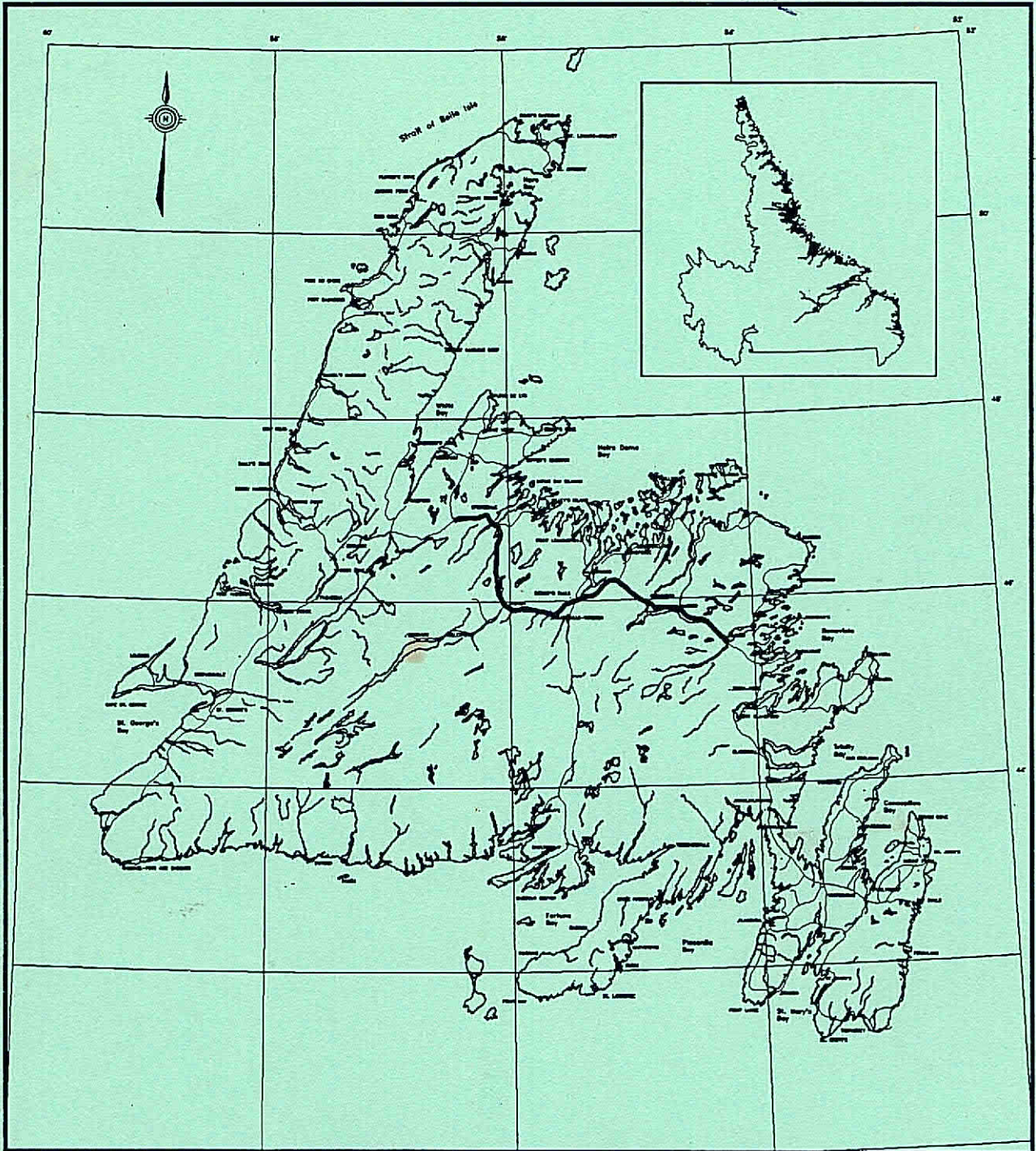


HIGHWAY ZONING PLAN
BAIE VERTE JUNCTION
TO
TERRA NOVA NATIONAL PARK



77
011

PROVINCIAL PLANNING OFFICE
DEPT. MUNICIPAL &
PROVINCIAL AFFAIRS 1993

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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, the Department of Municipal & Provincial Affairs (hereafter called the Department) is required to protect the interests of the public and any concerned Governments, Departments, and Authorities and, enforce any applicable codes, regulations, and policies.

In view of the above requirements, nine (9) specific objectives have been identified with respect to Protected Roads:

- a. To restrict sporadic ribbon development along the highway.
- b. To restrict the number of accesses along the highway, thus reducing the number of potential hazards to the free flow of traffic.

- c. 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.
- d. 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.
- e. To ensure that highway service areas are developed in locations that will provide assistance to the travelling public in a safe and convenient manner.
- f. To ensure that the standards of construction conform to the minimum requirements of the National Building Code of Canada.
- g. To assist in the orderly development of the communities adjacent to the highway.
- h. 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, the Department has developed several policies

with regard to development on Protected Roads. In general terms, these policies are:

- a. To identify urban and quasi-urban areas adjacent to highways and to provide reasonable limits to their growth. Where these areas are not presently regulated by land use controls, the Department provides interim zoning.
- b. To allocate areas for highway commercial development in appropriate areas, and to encourage this development to locate in clusters so as to minimize disruption of highway safety and utility.
- c. 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 Municipal Planning Area, the Building Control Line shall extend one hundred and 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, the Department now controls development adjacent to 25 major trunk roads consisting slightly more than 3,000 km of road.

4. CONTROL PROCEDURE

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 referred to appropriate Government Departments, and Authorities for comment and concurrence where necessary, prior to the issuance of a decision.

Should a site be approved, there is further review and referral of detailed plans prior to final approval.

PART I - THE HIGHWAY DESCRIBED

1. The Protected Road

The Trans Canada Highway was gazetted as a Protected Road on May 12, 1959, and is described as "The Trans Canada Highway, Route 1, from the western face of the Donovan's overpass to the eastern abutment of the Grand Bay Bridge at Port aux Basques". This plan deals with the 300 km portion of the Trans Canada Highway from the western boundary of Terra Nova National Park to the Baie Verte/Trans Canada Highway intersection.

2. The Highway Described

There is little change in the highway environment from Terra Nova National Park to the Baie Verte/Trans Canada Highway intersection. The vegetation consists mainly of mixed hardwood and softwood and the topography generally ranges from flat to gently rolling. After leaving its coastal route at Terra Nova National Park, the highway moves westward and inland to Badger, where it travels through some of Newfoundland's larger towns like Grand Falls and Gander. From Badger it takes a northerly route to the coast of Hall's Bay, and then continues westward to the Baie Verte/Trans Canada Highway junction.

The importance of the highway goes beyond its function as a transportation link between the eastern and western parts of the island. The communities in Notre Dame Bay, Bonavista Bay North, Hermitage Bay, and the Town of Buchans, all depend upon the Trans Canada Highway as a means of transporting commodities, people and information.

3. Community Distribution

There are seven areas of urban development on the highway. These are Gander, Appleton, Glenwood, Bishop's Falls, Grand Falls-Windsor, Badger, and South Brook. Total right of way occupation is 8.6 km.

PART II - LAND USE/NATURAL RESOURCES

There are a number of federal and provincial departments exercising varying degrees of control over land use within the highway corridor. This brief analysis will reflect the concerns of these departments and provide a guideline as to whom referrals are necessary.

The information for this analysis was compiled from topographic maps, aerial photography, municipal plans, in-house records, and field investigations. Information was also derived from meetings with the various land use agencies, local municipal authorities, the regional staff of the Development Control Unit, the Lands Branch, and feedback from the Interdepartmental Land Use Committee.

1. Summer Cottage

There are 12 areas of summer cottage activity on the Protected Road. For location and description of these, refer to the Land Use Map and the section on Summer Cottage Zoning.

2. Provincial Parks/Campgrounds

The Parks Division, Department of Environment & Lands, identified seven provincial parks on the highway. These are Square Pond, Notre Dame, Beothuck, Catamaran, Indian River, Glenwood and Aspen Brook. The latter two are day use parks only. Several kilometers west of Grand Falls is a scenic attraction site (Pearson's Peak).

In addition to the provincial camping parks, there are three private campgrounds. Leech Brook, west of Grand Falls, presently has a water slide and plans are to equip the site with a campground and related facilities. At the north end of South Pond, a campground and park known as Kona Beach is reaching a degraded condition and appears to be in the final stages of operation. A municipal day use and camping park is found at Goodyear's Cove in South Brook.

3. Sports Fishery

The highway crosses eleven salmon rivers. The Department of Fisheries and Oceans has made the following comments with respect to development on these rivers:

- a. The Department of Fisheries and Oceans will scrutinize applications for development on licensed salmon rivers on an individual basis. Any applications which constitute encroachment upon sensitive fish habitat, ie. spawning areas, salmon pools, falls, etc., may be grounds for rejection of a particular application.
- b. Should a development be approved on schedule rivers, a conditional recommendation of a 30 m buffer zone of undisturbed vegetation between the water body and the development will be attached.
- c. On any approved development, the proponent will be required to install a sewage system in compliance with Provincial Health

Standards. Under no circumstances will raw sewage enter a watercourse.

In light of this, all applications for development on any of the scheduled salmon rivers will be referred to:

Habitat Protection Officer
Federal Department of Fisheries & Oceans
P.O. Box 557
Grand Falls, Nf A2A 2J9

4. Forestry

The Forestry Branch, Department of Forestry & Agriculture, identified three areas of concern - Productive Forest Areas, Silviculture Areas and Silviculture Block Plan Areas. The Silviculture and Silviculture Block Plan Areas are identified on the Land Use Map. The Productive Forest Areas are identified on the 1:30,000 maps and are available from the Forestry Branch and this Department.

Within these areas applications for singular developments (small farms, houses, summer cottages, etc.) are to be referred to the appropriate unit forester. Applications for subdivisions or other types of land use development must be referred to:

Management Forester
Forestry Branch
Department of Forestry & Agriculture
P.O. Box 448, 8 Roe Avenue
Gander, Nf A1C 1T5

All applications referring to company, private, lease, or licence land must be referred to the company as well as the unit forester.

5. Aggregate Resources

The Department of Mines and Energy has a number of aggregate potential zones along the highway that they would like to see protected. Copies of the Aggregate Potential Resources Maps are available at the Department of Mines and Energy, St. John's. Applications falling within these zones, or within 300 m of any quarry pit (abandoned or existing) or within 1000 m of any rock quarry, are to be referred to:

Manager
Quarry Materials Administration
Department of Mines and Energy
Confederation Building
St. John's, Nf A1C 5T7

6. Waste Disposal Sites

There are four waste disposal sites bordering the Protected Road - one each for Grand Falls-Windsor, Norris Arm, Benton, and the Eastport Peninsula/Terra Nova Park area. Applications within 1.6 km of each site must be referred to:

Regional Supervisor
Department of Environment & Lands
Provincial Building
Grand Falls, Nf A2A 1W9

7. Domestic Water Supply Areas

There are three domestic water supply areas on the Protected Road - one each for Gambo, Gander, and South Brook. The former is the only one protected under legislation. Applications for development within the water supply area are to be referred to:

Regional Supervisor
Department of Environment & Lands
Provincial Building
Grand Falls, Nf A2A 1W9

8. Agriculture

The Agricultural Branch, Department of Forestry & Agriculture, has a number of areas it would like to see protected. These are the three farm developments near Spencer's Bridge on the Terra Nova River, several farms at different locations along the highway and the proposed Agriculture Development Area of Green Bay.

All applications that could impact upon the area are to be referred to:

Agricultural Supervisor
Department of Forestry & Agriculture
Agriculture Branch
P.O. Box 640
Bishop's Falls, Nf A0H 1C0

9. Wildlife

The Wildlife Division, Department of Environment & Lands identified three areas of concern - four International Biological Program Sites, a caribou crossing area near Indian River, and the riparian zones (shoreline). Applications within the International Biological Program Sites, near the caribou crossing, or within 250 m of any water body, are to be referred to:

Director
Wildlife Division
Department of Environment & Lands
Building 810, Pleasantville
P.O. Box 4750
St. John's, Nf A1C 5T7

10. Municipal Boundaries

There are eleven municipalities exerting control on the Protected Road. All are incorporated. These are Glovertown, Gambo, Gander, Appleton, Glenwood, Norris Arm, Bishop's Falls, Grand Falls/Windsor, Badger, and South Brook. All but Badger, and South Brook have Municipal Plans.

Within the Planning Area Boundary, control is reduced to 150 m on both sides of the highway centre line, and within the municipal boundary control is reduced to 100 m.

Opposite the Baie Verte/Trans Canada Highway Junction is the Development Control Area of Sheppardville. Its boundary coincides with the 400 m Building Control Line and is therefore exempt from this Plan.

11. Historic Resources

The Historic Resources Division, Department of Tourism & Culture, identified the following known areas of concern:

Sir Robert Bond Bridge Crossing

Badger Brook Crossing

Rushy Brook Crossing

North Angle Causeway

West Leech Brook

Junction Brook Crossing

Gander Lake

Joes Lake

Pauls Lake

South Pond

Applications falling within 100 meters of these water bodies are to be referred to:

Historic Resources Division
Department of Tourism & Culture
St. John's, NF A1B 4J6

PART III - ZONING

The Land Use 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 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 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.

1. Urban Zoning

Section 7 of the Protected Road Regulations states "where a Protected Road passes through an area controlled by an approved plan made under the provisions of Parts II, III, IV, V and VI of the Act, the land included shall be used only in accordance with these Regulations and the approved land use plan". Therefore the provisions of the Municipal Plans of Glovertown,

Gambo, Gander, Glenwood, Appleton, Norris Arm, Bishop's Falls, and Grand Falls-Windsor are automatically applied.

Badger

Most of the development within the Building Control Line is located in the Designated Floodway Fringe as described under the Flood Reduction Program. These areas are zoned "Restricted Development". Development can proceed here providing that proper flood proofing measures are used.

On the east side of the Town, across Badger Brook, is a concentration of houses located on both sides of the old highway. These are outside the Municipal boundary of Badger and are without services. This area is zoned as Rural Conservation and further development is prohibited.

South Brook

Within South Brook, the building control line is reduced to 100 m on both sides of the highway centre line. The residential development on both sides of the highway is zoned Mixed, and the service station is zoned Mixed-4 (Highway Commercial).

The Town Council wishes to ensure that highway commercial activity will not be discouraged within its boundaries. Although no site has been selected for a new highway commercial zone, proposals for such will be favourably reviewed by this Department.

2. Rural Zoning

Rural Zones (Highway Service, Summer Cottage, and Rural Conservation) were developed to assist in the implementation of this Department's objectives in sparsely developed or underdeveloped 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 service activities.

All three zones are applied on the Protected Road.

2.1 Summer Cottage Zoning

There are 12 areas of summer cottage activity on Protected Road. Isolated cottage development outside these zones is prohibited. Applications for subdivision development will not be approved outside these zones unless it is accompanied by a subdivision proposal and the zoning is amended accordingly. Direct access from the Trans Canada Highway for individual sites is prohibited.

2.2 Highway Service Zoning

The objective of establishing Highway Service Centres is to allocate areas for grouped highway service activities in required and appropriate locations. Areas reserved for development will be made available as demand dictates in a controlled manner according to prescribed plans.

