

TABLE OF CONTENTS

PREFACE

1.	DEPARTMENTAL RESPONSIBILITIES	i
2.	DEPARTMENTAL POLICIES	ii
3.	ESTABLISHMENT OF CONTROL AREAS	iii
4.	CONTROL PROCEDURE	iv
PART I -	THE HIGHWAY DESCRIBED	1
1.	The Highway Described	1
2.	Regional Setting	1
PART II -	EXISTING LAND USE	4
PART III -	ZONING	6
	Summer Cottage Zone	6
	Rural Conservation Zone	7
	Building Control Line	8
PART IV -	SUMMARY	9

PREFACE**1. DEPARTMENTAL 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 Department 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 and Provincial Affairs, enforce any applicable codes, regulations, and policies.

In view of the above requirements, nine (9) specific objectives have been identified as this Department'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 a 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.
9. To generally ensure that the amenity of the roadside is kept in a pleasing condition.

2. **DEPARTMENTAL POLICIES**

Over the past several years and in view of the previously discussed responsibilities and objectives, this Department 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 Department 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.

3. **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) m either side of the centreline of a Protected Road.
2. Outside a Municipal Boundary but within a designated Municipal Planning Area, the Building Control Line shall

extend one hundred fifty (150) m either side of the centreline 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) m either side of the highway centreline.

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

4. CONTROL PROCEDURE

The established procedure for controlling development on Protected Roads consists of a dualistic system of pre-zoning the highway and a system of referrals. A zoning scheme consisting of up to eight (8) 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 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.

PART I - THE HIGHWAY DESCRIBED

1. The Highway Described (See Map A)

The Baie Verte Highway (Route 410), was declared a Protected Road on May 16/67. The road is described as:

"The Baie Verte Highway (Route 410), from its intersection with the Trans Canada Highway (Route I), to the southern boundary of the Town of Baie Verte."

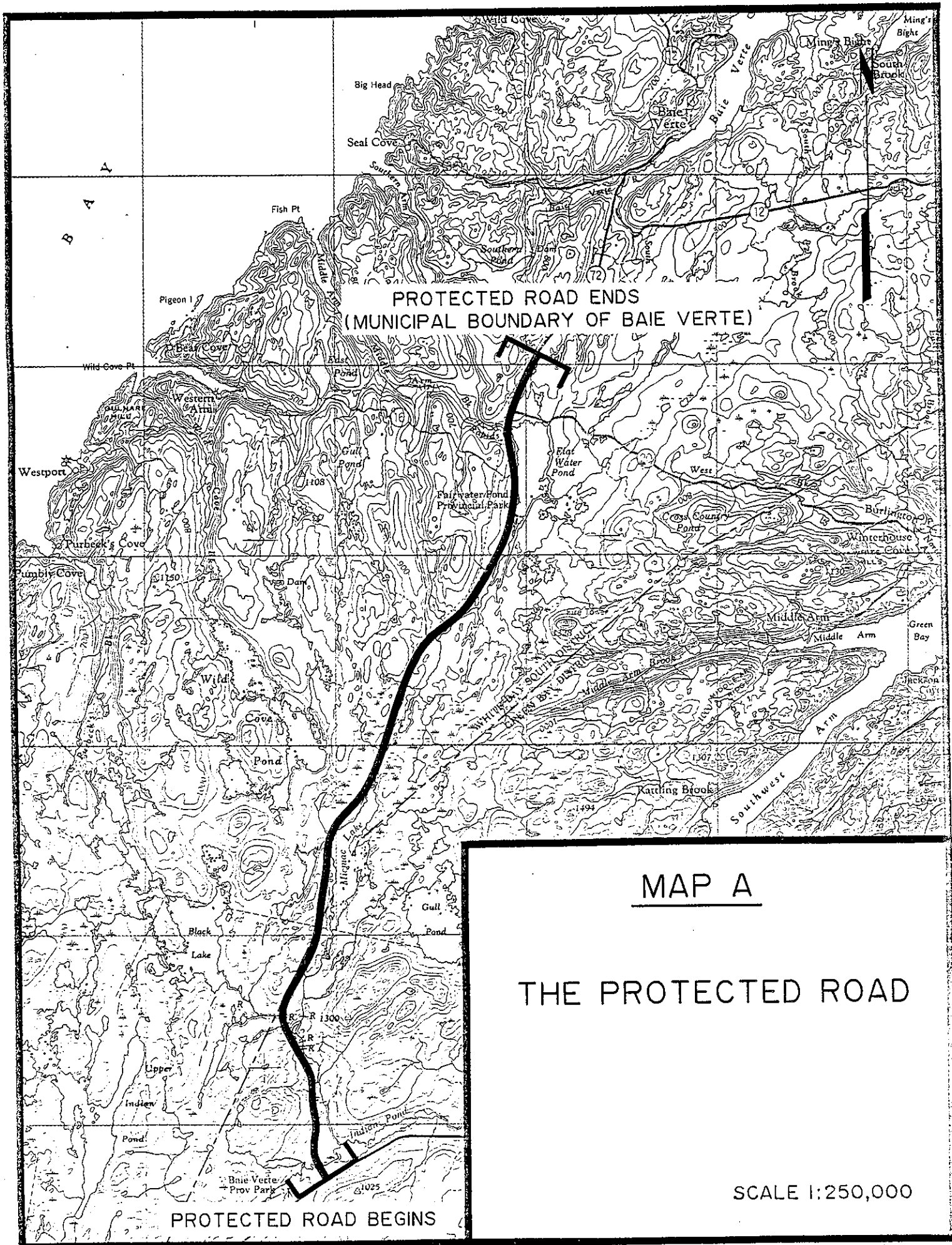
The Protected Road is approximately 65 km. long. It has a paved driving surface, and has recently undergone a limited amount of resurfacing and highway realignment.

