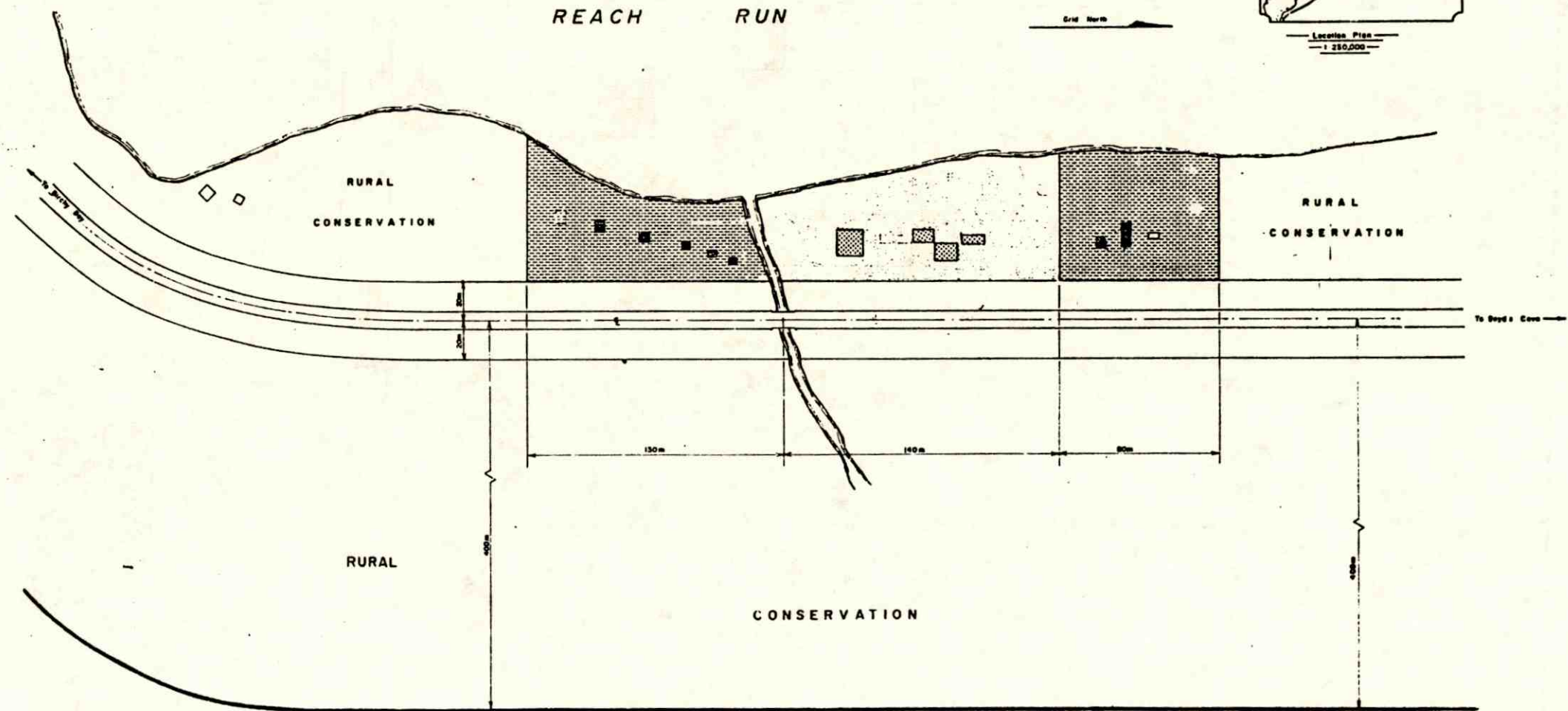
-  Public Commercial
-  Summer Cottage
-  Ancillary

Zoning

-  Highway Service Centre
-  Summer Cottage
-  Building Control Line



Location Plan
1:250,000



HIGHWAY SERVICE AND SUMMER COTTAGE ZONES - REACH RUN ROAD TO THE ISLES	
DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING	
1980	

RECREATIONAL COTTAGE ZONING

Recreational cottage activity along the Protected Road differs from the traditional type of cottaging in that it has not located around fresh water, as is the case for most of the remainder of Newfoundland, but rather is located on the coast-line of the salt water. A survey of the few freshwater bodies near the highway revealed that development in these areas is quite unlikely due to the unsuitable physical condition and the high degree of difficult access.

The Lewisporte Highway, from the Trans Canada Highway to Lewisporte, is free from cottage activity. On the Road to the Isles, from Lewisporte to Twillingate, cottaging is concentrated in three main areas. Two of these are between the community of Loon Bay and the access to Birchy Bay North; the third is located at The Reach, south of Boyd's Cove. Communities like Michael's Harbour and Loon Bay also have a high number of cottages within their built-up limits. Although this type of use in a community is not favored by this Division or the Lands Branch, very little can be done to correct the situation. It is recommended that all future proposals for cottages within the community be rejected by the controlling Authority.

