

CITY OF CORNER BROOK

MUNICIPAL PLAN

2011-2021

Gazetted: June 28, 2013

Consolidation Date: August 3, 2018

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

[List of Amendments](#)

PLAN



FUTURE CORNER BROOK

Integrated Municipal Sustainability Plan 2012





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MAPS

MAPS A, B, C, D, E AND F FORM PART OF AND ARE TO BE READ WITH THIS INTEGRATED MUNICIPAL SUSTAINABILITY PLAN. MAPS C1, C2, C3 AND C4 FORM PART OF AND ARE TO BE READ WITH THE DEVELOPMENT REGULATIONS.



Wellington Street Sports Complex



Part 1

INTRODUCTION

1.1 ABOUT THE MUNICIPAL PLAN

The Integrated Municipal Sustainability Plan (IMSP, Municipal Plan, Plan), which has its legal basis in the Urban and Rural Planning Act, is a continuation of a forward planning process that commenced in 1955. It is intended to provide policies for the overall physical design and development of the City of Corner Brook (City) for the next ten years in order to improve the physical, social, environmental and economic well-being of the community.

The City of Corner Brook has coupled their traditional Municipal Plan review process with the development of an Integrated Community Sustainability Plan (ICSP). The ICSP is a product of the New Deal for Communities and Cities, announced in 2005 by the Federal Government of Canada. This deal resulted in a transfer of funds from the Federal Government to municipalities, in accordance with requirements outlined in agreements negotiated with respective Provincial Governments. The agreement with the Provincial Government of Newfoundland and Labrador required that each municipality complete an ICSP.

The resulting Integrated Municipal Sustainability Plan (IMSP, Municipal Plan) process provides the opportunity for the community of Corner Brook to express a vision, goals and objectives for long-term development that consider each of the pillars of sustainability: environmental, economic, social, cultural and governance. As part of the Plan, the long-range vision, goals and objectives are then developed into policies and targets against which individual projects and actions can be measured.

This Plan is intended to be of use to Council and City Staff as well as all public agencies and private individuals concerned with development, sustainability and the long-term health and well-being of the community. The IMSP process allows municipalities to extend their visioning and goal setting beyond the parameters of urban development. The document deals with traditional municipal policy as well as identifying opportunities for partnership and collaboration between the municipality and other organizations or government bodies.

The land use planning and sustainability policies contained within this Plan are forward thinking and are aimed at providing a framework through which the vision, goals and objectives, as developed by the residents of Corner Brook, can be realized.

This document focuses on implementation and contains many future areas of study and to that end provides a framework through which the City of Corner Brook can augment their planning and regulatory structure over the next ten years to respond to the vision, values and desires identified by the community. A key element of the IMSP process is developing implementation and monitoring frameworks, and this document is also supported by an implementation and monitoring plan that will assist the City of Corner Brook in strategically planning for the implementation of these wide-reaching goals and objectives.

1.2 RELATIONSHIP TO THE 1994-2004 MUNICIPAL PLAN

Despite the development of these new policies, many policies expressed in the 1994-2004 Municipal Plan are still valid and appropriate for the 2011-2021 Plan. This present review has incorporated many of the fundamental policies and objectives as well as areas of discussion. New sections and plan amendments have been incorporated to meet the changing needs of the Council and residents of Corner Brook as identified through the IMSP process. The former plan titled The Municipal Plan 1994 - 2004 will be completely superseded when this Plan receives the approval of the Council and there will be no need to refer back to the 1994-2004 document other than as a historical reference.





Part 2

VISION FOR A MORE SUSTAINABLE CITY



2.1 ABOUT THIS SECTION

The future plan for Corner Brook is premised on creating a more sustainable city. A long-term vision has been developed that reflects the potential for the City of Corner Brook in the years to come. As such, this section represents the high-level community aspirations for the future evolution of a more sustainable City. To help articulate these aspirations, a broad community-wide visioning and goal setting framework has been established, which builds into a more detailed planning framework. The detailed planning framework emphasizes the physical articulation of the broad community vision and goals as city-building principles, culminating in conceptual diagrams providing a visual representation of the visioning process. The policies contained in the City of Corner Brook's Municipal Plan are drawn from the intent contained in these vision statements, supporting goals, city-building principles and supporting conceptual diagrams.

To develop the long-term vision, key strengths and challenges influencing and shaping the physical evolution of Corner Brook were identified, after which a series of vision statements, goals and city-building principles were articulated. The goals and principles are oriented around

key areas of sustainability – the City Fabric, Physical Goals; the Natural City, Environmental Goals; the City Connections, Infrastructure Goals; and the Living City, Social Cultural and Economic Goals.

“The vision’s importance lies in its portrayal of a holistic image of the City’s future and the potential that lies within”

While the vision, goals and principles encompass the whole City, particular design emphasis is placed on Downtown Corner Brook and its environs, as the City’s civic, economic and cultural core. The City-building principles are designed to inspire and challenge Corner Brook’s citizens, civil servants and elected leaders to work toward a broader, more sustainable and more aspirational vision of the future in daily decision-making and in planning future investments.

It is the general objective of the Authority to work toward the vision statements, supporting goals, city-building principles and ideas described in Part 2 of this Plan, as part of day to day decision-making. The vision statements, supporting goals and city-building principles, and supporting conceptual diagrams are meant to be read as inspirational, and not taken literally. As time moves forward, parts of the vision will be implemented, parts will evolve and still others will be removed. The vision’s importance lies in its portrayal of a holistic image of the City’s future and the potential that lies within. The long-term vision contained in this section is not meant to be a static or definitive plan for the City, but rather a vision and direction to inform, guide and inspire future planning in Corner Brook.

2.2 Key Influences Shaping Corner Brook Today

2.2.1 Opportunities

The City of Corner Brook enjoys a number of assets and opportunities that, if fully realized, can help transform Corner Brook into a more sustainable community.

- The City is situated in an environment of extraordinary beauty with dramatic topography, the naturalized Corner Brook Stream, the spectacular expanse of the Humber Arm and rugged terrain alongside the Humber River.
- Facilities such as the Wellington Street Sports Complex, the Arts and Culture Centre, and the Pepsi Centre are assets around which further like-minded developments can occur.
- The historic commercial areas of Broadway and West Street, along with the heritage community of Townsite, are relatively intact and offer a distinctive character for Corner Brook.
- The City has a mix of economic drivers that include industrial, government services, health-related services and post-secondary academic institutions, and retail and services with a regional draw. These provide a diverse base upon which the City's physical form can continue to grow and prosper.
- Downtown has a number of sites where there are opportunities for redevelopment, particularly if new uses are street-oriented and include residential as part of the mix.
- Intensification of uses along University Drive would augment the academic and recreational uses presently there.
- An evolving port offers an opportunity to create places where public access to the water's edge is possible, while also accommodating water-related industrial uses that take advantage of Corner Brook's unique location.

Humber Arm

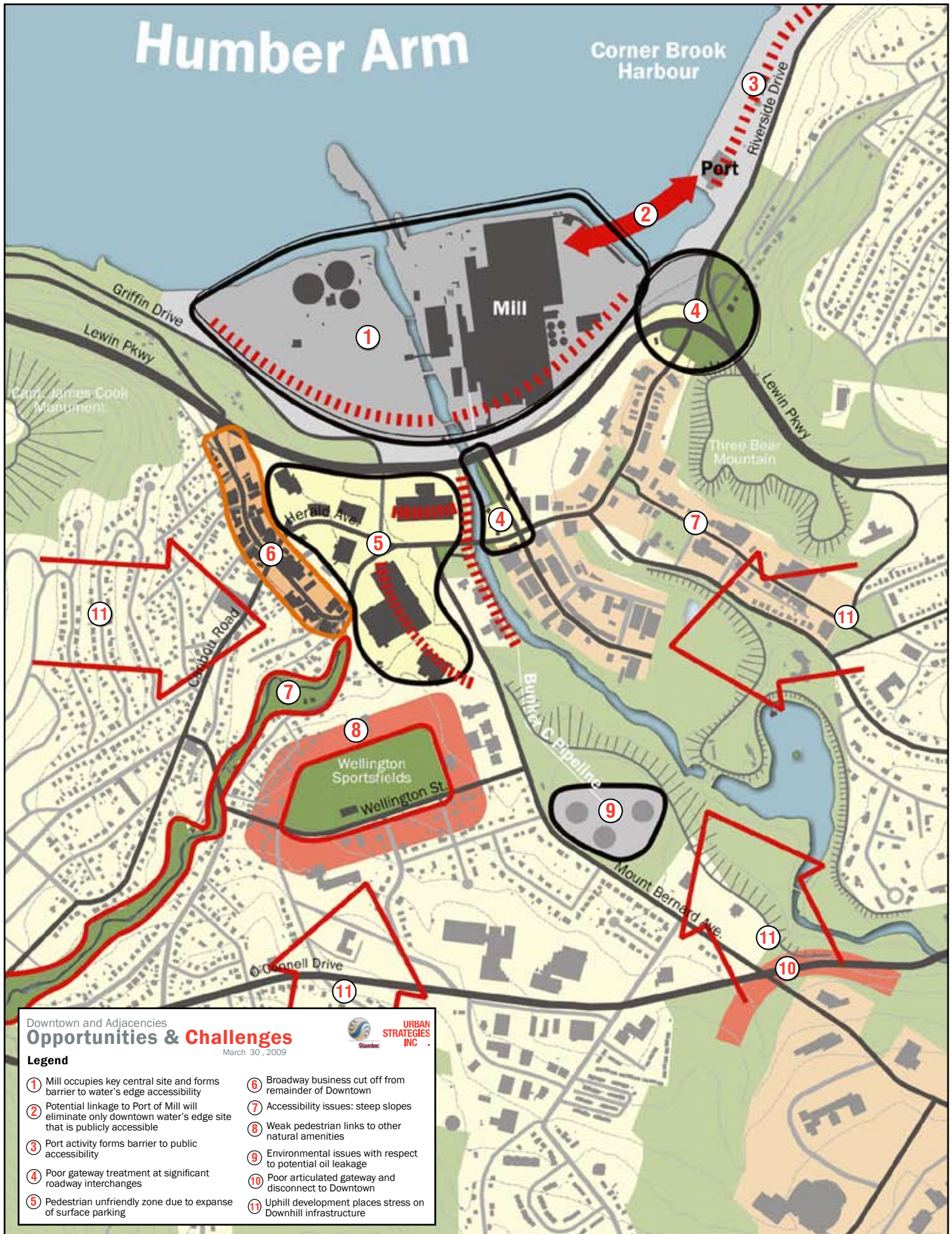


2.2.2 Challenges

Coinciding with the opportunities listed above, Corner Brook will be able to maximize its potential and long-term sustainability by addressing some key challenges. The majority of the challenges are common to cities across the country and around the world, while others are unique and require creative solutions.

- Hilly topography, steep slopes and lack of level terrain, limits the number of sites appropriate for development. It also forms barriers to access between different parts of the City and isolates some of its key assets. Development at the perimeter of the City places additional pressure on municipal services infrastructure in the central parts of the City, which were not designed to accommodate the current level of urban expansion.
- The City's residential communities generally consist of lower density housing forms (single and semi-detached) spread out over a wide area. This development pattern, combined with the undulating terrain and winding road network, has led to an inefficient transportation system that does not support alternatives to travel by single occupant vehicle.
- Access to the City is primarily designed for cars and lacks a sense of arrival that is welcoming to visitors and provides a sense of orientation.
- Expansive surface parking in many areas of the City detracts from a quality pedestrian environment.
- Key pedestrian areas of the City, such as Broadway, Main Street and West Street, are interrupted by gaps in the City's historic fabric of streets and blocks.
- The Mill and the Port, while valued and critical economic drivers for Corner Brook, also form a barrier to public access to the waterfront. Lack of landscaping and screening detract from the scenic beauty of the immediate surroundings.
- Declining population, demographic shifts towards smaller household sizes, outmigration of young adults and aging population continue to be challenges in planning for the City's growth and sustainability.

Humber Arm



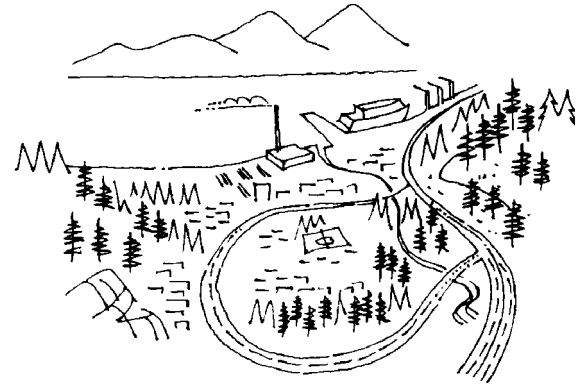
2.3 Corner Brook Vision Statements

Based on analysis of the opportunities and constraints outlined above, a series of vision statements were developed. These vision statements reflect the aspirations of the community. These statements provide the foundation for policies of this Plan. The vision statements were developed with public and stakeholder feedback and are comprised of the following:

- V1. Corner Brook will continually strive to improve the quality of life, fostering security, stability and prosperity for all of its citizens and future citizens.
- V2. Corner Brook will protect the needs of every citizen for adequate shelter, access and participation in community life and gainful employment for those who desire it.
- V3.** Corner Brook will strengthen its position as Western Newfoundland's regional service centre, offering a diverse range of services, enticing frequent use, visitation and investment.
- V4. Corner Brook's exceptional natural setting of rugged steep slopes, streams and rich forests is celebrated and respected. Corner Brook will protect the quality of the air, water and land, encouraging a healthy ecosystem within and beyond City limits.
- V5. Corner Brook will set itself apart as a centre of excellence for life-long learning, environmental education and will become a model of sustainability and innovation.
- V6. Corner Brook takes great pride in its history and will undertake initiatives that contribute positively to community vitality, character and heritage.
- V7. Corner Brook is an active community that strives to support healthy lifestyles by providing a range of open space and recreational opportunities that enable an improved civic life for all its citizens.
- V8. Corner Brook will use and improve upon its physical infrastructure in a sustainable manner.

2.4 Corner Brook Goals

The vision statements are broken out into a series of community goals developed with public and stakeholder feedback. These goals reflect the aims of the community and provide direction for the development of the Plan policies. The goals are comprised of the following:



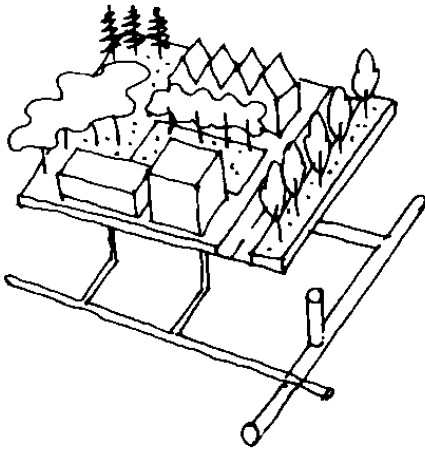
2.4.1 The City Fabric: Physical Goals

- P1. Promote sustainable land management by promoting compact development, mixed use development and limiting urban expansion.
- P2. Provide for development to be staged in a manner that ensures the efficient use of public expenditures without excessive financial strain on the City.
- P3. Ensure there is a choice of dwelling types for citizens of all ages, incomes and physical abilities, and that these choices are dispersed throughout the City's built environment.
- P4. Ensure all educational, health and recreational facilities are highlighted as focal points and sources of pride within the City's socioeconomic and physical fabric.
- P5. Develop an attractive, compact, accessible downtown that showcases community pride and heritage, attracting investment and use by visitors and residents.
- P6. Develop a framework for open space, passive recreation and active transportation focusing on the Corner Brook Stream Trail as a central feature.
- P7. Capitalize on opportunities to improve access to, and enjoyment of a clean, vibrant and accessible waterfront.
- P8. Manage the physical appearance of industrial areas and their impacts on adjacent land uses.
- P9. Encourage the development of a high quality public realm in the application of urban design principles to enhance the aesthetic quality of development and increase the livability and competitiveness of Corner Brook.