Leaving the Trans Canada Highway it travels northwards, bisecting the peninsula, enroute to Baie Verte. Most of the highway's corridor is forested, but shows obvious signs of old cutovers and existing timber operations. Agriculture (mostly of a livestock nature), and quarry pits are also noticeable. There are several areas of cottage development, but these are well screened from the motorists's view.

2. Regional Setting

The Baie Verte Highway is located on the Baie Verte Peninsula, between White Bay and Notre Dame Bay. It provides the only road link to the Trans Canada Highway for the many peninsula's

communities, and therefore is an important transportation mode for the movement of goods, services and people. The regional centre of Deer Lake is 100 km west of its intersection with the Trans Canada Highway, and Springdale is just 25 km to its east.



MAP A

THE PROTECTED ROAD

SCALE 1:250,000

PROTECTED ROAD BEGINS

PART II - EXISTING LAND USE

Baie Verte Highway is devoid of any urban or highway service related developments. However, a variety of highway service and tourism activities are found at both ends of the Protected Road - at the T.C.H. intersection and in the Town of Baie Verte.

Within the 800 m corridor of the Protected Road there is a provincial park (Flatwater Pond Provincial Park), four summer cottage areas, and the Micmac Regional Pasture. Domestic cutting for firewood and sawlogs is also noticeable, along with a small amount of aggregate extraction (pits and quarries).

For location of these land uses, see Existing Land Use Map - Map B.

The Dept. of Fisheries & Oceans identified the following scheduled salmon rivers within the Protected Road corridor:

Indian Brook

Middle Arm Brook

Wild Cove Brook

Baie Verte Brook

Also, the Indian Brook/Black Brook waterways are sites of ongoing salmon enhancement activities and a production/research facility.

In recent years, the number of roadside campers has been on the increase. Concentrations of these are found at various locations along the highway, especially north of Micmac Lake.

PART III - ZONING

There is no urban development on the Baie Verte Protected Road and therefore the Plan does not contain any urban zones. Only two types of rural zones are incorporated - the Summer Cottage Zone and the Rural Conservation Zone. These zones will guide the existing and any new developments by the application of blanket performance standards in the Rural Conservation Zone, and designating specific lots of land for summer cottage development.

The Protected Road Zoning Regulations outlines the standards and exact uses permitted in the zones.

Summer Cottage Zone

The objective of the Summer Cottage Zone is to satisfy the demand for cottage development by allocating areas where this form of development may occur in a planned and controlled manner. This zone is usually applied to relatively small parcels of land near a body of water, and where a substantial demand for cottages is evident.

On the Baie Verte Highway, there are four Summer Cottage Zones. These are located at Micmac Lake, Trap Pond, Flatwater Pond, and on the Burlington access road.

The zone at Micmac Lake is located 300 m from the highway. There

are four cottages here, and the recent construction of an access road opens up the shoreline for the further development opportunities.

The second zone is found at Trap Pond. There are at least 10 existing cabins here, with an allowance for another three (outside the Building Control Line). Because the two existing cottages east of the transmission line do not have road access, they will be considered as non-conforming uses in a Rural Conservation Zone. Road access should not be a difficult task, and if constructed, it may then be declared a Summer Cottage Zone, with the possibility of some limited expansion.

The zone at Flatwater Pond is located off the old highway, and was developed during the 1970's. Several lots remain undeveloped.

The last zone is found on the Burlington access road, and is in the initial stages of development. Most of the lots are leased and developed.

Rural Conservation Zone

All land not zoned for summer cottage use is zoned as Rural Conservation.

The purpose of the Rural Conservation Zone is to provide a medium for the conservation or managed production of natural resources

while preserving the natural character of the highway corridor in undeveloped areas. In general terms, open space is to be preserved by access control, general siting requirements, and any standards generated through the referral system.

The uses which may be permitted in this zone will be those related to the conservation or utilization of natural resources, and uses which are not conducive to an urban setting (forestry, agriculture, mineral workings, and certain recreational uses).

Building Control Line

The Building Control Line extends to within 400 m on either side of the highway centre line.

PART IV - SUMMARY

This Plan reviewed the existing and proposed land uses along the highway corridor, and established zoning that will protect these uses and the integrity of the highway. The Plan was prepared after consultation with various government departments, field work, and examination of in-house records and maps.

There are no existing highway service centres on the highway, nor are there any established in the Plan. However, proposals for highway service development(s) will be favourably received and reviewed.

Since the condition of the highway corridor may change during the Plan period (5 years), amendments may be necessary. Plan amendment(s) must be channelled through the Urban & Rural Planning Office and shall be read together with a form part of this Plan.

Furthermore, the Plan shall be reviewed and, if necessary, revised on the expiration of every 5 years from the date on which the Plan comes into effect, in accordance with the developments which can be foreseen during the next 10 year period.