There are seven Highway Service Centres on the Protected Road. These provide a number of highway services such as gasoline and repair facilities, restaurants, craft shops, tourist chalets, overnight accommodations, etc.

Eastport / Glovertown Jcn

The first Highway Service Centre is found at the junction of the Eastport Peninsula Highway and the Trans Canada Highway. It consists of gasoline pumps, repair facilities, housekeeping units and restaurant. It also serves as a depot for the Terra Transport buses. As added attractions, recreational activities like horseback riding and a water slide have been included to the centre.

Square Pond

The highway service centre at Square Pond provides services for both the tourist and travelling public. Facilities here are a gas bar, restaurant, efficiency and motel units, lounge and a confectionary store. The residential unit is a conforming use in a highway service centre. The zoning allows for expansion to the west.

Notre Dame Junction

Immediately west of Notre Dame Junction, on the southside of the Trans Canada Highway, is a gas bar/restaurant/convenience store development, and a craft shop. Because of private land to the west and poor physical site conditions to the east, expansion of the zone is not possible.

Bay D'Espoir

Located on the Bay D'Espoir Highway, and within the 400 m building control line of the Trans Canada Highway, is a tourist related activity providing overnight accommodations (housekeeping units) and a tourist attraction known as Animal Land. The zone allows for expansion to the south.

Leech Brook

Eleven km west of Grand Falls is another tourist oriented activity. The site is in its early stages of development and consists of a water slide and a mini-golf course. A fully serviced travel trailer park is proposed as per the overall development plan.

Kona Beach

At the northern end of South Pond is an abandoned gas bar, convenience store, and campground. Although the establishment is inactive, it does have potential and therefore is zoned as highway service.

Springdale Junction

The last highway service centre on the planned portion of the highway is located at Springdale Junction. Services here are a gasoline and vehicle repair facility, craft shop, tourist information chalet, and temporary fruit and vegetable

stand. The zone is extended to the east to provide for future expansion. Expansion to the west may interfere with the proposed upgrading of Springdale intersection.

In addition to these, there are a large number of highway service activities located within the urban areas.

2.3 Rural Conservation Zoning

All other land not zoned for urban related use, Summer Cottage, or Highway Service, is zoned as Rural Conservation.

PART IV - CONCLUSIONS

The recommendations and zoning imposed are intended to offer maximum protection to the highway, and still take into consideration the natural growth of the highway's urban areas and the proper development of the rural uses such as summer cottages and highway service centres.

Although care was taken in its preparation, it is realized that a plan of this nature must be flexible and adaptable to changing conditions. Therefore, it is subject to review every five years. Any desired amendments within this time period must be channelled through the Urban & Rural Planning Division, Department of Municipal & Provincial Affairs.

URBAN MAPS

NOTES:

1. THE RESTRICTED ZONE IS APPLIED TO AREAS THAT ARE EITHER LOCATED WITHIN WETLAND AREAS OR AREAS THAT HAVE BEEN DESIGNATED AS FLOODWAY FRINGE AREAS (1:100 YEAR) UNDER THE FLOOD DAMAGE REDUCTION PROGRAM.

DEVELOPMENT CAN PROCEED IN THE RESTRICTED ZONE PROVIDED THAT PROPER FLOOD PROOFING MEASURES ARE INCORPORATED, AND IT CONFORMS TO THE USES AND STANDARDS OUTLINED IN THE MIXED ZONE.

2. THERE ARE TWO AREAS OF URBAN DEVELOPMENT THAT ARE LOCATED WITHIN THE RURAL CONSERVATION ZONE. THE FIRST AREA IS LOCATED IMMEDIATELY WEST OF BADGER BROOK WHERE THE EXISTING DEVELOPMENT IS LOCATED WITHIN THE 1:20 YEAR FLOODWAY AREA. HERE, NEW BUILDINGS ARE PROHIBITED.

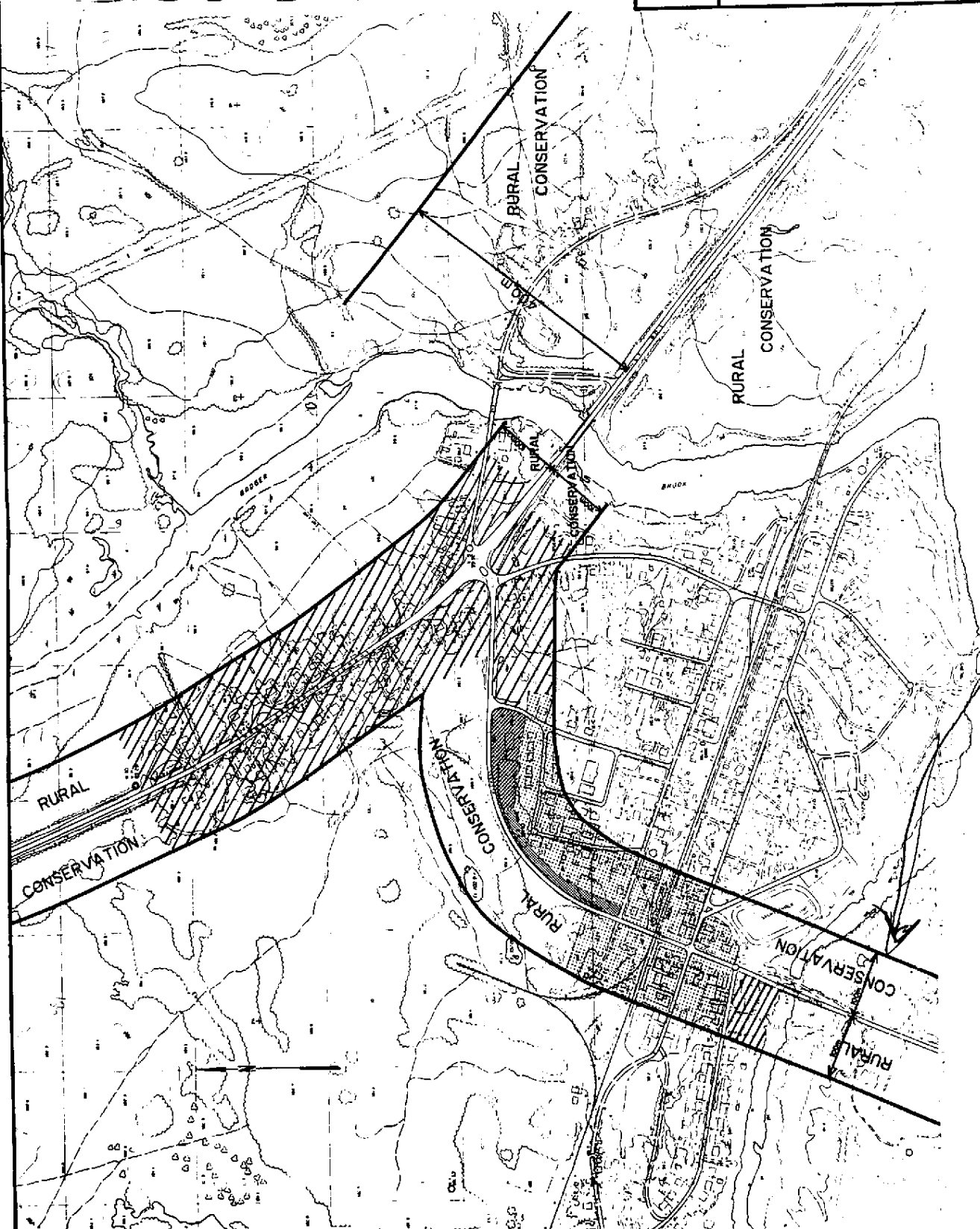
THE SECOND AREA IS LOCATED ON THE OLD T.C.H., EAST OF BADGER BROOK AND OUTSIDE THE MUNICIPAL BOUNDARY OF BADGER. THIS AREA IS NOT SERVICED BY WATER AND SEWER AND FURTHER DEVELOPMENT IS PROHIBITED.

TRANS CANADA HIGHWAY (CENTRAL)
PROTECTED ROAD
ZONING PLAN

BADGER

ZONING

- Residential
- Public (m)
- Restricted
- Buffer
- Building Control Line







Handwritten notes: "New Mapp. Area" and "House 5" with an arrow pointing to a specific location on the map.

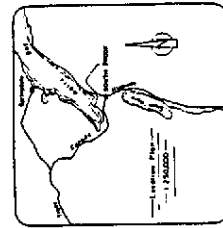
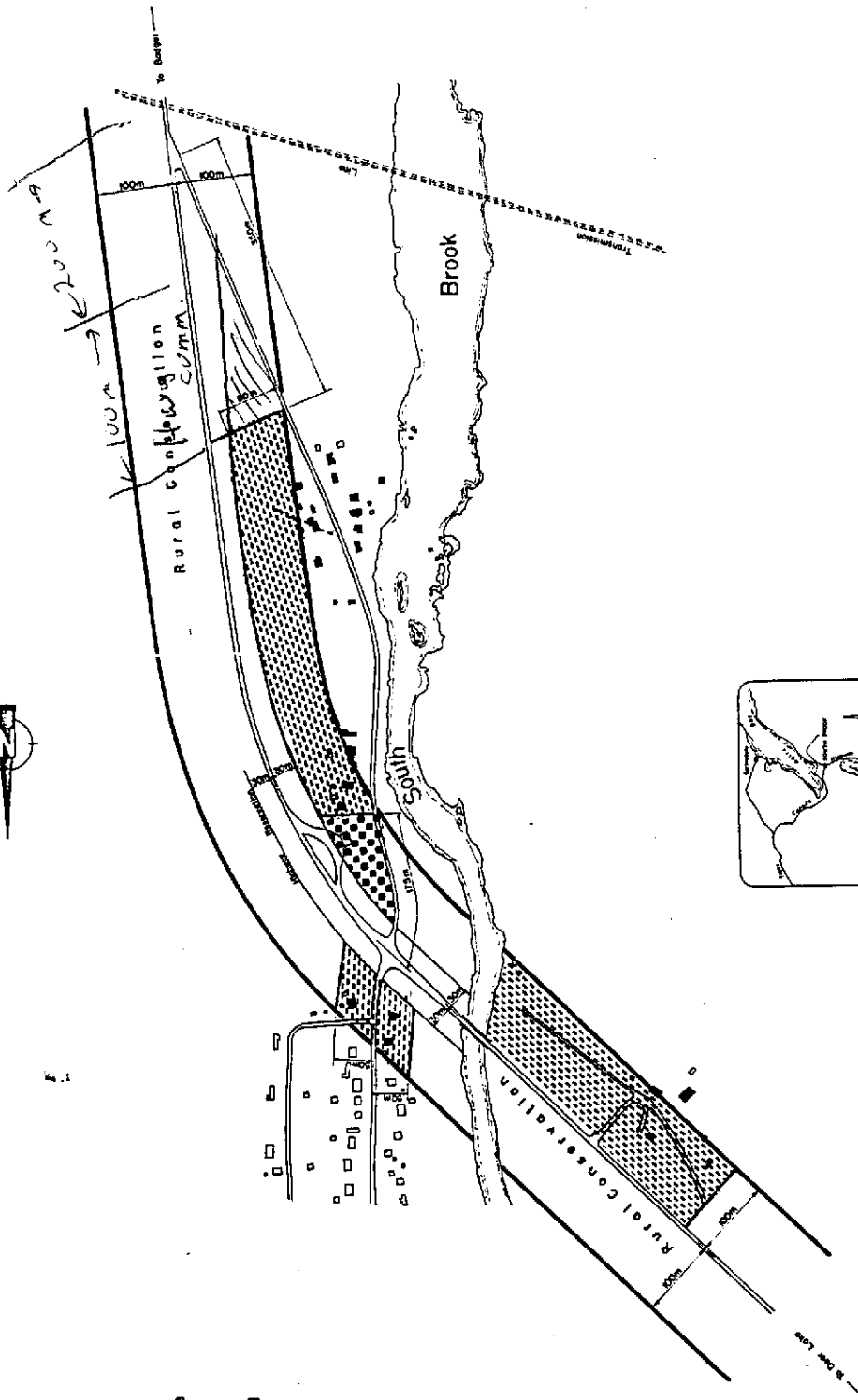
SOUTH BROOK

Existing Land Use

-  Residential
-  Highway Commercial
-  Accessory / Sheds

Zoning

-  Building Control Line
-  Rural Conservation
-  Mixed Zone
-  Highway Commercial



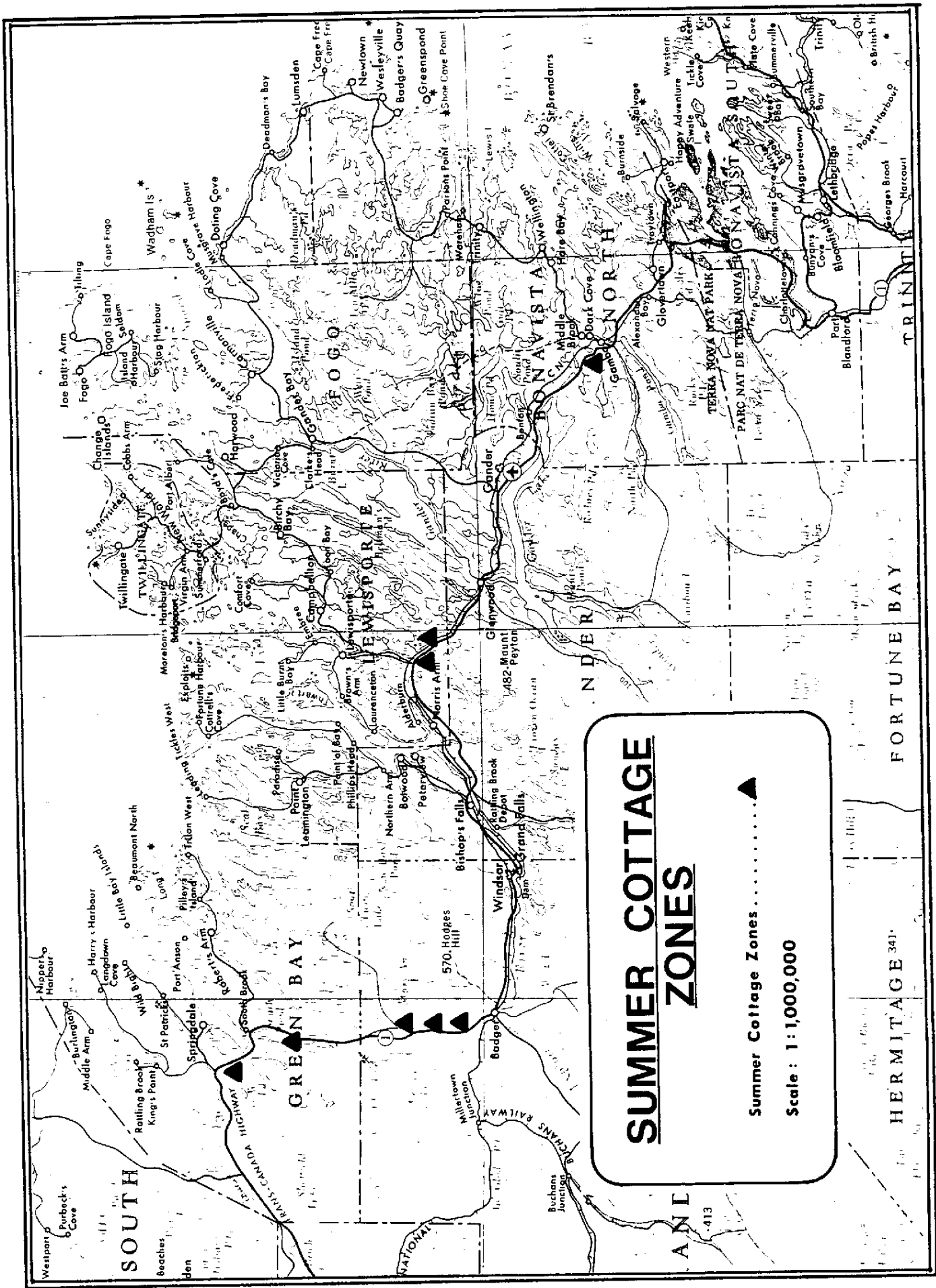
BAIE VERTE JCT. - TERRA NOVA PARK
HIGHWAY ZONING PLAN (TCH)