2.4.2 The Natural City: Environmental Goals

- E1. Promote development that supports a sustainable community that is sensitive to the natural environment and creates awareness of the natural heritage system.
- E2. Protect and manage the quality and supply of surface water resources in and adjacent to the City, managing development so that it does not negatively impact these resources.
- E3. Encourage activities that promote climate change mitigation by reducing the emission of air pollutants and greenhouse gases.
- E4. Respect and encourage the protection and enhancement of the natural environment and other distinctive features of the landscape to support a healthy ecosystem within and beyond City limits.
- E5. Develop an interconnected system of natural areas and features with public access points.
- E6. Promote and protect the integrity of the area's topography as a guiding feature of development, ensuring development proceeds in a safe and efficient manner.
- E7. Reduce the amount of waste being produced and develop capacity for local waste reduction, recycling and reuse.

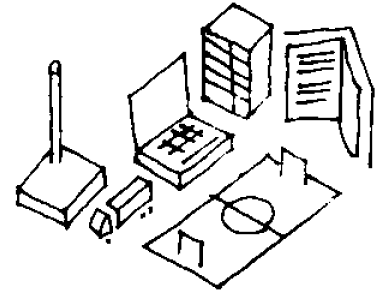


2.4.3 The City Connections: Infrastructure Goals

- I1. Ensure that development will be staged in a manner that makes full and best use of existing water, stormwater, sewer and emergency services to enhance the affordability and efficiency of infrastructure.
- I2. Develop and maintain a safe and efficient transportation system in the City that provides for all modes of travel, all ages and abilities, and supports the pattern of land use in the City.
- I3. Develop an interconnected trail system including bicycle trails where appropriate that runs throughout the City, links with regional trail systems, and allows individuals opportunities for alternative modes of transportation and recreation.
- I4. Focus on developing and improving the physical connections between key destinations and focal area in the City including the downtown core, significant commercial areas, educational institutions, key open spaces and the waterfront.
- I5. Encourage economically and environmentally appropriate incorporation of renewable energy to diversify the energy supply to municipal systems infrastructure on a residential, commercial and industrial scale.

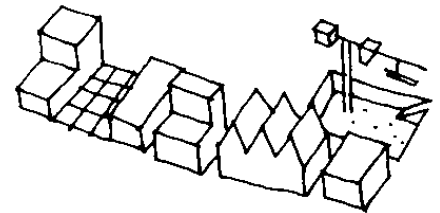
2.4.4 The Living City: Social, Cultural and Economic Goals

- S1. Promote Corner Brook as a four-season tourism hub featuring adventure, nature and outdoor activities augmented by diverse cultural, educational, heritage and artistic opportunities.
- S2. Promote opportunities for employment in emerging sectors such as adventure tourism and environmental resource management and technology.
- S3. Support a strong, well-trained, well-educated and diverse workforce marked by competitive wages, access to educational and skill development, and matched to market opportunities.
- S4. Encourage and support active volunteerism, citizen engagement and involvement in community development.
- S5. Foster the social development of the community by ensuring accessibility to the facilities of the City for all age groups, persons of all physical abilities, and for socially and economically disadvantaged citizens.



2.5 City-Building Principles

Based on the analysis of Corner Brook opportunities and constraints, established vision statements and goals, a series of principles have been developed to help further define Corner Brook's goals by translating them into City-Building Principles. These principles represent the physical articulation of the goals, focused on key areas of the City where opportunities for change have been identified.



Many of the city-building principles provided in this section focus on ideas which support the design of a more sustainable urban fabric. For example, the principles support expanding mixed-use development in appropriate locations, as a means of promoting more vibrant and walkable communities. Mixed-use development is the practice of appropriately combining multiple uses in a single structure or in a defined area to allow for a variety of living activities (live, work, shop, play) in close proximity to each other and surrounding residents. In planning zone terms, this can mean permitting some combination of residential, commercial, industrial, office, institutional, or other land uses within the same zone.

“the principles support expanding mixed-use development in appropriate locations, as means of promoting more vibrant and walkable communities”

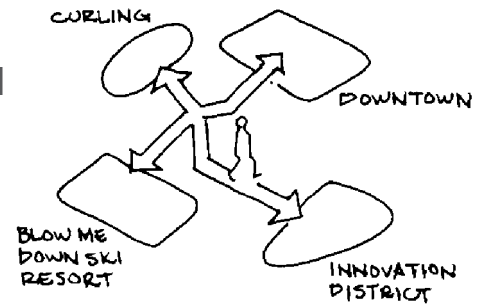
City-building principles emphasize the importance of ensuring the quality of the shared spaces within the community (the public realm). ‘Public realm’ incorporates all space between and within buildings to which the public has open access. It incorporates not only publicly-owned spaces (streets, parks, schools, hospitals and community centres), but also the private space that influences the quality/experience of public space, such as the façade of a building along a public park, the landscaping of a property along a public street, or the height of a building along a public sidewalk. City-building principles also emphasize the importance of supporting alternatives to the personal automobile, to reduce greenhouse gas emissions, promote a healthier population, ensure access to community services for all, and enhance community vitality.

The City-building principles for Corner Brook have been articulated graphically in two conceptual diagrams (City-Wide Long-Term Vision Diagram and the Downtown Long-Term Vision Diagram) depicting potential opportunities in terms of land use and development, movement, and the provision of public spaces. The diagrams should not be interpreted literally; rather, they are impressionistic images to inspire future decision-making. While the spirit of conceptual diagrams should guide day-to-day decision-making and long-range planning, the details contained within it are conceptual and will vary and shift over time. It indicates areas for further study, identifies key linkages to be preserved or enhanced, and points the way to future investment in infrastructure and the public realm.

These are informed by public and stakeholder feedback during the visioning process and are comprised of the following:

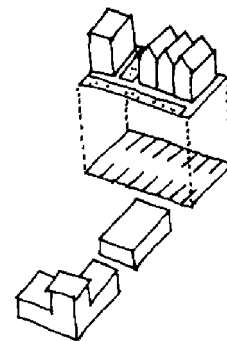
CB1. Extend the pedestrian system, support active transportation modes and link to significant recreational uses and destinations

- Direct routes between destinations
- Tie into and extend the Corner Brook Stream Trail Network
- Link outlying areas to Downtown



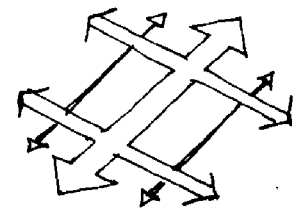
CB2. Encourage the redevelopment of underutilized sites

- Encourage intensification in appropriate areas of the City
- Encourage clean up of brownfield sites
- Make better use of vacant or abandoned lands
- Promote the redevelopment of surface parking areas for higher and better uses



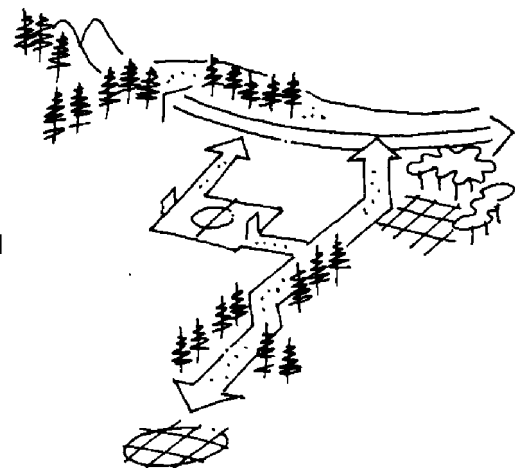
CB3. Establish a coherent and hierarchic road network within the Downtown

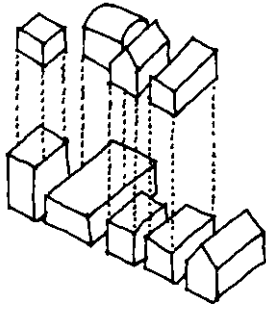
- Simplify and clarify wayfinding
- Intensify development along primary streets
- Use roads to structure development parcels



CB4. Enhance the open space network

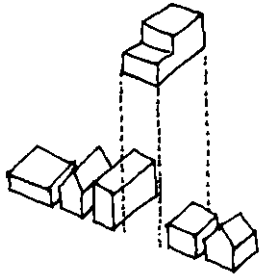
- Tie parks, plazas and playfields into the Corner Brook Stream system
- Plan for new parks and plazas as civic focal points
- Continue to expand the City's network of trails, parks and publicly-accessible open spaces





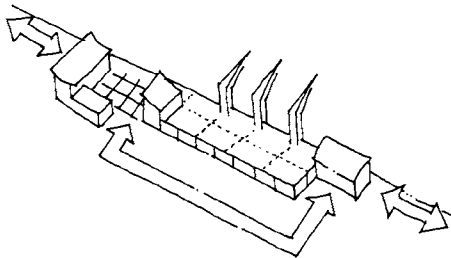
CB5. Intensify development along streets with strong mixed-use potential

- Main Street/Herald Avenue
- O'Connell Drive
- Griffin Drive
- Riverside Drive
- Humber Road
- Country Road
- Curling Street



CB6. Support infill development in mixed-use areas and shopping streets of appropriate scale, character and use

- Smithville
- West Street/ Main Street
- Broadway

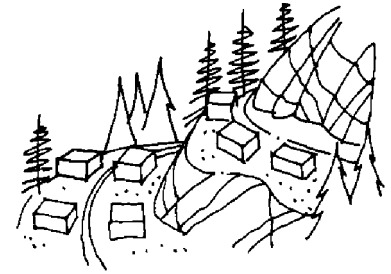


CB7. Bring public access and amenity to the waterfront

- Protect commercial and industrial activities as a key component of a vibrant waterfront, while adding opportunities for the public to use the waterfront
- Promote public access to the water's edge
- Connect a continuous recreation route along the waterfront
- Introduce new public parks and open spaces
- Allow new mixed commercial/residential waterfront development in appropriate locations.

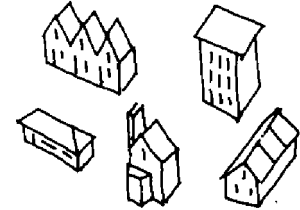
CB8. Develop between steep slopes, not on them

- Nestle development between slopes
- Maintain and celebrate the rugged topography of the City
- Restrict development on steep slopes that require cut and/or fill



CB9. Encourage the diversity of housing type and tenure

- Diversify the housing mix to support more compact development, accommodate the needs of an aging population and provide a broader range of more affordable housing types (i.e. semi-detached, townhouses, low-rise apartments)
- Support a diversity of housing tenure (i.e. condominiums, co-ops, market-rate rental housing and apartments, assisted-care housing, seniors housing, student housing)



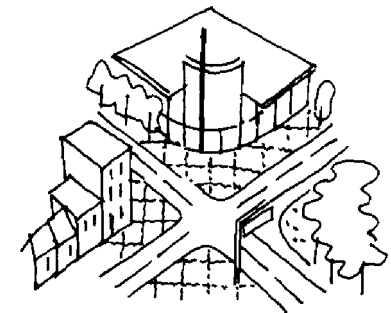
CB10. Preserve natural, landscape and building heritage

- Corner Brook Stream and Bell's Brook
- West Street/Main Street, Broadway & Townsite
- Three Bear Mountain and Captain Cook's Monument
- Waterfront views, rocky and forested slopes



CB11. Enhance and celebrate key intersections

- Architectural treatment of building corners
- Orient taller buildings at significant intersections
- Support a visually attractive and pedestrian-friendly public realm
- Signage for wayfinding

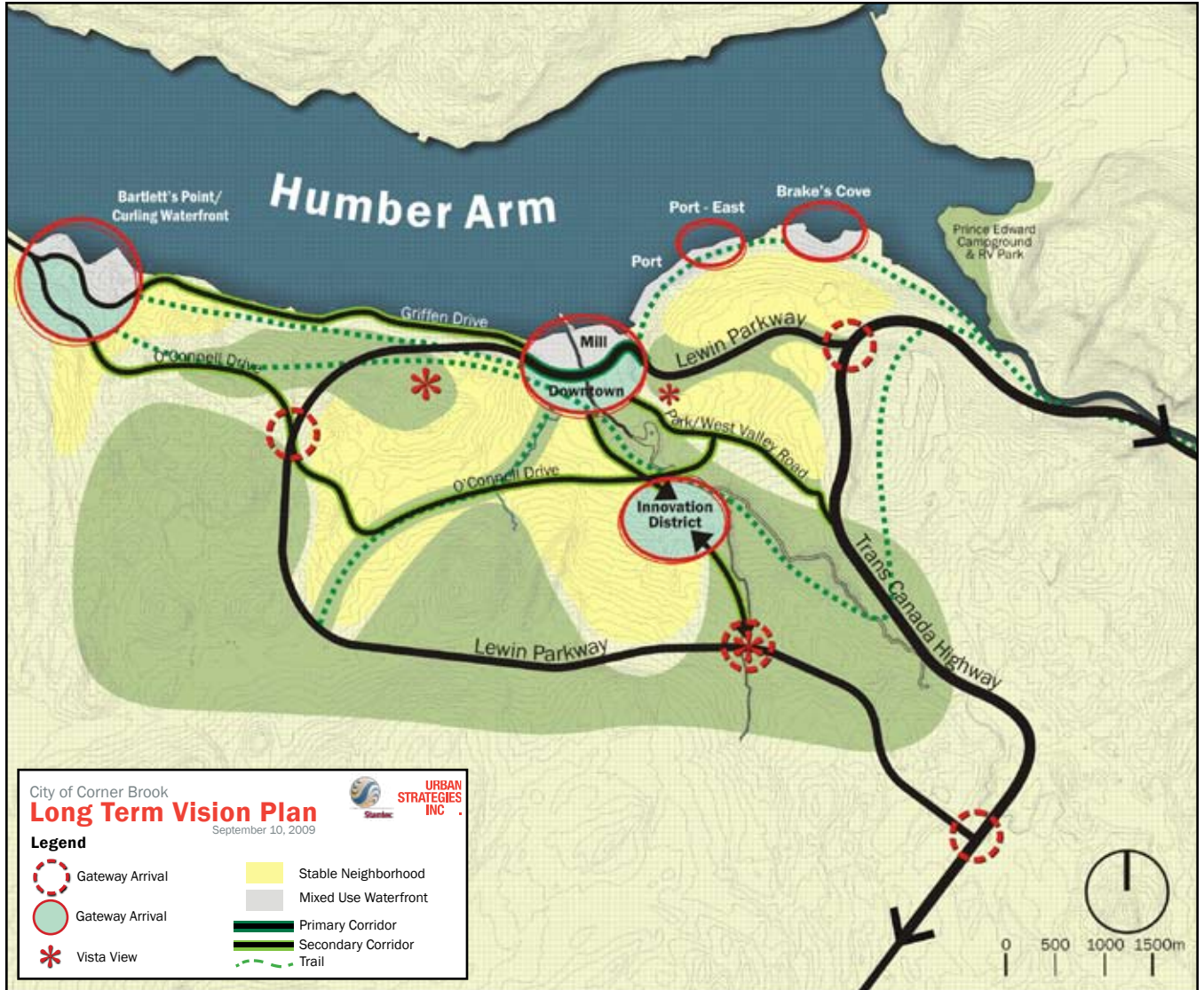


2.5.1 City-Wide Long-Term Vision

The long-term vision for the future development of Corner Brook is for a mix of uses Downtown, strengthened connections between destinations, increased access to the waterfront and enhanced streets and green spaces.