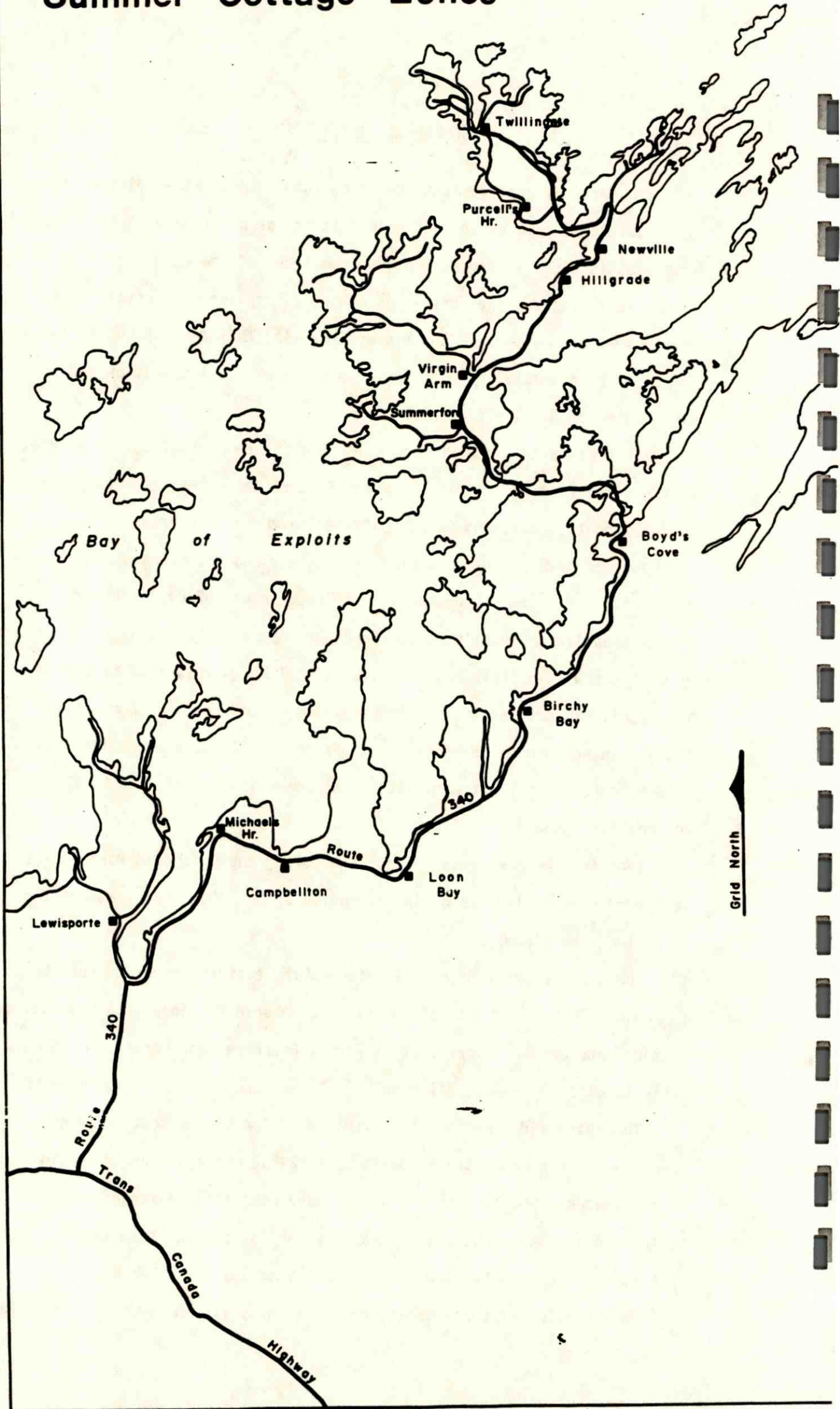
The first concentration of cottages along the Protected Road begins at the northern outskirts of the community of Loon Bay and stretches for 2 km along the highway.

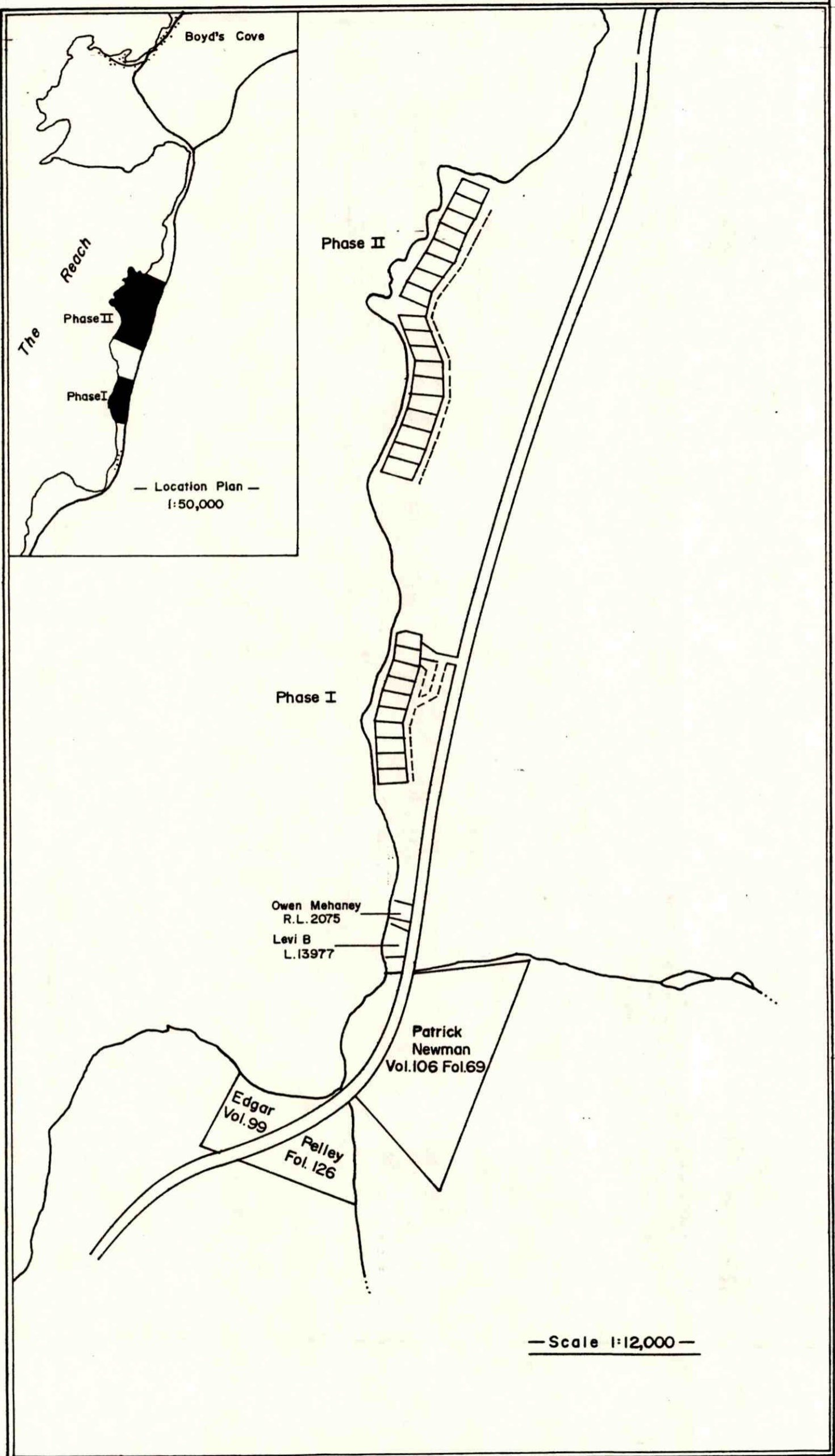
The next concentration is located on the eastern shores of Loon Bay, approximately 0.5 km north of the first development. This area was planned by the Lands Branch, Department of Forest Resources and Lands, in 1978 and has a total of 34 lots. All have been leased and some are already developed.