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS



PROJECT: 12500
DATE: 1988

**SUMMER COTTAGE
MAPS**



SUMMER COTTAGE ZONES

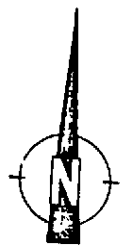
Summer Cottage Zones▲

Scale: 1:1,000,000

HERMITAGE 341

ANIL
413


SUMMER COTTAGE ZONE SQUARE POND



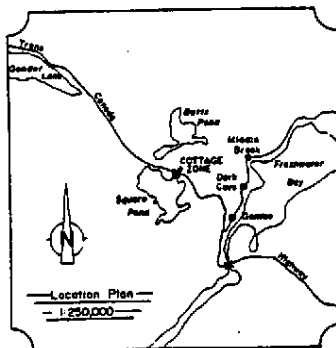
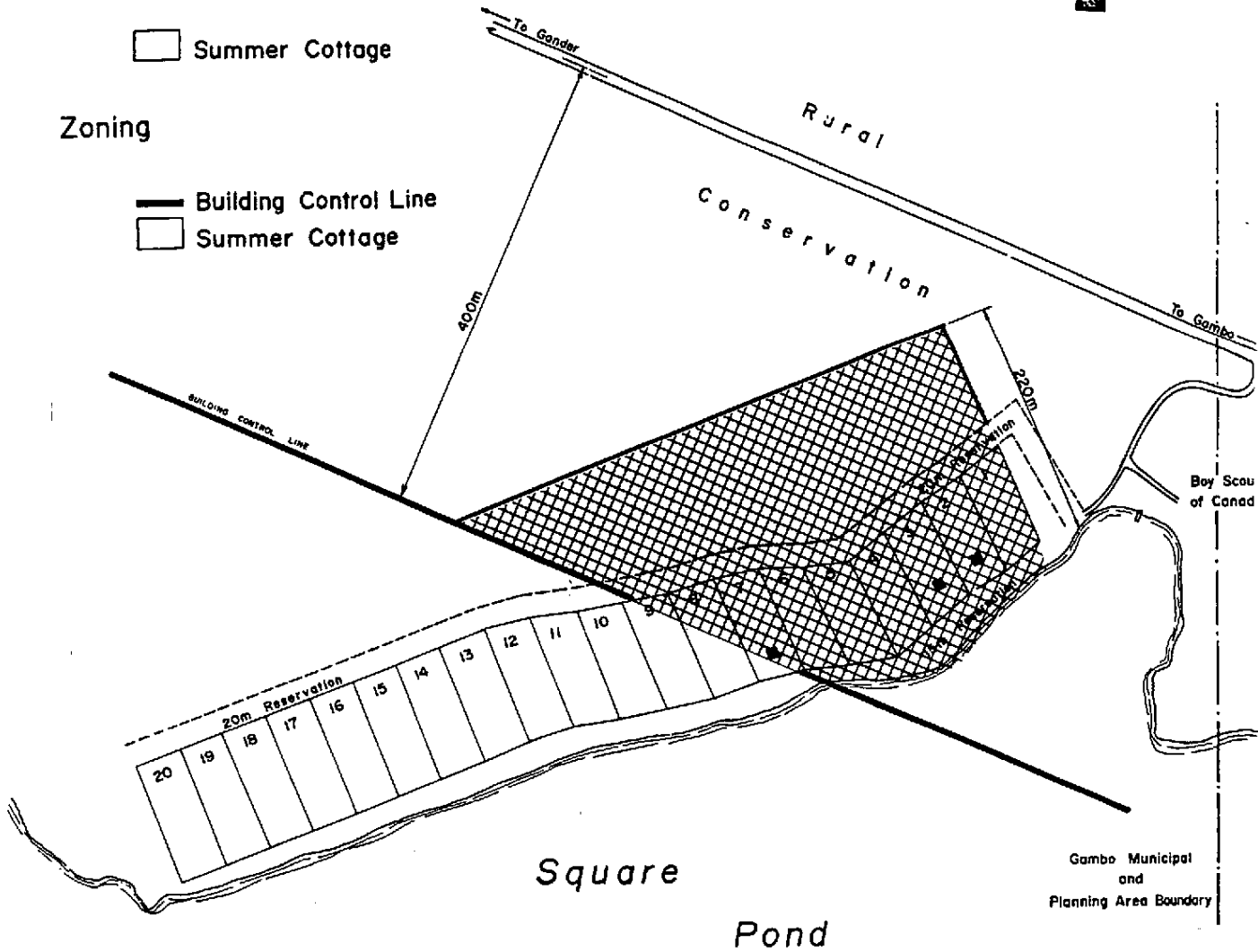
Existing Land Use

 Summer Cottage

Zoning

 Building Control Line

 Summer Cottage



*Check Gambo
Boundary*

**BAIE VERTE JCT. - TERRA NOVA PARK
HIGHWAY ZONING PLAN (T.C.H.)**

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS






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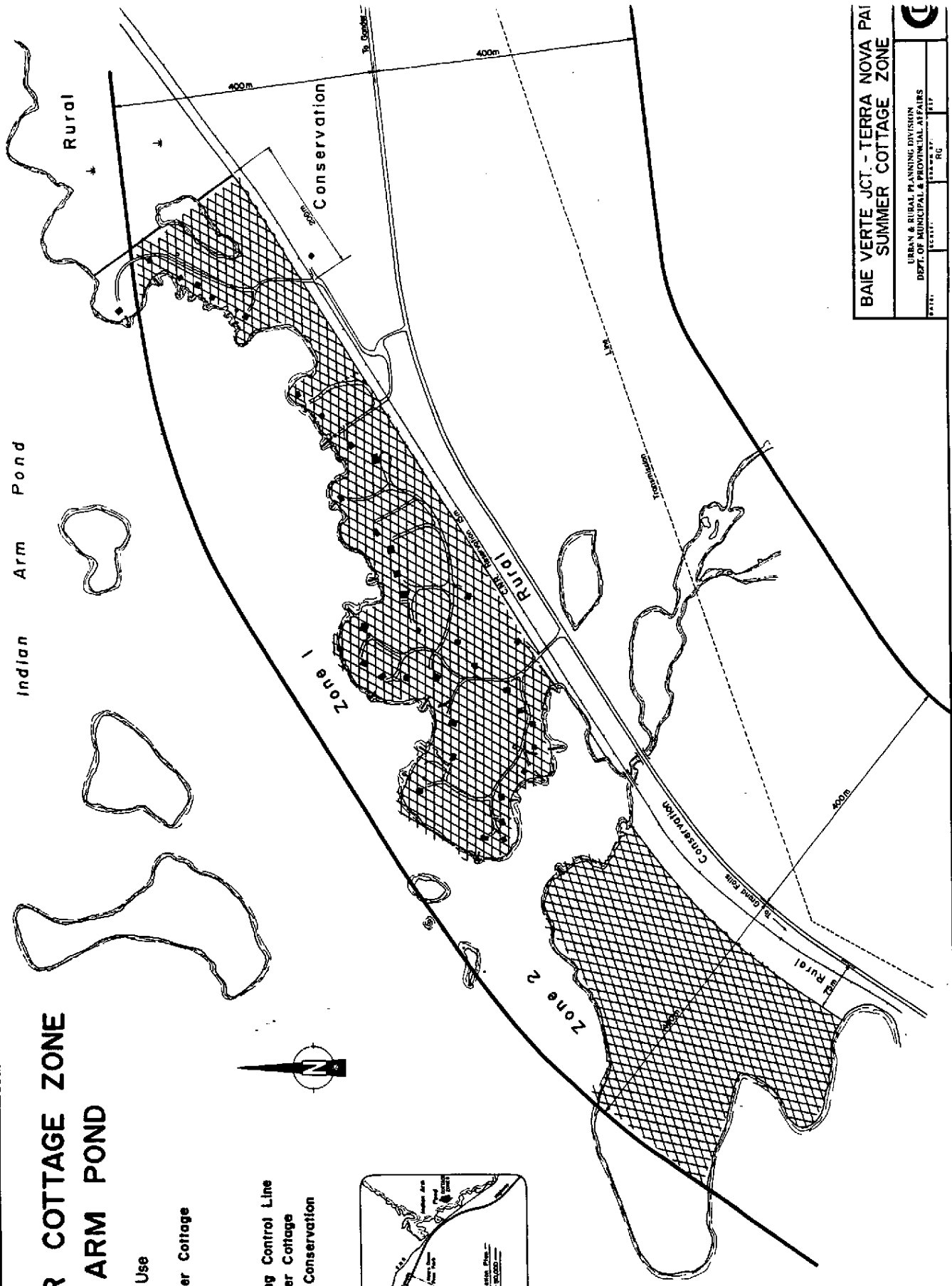
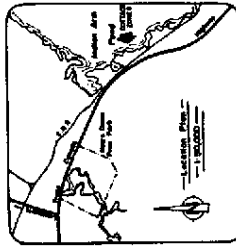
SUMMER COTTAGE ZONE INDIAN ARM POND

Existing Land Use

Summer Cottage

Zoning

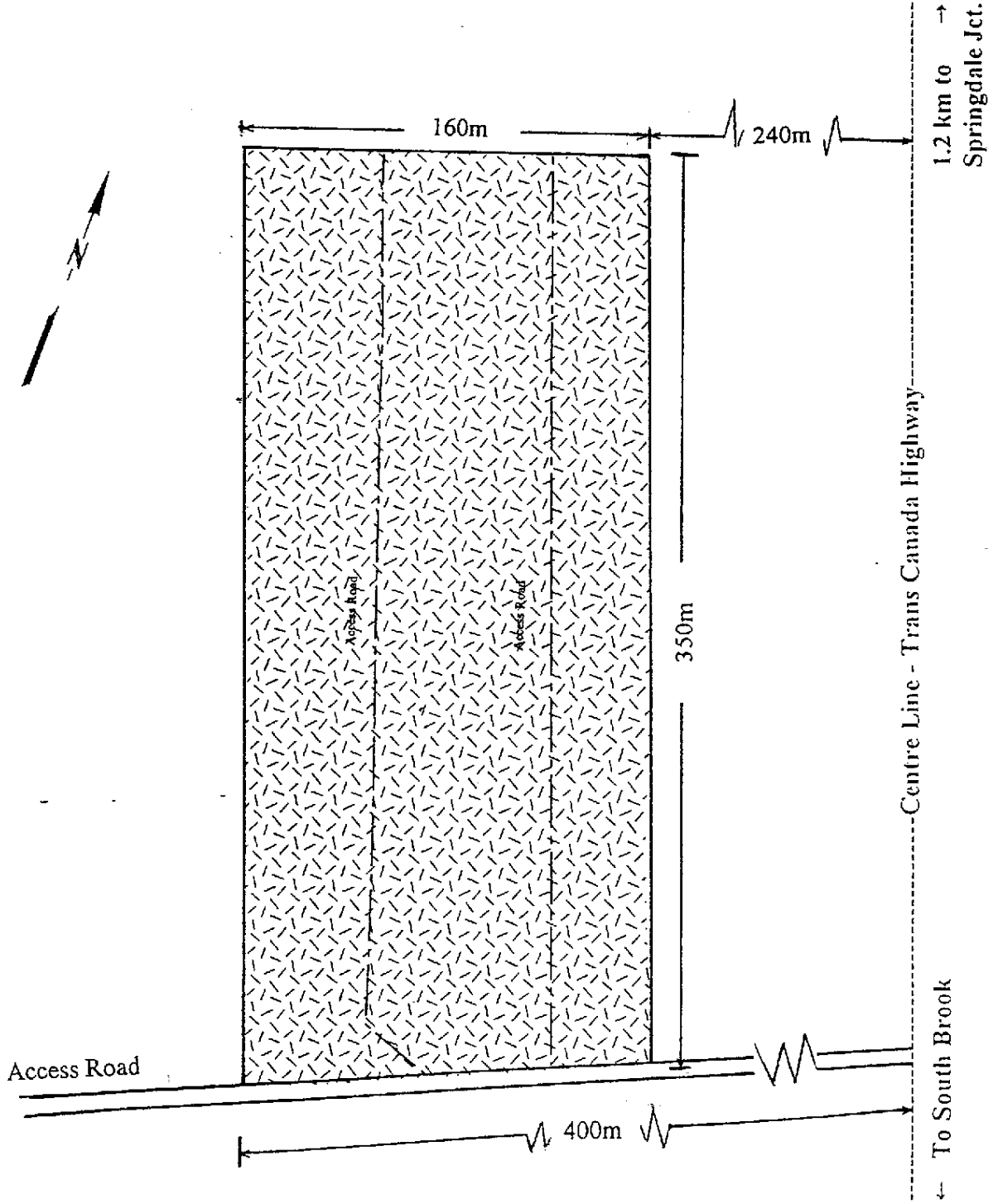
-  Building Control Line
-  Summer Cottage
-  Rural Conservation