Photo Credit: Ron O'Connell



Vision Statement for the Development of Corner Brook:

Main Street, West Street and Broadway are celebrated as vibrant, mixed-use shopping streets linked to one another by pedestrian-friendly streetscapes and trails. The Wellington Street Sports Complex is integrated into the surrounding residential community. New pedestrian walks connect to the Corner Brook Stream Trail and a new Bell's Brook Trail. Downtown and the emerging Innovation District are linked by an enhanced Mt. Bernard Avenue and by the Corner Brook Stream Trail network. The Innovation District, Brake's Cove, the Port, Bartlett's Point and the Curling Waterfront are valued community destinations within walking distance of surrounding residential areas.



The key components of the City-wide Vision Diagram are:

- **Municipal Services Area**
- **Land Uses**
- **Gateways**
- **Corridors**
- **Nodes & Destinations**

Municipal Services Area includes those lands that are currently, or planned to be, served by the City's municipal transportation, water and wastewater services. Directing future development to lands within the Municipal Service Area will ensure a more sustainable city by making better use of existing infrastructure, maintaining natural and rural areas and promoting pedestrian activity and retail streets (through more compact development).

Land uses define the primary activities occurring within a defined area of the City. These can range from single family residential areas to heavy industrial functions. In between are mixed-use areas: a combination of residential, retail and commercial activity located within walking distance of each other.

The vision diagram identifies stable neighbourhoods as places where only small, gradual change is anticipated over the next 10-20 years. Stable neighbourhoods should be protected from significant development. Areas identified as Gateways, Corridors and Nodes are generally mixed-use areas and are places where the most significant development and investment is anticipated to occur.

Gateways are points of access from a major roadway. They provide orientation at interchanges, directing people to key areas in the City as well as symbolically and ceremonially indicating arrival. Gateways warrant additional streetscaping, public art and wayfinding improvements to welcome visitors.

Corridors (primary and secondary) are the roadways and trails that link key destinations within the City.

Primary Corridors - Lewin Parkway (limited access highway) is identified as the primary movement corridor for the City due to its U-shaped configuration and scale. Apart from specialized treatments at gateway areas to reinforce a sense of arrival and way-finding, the character of Lewin Parkway should be consistent with the natural landscape through which it passes. Within the Downtown area, the character of the corridor should change to become a tree-lined boulevard with wide sidewalks, landscaped boulevards and clearly signed intersections guiding people to key destinations. Each of the intersections should be pedestrian-friendly and universally-accessible.

Secondary corridors - Secondary corridors (also identified as arterial and collector roads) are roadways that form the main structure of the street network within the Municipal Services Area, provide direct linkages to the key destination nodes and have high potential for mixed use development. Secondary corridors have the capacity to support higher density development. They should be considered as priority areas for enhanced landscaping and other streetscape improvements. Routes identified as secondary corridors include: West Street/Park Street, Main Street/Herald Avenue, Broadway, Confederation Drive, Maple Valley Road, O'Connell Drive, Griffin Drive, Mount Bernard Avenue, West Valley Road, Riverside Drive, Country Road, Humber Road and Curling Street.

Pedestrian Connections

The vision plan identifies a number of existing and potential pedestrian connections, including the City's new linkages into the International Appalachian Trail network. A pedestrian-first approach should be applied across Corner Brook, building on the existing trail network. The trail system of Corner Brook should be enhanced to include an alternate means of linking to Curling, Downtown, the waterfront and the Innovation District. Pedestrian and cyclist links between the Downtown and to significant open spaces such as Blow-Me-Down Cross Country Ski Park and along the Humber River should also be considered.

Destination Nodes

The vision diagram identifies four destination nodes –Downtown, Bartlett’s Point/Curling Waterfront, the Port and the Innovation District. Each destination node is of a significant critical mass and is intended to be a community focal point, incorporating a broad range of uses including community facilities, cultural services and day to day amenities. While each destination node will possess a unique character, each will also share attributes. A mix of uses, hierarchy of open spaces and pedestrian-friendly environments are traits common to all four areas.

Waterfront Nodes

The waterfront is an area in transition between its industrial heritage and future role as a destination for residents and visitors. Promoting a more vibrant and accessible waterfront will be an important driver in achieving the long term vision for the City.

One of the destination nodes, Bartlett’s Point/Curling Waterfront is located on the waterfront to encourage new uses that celebrate the City’s connection to the water and attract people and activity. New uses might include restaurants, cultural and tourism attractions, marine recreation and shops, as well as residential. Enhanced public access to the water’s edge is a priority in these areas. In the eastern portion of the Port, new destination uses are already being introduced and there is potential for the diversity of activity to continue to grow in this area. Each of the waterfront destinations should be supported by improved pedestrian and cyclist connections to Downtown along Griffin Drive, Lewin Parkway and Riverside Drive. These flat, waterfront routes are already used by recreationists, and a dedicated pathway along these routes would provide safe and attractive space for cycling, jogging and even cross-country skiing.

2.5.2 Downtown Long-Term Vision Diagram

Central to Corner Brook's vision for the growth and development of city, is reinforcing and promoting the downtown as the focus of civic, social and commercial activity. The Downtown Long-Term Vision Diagram recognizes the importance of Downtown Corner Brook by defining more specific strategies to direct the development of the area over the long term. There are a number of ways in which the vision could be implemented to realize the priority actions, which include:

- A Rationalized Street Network
- New Open Spaces and Green Connections
- A Greater Mix of Street-Related Use • Redevelopment of Smithville

A Rationalized Street Network

Extension and rationalization of the road system with enhanced linkages to key destinations will improve the continuity of the downtown, encourage pedestrian activity and reduce traffic bottlenecks. Better connections to Broadway, Griffin Drive/Lewin Parkway and Smithville are particularly important to improving connectivity.

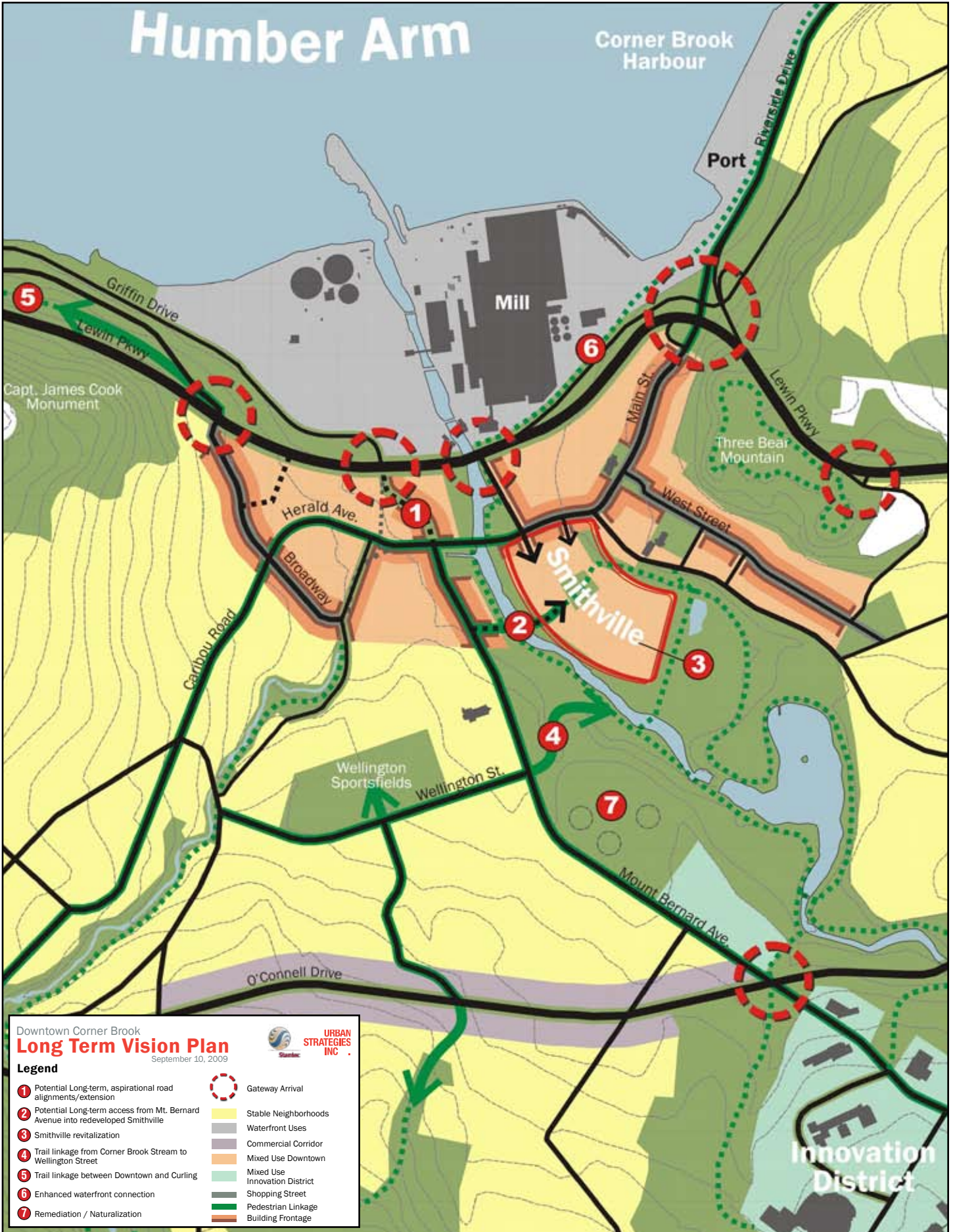
Portions of Broadway and Herald Avenue (east and north respectively from the Broadway/Herald Avenue/Poplar Road intersection) are "one-way" only. Options to better integrate these sections into the surrounding Downtown street network and shopping malls may be considered, in order to improve the function, pedestrian flow and retail activity of this area.

Currently the main connection point between Main Street/Herald Avenue and Lewin Parkway/Griffin Drive is via a private road through a parking lot, where traffic lanes and parking lot accesses converge. To streamline this connection and enhance access to the waterfront, consideration should be given to create a more direct and pedestrian friendly intersection at this very busy location. A secondary connection between Herald Avenue and Lewin Parkway, also heavily used, is via another parking lot; therefore, attention to improving this situation should also be considered.

Corner Brook has two shopping malls in the centre of its Downtown area. These malls contain major and smaller scale retail shops

Humber Arm

Corner Brook Harbour



**Downtown Corner Brook
Long Term Vision Plan**
September 10, 2009

Legend

① Potential Long-term, aspirational road alignments/extension	⊙ Gateway Arrival
② Potential Long-term access from Mt. Bernard Avenue into redeveloped Smithville	■ Stable Neighborhoods
③ Smithville revitalization	■ Waterfront Uses
④ Trail linkage from Corner Brook Stream to Wellington Street	■ Commercial Corridor
⑤ Trail linkage between Downtown and Curling	■ Mixed Use Downtown
⑥ Enhanced waterfront connection	■ Mixed Use Innovation District
⑦ Remediation / Naturalization	■ Shopping Street
	■ Pedestrian Linkage
	■ Building Frontage



but also offices, cinemas and other business and personal service uses. While it is anticipated that these malls will continue to exist in the Downtown for the period of the Plan, redevelopment of underutilized space, increased number of floors, new mixed uses including high density residential, development of “storefront” shops on the perimeter sections of the mall with individual entrances, improved pedestrian access and landscaping can help to create a streetscape and scale within the mall properties in order to make these large buildings more a part of the Downtown. Where possible, improvements to vehicular circulation and connection with the Downtown streets should be carried out.

As part of the redevelopment of the Smithville area there are opportunities for additional pedestrian, and perhaps even vehicular, connections across the Corner Brook Stream to Mount Bernard Ave. An additional new pedestrian connection to Wellington Street would also enhance connectivity in the area.

New Open Spaces and Green Connections

The vision for Downtown suggests several potential open spaces and open space connections that build upon the largest and most important of these, the Corner Brook Stream. A new public plaza as part of the development of Smithville would support a variety of activities such as an outdoor market, festivals, performances and sidewalk cafés. Extension of the Corner Brook Stream trail across Herald Avenue, and additional green space on both sides of the stream in this area of Mill Road, would help to promote better connections to the waterfront and provide an additional Downtown amenity.

A Greater Mix of Street-Related Uses

Downtown has the capacity to incorporate a full range of office, commercial, retail and residential uses, and there are a number of vacant or underutilized sites suitable for infill development. A greater mix and density of uses in the Downtown will support existing businesses, encourage public and private investment, make best use of existing resources and attract people and vitality. The long-term vision diagram identifies three shopping streets – West Street,

Broadway and Main Street – which should continue to be the priority areas for pedestrian-oriented shops and services.

In general, new development in the Downtown should front directly onto to street, with parking located behind the building. A few of the priority areas for commercial uses that front directly onto the street edge are identified on the vision diagram.

Redevelopment of Smithville

A key opportunity for the future development of Downtown Corner Brook is the redevelopment of Smithville. Declining industrial activity and central location along the Corner Brook Stream create potential for a new mixed-use community with street-related retail, public open spaces and residential uses above the ground floor.





Part 3

THE CITY FABRIC: CITY-WIDE POLICIES

3.1 ABOUT THIS SECTION

The next three sections contain the land use planning policies which make up the cornerstone of the Municipal Plan. The physical policies have been broken into three parts; this section, Part 3 which includes the general, city-wide planning policies; Part 4, which includes the policies for specific land use planning designations, as shown on Map A - Generalized Land Use Map (1:20,000) and Map B - Generalized Land Use Map (1:50,000); and Part 5 which contains policies for specific focal areas throughout the City.

The planning policies contained in this section, Part 3, are a coherent set of over-arching policies guiding the nature and location of development within the City. Particular attention has been paid in this section to promoting compact development and limiting urban expansion to within the existing serviced areas, so as to provide for development to be staged in a manner that ensures the efficient use of public resources. Complementary intensification policies, directing infill and redevelopment to particular neighbourhoods and areas of the City are also provided here. Urban design policies are provided to help direct the physical evolution of the City, ensuring that attention is paid to the structural, functional and visual components of building sustainable communities, including the design and integration of buildings, open spaces, landscapes and transportation



3.2 LAND USE ASSESSMENT REPORT (LUAR)

3.2.1 Context

A Land Use Assessment Report is a report prepared when the compatibility of proposed uses has not been adequately evaluated. The report is prepared by accredited professionals, or other suitably qualified persons as determined by the Authority, to assess the impacts a proposed use or development may have on the social, economic and environmental sustainability of the adjacent properties, the City or the region. The Authority shall determine the matters that would require assessment, which could include, but are not limited to:

- Impacts on the natural environment.
- Land use impacts on the community.-
- Impacts on the function, operational costs and efficiency of municipal water, wastewater, stormwater and transportation infrastructure.
- Impacts on the quality of life of the citizens of Corner Brook.
- Impacts on the local economy and the fiscal health of the City of Corner Brook.
- Analysis of any other potential impact pertinent to the Goals, Objectives and Policies of this Plan that might result from the proposed development.