The third and final area is situated at The Reach, south of Boyd's Cove. Here, the Lands Branch designed a 28-lot cottage plan to be developed in two phases. The 10 lots in Phase I have been applied for and several cabins are already constructed. Many of the 18 lots in Phase II are still open for application (at the time of this Study).

For location of these areas, refer to the following Summer Cottage Map.

Summer Cottage Zones





Boyd's Cove

The Reach

Phase II

Phase I

— Location Plan —
1:50,000

Phase II

Phase I

Owen Mehane
R.L. 2075
Levi B
L. 13977

Patrick
Newman
Vol. 106 Fol. 69




Edgar
Vol. 99

Pelley
Fol. 126




— Scale 1:12,000 —

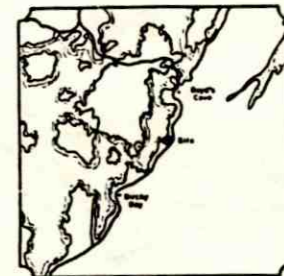
REACH RUN

Existing Land Use

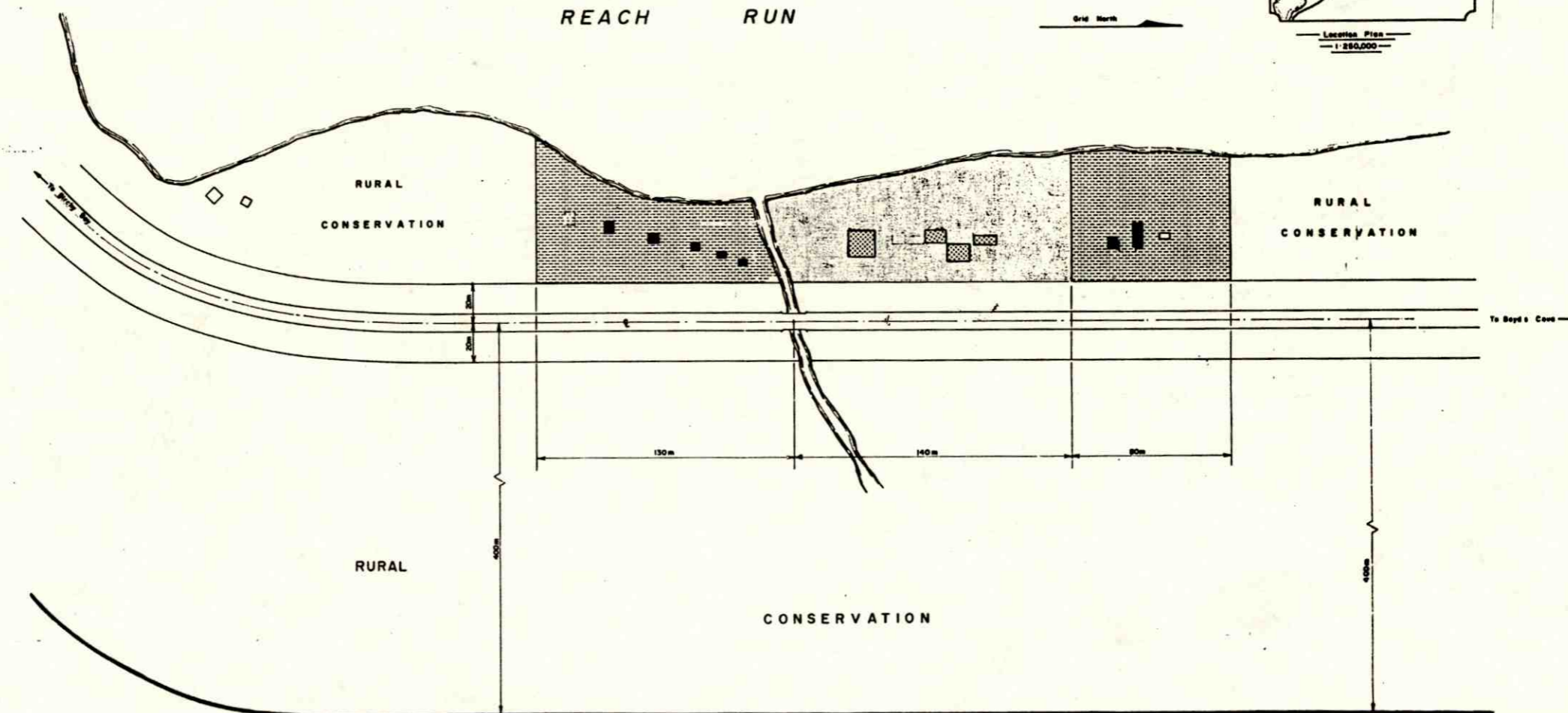
-  Public Commercial
-  Summer Cottage
-  Ancillary