SUMMER COTTAGE ZONE SPRINGDALE JUNCTION

Zoning

- Summer Cottage
- Rural Conservation



Baie Verte Jct.-Terra Nova Park
Highway Zoning Plan

Date: January, 1998



Scale - 1:2400

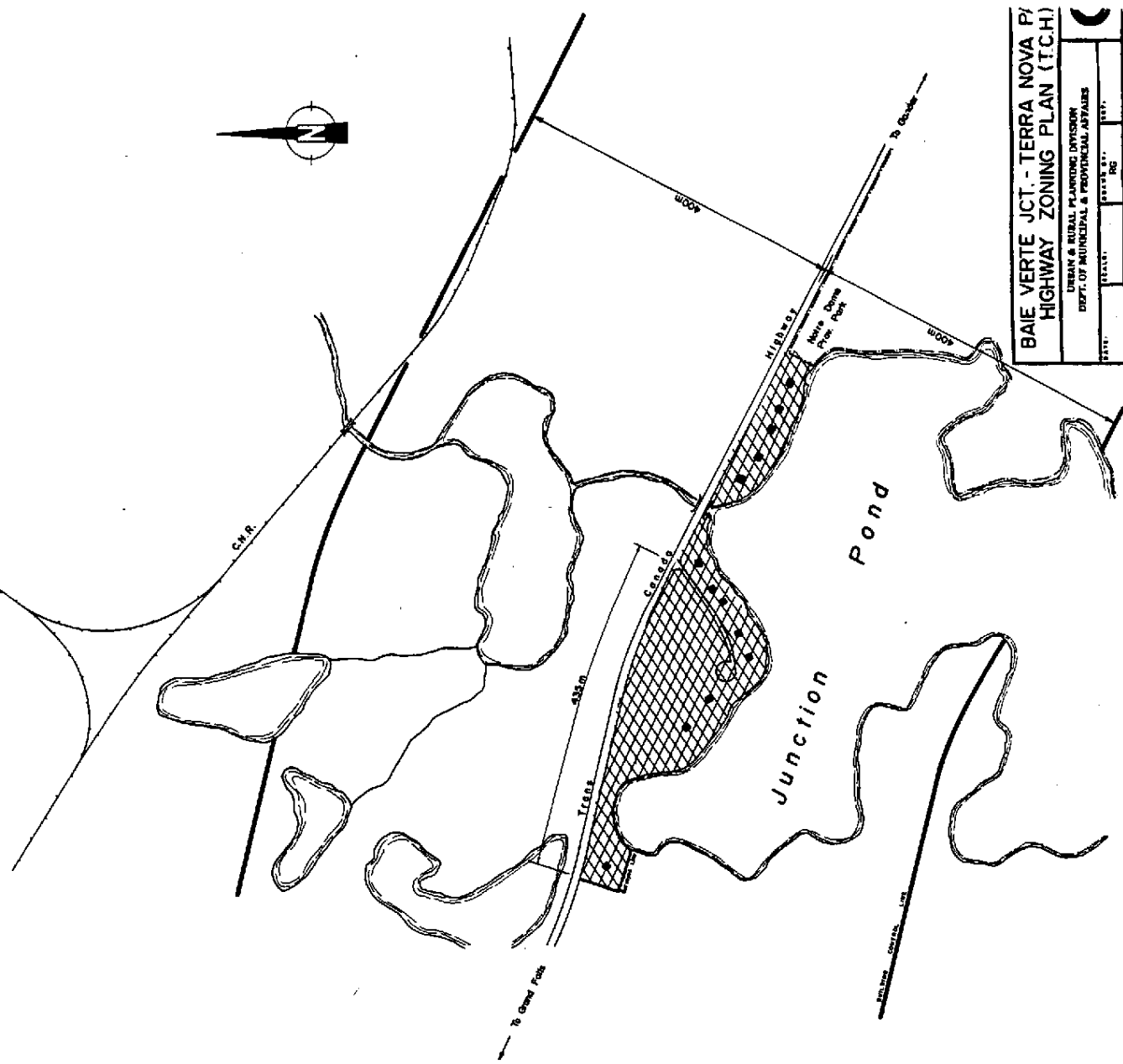
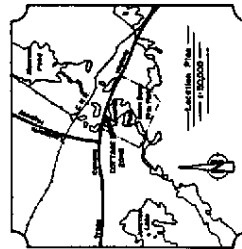
SUMMER COTTAGE ZONE JUNCTION POND

Existing Land Use

 Summer Cottage

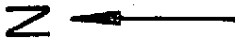
Zoning

 Building Control Line
 Summer Cottage



BAIE VERTE JCT. - TERRA NOVA P.
 HIGHWAY ZONING PLAN (T.C.H.)
 URBAN & RURAL PLANNING DIVISION
 DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS

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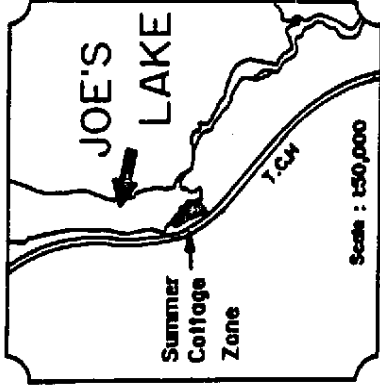


South Brook

Trans Canada Highway

Badger

JOE'S LAKE (Zone 1A)



ZONING

Summer Cottage

Rural Conservation



BAIE VERTE JCT. - TERRA NOVA PARK
HIGHWAY ZONING PLAN (T.C.H.)

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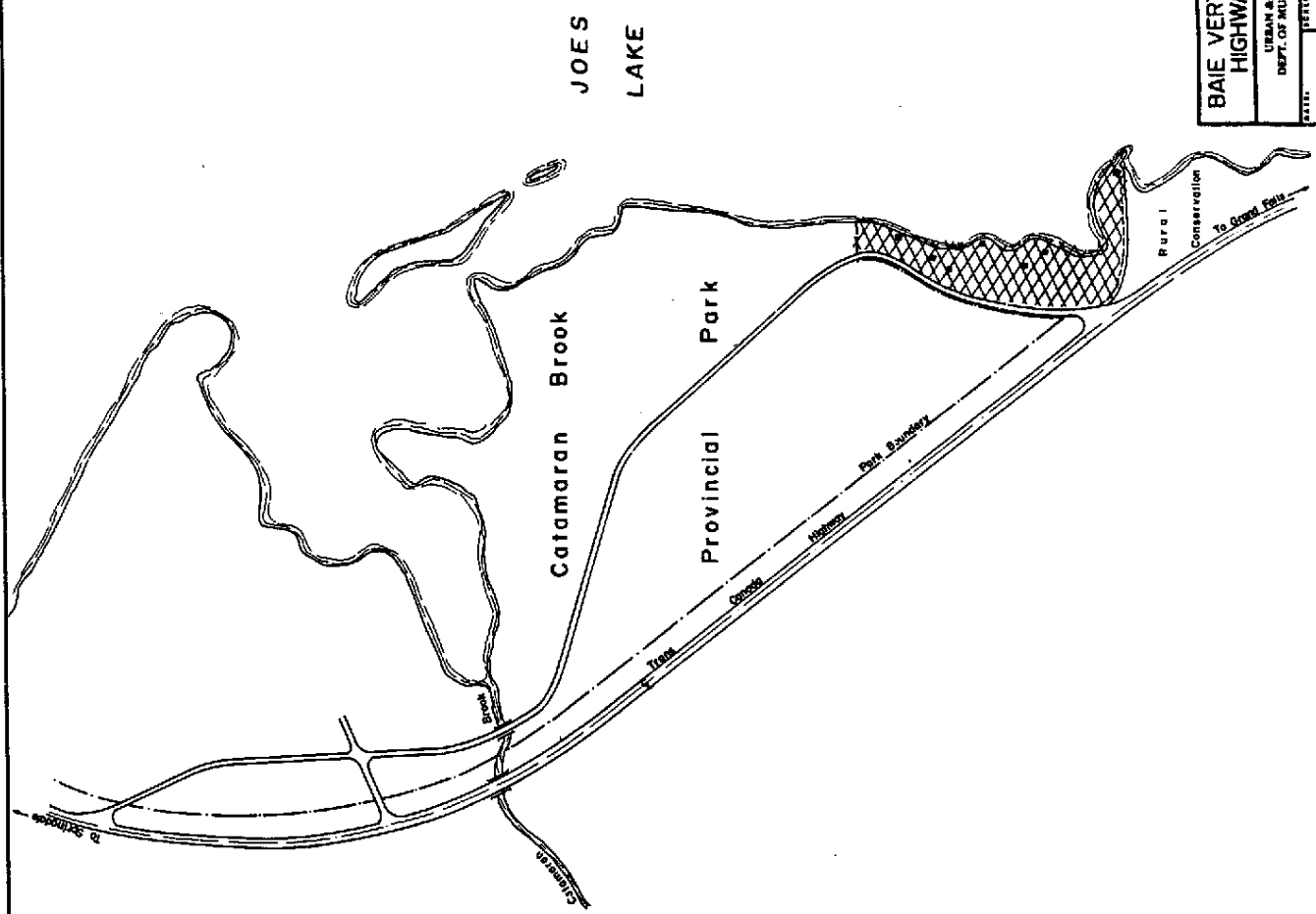
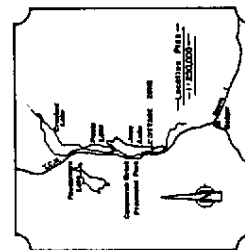
SUMMER COTTAGE ZONE JOES LAKE ZONE-IB

Existing Land Use

■ Summer Cottage

Zoning

▣ Summer Cottage



BAIE VERTE JCT. - TERRA NOVA P.	
HIGHWAY ZONING PLAN (T.C.H.)	
URBAN & RURAL PLANNING DIVISION	
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS	
DATE:	PROJECT NO:


SUMMER COTTAGE ZONE JOES LAKE ZONE - 2



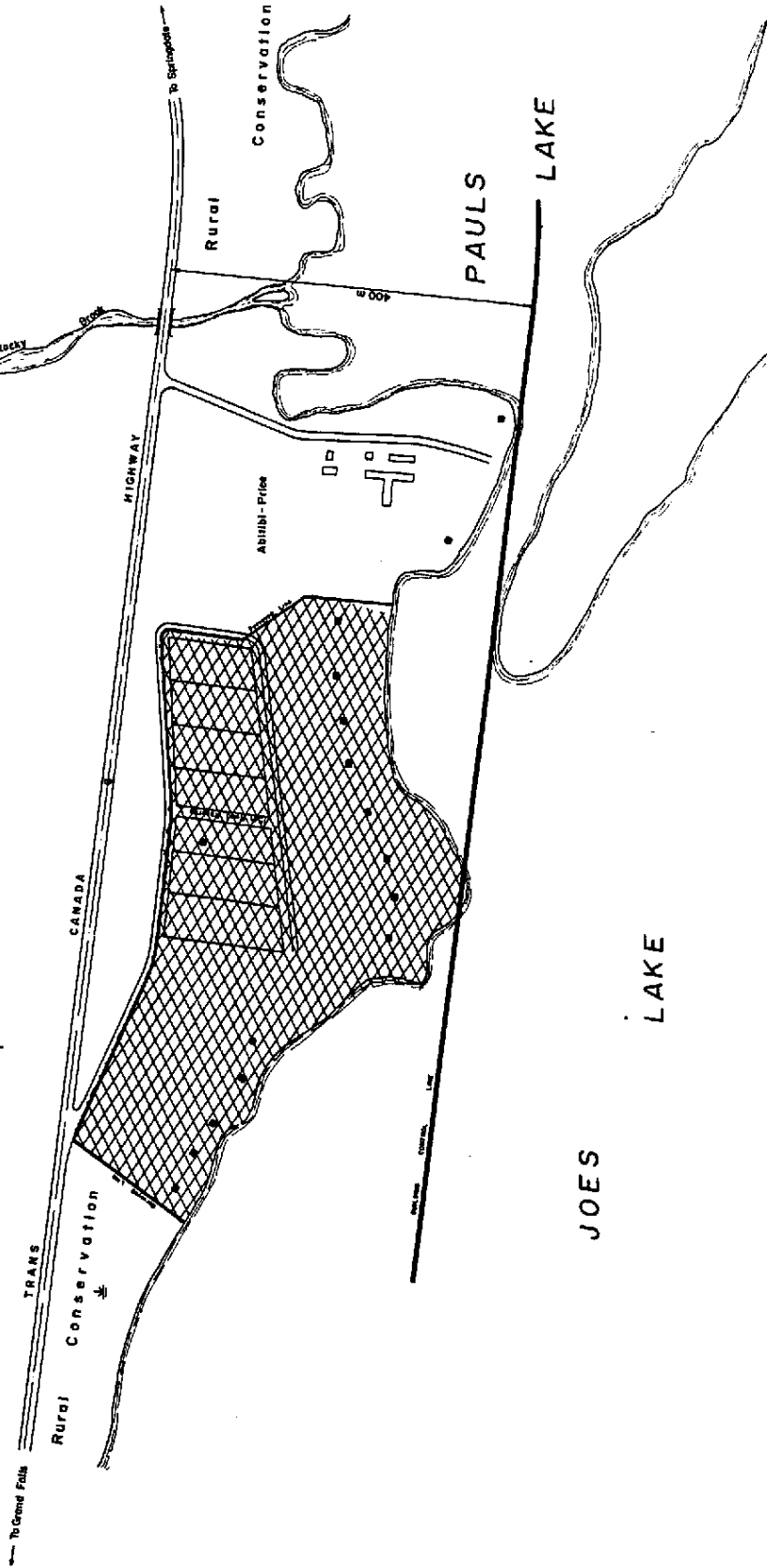
Existing Land Use

Zoning

 Summer Cottage

 Building Control Line

 Summer Cottage



BAIE VERTE JCT. - TERRA NOVA P.
HIGHWAY ZONING PLAN (T.C.H.)

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS

DATE:	SCALE:	PROJECT NO.:	REV.:

SUMMER COTTAGE ZONE PAULS LAKE ZONE - 1

Existing Land Use

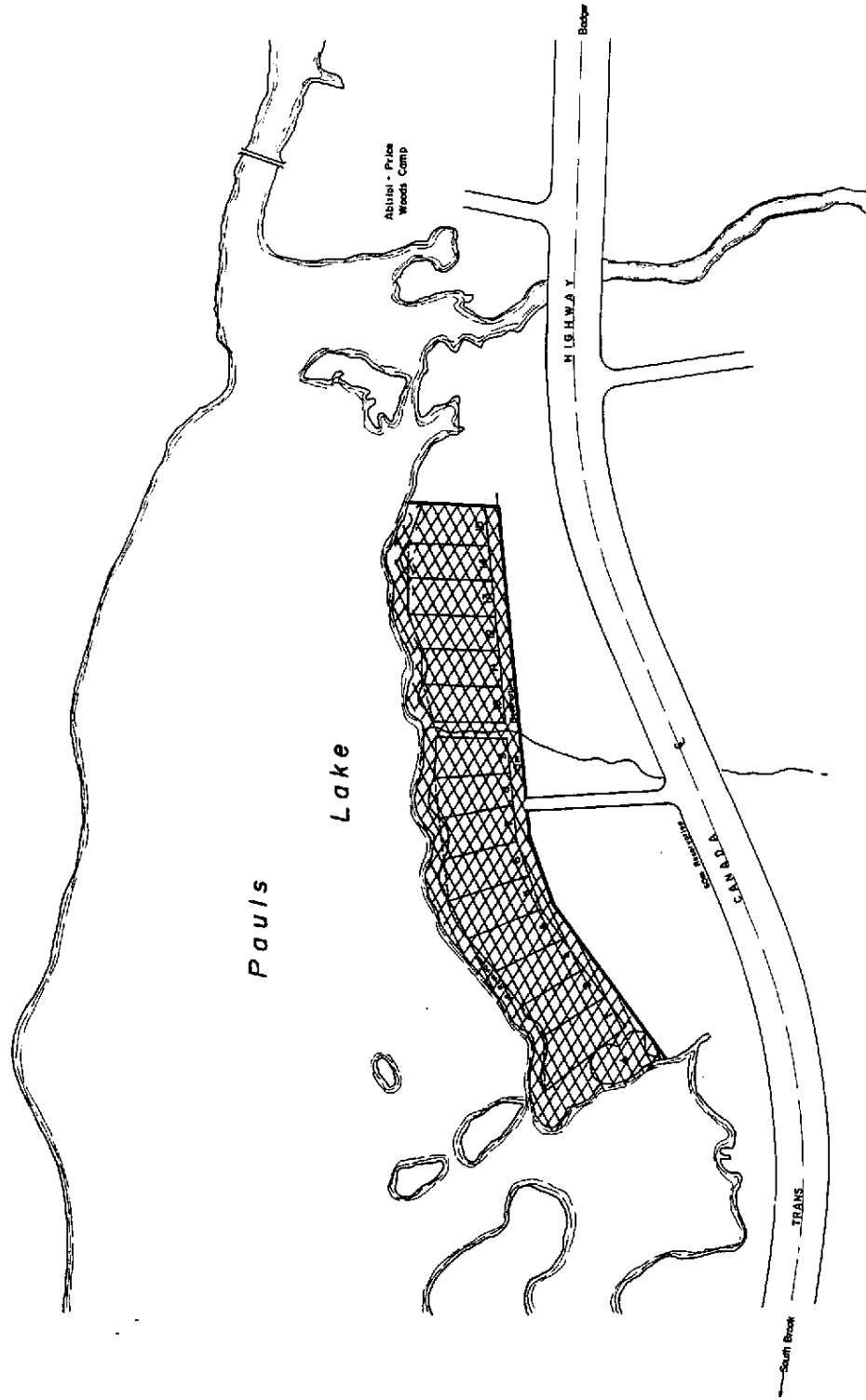
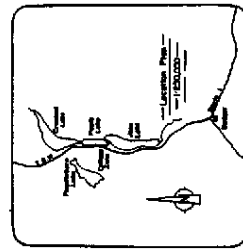


Summer Cottage

Zoning



Summer Cottage



BAIE VERTE JCT - TERRA NOVA PA
HIGHWAY ZONING PLAN (T.C.H.)