3.2.2 Objective

To implement a specific land use assessment process which enables the City of Corner Brook to evaluate the impacts a proposed use or development may have on the social, economic and environmental sustainability of the adjacent properties, the City or the region.

3.2.3 Policies

01. Where determined by the Authority and in accordance with this Plan, Land Use Assessment Report (s) will be required as part of the development application review process, as prepared by a qualified professional.
02. The Authority shall require a Land Use Assessment Report be prepared when the compatibility of proposed uses has not been adequately evaluated, as determined by the Authority.
03. The Terms of Reference for the Land Use Assessment Report shall be approved by the Authority and become an integral component of the Report itself.
04. The study area boundaries for the Land Use Assessment Report shall be determined by the Authority and included within the Terms of Reference.
05. Land Use Assessment Reports may require public consultation and/ or review
06. It shall be the responsibility of the Applicant to prepare a Land Use Assessment Report and any supporting documentation.
07. All expenses related to the preparation of a Land Use Assessment Report shall be the responsibility of the Applicant.
08. Specific terms and conditions for development identified as a result of the Land Use Assessment Report may be required prior to development approval.

3.3 GROWTH PLANNING

3.3.1 Context

In a sustainable community, managing City growth means focusing development to areas where there is already a mix of urban services. It means making best use of existing infrastructure and minimizing the need to expand the system. Municipal infrastructure includes all the things we use on a daily basis: schools, workplaces, community centres, hospitals, shops and restaurants, transit systems, roads, parks, municipal water and wastewater services over the 10 year period of the Plan.

It is the intent of all the policies in this section to protect the vitality of the physical environment by ensuring an appropriate mix of uses.

Directing new development to areas that already have municipal services (Municipal Services Area) has numerous short- and long-term advantages over urban expansion. It generally leads to:

- more efficient use of roads, sewer, water, and storm services;
- tax savings as new development can use existing infrastructure;
- lower long-term municipal operating and maintenance costs;
- protection of rural lands, environmentally sensitive areas and local water sources;
- more efficient and sustainable community services and facilities due to increased concentration of population;
- more social interaction within the community;
- more robust local economy including, additional market for downtown areas and local businesses in the urban area;
- more vibrant communities that are better able to attract visitors and new residents;
- investments in aging infrastructure, as new development can support upgrades to existing infrastructure;
- development patterns and population density that better support transit; and,
- shorter travel distances between residential areas, commercial areas and employment areas thus reducing commuting times, enabling travel by walking and other Active Transportation modes and reducing fuel use and greenhouse gas emissions.

3.3.2 Objectives

01. To support compact, orderly, mixed-use, energy-efficient and pedestrian-supportive development.
02. To carefully manage urban expansion outside the Municipal Services Area to promote a more sustainable community.

3.3.3 Policies

Growth Planning Policies - General

01. The Authority shall support and encourage more compact development, including intensification in areas that are deemed appropriate by this Plan and the Authority.
02. The Authority shall carefully manage development in areas that require extension of infrastructure outside the Municipal Services Area, and will require that a Land Use Assessment Report (See Section 3.2) be prepared by the applicant at the cost of the applicant.
03. Development should be avoided and limited in areas where it may negatively impact the sensitive natural areas. As a condition of development approval the Authority may require a Land Use Assessment Report and identify additional studies required to assess potential impacts in such areas.
04. The Authority shall encourage a mix of appropriate land uses in existing and new commercial and residential zones, particularly along main streets.
05. The Authority shall only permit development in locations that have suitable site conditions in terms of but not limited to topography, soils stability, ground water tables and drainage patterns and shall require a Land Use Assessment Report where suitability of site conditions are uncertain, as determined by the Authority.
06. All development must conform to the City of Corner Brook Development Regulations and other applicable plans, schemes and requirements.

Growth Planning Policies - Urban Expansion

07. Expansion of the urban area outside the Municipal Services Area shall only be considered where there is a need that cannot be met within the Municipal Services Area, as demonstrated by a Land Use Assessment Report.
08. Approval of development in unserved areas greater than three (3) residential lots or 1,000 square metres of non-residential gross floor area will require a Land Use Assessment Report to determine:
 - a) Suitability of topographical conditions, soils, ground water tables, drainage patterns for development;
 - b) Impact of the proposed development on the surrounding area, particularly downstream infrastructure;
 - c) Type and range of municipal and or private services required to serve the development;
 - d) Long range operational, environmental and fiscal impacts of water, sewer and road networks required to serve the development;
 - e) Nature and scale of impact on the quality and character of the surrounding area;
 - f) Potential impacts on the vitality of the downtown district, the prosperity of the local economy, the quality of surrounding environmental protection areas and natural areas and the social health of the City; and,
 - g) The general suitability of the proposed development based on the Goals, Objectives and Policies of this plan.

3.4 INTENSIFICATION POLICIES

3.4.1 Context

In order to encourage development within the Municipal Services Area, intensification of already built-up areas is encouraged. Intensification may include, but is not restricted to, the following: infill on vacant or under developed lots, redevelopment of an area by replacing underutilized or underperforming structures with new structures or uses, higher-density development than existing today, conversion of existing buildings to allow for new or more intensive uses and creation of subsidiary apartments or other multi-unit housing within existing buildings.

It is intended that intensification occur throughout the city within the Municipal Services Area where it may be appropriate, subject to the policies of this Plan and the Development Regulations and may occur in most zones; however, it is recognized that in order to preserve the character and amenity of some neighbourhoods and areas, intensification is not necessary or desired and these areas will not be subject to intensification policies.

Intensification objectives and policies also address non-conformity with development standards within some of Corner Brook's older residential neighbourhoods, where many properties are non-conforming with development standards of the zone. Older neighbourhoods were not designed to meet contemporary development standards and, therefore, it is often difficult or impossible to renovate, redevelop or otherwise upgrade a property because the historic pattern of development prevents or severely inhibits conformity with applicable development regulations. The Plan recognizes these circumstances and provides specific regulations with respect to properties that are non-conforming with the general standards of the zone (as set out in the Use Zone Tables) to permit small-scale intensification where appropriate.

The Authority anticipates and supports significant intensification as well as individual intensification projects that meet the set out criteria.

3.4.2 Objective

01. To promote more efficient use of land and resources by encouraging intensification in appropriate locations within the Municipal Services Area.
02. To enable sensitive redevelopment of non-conforming (with standards) properties in older neighbourhood areas, where appropriate.

3.4.3 Policies

01. The Authority shall support and promote more efficient use of land and resources by encouraging intensification within the Municipal Services Area in locations deemed appropriate by this Plan and the Authority.
02. Intensification projects shall be sensitive to and compatible with the adjacent uses and character of the surrounding context.
03. The Authority shall value and encourage residential intensification as a means of improving housing affordability and choice.
04. In general, intensification shall be encouraged or considered within appropriate residential and commercial areas where the proposed development is at a higher density than adjacent uses provided that there is no adverse impact on the adjacent uses and the character and quality of the surrounding context.
05. Residential intensification may be considered in Residential Medium Density, Residential High Density, Residential Commercial Mix and Townsite Residential areas, provided that it reflects the character, scale and form of surrounding properties and conforms to the City of Corner Brook's intensification policies as set out in this section and this Plan, and meets with the National Building Code of Canada and other applicable codes and standards in use by the City of Corner Brook.
06. Residential intensification will not be permitted within residential special density and residential low density zones and mobile/mini home residential zones.
07. Intensification may only occur where there are existing or planned municipal services to support it and where there is no undue impact on existing servicing capacity, as demonstrated to the satisfaction of the Authority.

08. The Authority shall consider introducing development regulations or other plans and policies that permit residential uses in commercial zones, where appropriate.
09. The Authority shall encourage the re-development of vacant, under-developed or brownfield sites within the Downtown.
10. The Authority shall include regulations in the City of Corner Brook Development Regulations to allow consideration of minor redevelopment, infill or building renovation projects that do not meet the more general regulations of the relevant zone as discretionary uses on a site-specific basis, provided that:
 - a) the slope of the affected area is no greater than 20% and no cut and fill is required to accommodate the proposed development;
 - b) soil stability, site drainage and other site conditions are suitable for the proposed development;
 - c) the scale, form and massing of the proposed development is in keeping with the character of the surrounding context;
 - d) the property and or buildings do not have heritage value and the proposed development has no adverse impact on historic buildings or landscapes, as determined by the Authority;
 - e) immediate neighbours are consulted and have been given the opportunity to make representations to the Authority on the proposed development;
 - f) public notice of the proposed development is posted on the subject property and, where deemed necessary by the Authority, advertised in local newspapers;
 - g) the development meets life safety requirements under the National Building Code of Canada, and all other applicable codes and standards in use by the City of Corner Brook.
 - h) the front setback distance may be increased in Residential Medium Density, Residential High Density and Residential Commercial Mix zones where the new dwelling on the lot meets the required frontage, side yard, and rear yard and other standards and conditions for an intensification development and where the aesthetics, amenity, privacy and function of the adjoining properties and neighbourhood are considered and are not negatively impacted.
11. Where the suitability of the proposed development is uncertain, the Authority shall require a Land Use Assessment Report be prepared for development projects in older neighbourhoods in accordance with the policies of this plan.

3.5 NON-CONFORMING USES

3.5.1 Context

Incompatible and occasionally unsightly mixes of local commercial, residential and industrial development occur in various locations throughout the City. The intrusion of these non-conforming uses into residential areas can result in a direct, substantial and adverse impact on property values. The protection of these values must be achieved by confining uses of greater intensity (i.e. commercial and light industrial) to specific and limited areas. Highly intrusive non-conforming uses, (i.e. transport depots) should eventually be relocated to areas which contain similar type uses. Land should be made available within suitable locations to accommodate these business uses.

A non-conforming use is one that does not conform with the requirements of the Development Regulations but it is a use which existed before the Regulations came into effect or becomes non-conforming during the period of the Plan.

3.5.2 Objective

To manage the transition of existing uses to reflect the desired land use pattern as identified in the Municipal Plan and Development Regulations.

3.5.3 Policies

01. It is the intent of the Municipal Plan that non-conforming uses shall, over the long term, cease to exist or be relocated to a more suitable location within the Municipal Planning Area.
02. The Authority may permit changes in non-conforming uses where the change is to a more compatible use. Where possible these shall be replaced by uses that conform to the land uses and policies of the Municipal Plan and the Development Regulations.
03. Renovation, alteration, reconstruction or limited enlargement of a non-conforming use in circumstances specifically set down in its regulation may be permitted by the Authority provided that to do so would not constitute a hazard, or have any other deleterious effect on surrounding uses.



3.6 BACKLOT COMPREHENSIVE DEVELOPMENT

3.6.1 Context

The layout of residential streets in Corner Brook is the result of a combination of (1) organic growth where streets evolved and were eventually serviced as a result of existing built homes, and (2) planned development, where the locations of residential lots and homes were determined after the initial streets were designed. As many residential homes were built near the street creating an established building line, rear lands, possibly suitable for residential development, were either enclosed or cut-off from street access and future development.

With increased housing demands and efforts to prevent further extension of services, infill efforts to utilize large size rear lots, or undeveloped back lands, is now supported for multi-unit type development intensification projects.

Backlot Comprehensive Development is defined as: multi-unit infill development projects occurring in the back or rear lands of existing residential properties that have frontage on City streets in order to provide independent vehicular and pedestrian access, appropriate for the size and scale of the development. There are two general scenarios for this type of development: a) the development is located behind existing residential properties or b) the development is enclosed or bounded by existing residential properties.

3.6.2 Objective

01. To enable the development of rear lands for infill of multifamily intensification projects.
02. To ensure backlot comprehensive developments integrate with existing neighbourhoods, are adequately serviced and accessible for emergency services.

3.6.3 Policies

01. The Authority shall develop Backlot Comprehensive Development Guidelines to assist in communicating the requirements and specifications for this form of development.

02. Approval of Backlot Comprehensive Development will require a Land Use Assessment Report to determine the following:
- a) The development shall contain a minimum of 8 residential units comprised of apartment buildings or row dwellings. Single dwellings and double dwellings shall not be permitted. The development shall be in accordance with the appropriate development standards for the use in the zone in which it is located.
 - b) The lot depth shall be such that connectivity with the existing neighbourhood is maintained.
 - c) The development shall provide buffering in the form of screening and plantings or the retention of undisturbed existing wooded area adequate to maintain privacy for existing homes.
 - d) Access right-of-ways shall:
 - a. be considered private thereby requiring all maintenance of access, road, water and sewer infrastructure, street lighting and garbage collection to be the responsibility of the owner
 - b. be a minimum width of 15 meters and require green-screening buffers of no less than three (3) meters or a privacy fence of no less than 2.8 meters or 6 feet high, on both sides of the access.
 - e) Access roads, driveways and internal turnarounds shall be constructed to the design standards the Subdivision Design Procedures and Municipal Engineering Standards for the City of Corner Brook.
 - f) Notwithstanding section d), buildings will require minimum setback of 6 meters from property or internal buffer area boundaries to provide space for drainage mechanisms, access and other design elements deemed necessary by the authority.
 - g) Any other requirements where the suitability of the proposed backlot development is uncertain.
 - h) Notwithstanding the above, all Backlot Comprehensive Developments shall be consistent with the backlot comprehensive development guidelines as adopted by the authority.

3.7 URBAN DESIGN POLICIES

3.7.1 Context

Urban design is the structural, functional and visual component of building sustainable communities, including the design of buildings, open spaces, landscapes and transportation systems. The City of Corner Brook recognizes that the value of an attractive, well-designed City is about more than aesthetics; it is a critical determinant of success in encouraging new investment, drawing visitors and maintaining and enhancing quality of life for residents. The design and layout of the City are also key factors in the long-term fiscal health of the municipality, and the sustainability of natural resources and ecological function. The City of Corner Brook recognizes that good urban design is good business, good social policy and responsible environmental management.

3.7.2 Objective

To enhance the liveability and competitiveness of Corner Brook, by demonstrating excellence in urban design in all facets of municipal planning, and by encouraging and promoting it through the development review process.

3.7.3 Policies

Urban Design - City-Building

01. The Authority recognizes and promotes the importance of good urban design, high quality public realm and the aesthetic quality of the City in building a sustainable community.
02. Publicly-accessible open spaces, pedestrian areas and recreation uses should be encouraged wherever possible.
03. Non-commercial, conservation areas, pedestrian trails, parks and playgrounds may be permitted in all land use designations on sites that are appropriate for the use proposed, provided that such uses are not located in areas which may be hazardous to their use.

04. The Authority shall use a variety of tools to encourage a range of architectural styles and expressions that bring diversity, interest and neighbourhood revitalization. Possible tools could include, but are not limited to, urban design guidelines, heritage regulations, development review and public investment in municipal facilities and infrastructure.
05. The location, site design, landscaping and building mass and form of new development should showcase the landscape features of the City, namely topography, ocean views, wooded setting, and streams and ravines.

Urban Design - Building on Existing Assets

06. Downtown Corner Brook, particularly West Street, Main Street, Broadway and the Smithville area, shall be considered by the Authority as priority areas for investment in urban design and master planning.
07. The Authority shall consider preparing an urban design action plan (s) for key areas of the City, namely key destination areas, the Downtown, the Innovation District, Bartlett's Point & Surroundings and Brake's Cove.