Zoning

-  Highway Service Centre
-  Summer Cottage
-  Building Control Line



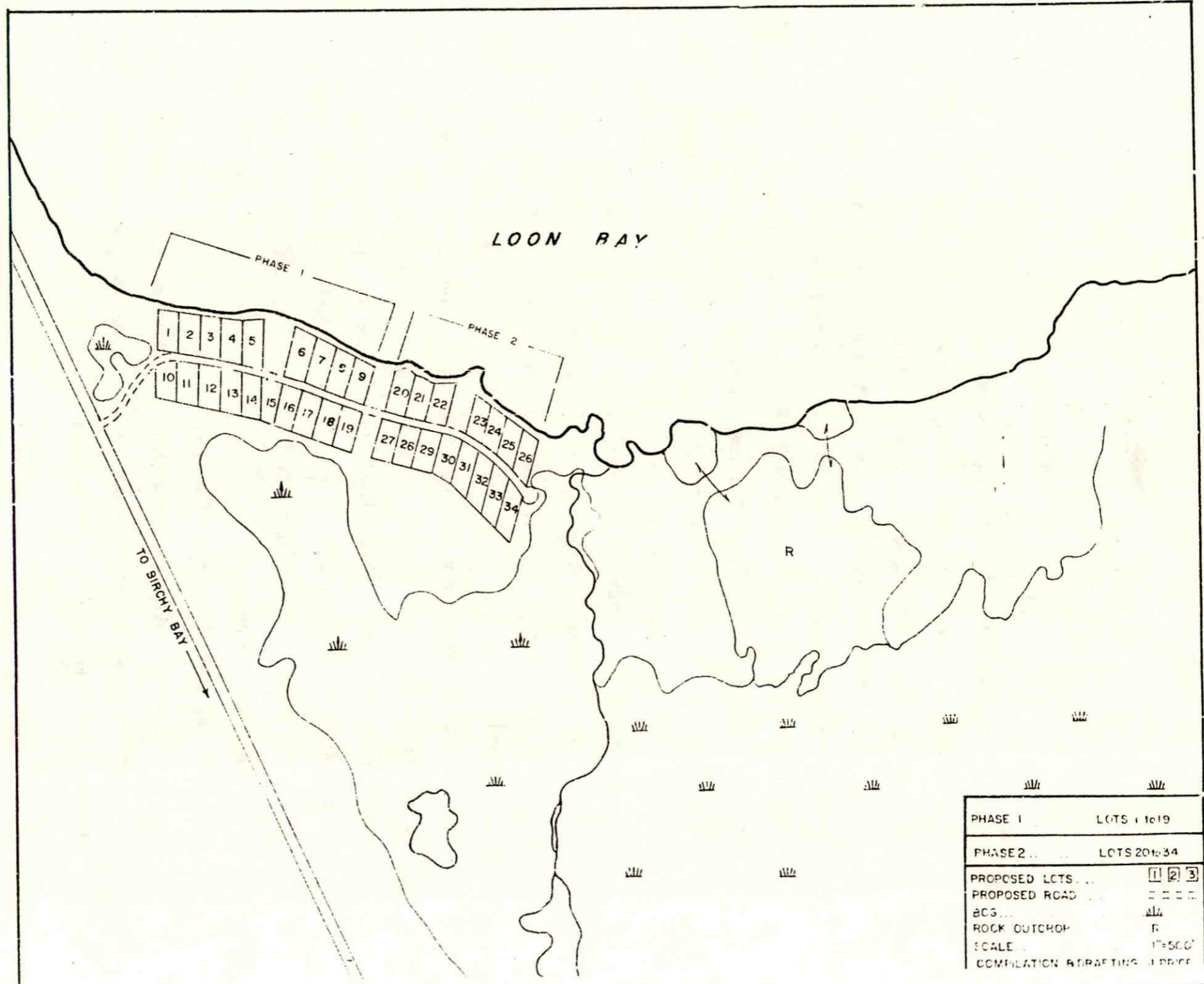
Location Plan
1:250,000



HIGHWAY SERVICE AND SUMMER
COTTAGE ZONES - REACH RUN
ROAD TO THE ISLES

DEVELOPMENT CONTROL DIVISION
T. OF MUNICIPAL PLANNING & HOUSING





PHASE 1	LOTS 1 to 19
PHASE 2	LOTS 20 to 34
PROPOSED LOTS	1 2 3
PROPOSED ROAD	— — — —
BGS	▲▲▲
ROCK OUTCROP	R
SCALE	1"=500'
COMPILATION & DRAFTING	J.P.P.F.

RECOMMENDATIONS

1. The Department of the Environment review the numerous waste disposal sites in the Indian Arm--Loon Bay area with the intent of introducing some type of regional system of waste disposal.

2. The Provincial Planning Office and this Division monitor development along the highway within the Town Boundary of Campbellton. The Town is allowing ribbon development along the highway contrary to its Concept Plan (1976). If this ribbon development is allowed to continue, it will destroy the whole concept of "Road protection". A precedent for development along the highway has been set and if it remains unchecked, this Department should take disciplinary action against the Council.

3. Due to excessive slope and exposed bedrock conditions, the communities of Hillgrade and Virgin Arm will soon reach their housing capacity and will be demanding suitable housing land outside their built-up limits. Development along the highway is ruled out, not only because of the protection aspect, but also because of the physical limitations (rock, slope, bog). The only alternative open to these communities is to develop along some of the secondary roads leading to smaller communities on the coast. A coordinated effort between this Department and the Lands Branch will be necessary in the near future to help these communities in alleviating some of their physical growing pains.