URBAN & RURAL PLANNING DIVISION	
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS	
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SUMMER COTTAGE ZONE PAULS LAKE ZONES - 2 & 3

Existing Land Use

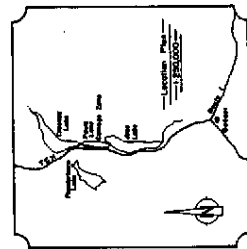
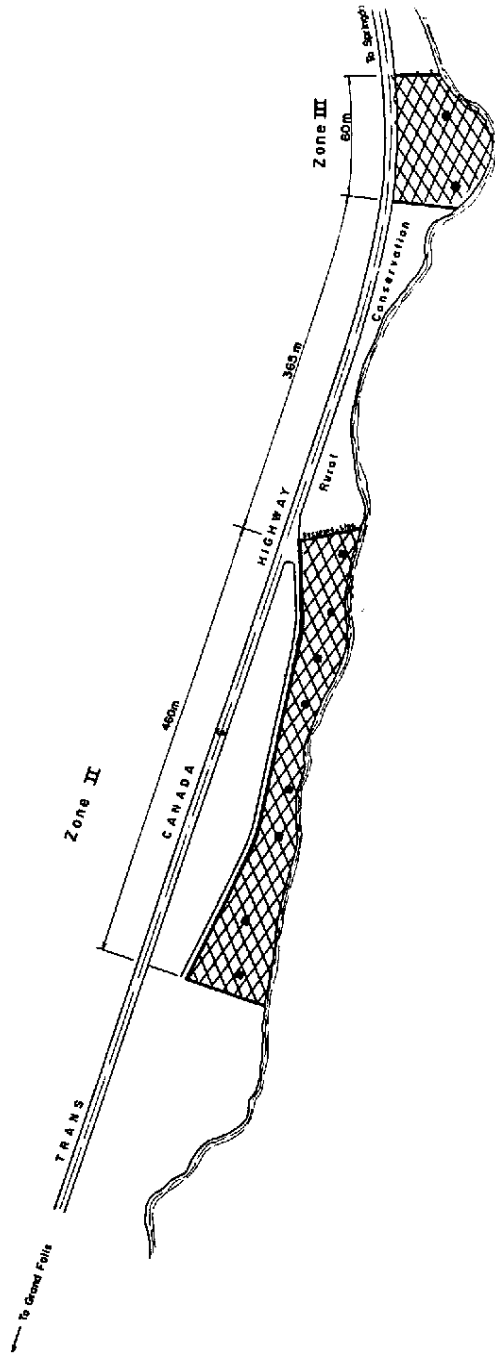


Summer Cottage

Zoning



Summer Cottage



Pauls
Lake





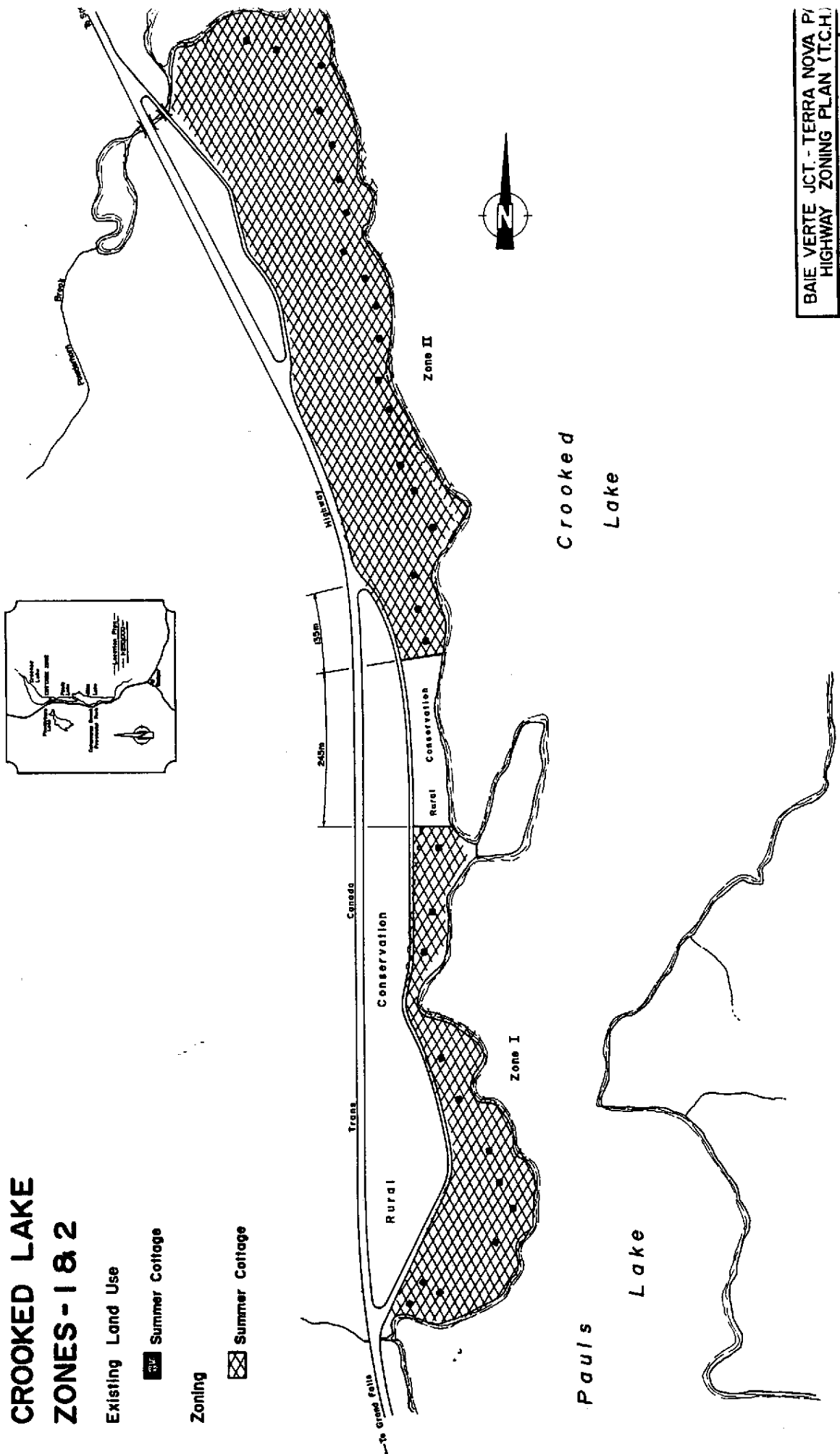
BAIE VERTE JCT. - TERRA NOVA PL
HIGHWAY ZONING PLAN (T.C.H.)

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS

DATE:	SCALE:	DATE REV.:	REV. NO.:

SUMMER COTTAGE ZONE CROOKED LAKE ZONES - 1 & 2

- Existing Land Use
-  Summer Cottage
- Zoning
-  Summer Cottage



SUMMER COTTAGE ZONE CROOKED LAKE ZONE - 3

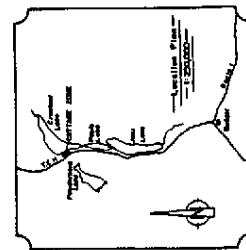
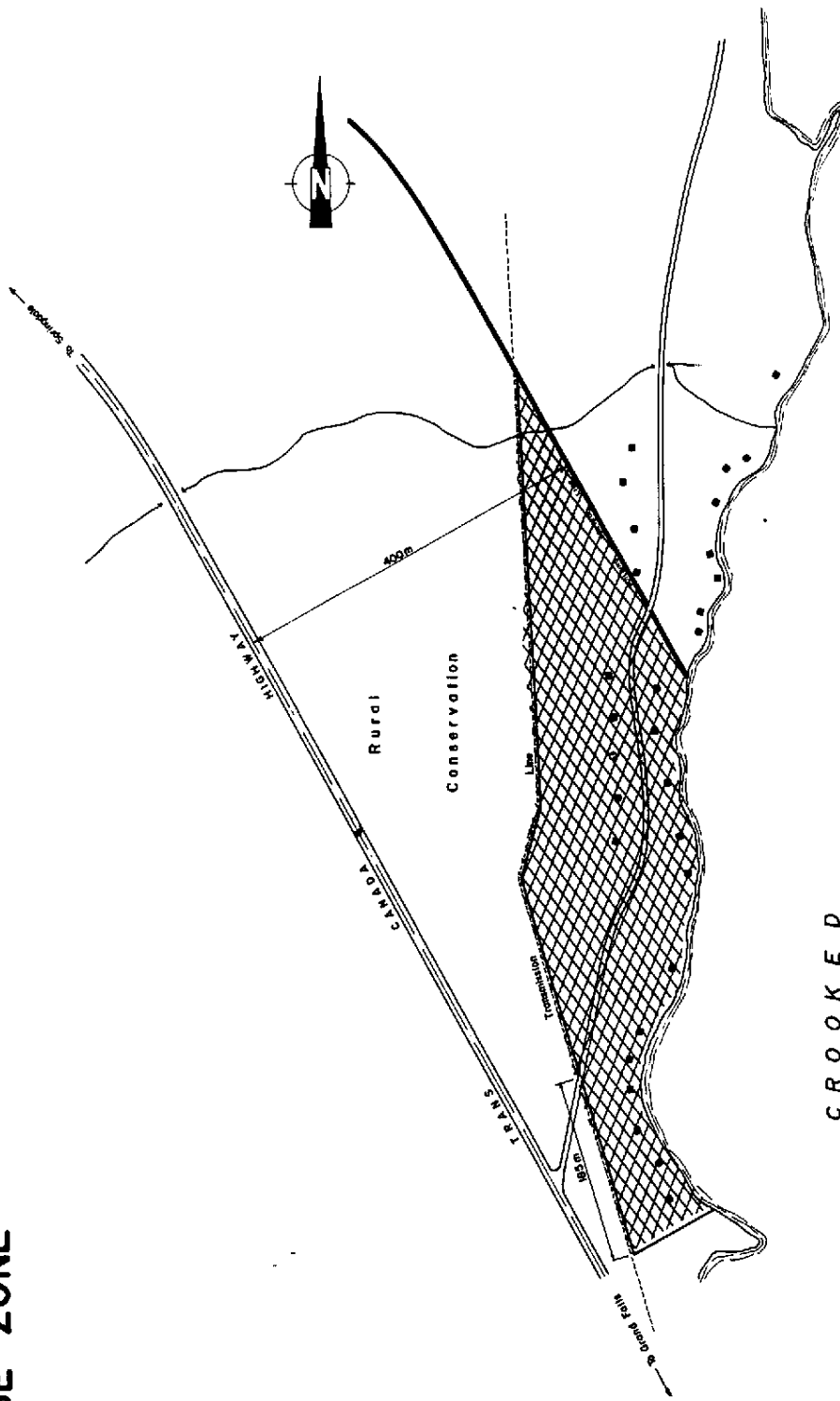
Existing Land Use

 Summer Cottage

Zoning

 Building Control Line



 Summer Cottage






BAIE VERTE JCT. - TERRA NOVA PA	
HIGHWAY ZONING PLAN (T.C.H.)	
URBAN & RURAL PLANNING DIVISION	
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS	
SCALE:	DATE: 1972
PROJECT NO:	2 of 2

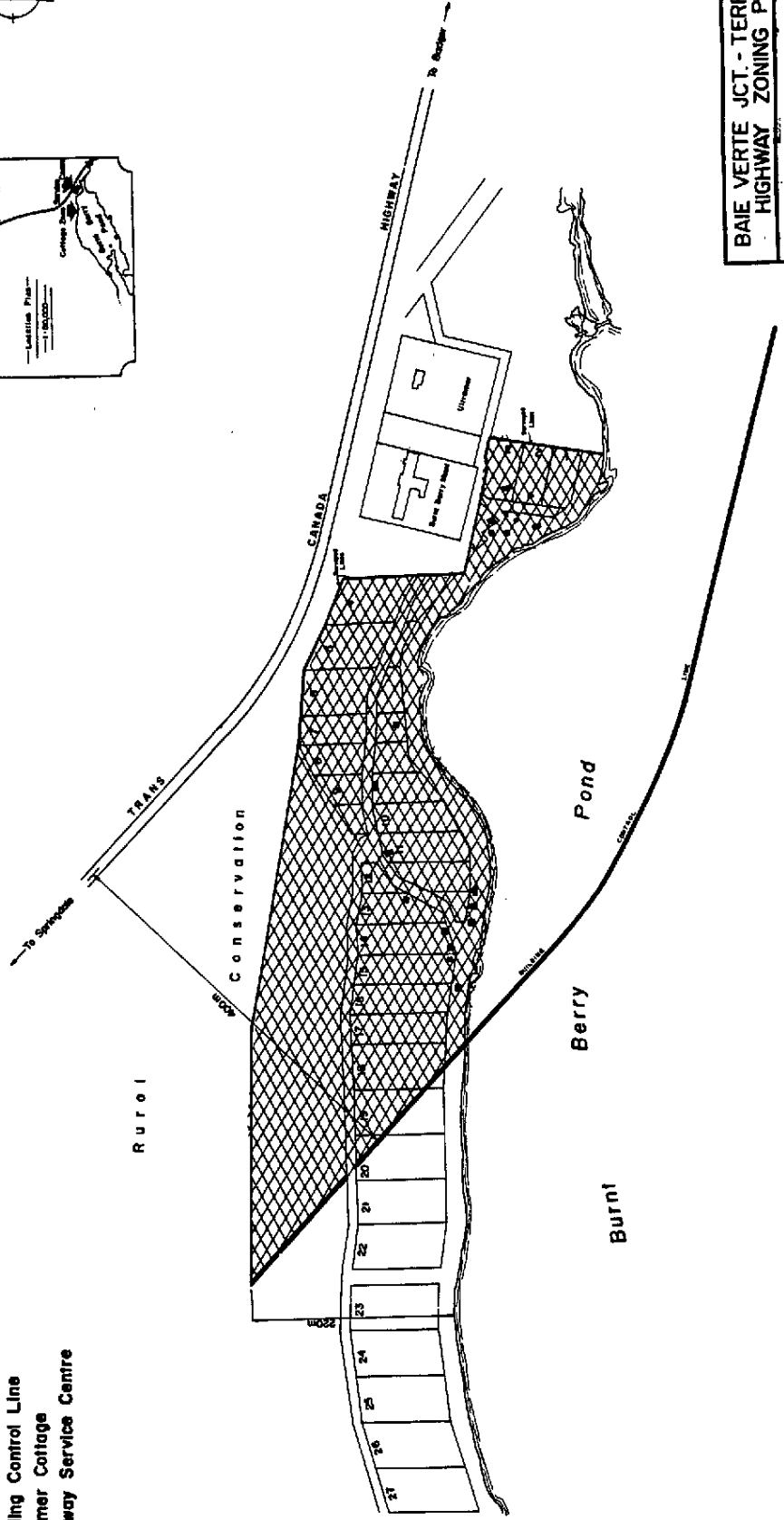
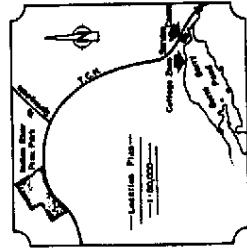
SUMMER COTTAGE ZONE BURNT BERRY POND

Existing Land Use

-  Summer Cottage
-  Highway Service

Zoning

-  Building Control Line
-  Summer Cottage
-  Highway Service Centre



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HIGHWAY ZONING PLAN (T.C.H.)