Urban Design - Ensuring Universal Access

08. All street and sidewalk works shall be designed to ensure universal access through strategies such as, but not limited to, avoidance of curb cuts, avoidance of traffic islands, regular maintenance and repair and accessible surfacing.
09. The Authority shall consider a review of City transportation and road design standards to ensure they do not impede universal access.
10. Safe access and movement for bicycles and other forms of active transportation should be priorities for all public and private development. The Transit Improvement Plan, as may be amended from time to time, should be used to guide the design of public and private spaces to support cycling.

Urban Design - Protecting and Enhancing Cultural, Architectural and Landscape Heritage

11. New development should support the conservation, reuse and celebration of the City's cultural, architectural and landscape heritage assets.
12. The Authority shall encourage protection and enhancement of cultural, architectural and landscape heritage through the development review process, urban design plans, heritage designation and regulations, and the policies of this plan.
13. All land shall be landscaped and maintained in a clean and tidy condition by the owner or occupier to the satisfaction of the Authority.

Urban Design - Respecting the Surrounding Context

14. All development should complement and enhance the character and amenity of the surrounding area, particularly the public realm, in terms of use, access, built form, material and landscaping.
15. New development should be located, scaled and designed to provide appropriate transitions to areas of lower scale or density.
16. Landscape buffering shall be required between all uses of land where there may be a conflict and where one use may detract from the enjoyment and functioning of adjoining uses. Such buffering shall be of a sufficient depth and appropriate design so as to minimize any adverse effects arising from potential land use conflicts. This is particularly important where existing or proposed residential neighbourhoods may be negatively affected.
17. No development will be permitted which, by its very nature, will detract from the character and amenity of an area, result in traffic generation deemed excessive in relation to the area or cause a nuisance or hazard to the adjacent uses.

Urban Design - Managing Parking and Infrastructure to Protect the Public Realm

18. Parking areas for developments, other than for single, double or row dwellings, should be designed to minimize impact on the public realm and should be located at the rear of buildings or internal to the site, wherever possible.
19. The Authority shall seek to implement policies for managing parking in priority areas of the City, including, but not limited to, the Downtown, the Innovation District and commercial/industrial areas.
20. Utilities shall be carefully sited and advertisements shall be kept to a minimum, in order not to degrade the character of an area. Advertisements and road signs will be located in keeping with good site design and highway safety practices so as to maintain a high level of visibility and safety in the areas concerned.

Urban Design – Evaluation of Proposals

21. It is the intent of the Authority to make better use of its powers to ensure that new development contributes to the visual quality, urban function and character of the City, including, but not limited to the policies of this plan and Corner Brook Development Regulations.
22. In evaluating a development proposal, regard shall be given to the design aspects of the proposal. These design aspects include:
 - a) height, mass, configuration, façade articulation and layout of buildings and structures;
 - b) open space, including all landscaping and buffering;
 - c) treatment and location of servicing and parking areas, and vehicular access ways;

- d) the relationship of proposed buildings to existing buildings in the vicinity, particularly when redevelopment of the latter is not anticipated;
- e) the relationship of the particular development to the development of adjacent vacant land where such a condition exists;
- f) exterior appearance including the colour, use of material, façade elevation and spacing of buildings along the street;
- g) to ensure universal accessibility primary street access and ease of accessibility;
- h) site slope and environmental conditions;
- i) illumination of primary facades and outdoor areas; and
- j) signage.







Part 4

THE CITY FABRIC: LAND USE POLICIES

4.1 ABOUT THIS SECTION

The planning policies contained in this section, Part 4, direct the nature and type of uses occurring in the land use designations identified on the Generalized Land Use Maps A and B. These maps depicts the desired general pattern for the location and distribution of land uses to the year 2020, establishing a pattern of development. By grouping compatible land use activities together within appropriate designations, the conflicts between uses will be minimized and the amenities of the community as a whole will be enhanced. The land use designations also direct uses to areas which are suitable from the viewpoint of access, transportation, topography, and the availability of services.

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4.2 RESIDENTIAL POLICIES

4.2.1 Context

The residential land use designations within the Municipal Planning Area identify and set aside land for the existing and anticipated residential development areas of the City. This land use designation provides for the consistent and also secure program of residential development. One of the determining factors in making a community a desirable place to live is the type and condition of its residential areas. Therefore, adequate policies to protect and enhance the residential quality and diversity of the City will help to ensure the City continues to attract people and business investment.

4.2.2 Objectives

01. To integrate a variety of forms and costs of housing within the City to ensure that adequate housing is made available to all residents at an affordable price.
02. To coordinate the location of housing with complementary facilities and services, such as transportation routes, recreational open space, trails, community services and commercial areas.
03. To encourage infill development within residential areas, in accordance with the policies of this plan.
04. To encourage high density residential and mixed commercial-residential development to locate in appropriate locations throughout the City in such a way that services and employment opportunities are within convenient distances of these residential areas and each other.
05. To designate lands which show potential for future residential development until such time as development of these areas can be comprehensively planned and undertaken in an efficient and sequential manner.

4.2.3 Policies

01. A variety of residential dwelling types will be encouraged within the municipal services area of the City, including mixtures of single and multiple residential dwelling units both owner-occupied and rental.
02. Residential land use areas shall be zoned as one of either residential special density, residential low density, residential medium density, residential high density, mobile/mini home residential or mosaic residential.
03. Neighbourhoods zoned special density are comprised primarily of single-family homes. Single-family homes are a permitted use, while double dwellings are permitted as a discretionary residential use.
04. Garden suites may be permitted as a discretionary residential use on a residential lot in neighbourhoods zoned special density, provided that the original lot is a minimum lot size of 1500 square metres. Garden suites are not permitted on double dwelling lots.
05. Neighbourhoods zoned low density are comprised primarily of single-family homes. Single-family homes are a permitted use, while row dwellings, double dwellings, and apartment buildings are permitted as discretionary residential uses.
06. Neighbourhoods zoned medium density are comprised primarily of a mixture of single-family and double dwellings, which are permitted uses. Row dwellings and apartment buildings are permitted as discretionary residential uses.
07. Neighbourhoods zoned high density permit all forms of residential housing, except mobile or mini homes. Single-family, double dwelling, row dwelling, and apartment buildings are considered permitted uses.
08. Neighbourhoods zoned mini-home residential are comprised of mini or mobile homes. Single-family detached dwellings are permitted as a discretionary residential use.
09. To preserve the unique housing character and density of the residential neighborhood within the Downtown area, it will be zoned Downtown Residential. Additional Downtown Residential policies can be found in Section 5.7.
10. To assist with the planned integration of residential densities the Authority shall establish a Mosaic Residential land use designation and zone. Development occurring in these areas designated Mosaic Residential shall include a mixture of residential dwelling types and lots sizes reflecting the characteristics of the residential high, medium, low and special density designations.

11. The development of multiple residential structures such as apartment buildings will be encouraged in locations that are particularly suited for them such as: priority intensification areas, the Downtown and its vicinity, and in central locations around residential neighbourhoods with convenient access to collector and arterial streets.
12. In the development of new residential neighbourhoods, and as far as possible in the infilling of those already established, or in redevelopment in older neighbourhoods, high standards of residential amenity will be encouraged through the use of the following design principles:
 - a. Varieties of residential types will not be mixed indiscriminately but will be arranged in a gradation so that higher density development will complement those of lower density, with sufficient spacing between taller apartments, lower row, and single dwellings to maintain privacy, amenity, and a healthful living environment.
 - b. Sufficient land shall be designated for residential developments to avoid isolated parcels that are individually designated that would be difficult to develop or redevelop at a later date. This would include continuous development and making use of existing infrastructure, roads, etc.
 - c. Separate pedestrian walkways or trails, which may include bicycle trails, will be required in the design of all new subdivisions to facilitate access to schools and parks, to give a physical separation of pedestrian and vehicular traffic and to the amenity and healthy living to residential areas.
 - d. Prior to approving any residential development, the Authority shall be satisfied that adequate provision has been provided for schools, parks and all other public services, infrastructure and utilities according to the standards in this Plan and the implementing Development Regulations.

- e. Vehicular and pedestrian access points to multiple family accommodations must be adequate and designed for safety.
 - f. Development will be in keeping with the residential character and amenity of the neighbourhood. Traffic generation, nuisance and hazard to adjacent residential areas in excess of acceptable levels in the area shall not be tolerated.
 - g. Landscape buffering or screening may be required between existing residential uses and proposed new residential uses where the proposed new development may detract from the enjoyment and functioning of adjoining uses.
 - h. The Authority shall consider condominium residential units as a form of apartment, single/double detached or row unit and will deal with the development application based on the preceding policies and as a land use rather than on the basis of ownership of the unit (s).
13. Infill development will be encouraged in priority intensification areas and in isolated gaps along existing street frontages and back lands provided proper street access can be provided, and to ensure that all new areas opened up for residential development shall be comprehensively developed based on proper subdivision design.
14. All development shall have direct frontage onto a street, or in the case of a new subdivision, shall have frontage on a road being constructed under the terms of a development permit for a subdivision issued by the Authority.
15. All comprehensive residential or condominium development shall have direct frontage onto a street, or shall have frontage on a street being constructed under the terms of a development permit for a comprehensive development issued by the Authority.
16. A development or subdivision application may be refused if it will have a damaging downstream impact on any watercourse, or is subject to unstable slopes, flooding, erosion, or any other physical hazards. Downstream areas will be protected from negative upstream developments.

17. Development in areas designated as Residential shall be connected to appropriate municipal services and other utilities in accordance with the requirements for serviced areas under Section 7.2 of this Plan and further requirements in order to ensure proper provision of the services, as determined by the Authority.
18. A development or subdivision application may be refused if it has a negative impact on any existing downstream infrastructure or the provision of emergency services.
19. Development that is proposed to contain or that the Authority requires to contain a plumbing system shall have a system for the supply of water and disposal of sewage. Development on a lot that is serviced by the municipal water and sewer systems will be required to connect to the municipal systems. In other cases, the provision must be acceptable to the Authority and the Authority may require the approval of other affected regulatory authorities before determining an application.
20. Mini or mobile homes shall be located only in approved areas where mini or mobile homes are zoned in the Development Regulations and shall conform to the requirements of the Authority. Individual mini or mobile homes shall be excluded from areas where they are not presently a common or accepted form of housing, or where they are not specifically zoned for.
21. To support home based business enterprises in dwellings that are of a scale and type which is compatible with the dwelling use and the surrounding area and that conform to the policies further referred to in Section 8.11. Such uses may be permitted on a site specific basis at the discretion of the authority in areas zoned Residential Special Density, Residential Low Density, Residential Medium Density, Residential High Density and Mosaic Residential.
22. Convenience Stores may be permitted at the discretion of the authority in areas zoned Residential Medium Density, Residential High Density, Mosaic Residential and Mobile/Mini Home Residential.

4.3 COMPREHENSIVE RESIDENTIAL DEVELOPMENT AREA

4.3.1 Context

Piecemeal development or redevelopment of large residential areas with no comprehensive plan for the proper utilization of the land base and/or properties involved diminishes the potential of these areas and prevents the best use of the land for development. With a development plan in place the future development pattern for the overall area can be properly established thereby allowing the orderly and efficient utilization of the lands in a rationally staged sequence.

The Oak Hills area located to the north of Valley View Drive will remain as a Comprehensive Residential Development Area. Residential development will continue in the Country Road Development Scheme Area south of this location in a logical staged program to link O'Connell Drive to the Lewin Parkway. Lundrigan Business Park Road networks and service infrastructure are in place and in a position to expand in this area.

The Comprehensive Residential Development Area southwest of Elizabeth Street has been reduced in area to better reflect the practical development potential of these lands. Future development may be undertaken to complement the existing Elizabeth Street development when it reaches full capacity. At the present time and over the next 5-year planning period, it is anticipated that residential development will occur northeast of this site off Wheeler's Road.

4.3.2 Objective

To designate large undeveloped areas of land within the service boundary as comprehensive residential development areas so as to encourage the highest and best use of these areas within the context of the overall City fabric.

4.3.3 Policies

01. A Comprehensive Residential Development Plan shall include land use designations for the development of residential land, as well as other land uses, road layout and a plan for the provision of water and sewer servicing, as well as other municipal services and shall be made available for public review.

02. The Comprehensive Residential Development Plan shall take into account the physical, social and economic impacts of development, and consider the role of the property within the overall context of the City, impacts and connections to adjacent areas, impacts to supporting infrastructure, and environmental impacts.
03. Upon the preparation of a comprehensive plan, acceptable to the Authority, for development of currently undeveloped Residential Comprehensive Development Areas, the Municipal Plan and Development Regulations will be amended in order to designate and incorporate the proposed land uses for the area.
04. Limited development, in accordance with the approved Comprehensive Residential Development Plan, may occur prior to amendment of the Integrated Municipal Sustainability Plan or Development Regulations, provided that the necessary road and service infrastructure to accommodate the proposed development has been completed to the satisfaction of the Authority.
05. The continued maintenance and operation of existing uses shall be permitted within the Comprehensive Residential Development Areas until such time as a development application has been approved for the comprehensive development of the entire area and is in the process of implementation.
06. Where substantial development has occurred in accordance with the approved development plan, those areas of the plan may be redesignated to a more appropriate land use designation (i.e. Residential).
07. Development within a Comprehensive Residential Development Area must be in accordance with a comprehensive development plan which has been approved by the Authority.
08. In the case of currently undeveloped Comprehensive Residential Development Areas (Oak Hills and Elizabeth Street CDAs), this land use designation shall be regarded as holding the land in reservation until such time as a Comprehensive Residential Development Plan can be prepared and approved by the Authority.
09. Minor amendments to adopted Comprehensive Residential Development Areas may be made by the Authority subject to public consultation, public notification of the proposed amendments and Council approval. Amendments which affect land use designation shall be made in accordance with the provisions for plan amendment as set out in the Urban and Rural Planning Act.





Photo Credit: Aiden Mahoney

4.4 COMMERCIAL POLICIES

4.4.1 Context

The City's commercial trade forms the nucleus of the community's economic health and prosperity and an active market place can take the form of retail trade, supply/service sector, business and professional services. Corner Brook is an important regional centre for the west coast of the Province and it is important that the policies and infrastructure of the commercial areas reflect the local as well as regional importance of the centre and its facilities. There are a number of different types of commercial areas within the City, each with their own distinct characteristics and requirements.

The Downtown is the most significant element in the City structure in that it contributes more than any other factor to the economic strength and the formulation of an image and identity for the City. Downtown Corner Brook is recognized as a critical element in the City's ability to attract new residents, investors and visitors, as well as provide amenities and a place of social interaction for current residents and businesses. It is the social and cultural heart of the City for local people and visitors, and should be the priority area for reinvestment. The subsequent policies are aimed at maintaining and enhancing the business function of the Downtown as well as improving its efficiency and appearance.

General Commercial areas provide community retail and other services for local and neighbourhood needs but do not furnish the wide range of facilities and services required by the residents of the City and Region.

Highway and Tourist Commercial areas are functionally different from the Downtown or General Commercial areas of the city in that they are strategically located on a major transportation route, primarily for the purposes of servicing the travelling public.

The **Large-Scale Commercial** designation has been created to respond to demands for retail floor space and other large scale commercial, commercial residential, business service and assembly uses that may warrant the development of shopping centre type or large-scale development as well as general industrial uses as per the large scale commercial use zone standards.