4. The departments and agencies involved in the control of development along Route 340 use this plan as a framework for the implementation of controls and the basis for further planning.

SUMMARY

The Study has focused upon four central themes; description of the highway and the need for zoning, its regional land use, the two types of zoning--rural and urban--and their intents, and the application of these zones along the Protected Road.

Since this is a five year review of the 1977 Study, it is mainly an update to these four points. In addition to revising and updating the land use changes during the last five years, zoning changes were also made where community growth demanded that such modifications be made. Other changes include the incorporation of the Lewisporte Highway and a deeper insight into some of the Rural Conservation Zones (Summer Cottage and Highway Service Centres for example).

It is hoped then that the zoning and recommendations contained in this Study will not only be useful to the regional office (the principal users), but will also serve as a guide to the applicants desiring to develop property along the highway.

APPENDIX A

LAND USES WHICH MAY BE PERMITTED IN USE ZONES AND MINIMUM STANDARDS FOR DEVELOPMENT	<u>PAGE</u>
PART I URBAN ZONES	
1. RESIDENTIAL ZONES.....	1A
2. MIXED ZONE	3A
3. HIGHWAY COMMERCIAL ZONE	5A
4. BUFFER ZONE	7A
5. RESTRICTED DEVELOPMENT ZONE	8A
PART II RURAL ZONES	
1. RURAL CONSERVATION ZONE	9A
2. HIGHWAY SERVICE CENTRES	12A
3. SUMMER COTTAGE ZONE	14A

RESIDENTIAL ZONE CODE (R)

1A

PERMITTED USES	AVAILABLE OFF-LOT WATER AND SEWER SERVICES (1)	MINIMUM LOT AREA PER UNIT	MINIMUM LOT FRONTAGE PER UNIT	MINIMUM SIDEYARD		REMARKS
				MINOR	MAJOR	
(a) Single family detached	Both services	370 m ²	15 m	1.2 m	3 m	(1) Water and sewerage services refer to off-lot services, approved by the Department of Health, the Department of the Environment and/or the Department of Municipal Affairs.
	One service	1400 m ²	23 m	1.2 m	3 m	
	Neither service	1860 m ²	30 m	1.2 m	3 m	
(b) Duplex or single family semi-detached	Both services	280 m ²	9 m	3 m	-	(2) The minimum lot area of a single family detached house, where neither service is available, may be reduced to fourteen hundred (1400) square metres in the case of infilling.
	One service	1400 m ²	14 m	3 m	-	
	Neither service	1860 m ²	27 m	3 m	-	
(c) Row housing	Both services	185 m ²	6 m	3 m	-	(3) Offices, work spaces and shops may conditionally be permitted in conjunction with and subordinate to a residential use.
	One service	Not permitted	-	-	-	
	Neither service	Not permitted	-	-	-	
(d) Apartment Buildings	Both services	185 m ²	15 m per complex	3 m	-	(4) Accessory buildings may be permitted in conjunction with a dwelling unit, except in the case of apartment buildings. However, they shall not exceed a single storey in height.
	One service	Not permitted	-	-	-	
	Neither service	Not permitted	-	-	-	
(e) Offices (3) Work spaces and Shops	-	As Required	As Required	As Required		Minimum lot frontage in the case of irregular shaped lots shall apply at the building line.
(f) Accessory (4)	-	As Required	As Required	As Required		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 twelve (12) metres.
(g) Public or Private Open Space	-	-	-	-		

FURTHER REQUIREMENTS

- 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 layout may be permitted, subject to those conditions prescribed by the Authority in accordance with the Mobile Home Development Regulations, 1976.
- Minimum Rearyard** - in all cases the minimum rearyard distance shall be seven point five (7.5) metres, or as specified by the Department of Health or by the Authority.

MIXED ZONE

PERMITTED USES	MINIMUM LOT FRONTAGE (1)	MINIMUM SIDEYARD (2)		REMARKS
		MINOR	MAJOR	
(a) Residential (M1) (3)	As per Residential Zone	As per Residential Zone		<p>(1) The minimum lot frontage in the case of an irregular shaped lot shall apply to the lot width at the building line.</p> <p>(2) A sideyard distance of not less than seven point five (7.5) metres 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 sixty (60) centimetres in extent.</p> <p>(3) The minimum lot requirements for a residential development in this zone are identical in a Residential Zone.</p> <p>Minimum lot requirements refer to developments located on a fully serviced lot. Where full services are unavailable, lot requirements will be as specified by the appropriate authority.</p> <p>In all cases the minimum rearyard shall be seven point five (7.5) metres, or as specified by the Authority or by the Department of Health.</p> <p>NOTE: The Mixed Zone may be applied in part or in whole. That is to say, development within an area may be restricted to any one or more of the five (5) permitted uses in a Mixed Zone.</p>
(b) Public (M2) Church, Public Hall, School Hospital or Institution	30 m	3 m	4.5 m	
Other Public Buildings	15 m	3 m	4.5 m	
(c) Commercial (M3). Motel or Tavern	30 m	3 m	4.5 m	
Shop, Office or Place of Amusement	15 m	3 m	4.5 m	
(d) Highway Commercial (M4) Motel Service Station Restaurant	45 m 30 m 15 m	3 m 3 m 3 m	4.5 m 4.5 m -	
(e) Other tourist establishment	30 m	As Required		
(f) Light Industrial (M5)	As Required	As Required		

FURTHER REQUIREMENTS

1. Light Industrial - in each case, lot requirements will be as specified by the Authority, the Department of Transportation, Department of the Environment, or any other authority deemed appropriate. 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.
2. Accessory Structures - may conditionally be permitted but shall not exceed a single storey in height.
3. Mobile Homes - at the discretion of the Authority, the singular location of a mobile home may be permitted in a Mixed Zone, however, siting requirements will be as for detached dwelling units in a Residential Zone. If a Mobile Home Subdivision is located within the community concerned, the location of the mobile home will be restricted to that Subdivision.