URBAN & RURAL PLANNING DIVISION DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS	
DATE:	REVISED:
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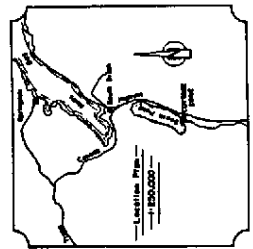
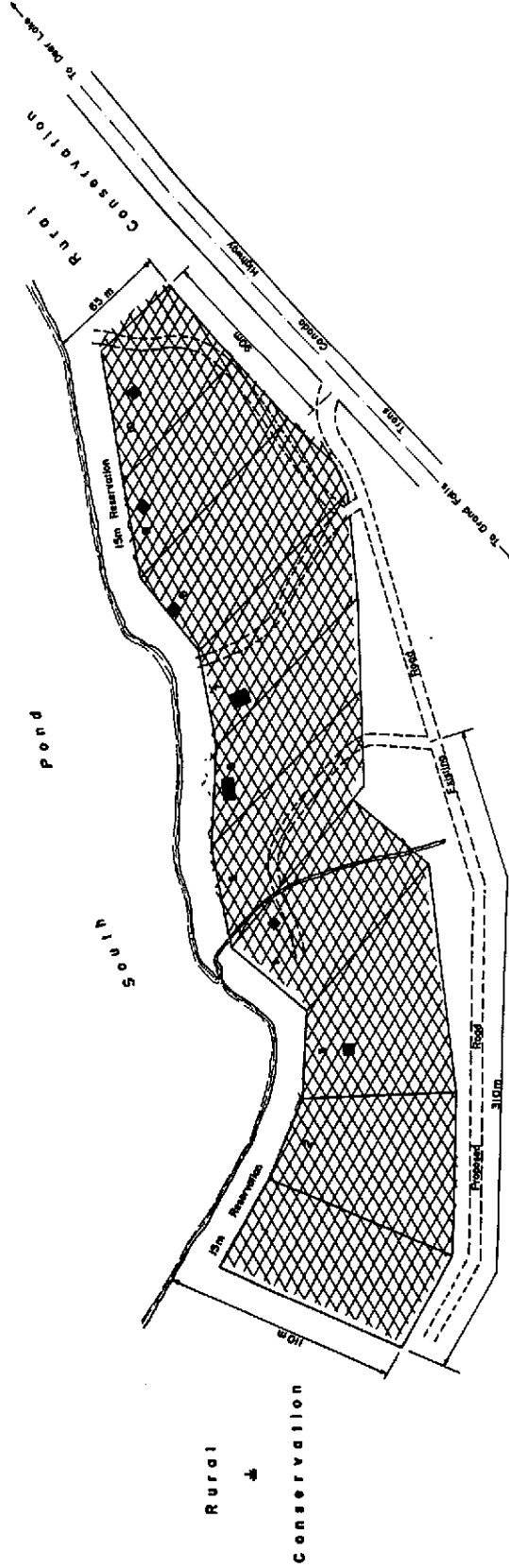
SUMMER COTTAGE ZONE SOUTH POND

Existing Land Use

■ Summer Cottage

Zoning

▨ Summer Cottage



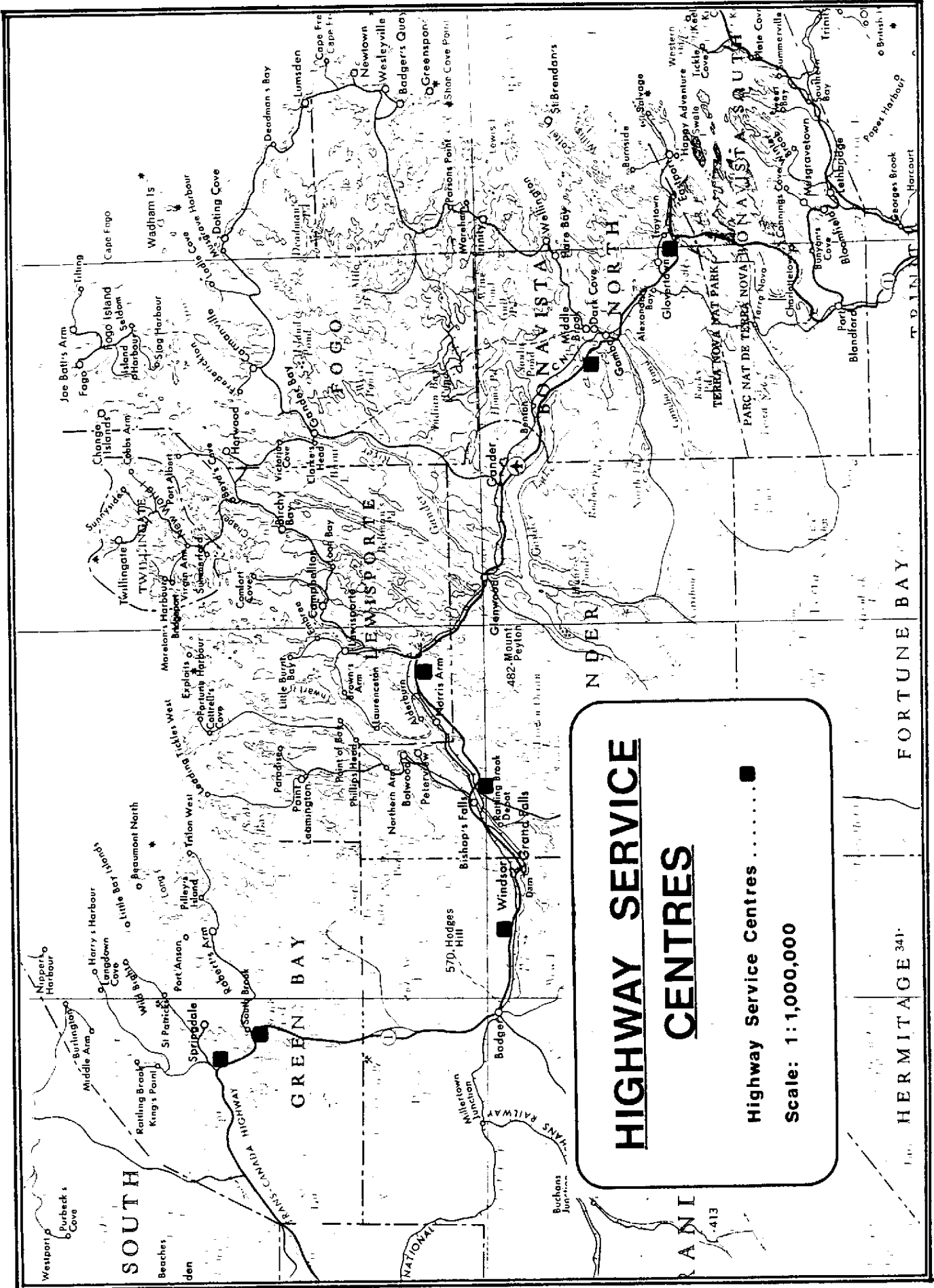
BAIE VERTE JCT. - TERRA NOVA PAI
HIGHWAY ZONING PLAN (T.C.H.)

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS



SCALE: 1:10,000

**HIGHWAY SERVICE
MAPS**



HIGHWAY SERVICE CENTRES

Highway Service Centres

Scale: 1:1,000,000

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FORTUNE BAY

T. D. I. N. T.

Georges Brook Harcourt

British

SOUTH

GREEN BAY

EMISPORTE

NORTH

RAIN

413

FOGO

NAVISTA

PARC NAT DE TERRA NOVA

TERRE NOVA MAT PARK

ST. BRENDANS

WINDSOR

BUCKEN

WINDSOR

BUCKEN

Westport

Purbeck's Cove

Beaches

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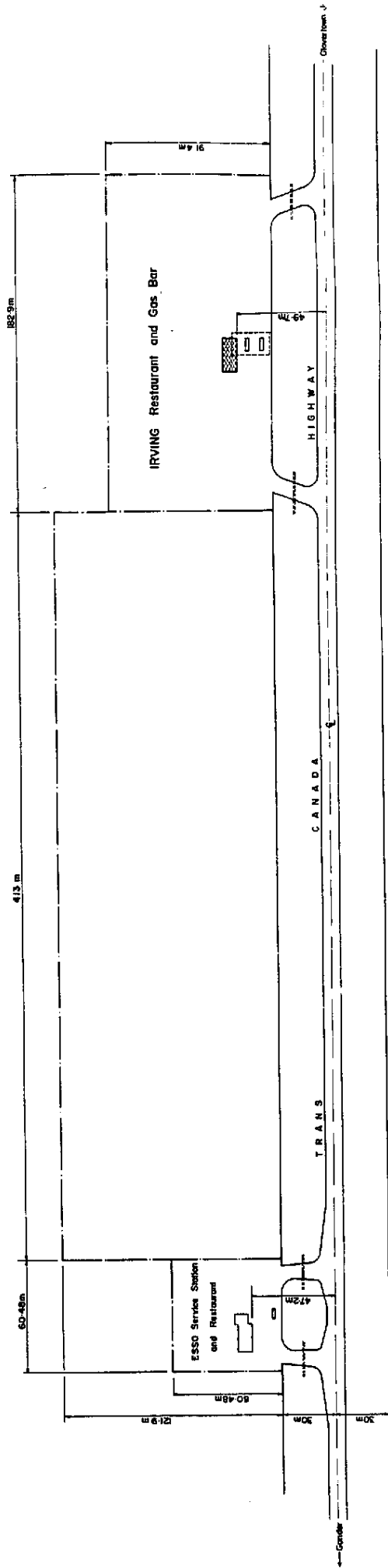
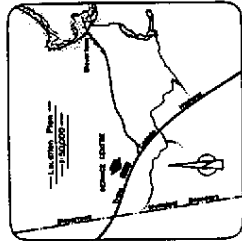
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HIGHWAY SERVICE CENTRE GLOVERTOWN JCT.



NOTE:
1. Lot sizes shown are
subject to change.

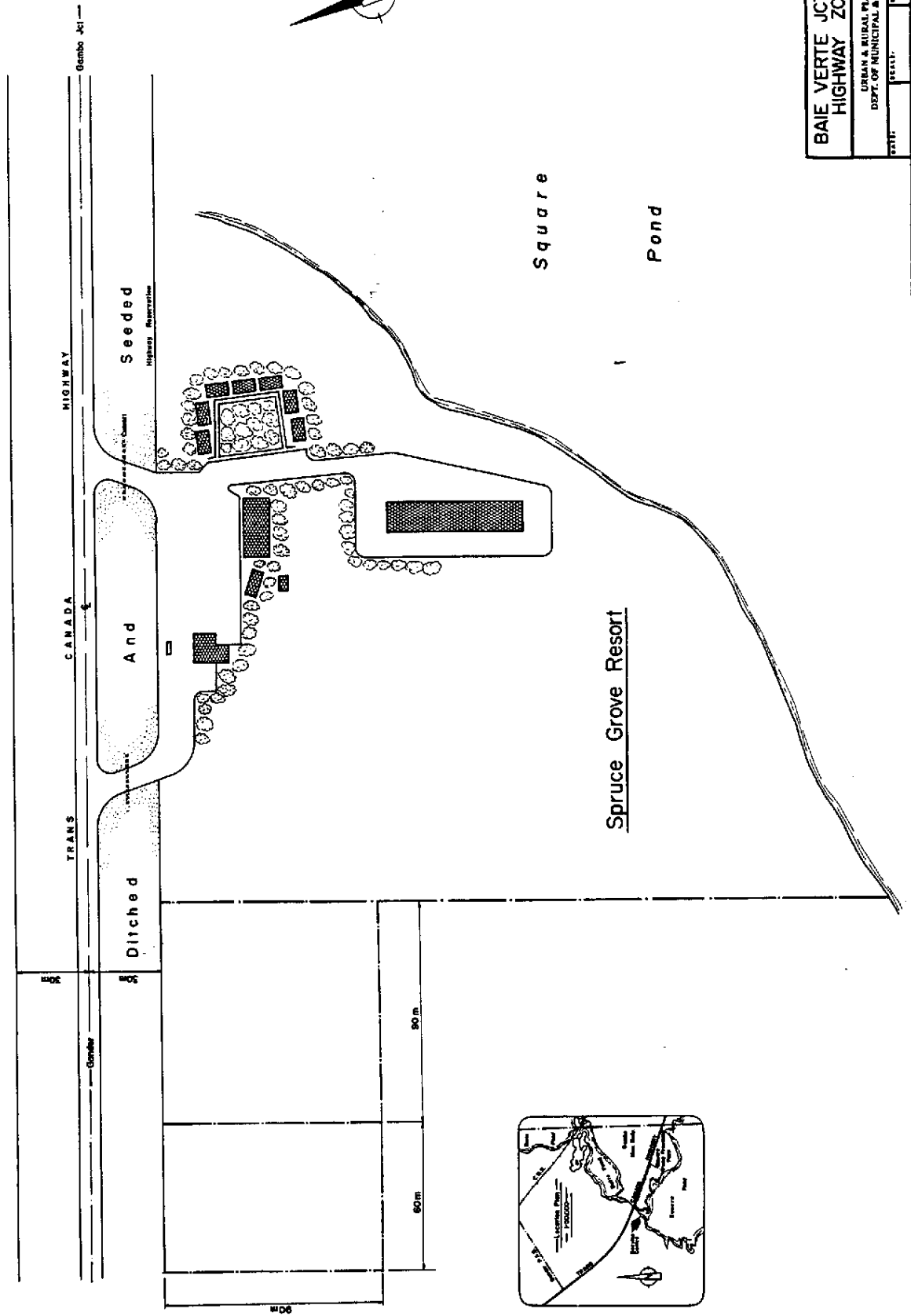
BAIE VERTE JCT. - TERRA NOVA PAR
HIGHWAY ZONING PLAN (T.C.H.)