The **Residential Commercial Mix areas** of the City have been identified as being mixed residential and commercial land use and have evolved to this state primarily due to their locations on collector or arterial streets. A need for increased commercial land in residential areas outside the recognized commercial centre has also been identified.

4.4.2 Objectives

01. To protect and revitalize Downtown Corner Brook as the City's and region's civic, economic and cultural core and support its role as the primary commercial area within the City.
02. To improve and strengthen the amenities and attractiveness of the existing commercial districts and to enhance the vitality and viability of these community commercial areas in order to make essential goods and services available in neighbourhoods throughout the City.
03. To reserve sufficient lands for future commercial development in order to diversify and strengthen the economic base of the City and Region.

4.4.3 Policies

Commercial - Downtown

01. The Downtown Designation is intended to accommodate those commercial and public uses which serve the whole of the municipality and the regional market area. It will primarily include establishments engaged in buying and selling of goods and services, hotels, places of entertainment, eating establishments, offices, shops, animal use, and major civil and cultural facilities as well as apartments within buildings containing other uses and apartment buildings.

02. Uses that support Downtown as a local and regional destination, such as hotels, bed and breakfasts, tourism-oriented retail and services and restaurants, are encouraged.
03. New development should include strategies to enhance pedestrian, cyclist and vehicular access, as well as facilitate pedestrian movement and movement by active transportation modes.
04. A greater mix of housing types, particularly apartments, is encouraged, where appropriate.
05. The Authority shall encourage a significant increase in the number of people and jobs in the Downtown by permitting and encouraging intensification and redevelopment of vacant lots or large scale parking areas, where appropriate and in accordance with the intensification policies of this Plan.
06. The Authority shall consider developing an urban design plan and policies for each of the sub-areas in Downtown.
07. The Authority supports the expansion of post-secondary facilities, including residences, in the Downtown.
08. The Authority recognizes and supports the two shopping centres in the Downtown as key elements of the economy and important community amenities. The Authority recognizes and encourages opportunities for future development on the shopping centre sites, particularly intensification of surface parking areas. Where proposed and where possible, new development in these areas should be built to the street edge and incorporate new pedestrian and vehicular connections to the surrounding community.
09. The Authority shall consider developing a Signage and Wayfinding Strategy for pedestrians and motorists.
10. Any public improvements shall prioritize strategies for enhancing the pedestrian environment, promoting travel by Active Transportation modes and improving the visual character of the area.
11. Any land owned by the City of Corner Brook shall be evaluated on the basis of its highest and best use when considering the development potential and value to the city as a whole and cultural, educational, civic and recreational activities will be included in this assessment.

12. The Authority shall seek to create new multi-purpose public spaces, including parks, squares, market areas, and other forms of gathering places, as opportunities arise.
- 13.. The Authority may explore financial, taxation and regulatory incentives for the development of new or upgrading of existing commercial properties in the Downtown.
14. Within the Downtown area, the character of Lewin Parkway should evolve to become a landscaped boulevard with clearly signed intersections guiding people to key destinations, as public works and repairs are needed. Each of the intersections should be pedestrian-friendly and universally accessible. In this regard, the Authority will make appropriate recommendations to the provincial department to facilitate this improvement.
15. Primary entrances to buildings should be oriented toward the street and be accessible to all.
16. All new development should be situated to reinforce the street edge, and should generally be built to the street line on the shopping streets, though minor setbacks for handicap access, landscaping, patios or other amenities that enhance the quality of the public realm will be considered.
17. Where new parking is created, it should be located at the rear of buildings and away from the street edge. Off-street parking shall not be permitted between the building face and the street line.
18. Minimum floor-to-ceiling heights at ground level shall be required for new developments with street-related commercial and/or retail areas to support high quality spaces and a variety of uses.
19. Single storey buildings shall be discouraged, in order to promote more attractive streetscapes, a greater mix of uses and more efficient use of land.
20. Within the Downtown, a number of sub-areas have also been identified (the Shopping Streets, Smithville, Corner Brook Stream and Downtown Residential Area). Policies specific to the sub-areas are provided in Section 5.5.
21. The outdoor storage of goods, materials or equipment shall be conducted as neatly and orderly as possible giving consideration to the overall site appearance and visual or other impact upon adjoining commercial uses or nearby residential or other areas. Consideration will also be given as to the storage of materials and equipment with regard to the safety of authorized personnel and general public where applicable. Outdoor storage is prohibited in the building line setback.

Commercial - General Commercial

21. Areas designated General Commercial shall include a range of shops including local convenience outlets, service facilities, offices, and other similar uses which will be of service to the adjacent residential neighbourhoods.
22. Proposed new commercial establishments and expansion of existing ones within General Commercial areas will be carefully examined to ensure that they do not conflict with the role and functioning of the Downtown. The applicant of an expansion or of a new commercial development may be required to produce a Land Use Assessment Report (Section 3.2) to the satisfaction of the Authority, in order to determine the effect that the overall development may have on the area (i.e. traffic generation, servicing needs, etc.).
23. The outdoor storage of goods, materials or equipment shall be conducted as neatly and orderly as possible giving consideration to the overall site appearance and visual or other impact upon adjoining commercial uses or nearby residential or other areas. Consideration will also be given as to the storage of materials and equipment with regard to the safety of authorized personnel and general public where applicable. Outdoor storage is prohibited in the building line setback.

Commercial - Highway and Tourist Commercial

24. The uses in Highway and Tourist Commercial Designation will primarily include automobile oriented commercial activities such as restaurants, hotels, and service stations as well as other similar uses that serve the travelling public.
25. Development of Highway and Tourist Commercial areas shall occur in depth where possible rather than as a single strip along the road frontages.
26. The development of any Highway and Tourist Commercial area should not constitute a danger to vehicles or pedestrians, and the amenities of the area shall not be depreciated.

Commercial - Large-Scale Commercial

27. The Large-Scale Commercial designation serves to accommodate the development of new shopping centres and/or major expansions to existing retail centres.
28. It is the policy of the Municipal Plan to ensure that new shopping centres and major expansions to existing centres will not prejudice the functional role of the existing shopping districts and individually or collectively shall be planned to complement the regional role of the Downtown. In some cases the primary function of a shopping centre may be to provide local, retail service to developing residential areas.
29. New shopping centres or large scale retail expansions to existing centres (in excess of 3000 square metres in gross floor area) located outside of the Downtown shall be prohibited except where:
 - a. a reasonable alternative site, suitable for development, cannot be found in the Downtown,
 - b. an independent market study has been conducted at the developer's expense to assess the expected effect of the proposed facility on each shopping district within the Municipal Planning Area,
 - c. a Land Use Assessment Report detailing all necessary planning information relating to the proposal has been provided to the satisfaction of the Authority, and
 - d. the Authority is satisfied that the proposal is necessary to meet the needs of the population and the project will not jeopardize the role and function of the Downtown.
30. Large-Scale Commercial areas, while primarily developed to provide retail uses, may also include those complementary and accessory uses utilized by local or regional customers such as commercial residential, general service, personal service, office, catering, cultural and civic, theatre, and other assembly uses as well as limited general industrial uses.
31. Large format retail developments and other commercial and industrial developments, where permitted, shall be planned and designed to be integrated into the community by providing pedestrian access and sidewalks, incorporation of "green" technologies and innovations, high quality building materials and streetscape features.

Commercial - Residential Commercial Mix

31. It is the Authority's intention to identify areas of mixed commercial and residential land use throughout the City and to preserve the dynamics of these areas by permitting development of both types to take place without one use having a detrimental impact upon the other.
32. Development standards appropriate to each use will be applied when assessing a development in these areas (i.e. residential standards for new residential development, commercial standards for commercial development). When applying residential standards, medium or high density standards will be applied, depending on the context of the surroundings and/or existing residential land use.
33. The outdoor storage of goods, materials or equipment shall be conducted as neatly and orderly as possible giving consideration to the overall site appearance and visual or other impact upon adjoining commercial uses or nearby residential or other areas. Consideration will also be given as to the storage of materials and equipment with regard to the safety of authorized personnel and general public where applicable. Outdoor storage is prohibited in the building line setback.
34. A Land Use Assessment Report may be required in order to evaluate the compatibility of the proposed residential commercial mix development.
35. Home based business enterprises in dwellings that are of a scale and type which is compatible with the dwelling use and the surrounding area and that conform to the policies further referred to in Section 8.11, may be permitted on a site specific basis at the discretion of the authority in areas zoned Residential/Commercial Mix.





4.5 INDUSTRIAL POLICIES

4.5.1 Context

Industrial areas are designated as General Industrial, Light Industrial, and Hazardous Industrial in the Plan. The pulp and paper industry has been the traditional mainstay of the local economy, but the City recognizes a need to diversify its economy and to attract new employment based on its excellent harbour and its central location in western Newfoundland.

Industrial activities may generate positive and negative influences within the community. While affording valuable employment opportunities in support of the economic base of the area, some industries may also give rise to noise, heavy traffic or other similar offensive characteristics. Areas for general industries such as these are best located where they have the least deleterious effect on residential areas but are able to take advantage of the proximity of water and road transportation facilities.

Industrial areas may also include activities which are not considered strictly industrial (such as car dealerships with garages, showrooms and outdoor storage of vehicles) but because of land area requirements, and as they could be considered a nuisance in other areas (i.e. animal or amusement uses) these activities may be considered within the light and general industrial areas. They may also be considered complementary to adjacent industrial uses or regarded as providing support services to industrial uses.

In addition to its general and light industrial areas several areas of the City have been occupied by hazardous industrial uses. These uses should ideally be situated in locations which are remote or screened visually and buffered physically from other urban land uses because they are not generally compatible. Some of these hazardous industries, however, are already located in unsuitable locations and it may not be practical to relocate all of them during the time period of this Plan due to their locational needs and the high cost involved. Continued existence of these industries may have to be tolerated for some time to come, but in all such cases adequate measures must

be taken to limit and eliminate where possible all danger and risk to adjoining land uses. Whenever hazardous industries in urban locations are in the course of time demolished or removed, they shall naturally be replaced by other land uses which are not hazardous in those locations.

Industrial areas are often the locations considered by businesses looking to establish in the area and therefore they should reflect the high landscape standard desired for the City as a whole. Industrial areas are also located adjacent to residential and commercial areas, and lack of landscaping can have a negative impact on the adjacent areas.

4.5.2 Objectives

01. To reserve sufficient lands for future industrial development in order to diversify and strengthen the economic base of the City and Region.
02. To encourage the incompatible industrial uses to move to established, strategically located industrial areas in order to further stimulate the growth of these areas and to enhance the potential of the vacated lands.
03. To enhance the landscape quality of industrial areas and support the City-wide objectives for urban greening and local economic development.

4.5.3 Policies

General Industrial Policies

01. The industrial areas abutting the Trans Canada Highway and other existing or proposed arterial roads shall contain adequate service roads to provide access to individual sites. These service roads shall have a limited number of connections with the Trans Canada Highway and major arterials.
02. No building or land shall be used for any purpose which may be dangerous by causing or promoting fires or other hazards or which may emit noxious, offensive, or dangerous fumes, smoke, gases, radiation, dust or grit, excessive noise or vibration, or any further nuisance unless adequate measures are taken to contain the hazards within the site or building so used.

03. To ensure the proper servicing of industrial areas in order to permit the most efficient utilization of the site and to ensure the protection of the natural environment all industrial sites and areas must make suitable and adequate provision for the supply of water, the disposal of industrial wastes and the disposal of sanitary and storm water.
04. All industrial areas must be provided with streets designed for industrial use and must provide adequate off-street parking facilities for all employees, fleet vehicles, and visitors.
05. In the development of industrial areas consideration shall be given to the preservation of the natural environment; innovative site planning; the design; character, and appearance of the building; and the proper landscaping of the site.
06. Retail sales from outdoor storage sites shall be incidental to the storage use and may be assessed for permission on a temporary basis or in relation to the overall nature and duration of the activity on the site.
07. The Authority shall be satisfied that adequate fire flow service is available, including reservoirs and sprinkler systems, for all uses as well as for the protection of surrounding areas or facilities. Industrial uses will not be permitted unless an adequate fire protection system is in place.
08. The Authority shall ensure a reasonable standard of appearance in industrial areas through such mechanisms as the policies of this Plan, Development Regulations, Planning Approval and Permitting processes and Landscape Design Guidelines.
09. Industrial developments shall be planned and designed to be integrated into the community by providing pedestrian access and sidewalks, incorporation of “green” technologies and innovations, high quality building materials and streetscape features.

Landscaping, Screening and Outdoor Storage

09. The Authority shall require a landscaping plan be prepared for all industrial areas prior to development approval.
10. All landscaping plans shall be prepared in accordance with the policies outlined in this Plan, Development Regulations and the City of Corner Brook Commercial and Industrial Landscape Design Guideline.

11. Where an industrial area abuts an existing or proposed residential area, recreational area, environmentally sensitive area or public right-of-way, or is separated from such existing or proposed uses by a road only, a buffer strip shall be provided between these areas and the industrial activity to the satisfaction of the Authority.
12. The buffer shall include landscaping, screening or a structural barrier, or any combination thereof, as may be required by the Authority and shall be provided by and maintained by the owner /occupier of the industrial property to the satisfaction of the Authority.
13. The outdoor storage of goods, materials or equipment shall be conducted as neatly and orderly as possible giving consideration to the overall site appearance and visual or other impact upon adjoining industrial uses or nearby residential or other areas. Consideration will also be given as to the storage of materials and equipment with regard to the safety of authorized personnel and general public where applicable. Outdoor storage is prohibited in the building line setback.

General and Light Industrial Areas – Uses

14. General industry uses shall only be permitted to locate within the General Industrial land use designations of the Municipal Planning Area.
15. Light industry uses may be permitted within the light and general industrial land use designations as these activities are usually regarded as being less intensive or disruptive to surrounding land uses and can be compatible with adjacent general industry uses.
16. Uses of a general assembly nature including passenger assembly, taxi stands and general service may be permitted within the industrial areas when the use may be considered compatible with adjacent industrial uses or where extensive warehousing, show rooms, or storage of goods is required in conjunction with a commercial use or business or service activity.
17. Catering, funeral homes, child care, amusement, business and personal service, animal uses, outdoor assembly uses, commercial activities limited to shops and convenience stores, commercial residential limited to hotels and motels, and general assembly limited to gymnasia, bowling alleys and other similar indoor recreational facilities, may be permitted in industrial areas when the use may be considered compatible with adjacent industrial uses or will not adversely affect the functioning of industrial uses or result in a conflict of land uses. *Amended 03 August, 2018*

18. Recreational activities may be permitted in industrial areas where the use will not adversely affect the functioning of industrial uses nor create a demand for municipal services other than those presently existing in the area or as may be proposed in the future by the Authority.

General and Light Industrial Areas –Location of Uses

19. Industrial activities will be concentrated in designated areas suitable for such development with good access and service potential.
20. Highway oriented industrial uses will be encouraged to locate within the established industrial parks.
21. Uses which are dependent on access to the waterfront and port facilities shall be promoted along the harbour waterfront in accordance with the policies in Section 5.9.
22. The Watson's Pond Industrial Park light industrial area shall be limited to transportation businesses, storage depots, warehouses and equipment storage activities and similar type light industrial uses which require ready access to the Trans Canada Highway and will not create a demand for water and sewer services other than those which can be provided on site and which is acceptable to the Authority.