HIGHWAY COMMERCIAL ZONE - CODE (HC)

DEVELOPMENT	MINIMUM LOT FRONTAGE	MINIMUM BUILDING LINE	MAXIMUM SIDEYARD (1)	MINIMUM REARYARD (3)	REMARKS
(a) Motel	60 m	See (4)	3 m	7.5 m	<p>(1) When a development in a Highway Commercial Zone is adjacent to a Residential Zone, the sideyard distance to the highway commercial development on the adjacent side shall be increased to twelve (12) metres.</p> <p>(2) Parks and Marinas shall be suitably screened from a use which generates excessive noise and movement.</p> <p>(3) The minimum rearyard will be increased to a distance as prescribed by the Authority or the Department of Health or the Department of the Environment if the rear of the development lies opposite a residential development.</p> <p>(4) the minimum building line shall be in accordance with Regulation 11.</p> <p>Minimum lot requirements refer to sites provided with complete off-lot services approved by an Authority. Where the sites are only partially serviced or unserviced, minimum lot requirements will be as specified by the Department of Health or the Department of the Environment.</p>
(b) Restaurant	30 m	See (4)	3 m	7.5 m	
(c) Service Station	45 m	See (4)	7.5 m	7.5 m	
(d) Tourist Chalet	30 m	See (4)	3 m	7.5 m	
(e) Travel Trailer Park (2)	-	90 m	-	-	
(f) Tourist Lodge	60 m	See (4)	3 m	7.5 m	
(g) Tourist Cabins	60 m	90 m	6 m	7.5 m	
(h) Camping Park (2)	-	90 m	-	-	
(i) Rest Park (2)	-	90 m	-	-	
(j) Marina (2)	-	90 m	-	-	

FURTHER REQUIREMENTS

1. Lounges
 - will only be permitted in conjunction with motels, hotels and tourist lodges, operating year round and having a minimum of six (6) sleeping units.
2. Snack Bars
 - snack bars will only be permitted in conjunction with a principle use. Where permitted they shall be subordinate to, while forming an integral part of, a principle use.
3. 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 camping park. However, in all cases their function will be subordinate to the main use.
4. Accessory Buildings
 - may be permitted subject to the approval of the Authority. 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.
5. Service Stations
 - service stations located within a Highway Commercial Zone shall be in conformance with Regulation 19.

BUFFER ZONE, CODE (B)

PERMITTED USES:

Only an agricultural use or an open space or playground will be permitted in a Buffer Zone.

REQUIREMENTS:

1. Agricultural Use
 - only agricultural structures designed for the storage of equipment or produce with a floor area of less than forty-five (45) square metres, 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 Authority.

2. Open Space Playground
 - an open space or children's playground may be permitted in a Buffer Zone if such use is restricted to in excess of forty-five (45) metres from the centre line of the Trans Canada Highway, and in excess of thirty (30) metres 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 adjacent to the highway to prevent pedestrian access and egress.

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 those conditions imposed by the Authority and the Department of Transportation.

RESTRICTED DEVELOPMENT ZONE, CODE (RD)

PERMITTED USES:

Any development may be permitted in a Restricted Development Zone which, in the opinion of the Authority, is compatible with the hazard or where site preparation renders the hazard ineffectual and where the proposed development poses no threat or inconvenience to the highway or any adjacent property and is compatible with the adjacent land use.

REQUIREMENTS:

Lot Requirements - all developments must conform with these regulations and the applicable land use standards prescribed in the Mixed Zone as well as any additional conditions deemed necessary by the Authority.

RURAL CONSERVATION ZONE, CODE (RC)

PERMITTED USES AND REQUIREMENTS:

- (a) Agriculture Use - any commercial agricultural operation may be permitted in a Rural Conservation Zone, subject to the approval and any conditions imposed by the Department of Rural, Agricultural and Northern Development, the Department of Transportation, the Department of the Environment and the Authority.

Developments shall, where possible, be screened from highway view to the satisfaction of the Authority.

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

- (i) A residential unit may only be erected in conjunction with an agricultural use in a Rural Conservation Zone if the use is a full time commercial operation as described by the Department of Rural, Agricultural and Northern Development, and if the occupier of that proposed residence is actively engaged in agricultural activity upon the same parcel of land upon which the residence is proposed.
- (ii) A residential unit may be permitted in association with livestock or poultry farming only if suitable structures designed to accommodate the livestock or poultry have been completed.
- (iii) A residential unit may be permitted in conjunction with a root crop production only if a minimum of four (4) hectares have been cultivated.
- (iv) A residential unit may be permitted in association with green house production only if green house frames encompassing a minimum of three hundred and seventy (370) square metres have been constructed, and the earth within prepared for cultivation. In any case, agricultural buildings shall be restricted to in excess of ninety (90) metres from the Highway Centre Line.

- (b) Forestry - any use directly associated with harvesting of timber may be permitted in a Rural Conservation Zone. Residences ancillary to the main use may conditionally be permitted in accordance with the requirements of Regulation 11, while all other uses will be restricted to in excess of ninety (90) metres of the Highway Centre Line.

Development shall, where possible, be screened from highway view to the satisfaction of the Authority, and where excessive noise is generated it shall be located a minimum of ninety (90) metres from any other development.

- (c) 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 forty-five (45) metres of the Highway Centre Line.
- (d) Mining and Quarrying Use - 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 ninety (90) metres from the Highway Centre Line, and shall be screened from highway view to the satisfaction of the Authority. All quarry activity requires a permit from the Department of Mines and Energy. Upon conclusion of the operations, all refuse shall be removed and rough landscaping carried out.
- (e) Recreation Use - the following developments may be permitted in a Rural Conservation Zone.
- (i) Provincial and Municipal Parks - these may contain rest and camping parks, marinas, public conveniences and necessary buildings.