DATE:	DESIGN:	RD:	REP:

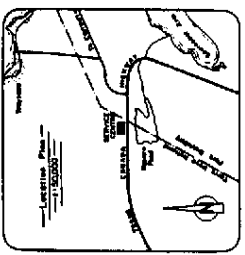
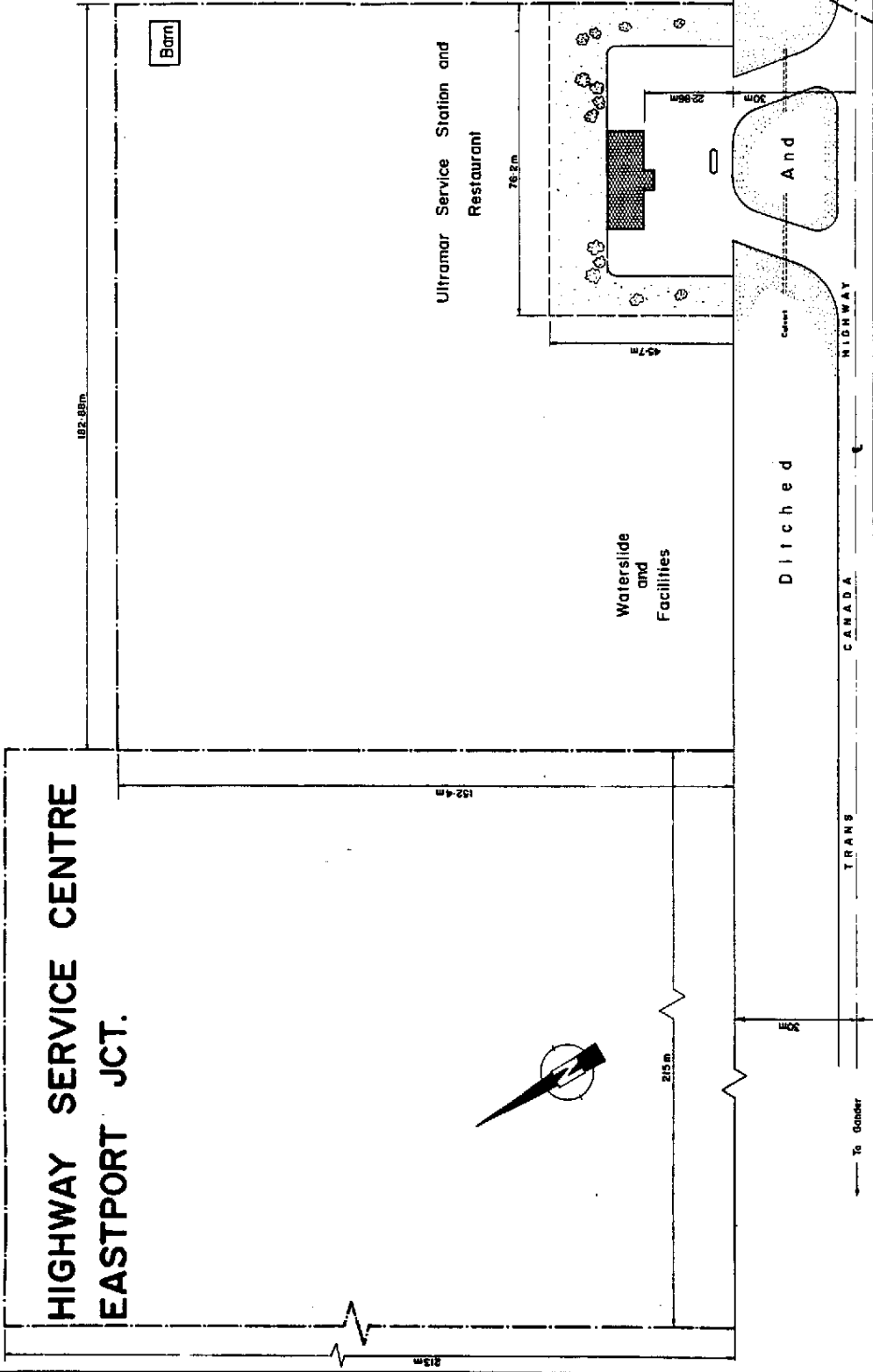
URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS



HIGHWAY SERVICE CENTRE SQUARE POND



HIGHWAY SERVICE CENTRE EASTPORT JCT.

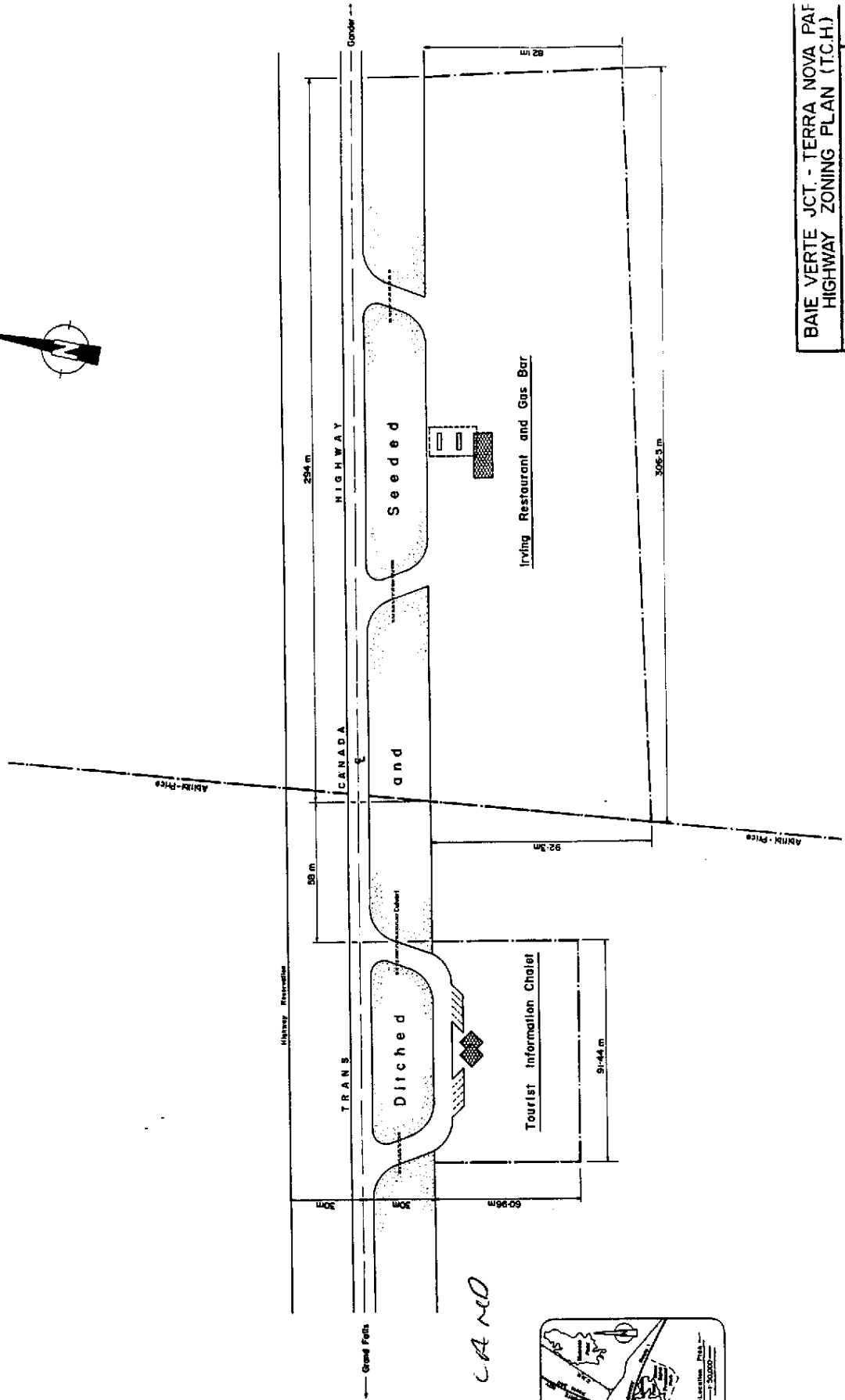


BAIE VERTE JCT. - TERRA NOVA PAI
HIGHWAY ZONING PLAN (I.C.H.)

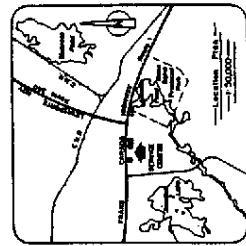
URBAN & RURAL PLANNING DIVISION DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS	DATE: _____	BY: _____
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HIGHWAY SERVICE CENTRE NOTRE DAME JCT.



CRONLAND



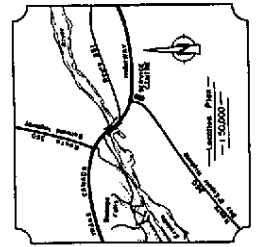
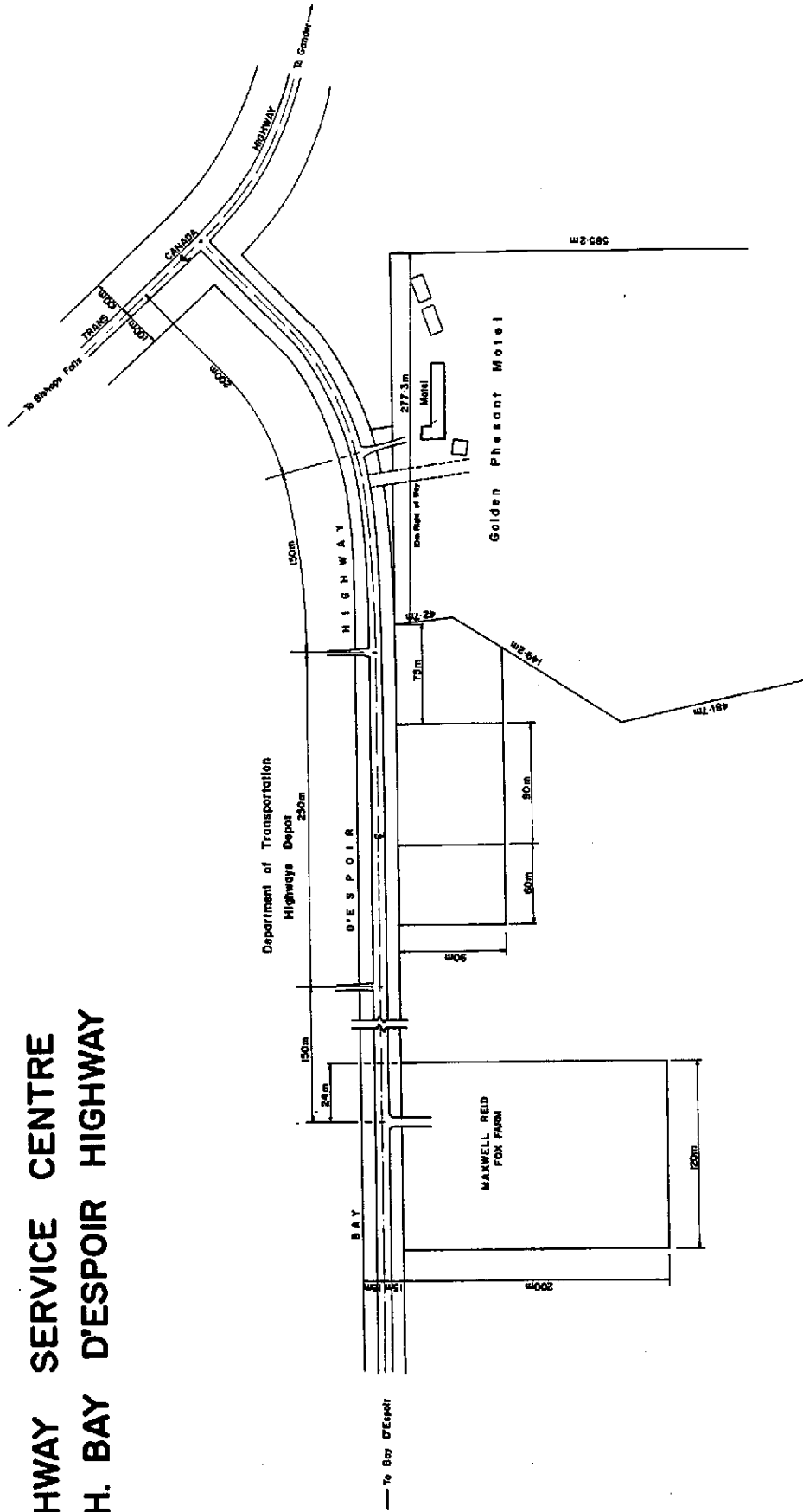
BAIE VERTE JCT. - TERRA NOVA PAF
HIGHWAY ZONING PLAN (T.C.H.)