General and Light Industrial Areas –Surrounding Context

23. The amenity of surrounding non-industrial areas shall be protected by keeping noise, fumes, and any hazardous aspects of the industrial operation as far as possible from the property lines dividing the industrial and non-industrial uses.

General and Light Industrial Areas –Relocation of existing uses

24. Special consideration shall be given to the relocation of the non-conforming general and light industrial uses which are scattered throughout the city. These non-conforming industries will be encouraged to relocate to the established industrial parks of the City.

General and Light Industrial Areas – Hazardous Materials

25. The storage of limited quantities of hazardous materials may be permitted in General or Light Industrial Areas where this is essential to support an otherwise non-hazardous industry. The Authority will, under these circumstances, impose such siting, construction and other safety requirements as it judges to be necessary.
26. The bulk storage of hazardous materials may be considered in Light and General Industrial areas where the use meets the approval of all relevant federal and provincial authorities having jurisdiction over such uses from an environmental, occupational health and safety, fire and life safety, and aesthetic point-of-view and the Authority shall require issuance of all other approvals prior to final approval. In addition to this the following conditions shall apply:
- a. The bulk storage of hazardous materials on each lot is not to exceed a total of 341,000 litres or 90,000 USWG (United States Water Gallons);
 - b. The use does not abut or is sufficiently far removed from a residential neighbourhood or use, public assembly use, community service use or a street where such street is the only route available to vehicular traffic in both directions; and
 - c. That an appropriate separation distance between adjacent residential development and the type and scale of industrial use be determined prior to any hazardous or general industrial use being approved.
27. The Authority may undertake effective programs in cooperation with all levels of government and private industry to stimulate and promote industrial growth within the City.

Hazardous Industrial Areas

28. Where any hazardous industry is judged to be located in an inappropriate location, the use of the site may be restricted to those uses which were legally established on the date of coming into effect of the Municipal Plan.

29. Where the use, within any use zone, of an inappropriately located hazardous industry ceases for any reason for a period of one year or more, or beyond such extended period of time as may be provided by the Authority, or where the buildings or structures associated with such hazardous industry are removed or destroyed, no other hazardous industrial land use activity shall be permitted on the site. The Municipal Plan may at any time be amended to designate the subject lands for a more appropriate land use which is considered compatible under the Plan with surrounding uses. This includes any hazardous industrial use within any land use area.
30. Tanks or apparatus connected with the storage of gasoline, oil, or other inflammable, flammable or hazardous substances shall be so sited within the industrial area that they will cause as little danger as possible to abutting uses. Such tanks and apparatus shall also be sited in a manner which will not adversely affect the amenities of the area and in this connection they shall be painted and maintained to the satisfaction of the Authority.
31. Any new hazardous industry which is permitted to be established within the Municipal Planning Area shall be so located that it does not constitute undue danger or hazard to surrounding uses, and the Authority may impose any further conditions on the development and operation of such hazardous industry as appear necessary to avoid any danger within the site or to adjacent lands.



4.6 COMMUNITY SERVICE

4.6.1 Context

Community services provide a wide range of public and private facilities which accommodate the non-commercial needs of the general public including the young, the aged, persons with varying degrees of physical or cognitive or mental challenges; and various organizations. These include such facilities as day care, government offices, schools, penal and correctional uses, and other community oriented uses.

4.6.2 Objectives

01. To reserve adequate lands for the development and expansion of public and private community services.
02. To foster the social development of the community by ensuring accessibility to the facilities of the City for all age groups, for all levels of physical ability, and for socially and economically disadvantaged citizens.

4.6.3 Policies

01. Wherever economies of joint use or other public benefits can be obtained, Community Service facilities should be located adjacent to one another. The Authority will encourage the continuous use of facilities and integrated structures where possible. This will include school facilities where applicable and with the consent of the appropriate school authority, usually the School Board.
02. Due to the intensive use of some Community Service facilities particular attention shall be given to the proper provision of safety and the protection of surrounding land use activities from any adverse impacts such as noise and traffic.
03. All Community Service facilities which generate significant traffic volumes shall have frontage and access onto an arterial or collector street.

04. The cluster of community service uses located around Mt. Bernard Avenue/O'Connell Drive/University Avenue are forming a focal area for innovation, with education, culture, recreation, health care and civic uses, and are identified as the Innovation District on Map C - Land Use Zoning. As the Innovation District has been identified as a Special Area, development occurring in the Innovation District shall adhere to the policies outlined in Section 5.8 of this Plan.
05. Schools should be located in order to respond to the changing local community school enrolment needs. This may result in increased bussing of more and younger children out of traditional residential neighbourhoods; however, safe and convenient means of access in the school vicinity shall be maintained for the children. Variations may be made in location to achieve integration with recreational open space areas including municipal facilities.
06. The Authority shall work in cooperation with the educational authorities in the selection of a site for any new schools to ensure that the location will be appropriate for the needs of the planning area.
07. Penal and correctional uses may be permitted at appropriate sites provided there is adequate separation from incompatible uses, amenity of surrounding existing and proposed uses is maintained, access is adequate for the use, the appearance of the proposal is in keeping with surrounding uses, and municipal services are available. The Authority will carry out a public consultation process as part of any proposal to develop a penal or correctional facility in the City.
08. Limited commercial activities deemed to provide a service to the users of adjacent community service facilities, including taxi stands and convenience stores, may be permitted at the discretion of the Authority.



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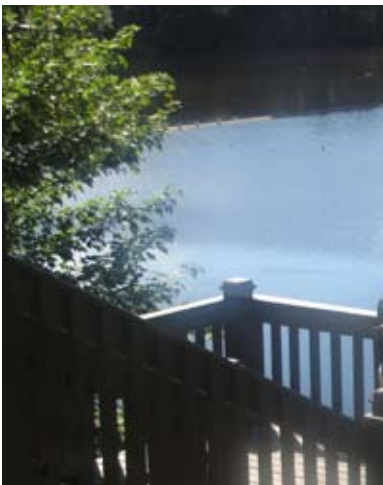
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4.7 OPEN SPACE

4.7.1 Context

Open Space can fulfill a variety of functions. It simultaneously provides a place for people to recreate and enjoy the outdoors. It helps to create an aesthetically pleasing city environment and is considered to contribute greatly to the quality of life and opportunities for an active healthy lifestyle. Vegetated or natural open space can also play a role aiding in protection of the environment, acting as a natural storm water management buffer, providing natural habitat and a connection to the natural environment.



The primary purpose of the Open Space land use designation in the City of Corner Brook is to provide the public with an opportunity to pursue outdoor recreational and leisure activities within the Municipal Planning Area. Recreational Parks for organized sports and children's playgrounds are especially important in the urban area. Recreational uses include those that involve the augmentation of green space including mowed and hard surfaces, trails, playground facilities and/or other maintained park elements. Leisure Parks provide passive recreational green spaces offering contact with nature, an escape from daily routine, and a place to relax and socialize. Leisure Parks include uses such as an existing wooded area, field or other green space that may or may not require augmentation of the land through the incorporation of trails and benches, in order to accommodate leisure outdoor activity while providing for an accessible green environment. The Open Space designation may also be utilized to prohibit development alongside major highways and thoroughfares, to ensure safe vehicular movement, to protect the visual amenity of areas along these routes and to buffer noncomplimentary development.

Lands designated as Open Space may include plazas, parks and sidewalks, water edge promenades, wetlands, woodlands, trail systems or other features recognized for their significance as places for outdoor activities. Within Corner Brook, areas designated Open Space include recreational facilities such as Prince Edward Park, Margaret Bowater Park, the Basha Memorial Field, and trail systems like the Corner Brook Stream Trail network. These areas are highly valued by the community and should be protected and enhanced so that there are continued opportunities for enjoyment of these community assets.

4.7.2 Objectives

01. To provide and identify adequate open space environment which assures residents of the City and Region the widest possible range of recreational and leisure opportunities for their enjoyment and satisfaction.
02. To provide additional park and recreational facilities required throughout the City to meet the needs of all age groups in the community.
03. To protect and enhance the amount and quality of open space in the Municipal Service Area for the purposes of urban greening, active and passive recreation, buffering trails and residential areas, natural heritage features and retaining viewscales.
04. To promote the tourism potential of recreational facilities to expand Corner Brook's appeal as a visitor destination centre.

4.7.3 Policies

Open Space - General Policies

01. Notwithstanding the other policies in this Plan and the Development Regulations, development of open space lands for any purpose other than open space and recreation or leisure related uses will not be permitted.
02. Accessory or ancillary buildings or uses that support the overall recreation and public amenity objectives for open space will be considered at the discretion of the Authority or as discretionary uses.
03. Lands designated Open Space generally fulfill one of two purposes; recreational open space or leisure open space. Recreational open space is generally associated with active, organized activities whereas leisure open space celebrates passive, unorganized activities or the provision of general green space.
04. Within the City of Corner Brook there are examples of open spaces being held in private ownership which may or may not be leased and/or operated by or in partnership with the City. The Authority shall continue to partner with private property owners and external organizations in order to ensure that a high quality and quantity of recreational and leisure facilities and spaces are maintained throughout the City.

05. The Authority will aim to restrict the conversion of open space within the municipal service area boundary; however, for rare and special cases, such as when land designated as Open Space may be privately owned (see no. 4 above) conversion of open space to another land use designation may be considered. In such occurrences, before conversion of any open space area may be considered, a Land Use Assessment Report may be prepared, in addition to the normal procedures for municipal plan amendment. This report may include but is not limited to the following:
- a. an independent study of recreational needs assessing the expected short-term and long-term effects of the proposed conversion on recreational activities within the Municipal Planning Area,
 - b. an environmental assessment indicating the impacts of the proposed conversion to the environment, including but not limited to consideration of changes in slope, drainage, and removal of vegetation;
 - c. engineering plans indicating the proposed site design and use, including but not limited to storm water management, erosion and sedimentation control and landscaping; and
 - d. an assessment of downstream impacts to infrastructure and infrastructure capacity resulting from the conversion.
06. It is the general intent of the authority to increase the amount of recreational and leisure open space in developed areas where deficiencies exist and to have the appropriate amount of land set aside in newly developing neighbourhoods at the time of development.
07. The Open Space Master Plan/Corner Brook Leisure and Recreation Master Plan will strengthen the current network of open spaces and provide direction for a future network of open spaces, linking various green spaces, natural areas, recreational facilities and trail corridors throughout the City, while creating opportunities for active transportation and recreation.
08. It is the general intent of the authority to encourage the renaturalization or landscaping of underutilized or abandoned open spaces.



09. The above policy notwithstanding, the authority will ensure that adequate open space in newly developed or developing areas will be acquired for future recreational or leisure use and such land may be used for active or passive recreational uses, including parks and/or trails.
10. Corner Brook Stream Trail network shall be developed as a regional open space area incorporating existing and new recreational facilities and integrating passive and active recreational and leisure experiences for both residents and visitors. Additional policies pertaining to the Corner Brook Stream can be found in Section 8.3. As much as possible, the trail system will be designated within an Open Space designation in order to provide long term protection from urban encroachment on the trails.
11. The authority may consider recreational or cultural uses which are required to be contained within structures or similarly constructed facilities to be developed in Open Space areas.
12. Areas buffering major highways or thoroughfares may be designated as Open Space in order to prohibit development along limited access highways, to ensure safe vehicular movement or to protect the visual amenity of areas along transportation routes.
13. In the development and classification of Open Space, the Authority shall consider neighbourhood or community demographics and assure that facilities and structures are designed to accommodate changes to the demographics in order to support transition between youth and adult recreational needs.
14. The City shall develop an open space maintenance strategy in order to properly provide for the long term maintenance of the existing and proposed open space amenities of the city.

Open Space – Viewscapes

15. To prevent the visual intrusion of proposed buildings on existing Open Spaces, the authority may impose a height restriction or building set back requirement for developments that could impinge upon these viewscapes or view planes.
16. The authority may request that a Land Use Assessment Report be prepared by the applicant for proposals that do not illustrate adequate protection against this type of encroachment.

17. The Authority may prepare an Open Space Viewscape Guideline to assist in the preservation of the view planes from within open spaces to maintain a sense of separation from the surrounding built environment. This document may include specific guidelines for key city-wide parks or other key open spaces or features in the City.

Open Space- Dedication of Open Space or Public Use

Residential Subdivision Developments

18. For all residential subdivision developments over four (4) lots, and before the development commences, the developer shall dedicate to the Authority, at no cost to the Authority, an area of land equivalent to not more than 10% of the total land area to be developed (including all roads), or 25 m² for every dwelling unit permitted in the subdivision, whichever is the greater, for public open space. Should the Authority determine that the greater of these two options be inadequate for the needs of the area, the Authority reserves the right to increase the percentage to an appropriate size of land of not more than that required for a neighbourhood park at 1.6 hectares. Where the Authority determines that suitable land is not available or does not require a park in the area, the Authority may accept from the developer, a sum of money, in lieu of land, equal to the current market value of the area of land, calculated in accordance with the following: The going rate of land for lots being sold in the subdivision multiplied by the area of land required in accordance with the description above. For greater clarity on this calculation, please refer to the section titled LAND FOR PUBLIC OPEN SPACE within Section 116 of the City of Corner Brook Development Regulations. If, in the opinion of the Authority, no public open space is required within the area of the subdivision, the land dedicated to the Authority may be used for such other public or open space use as the Authority may deems appropriate (See section 24).

Commercial and Industrial Developments

19. For all commercial and industrial developments over 2000 square metres in area, and before the development commences, the developer shall dedicate to the Authority, at no cost to the Authority, an area of land equivalent to not more than 10% of the total land area to be developed (including all roads), or the payment of a sum of money, equal to the value of the land in its

undeveloped state, calculated at current fair market value, of the 10% area of land required to be dedicated for open space. If, in the opinion of the Authority, no public open space is required within the area of the subdivision, the land dedicated to the Authority may be used for such other public use as the Authority may determine (See section 24)

Value of Land

20. The Authority shall determine the value of the land based on current market conditions and other relevant factors and advise the applicant of the process used to determine fair market value and the total amount of money to be paid.
21. Where an agreement can not be reached on the amount of money to be paid under subsections 18 or 19, a board of arbitrators shall fix the amount as if the land were expropriated under Part IX of the Urban and Rural Planning Act.

Land Ownership

22. Where the subdivision or land development for which a permit is required consists of land for which there are two or more persons holding an interest in the land, the costs of a land dedication, conveyance or money payable under subsection (18), (19) or (21) shall be shared proportionately among those persons.
23. Land dedicated for public use shall be conveyed to the Authority and may be sold or leased by the Authority for purposes of any development that conforms with the requirements of the City of Corner Brook Development Regulations.
24. Where the Authority accepts cash or other funds in lieu of land allocation, or receives proceeds from the sale or disposition of land dedicated to the Authority for public or open space use, the Authority will establish and maintain a separate account for such funds, to be used specifically for the provision and maintenance of open space amenities, within the specific development area or elsewhere in the City. In this way, the Authority is able to generate a source of revenue to continue to develop and maintain open space facilities, trails, and related elements within the City.
25. Land dedicated and conveyed for a park or another public use under this section that is not sold or leased under section 23., shall be used for that dedicated purpose.

26. Where the Authority and the owner of land to be conveyed under subsection 26 can not agree as to the cost of land, Part IX of the Urban and Rural Act shall apply to that conveyance.

Non-Subdivision Development

27. The Authority may, for a development that is not a subdivision, require that the owner of the land being developed convey to the Authority, for a public purpose, a portion of the land proposed for development.