- (ii) Recreation Clubs - including golf courses, boating, swimming and those structures associated directly therewith. Where essential, dwelling units and accessory buildings may be permitted.
- (iii) Public Rest Parks - may include natural reserves, historical sites and monuments, scenic routes, viewpoints, picnic tables, fireplaces and public conveniences.
- (iv) Natural Reserves - may only have scenic routes and viewpoints.

Structures located in these areas shall be so designed and located as to preserve the natural amenities of the area. If dwelling units are permitted they shall be occupied only by persons whose continuous presence is essential to the operation of the development. Where necessary, adequate parking, as prescribed by the Authority shall be provided. All buildings shall be set back a minimum of sixty (60) metres from the Highway Centre Line.

HIGHWAY SERVICE CENTRE , CODE (HS)

PERMITTED USES	MINIMUM LOT FRONTAGE	MINIMUM BUILDING LINE	MINIMUM SIDEYARD	REMARKS
(a) Motel	90 m	See (1)	6 m	<p>(1) The minimum building line shall be in accordance with Regulation 11.</p> <p>(2) Parks and marinas shall be located to the rear of the highway Service Centre. Tree screens shall be erected and maintained, to the satisfaction of the Authority, between the Highway Service Centre and these parks and marinas.</p> <p>The siting and layout of a Highway Service Centre will be subject to a plan prepared by the Authority.</p> <p>It is the intent of these regulations that each Highway Service Centre shall have a maximum of two points of access to a Protected Road.</p>
(b) Restaurant	60 m	See (1)	6 m	
(c) Service Station	60 m	See (1)	6 m	
(d) Tourist Chalet	45 m	See (1)	6 m	
(e) Travel Trailer Park (2)	As Required	90 m	As Required	
(f) Tourist Lodge	90 m	See (1)	6 m	
(g) Tourist Cabins	60 m	As Required	6 m	
(h) Camping Park (2)	As Required	90 m	As Required	
(i) Rest Park (2)	As Required	90 m	As Required	
(j) Marina (2)	As Required	90 m	As Required	

FURTHER REQUIREMENTS:

1. Lounges - Shall only be permitted in conjunction with motels, hotels, lodges, having a minimum of six (6) sleeping units.
2. Snack Bars - shall only be permitted in conjunction with a principle use. Where permitted they shall be subordinate to, while forming an integral part of, a principle use.
3. Retail Shops - 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.
4. Living Quarters - May be permitted in a Highway Service Centre, subject to approval by the Authority. If permitted, living quarters shall be attached to the development of which they are ancillary and shall only be occupied by a person and his family where continuous residence on the premises is essential. They shall be architecturally similar and take a subordinate role to the main structure. At the discretion of the Authority a mobile home may be permitted instead of attached living quarters, provided it is absolutely screened from the highway, and its occupation is only intended to be of a temporary duration.
5. Accessory Buildings - other buildings ancillary to the principle use may be permitted, however, they shall be sited so as to preserve the amenities of the area and form an integral and architecturally compatible part of the overall development.
6. Service Stations - shall be in conformance with Regulation 19.

COTTAGE ZONE - CODE (C)

PERMITTED USES AND LOT REQUIREMENTS	REMARKS
<p>1. COTTAGES</p> <ul style="list-style-type: none">(a) Minimum Lot Area - 3000 m²(b) Maximum Lot Area - 4000 m²(c) Minimum Lot Frontage - 30 m(d) Minimum Sideyard Distance - 7.5 m(e) Minimum Setback - 15 m(f) Minimum Rearyard - 15 m(g) Minimum Floor Area - 20 m² <p>2. ACCESSORY STRUCTURES</p> <ul style="list-style-type: none">(a) Minimum Setback - 7.5 m	<ul style="list-style-type: none">(1) In the case of irregular shaped lots the minimum lot frontage shall apply at the building line.(2) Setbacks refer to the distance from the front lot line.

APPENDIX B

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1. APPLICATION PROCEDURES

In order to construct any development, erect a sign or provide direct access to or from the Protected Road known as the Road to the Isles Road, a permit is required from the Development Control Division, Department of Municipal Affairs. To receive a permit, the developer must obtain a preliminary application from the regional office of the Development Control Division*, or from a council office. This preliminary application is designed to provide basic information on the proposed development and the site on which it is proposed. When this form is completed it should be sent to the Regional Development Control Division office with a Location Plan.

When the preliminary application is received by this Division, referrals are made to the appropriate Government Departments and Agencies (see Flow Chart). Upon receipt of these referrals, and after a site inspection, a decision is made to either issue an approval in principle or a refusal. In the case of an approval in principle being issued, the applicant must submit a Site Plan, Building Plan and Specifications of the development he proposes. The application will then be further processed, and should the siting and structural specifications meet with the approval of this Division a permit with or without conditions will be issued, (pending the issue of a lease, if Crown land is involved).

Should an application be refused, except where refused by another Department or Agency such as Health and Transportation and Communications, the developer has the right to appeal. This appeal is conducted by the Regional Appeal Boards, which makes a judgement as to whether to accept or overrule the decision of the Director of Development Control.

*Development Control Division
Department of Municipal Affairs
Provincial Building
Cromer Avenue
Grand Falls, Newfoundland
A2A 1W9

OR

Phone 489-5771, Ext. 206

The applicant should be aware that the control of this Authority may not be the only one to which he must conform. If the land is within an incorporated municipality, the Authority's control run parallel with that of the municipality. In order for any development to proceed, the developer needs the consent of council. He should therefore apply to council at the same time as he does to the Development Control Division (even though there is to be cross referrals built into the system), so that he may obtain the necessary permit from council.