DATE:	DESIGNER:	DRAWN BY:	REV:
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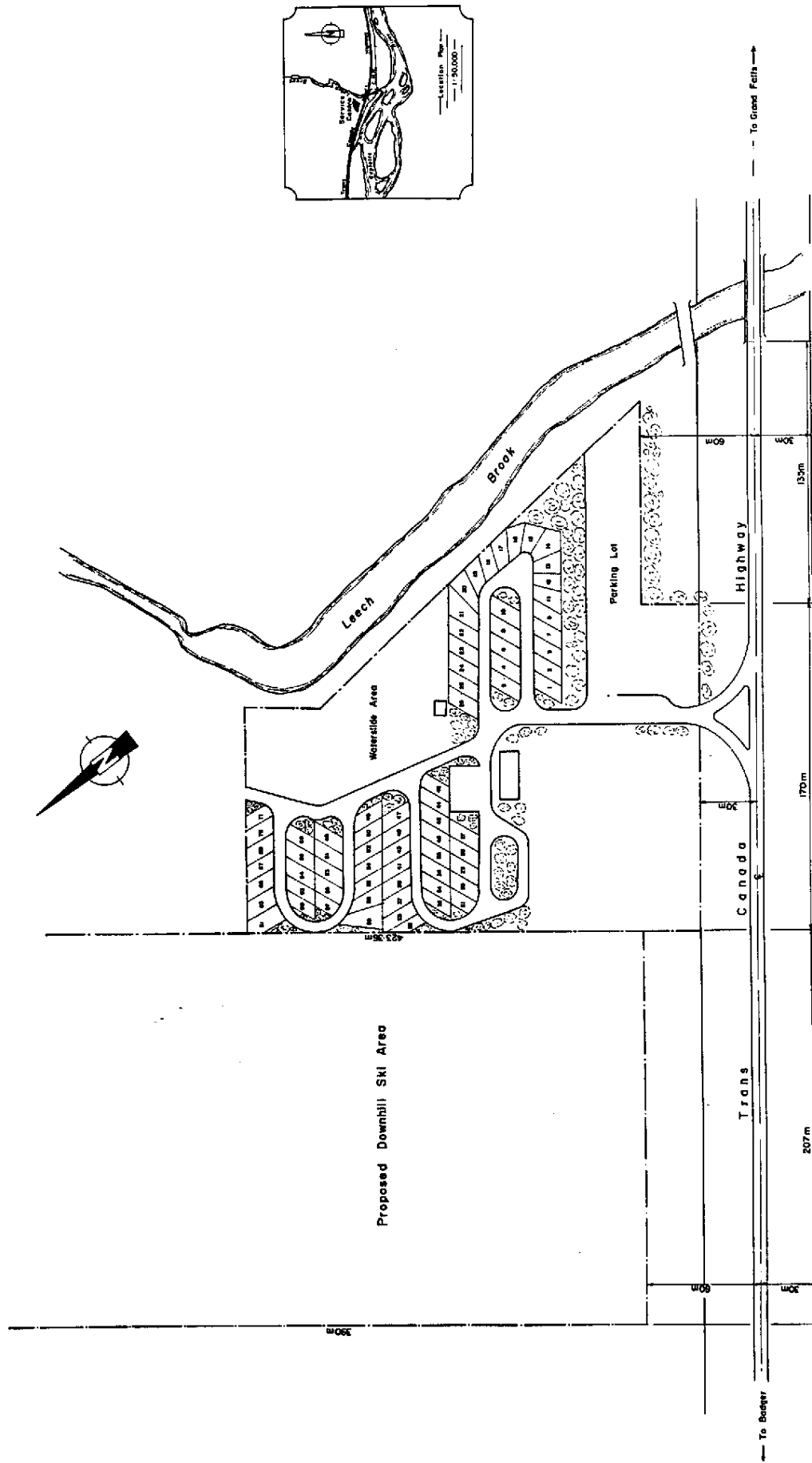


URRY & RIVAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS

HIGHWAY SERVICE CENTRE T.C.H. BAY D'ESPOIR HIGHWAY



HIGHWAY SERVICE CENTRE LEECH BROOK



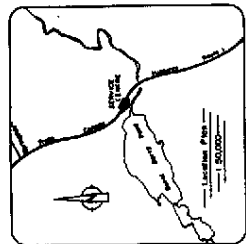
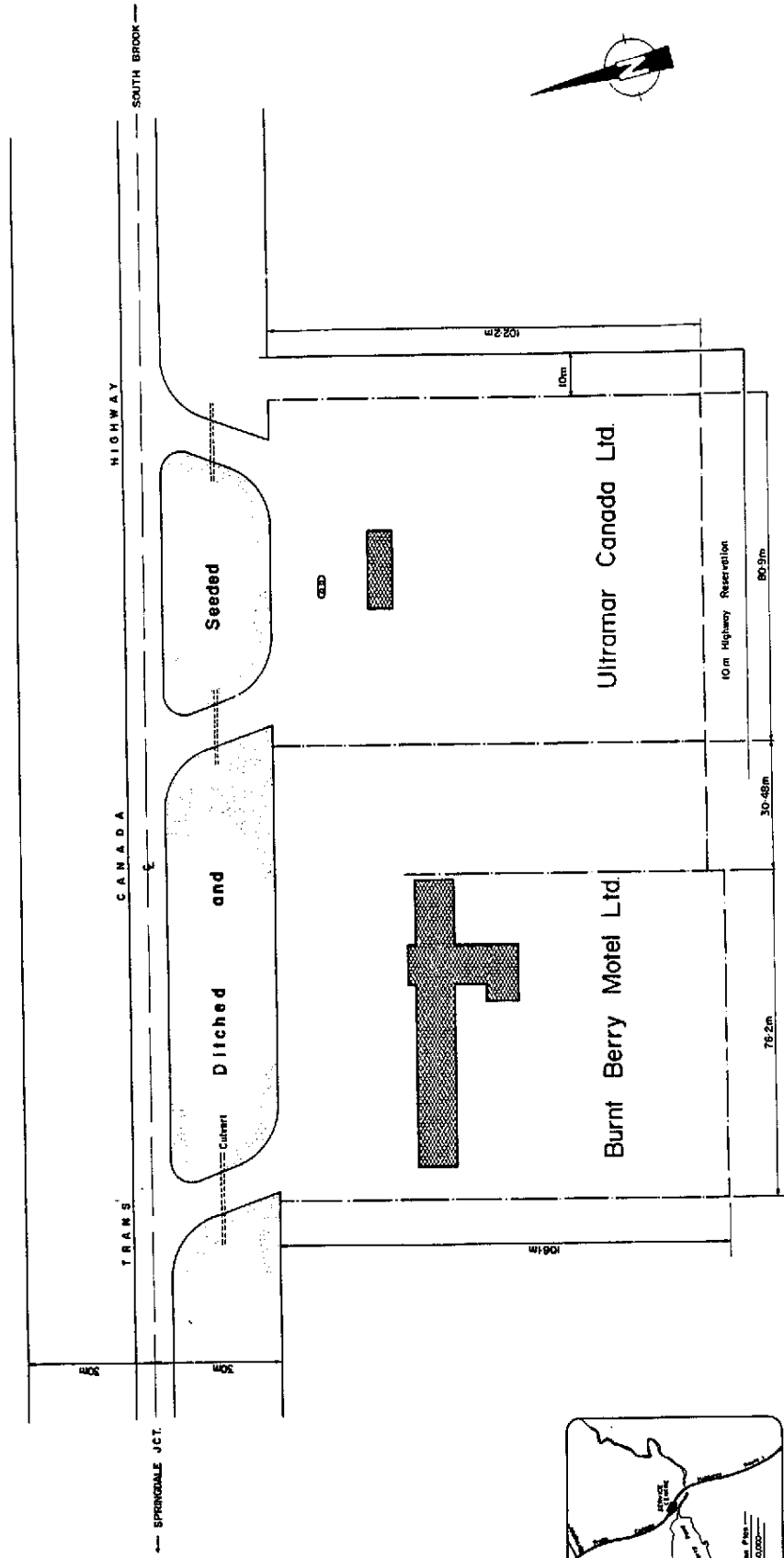
BAIE VERTE JCT. - TERRA NOVA PAI
HIGHWAY ZONING PLAN (I.C.H.)

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS

DATE: _____ SCALE: _____ DRAWN BY: _____



HIGHWAY SERVICE CENTRE BURNT BERRY POND

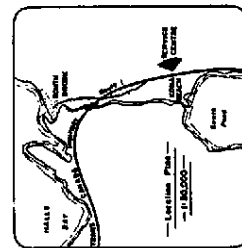
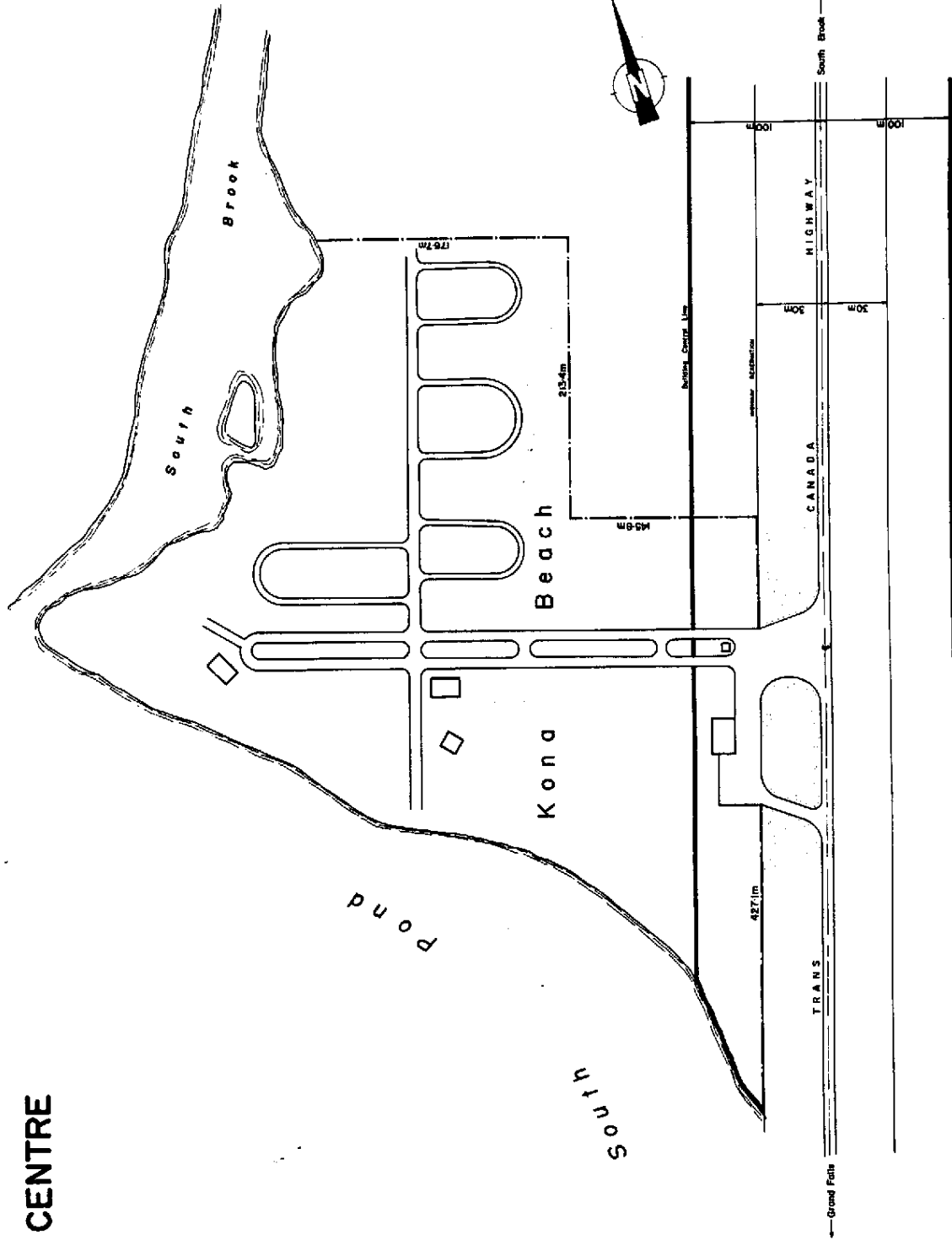


BAIE VERTE JCT. - TERRA NOVA PAF
HIGHWAY ZONING PLAN (T.C.H.)

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS

DATE: _____ DRAWN BY: _____ CHECKED BY: _____

HIGHWAY SERVICE CENTRE KONA BEACH



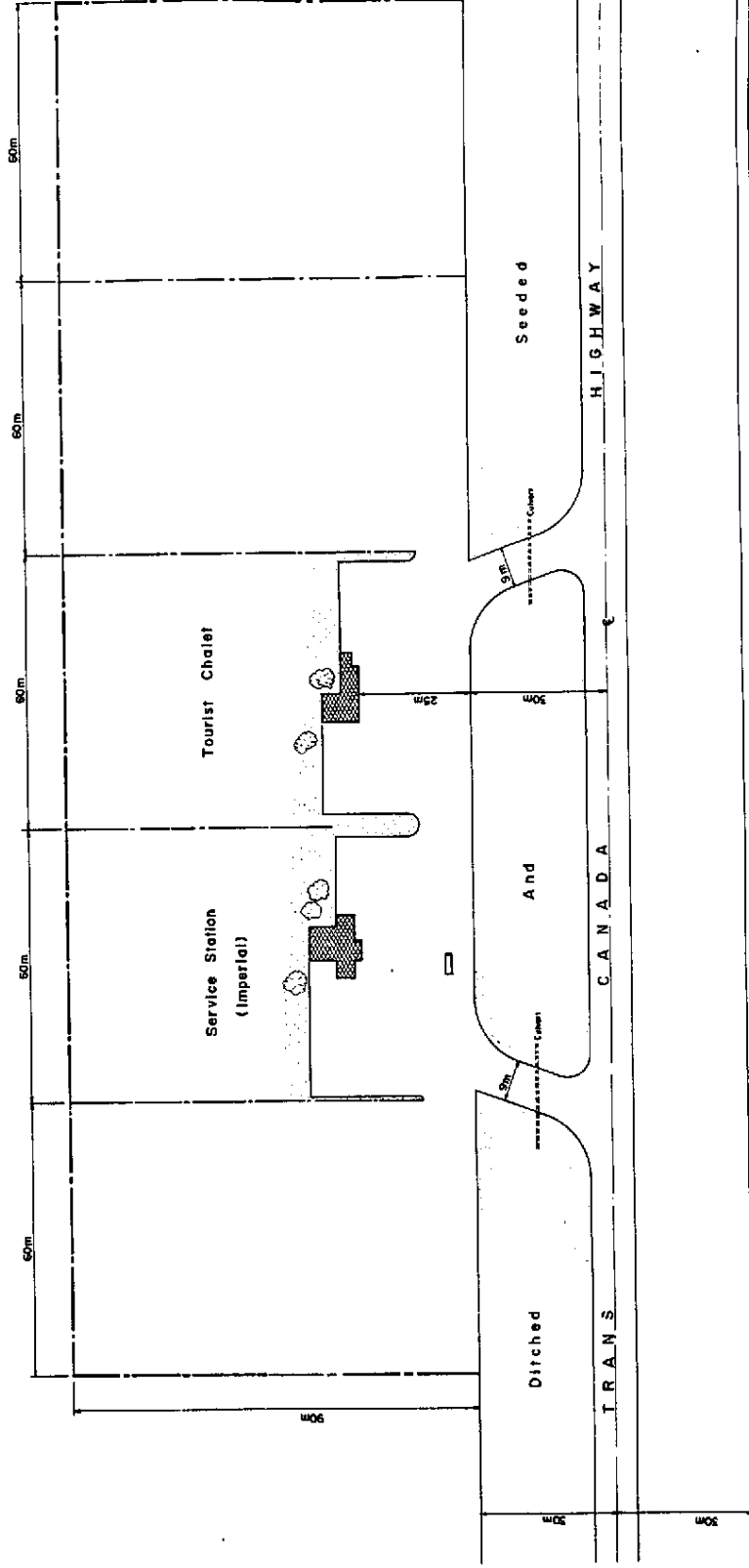
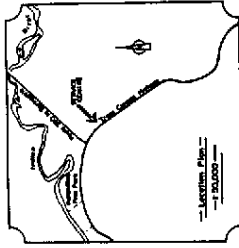
BAIE VERTE JCT. - TERRA NOVA PA
HIGHWAY ZONING PLAN (T.C.H.)

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS



DATE:	PROJECT:	SCALE:	RD:
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HIGHWAY SERVICE CENTRE SPRINGDALE JCT.



**BAIE VERTE JCT. - TERRA NOVA PAR
HIGHWAY ZONING PLAN (T.C.H.)**

URBAN & RURAL PLANNING DIVISION
DEPT. OF MUNICIPAL & PROVINCIAL AFFAIRS

Scale: 1:500

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