Developers should also be aware that issuance of permits does not ensure final consent, since anyone likely to be affected has the right to appeal to the Regional Appeal Boards for further ruling on the matter.

All appeals must be made within thirty (30) days of any decision.

2. DESCRIPTION OF REQUIRED PLANS AND SPECIFICATIONS

- (a) LOCATION PLAN - Four copies - Suggested Scale - 1" = 200'
(Metric equivalent 1:2500 approximately)

The purpose of this plan is to enable the site to be found. In addition to this plan, which should give as much information as possible to aid inspectors in finding the site, the applicant should mark the site with a flag or a placard with his name on it, fastened to a tree, a post or a fence in such a way as to be readily seen from the road.

- (b) SITE PLAN - Four copies - Suggested Scale - 1" = 200'
(Metric equivalent 1:2500 approximately)

The purpose of this plan is to show how the proposed development is to be placed on the site. It should be a contoured plan (vertical intervals not to exceed 5 feet). It must show exactly the dimensions of the lot, the location of all buildings, with dimensions, and the distances from side boundaries and road centre; it must show the location of the well and sewage disposal facilities, and storm drainage and lighting poles, if any, it must show the proposed access to the lot and driveways and car parking areas; it must show natural features of the land, e.g. streams, wooded areas, rock outcrop, etc.

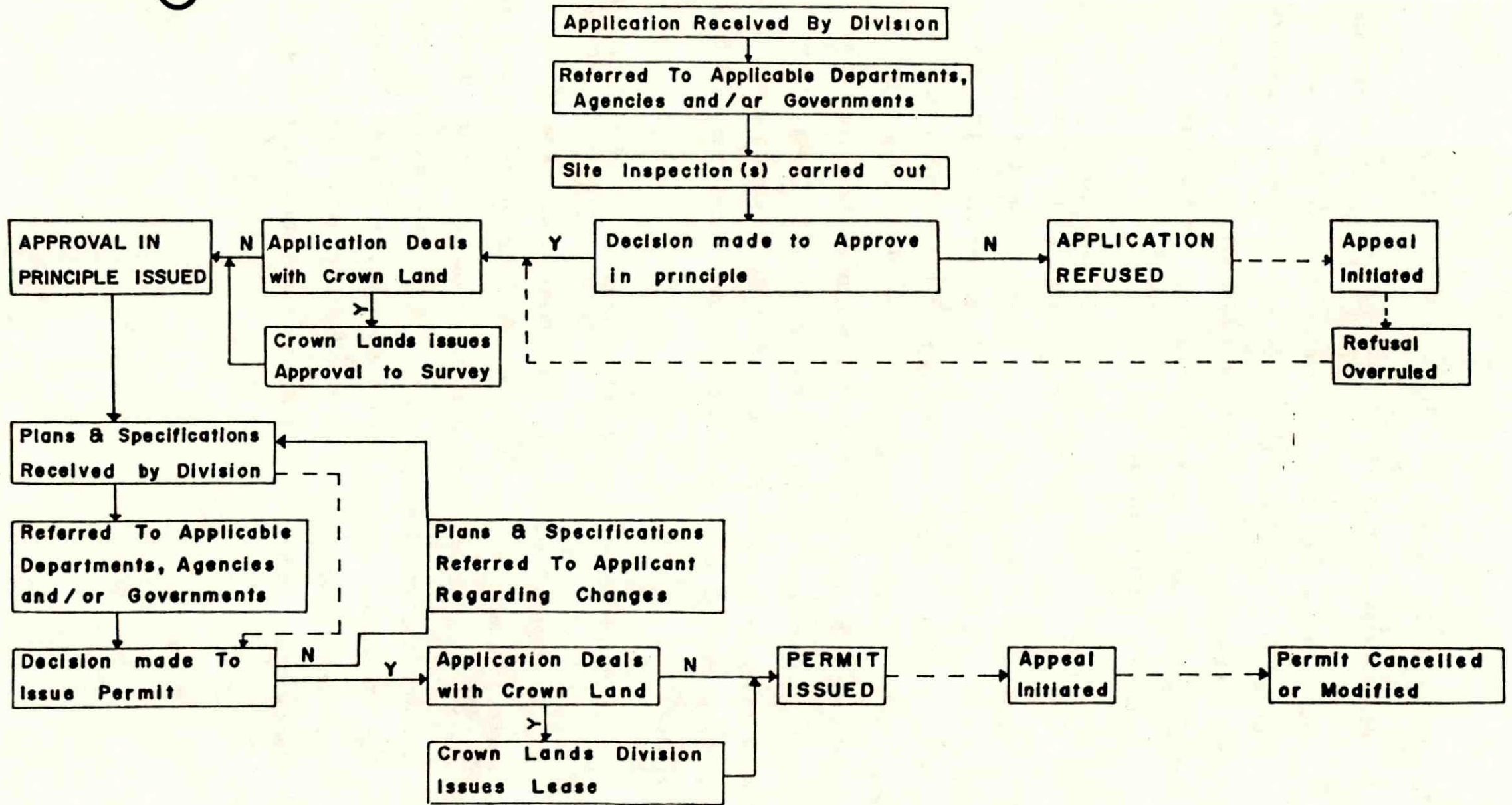
- (c) BUILDING PLANS AND SPECIFICATIONS - Four copies - Suggested Scale 1/4" = 1'.
(Metric equivalent 1:50 approximately)

The purpose of these plans is to determine whether the design, appearance, structural soundness, safety and use of the buildings and ancillary works, are in accordance with the Regulations and the Standards set up under them. When approved, they are the working drawings and specifications for construction guidance. They must, therefore, show the appearance, layout, use, dimensions, kind and sizes of material and construction details of all buildings and ancillary works, including the method of water supply and sewage disposal.

©

FLOW CHART

4B



Y = YES N = NO

- - - INDICATES OPTIONAL OPERATION