Suitability of Lands for Dedication

28. All lands dedicated under subdivision and other dedication of land for provisions contained in the City's Development Regulations shall be transferred in a condition that is satisfactory to the City.

29. Where the drainage of a subdivision or other development is to be by open watercourse, the land necessary for drainage purposes shall not be acceptable as part of the dedication provision unless sufficient adjacent land is made available and developed as a trail system or linear park to the satisfaction of the authority. Such watercourses shall be wide enough to allow for the drainage channel with adequate space provided for maintenance and tree planting, and shall be integrated where possible with the other parks and open space of the neighbourhood to form pedestrian walkways.

30. Wetlands shall not be acceptable as part of the lands dedicated to the city for park purposes unless it forms a portion of or all of a designated wetland conservation site and may be used for public use.

School Considerations

31. The establishment of all Open Space will be coordinated wherever feasible with the schools of the area so that a complementary integration of facilities may be achieved; more particularly:

- a. The establishment of neighbourhood parks will be coordinated with elementary schools; and
- b. The establishment of community parks will be coordinated with secondary schools or other appropriate senior education facilities.

Park Considerations

32. In the development of neighbourhood parks, land will generally be acquired at the time that development proposals are being made so that these parks may be closely integrated into the design of the neighbourhood.
33. The detailed design of neighbourhood parks or other open space recreational or leisure designation, will be carried out as soon as possible after the boundaries of the land to be dedicated or developed as open space are known so that any landscaping and topographic modifications may be coordinated to the advantage of both the City and developer.
34. In the development of community and city-wide parks, land will generally be acquired as far ahead of development as possible provided that the design of the district is clear enough to allow for the integration of the future park with other community facilities.

Former Canadian National Railway Considerations

35. All suitable lands identified as the Former Canadian National Railway are recognized by the provincial government under the Provincial Parks Regulations, N.L.R. 91/97 as Provincial Park land and may not be otherwise recognized or developed unless approved by the City of Corner Brook in conjunction with the appropriate government departments or agencies of the provincial government of Newfoundland and Labrador.

Open Space – Classifications

37. In the provision of Open Space there will be a hierarchy of classifications including Undeveloped Open Space, Linear Open Space, Pocket Parks, Tot Lots, Neighbourhood Parks, Community Parks, City-Wide Parks and Regional Parks & Facilities. Map E - Parks and Recreational Facilities, provides location references for Neighbourhood Parks, Community Parks, City-Wide Parks and Regional Parks & Facilities.
38. Most developed parks will be designated as Open Space land; however, some smaller scale parks (such as neighbourhood or tot lots) may be located within other land use designations where the recreational open space classification of use is permitted or is a discretionary use.

39. In any land use designation there may be land which is not specifically designated as Open Space but which is available for use by the public as forming part of the public realm or is attached or forms part of a specific development.

Open Space – Undeveloped Open Space

40. Undeveloped open spaces are important green spaces in the City which remain in their natural state and are undeveloped or unmaintained. These natural undisturbed areas play a role aiding in protection of the environment, acting as a natural stormwater management buffer, providing natural habitat and a connection to the natural environment.
41. Undeveloped Open Space has no general minimum or maximum size requirements and generally has limited use other than passive low-impact recreation or conservation-related uses.

Open Space – Linear Open Space

42. Linear open space is intended to provide leisure or recreational activities within a greenbelt, corridor, trail corridor, rail bed, or other narrow strip of land. Linear open space can provide a linkage between other park designations as part of a network of recreational open spaces as well as access to important natural amenities such as watercourses, historic sites and viewscales as well as built-up areas separated by natural features such as a mountain or a watercourse.
43. Park elements common to linear open space include soft or hard surfaced trails for walking or bicycling, viewing platforms, information kiosks, and benches and plantings to allow for leisure activities or the celebration of a memorial or other significant feature.
44. Linear open space has no general minimum or maximum size requirements but may have surfacing, width and other requirements depending on the specific use of the open space. It provide recreational and/or leisure opportunities for all residents of the City and is not intended for the needs of specific neighbourhoods alone.
45. The Authority may consider linear open space for public space allocations in densely developed commercial areas where space is at premium and large-scale redevelopment for open space is costly and difficult to realize.

46. The Authority may consider linear open space in the form of pedestrian trails in new residential subdivisions and may integrate these with existing sidewalks or natural areas in order to provide both leisure opportunities and connectivity with area.

Open Space – Pocket Parks

47. Pocket parks, or sometimes referred to as mini-parks, are intended to provide leisure space on irregular lots, traffic islands, niche spaces between or alongside of buildings or other areas where available space does not permit a Tot Lot or larger designation that could accommodate playground elements.

48. Pocket parks often provide park elements such as benches and plantings to allow for leisure activities or the celebration of a memorial or other significant feature.

49. Pocket parks have no general minimum or maximum size requirements.

51. The authority may consider one or more pocket parks for public space allocations in densely developed commercial areas where space is at premium and large-scale redevelopment for open space is costly and difficult realize.

Open Space – Tot Lots

52. Tot Lots are small park spaces containing play equipment and recreation facilities for pre-school children. Tot lots are intended to supplement areas where the population density is high or where the authority has determined the coverage provided by neighbourhood parks to be inadequate.

53. Newly developed Tot Lots are to be of the order of 0.045 – 0.1 hectares, containing play equipment and recreation facilities for pre-school children and a sitting area for adults.

Open Space – Neighbourhood Parks

54. Neighbourhood parks are intended primarily to meet the recreational needs of a specific residential area or residential comprehensive development scheme subdivision and are situated in such a way that residents are able to walk to each facility without crossing an arterial street. Neighbourhood parks may contain both recreational and leisure open space.

55. Newly developed Neighbourhood parks are to be of the order of 0.1 - 1.6 hectares in size where the neighbourhood is such that a significant part of it is more remote from this or a park in another neighbourhood, a second park may be established so that adequate coverage and accessibility may be maintained.
56. Where any neighbourhood is comparatively far from a community or city-wide park, the neighbourhood park will be made proportionately larger to compensate.

Open Space - Community Parks

57. Community Parks are developed specifically to serve the people who live within a distinct community but not at the scale of a City-Wide park. They are in most cases, accessible by public transportation and large enough to accommodate low level competitive sports with limited spectator space.
58. Community parks are to be of the order of 1.6 - 4.9 hectares and to be equipped with adult recreation facilities such as a basketball court or an intermediate softball facility.
59. Where any Community Parks are comparatively far from a city-wide park, the Community Park will be made proportionately larger to compensate by the addition of further Leisure Park space and recreation facilities.

Open Space - City-Wide Parks

60. City-Wide parks are developed to serve specific purposes. These facilities often occupy a substantial area of land and in most cases are developed for active recreation such as soccer, baseball, tennis or other organized recreational activities.
61. City-Wide parks will contain a variety of recreation facilities and substantial passive leisure space and wilderness areas.
60. City-Wide parks are to be of the order of 8 - 61 hectares or more and be located to take advantage of natural features such as water, prominent topography, etc.

Open Space – Regional Parks and Facilities

62. Regional Parks and facilities will contain a variety of recreation facilities and substantial areas of passive leisure space and wilderness. These are similar to City-Wide Parks; however, because of the inherent value of the park or the type of facilities available, they service a broader area, reaching beyond the boundaries of the Municipal Plan Area to act as a regional resource.



Humber Valley

4.8 ENVIRONMENTAL CONSERVATION

4.8.1 Context

Urban encroachment can threaten the natural environment. Without proper protection, sensitive natural habitat and valued natural resources may be threatened or permanently destroyed by urban expansion. Preservation and protection of such areas is a key component of this plan. Environmental Conservation is among the most restrictive of land use designations in terms of development and site disturbance and is so designated to preserve or protect the unique features or environmental sensitivity of these areas.

4.8.2 Objectives

01. To identify environmental areas that by nature of their potential for degradation, scenic beauty, or natural heritage or habitat value should be comprehensively protected.
02. To identify areas of environmental protection and sensitivity that would be inappropriate for development due to risk to public safety and property.

4.8.3 Policies

01. The Authority shall designate areas of environmental value or unique scenic or natural value as Environmental Conservation to protect them and prevent degradation resulting from development or human encroachment impacts.
02. The Authority shall also designate areas of land as Environmental Conservation if degradation of these areas resulting from development or human encroachment impacts, would pose a risk to public safety and property.
03. The only uses permitted in Environmental Conservation Zone shall be conservation uses; however, minimal impact trails may be permitted as discretionary uses.
04. The Authority may decline any proposal for minimal impact trails and antenna which is considered to negatively impact an Environmental Conservation Zone.



4.9 ENVIRONMENTAL PROTECTION

4.9.1 Context

The Environmental Protection designation serves to provide protection for environmentally sensitive lands including large areas containing excessive slopes, significant wetlands that are necessary to maintain natural drainage systems, identified agricultural lands which should be protected from development, water frontages and other areas that may be threatened by urban expansion or changing climatic conditions. Environmental Protection is a separate land use from Conservation, which provides the highest order of environmental protection, and identifies those areas which still require some form of protection or a more sensitive approach to certain limited types of development. While they may share similar characteristics, different degrees of protection or development control are necessary.

4.9.2 Objectives

01. To identify areas where small scale agricultural or forestry operations may be carried out without detriment to the environment.
02. To protect significant natural drainage systems that provide a habitat for fish or wildlife and serve as a catchment area for run off such as bogs and tributaries of larger river and stream systems.
03. To protect areas susceptible to erosion, avalanche, rock or mud slides
04. To identify large tracts of land containing slopes in excess of 20% where development should be avoided or subject to detailed analysis prior to any consideration for development or proposed change in land use designation.
05. To identify tracts of land containing slopes in excess of 33% where development should be avoided.
06. To protect land and slopes adjacent to major urban watercourses in order to restrict or limit any further urban encroachment.

4.9.3 Policies

01. Agricultural or forestry operations within Environmental Protection areas shall be limited to small scale operations such as managed woodlots or domestic harvesting for firewood (not commercial harvesting), small scale organic farming or hay production, hobby farms, and similar, less intrusive activities, and shall be conducted in a manner which will minimize any adverse effect on water quality and quantity, fish and wildlife, and scenic amenities of an area.
02. Environmental Protection lands designated along or adjacent to the Humber River shall be retained in their natural state except where planting of trees, control of erosion and similar preservation measures are required.
03. Notwithstanding the foregoing, the lands along the Humber River may, at the discretion of Council, be utilized for nature trails, picnic areas, and other passive recreational uses which are not harmful or will not detract from the natural environment or otherwise injuriously affect the aesthetic value of the area.
04. No buildings nor the placing nor removal of fill of any kind, whether originating on the site or elsewhere, shall be permitted in areas subject to periodic flooding or other physical hazard. It is recognized that the lands so designated by their very nature are to be managed in such a fashion as to complement adjacent land uses and protect them from physical hazards or their effects.
05. On lands where the slopes exceed 33%, the Authority may designate such areas as Environmental Conservation or Environmental Protection. Where steep slopes exceeding 33% occur in areas not currently zoned as Environmental Conservation or Environmental Protection, the Authority may refuse applications for development that it considers inappropriate due to potential risk to public safety and property, or development that does not protect the unique features or environmental sensitivity of such areas.
06. Land uses adjacent to Environmental Protection areas will include only those land use activities which are compatible with the maintenance of the Environmental Protection area.

4.10 RURAL

4.10.1 Context

The Rural designation serves to protect the natural environment by only permitting land use activities that are compatible while still retaining the qualities of a rural setting. The primary uses of agriculture, forestry, recreational open space and limited rural industries which do not create a demand for municipal services nor encourage ribbon development along the road network are appropriate for these areas.

It is recognized that rural land suitable for agriculture is often also preferred by developers for residential subdivision and other large scale development because of more gentle topography and less challenging soil conditions; however, due to the limited regions of fertile, agricultural conditions in the province, Rural lands identified as suitable agricultural land by the Government of Newfoundland and Labrador shall be protected from non-agricultural uses

The Authority acknowledges that in some Rural Zones, older houses, or in some cases entire streets, are located in areas designated as Rural. Normally, the intent is that these uses would be considered as a non-conforming use and should not increase in intensity while these deficiencies exist or that the use would discontinue entirely in some cases. An exception to this is with respect to single dwellings that have been developed or are proposed to be developed in association with an agricultural or forestry operation in accordance with the requirements for that use.

Within the City of Corner Brook, there are houses located in Rural Zones that have not been developed in association with an agricultural or forestry operation but exist as a result of the historical or natural growth of the city. Factors such as amalgamation of the four original communities which make up the present day City of Corner Brook; municipal and planning area boundary expansions; development which occurred prior to formal planning processes; remote areas where municipal services are absent altogether or the where current municipal services, conditions or road standards are not able to be met, have resulted in dwellings that may be considered as a separate classification of use and can be assessed as a Discretionary Use of the Zone.

4.10.2 Objectives

01. To protect the rural nature of those lands occurring outside of the Municipal Service Area Boundary.
02. To prevent ribbon development and municipal services from extending into Rural Areas.
03. To permit select land use activities that may be accommodated on the periphery of the City's development area which do not negatively impact the natural environment or create a demand for municipal or other city services.
04. To protect agricultural lands occurring in the Rural Designation
05. To permit the replacement, repair, renovation or extension of existing dwellings in the Rural Zone with a single dwelling which will not negatively affect the natural environment, will not have a detrimental or prejudicial impact on other permitted or discretionary uses of the zone, are not located in an area subject to environmental hazard, nor create a demand for municipal or other services.

4.10.3 Policies

01. Any building activity in the Rural areas shall be undertaken in a manner which is in keeping with the qualities of the surrounding landscape and will mitigate adverse environmental impacts on the amenities of the area.
02. Development permitted in Rural areas shall be confined to non-intensive uses such as agriculture and forestry that do not create a demand for municipal services nor encourage ribbon development along the road network.
03. Wherever and whenever possible, the reforestation of rural land which is not suitable for agricultural purposes will be encouraged.
04. Forestry and agricultural operations in close proximity to the urban areas will be restricted to those which will not constitute a hazard or disturbance to existing or proposed development.
05. Future cemetery sites shall be limited to an expansion of Mount Patricia Cemetery. This will serve to eliminate an unnecessary land use within the urban serviced area and to meet additional requirements for this purpose. Cemeteries within this context are understood to refer to human cemeteries.

06. Pet cemeteries may be located within the Rural areas at suitable locations which do not require water and sewer services nor create additional traffic or need for other municipal services such as fire protection or road maintenance/snow clearing.
07. Pet cemeteries operated as private facilities will be required, at the time of application, to prepare operating plans that identify and make provision for the removal or disposal of animal remains in the event of closure of the facility or as a result of a change of use at the site.
08. Scrap yards, including associated recycling operations, mineral workings and rural industries may be permitted at suitable locations within the Rural area subject to a Land Use Assessment Report. If the operation is deemed appropriate, the Authority shall impose conditions to ensure provisions are made for environmental protection, buffering, site maintenance, any aesthetic or view plane considerations, and proper site access.
09. The area of Tower Road, south of Lewin Parkway, has come under increasing development pressure and in order to consider development in this area, a Land Use Assessment Report will be required for all development proposals.
10. Development in the Watson's Pond area shall be confined to non-intensive uses such as agriculture and forestry and other uses that do not require water and sewer services until such time as a determination has been made whether to extend industrial development in the area or to permit more recreational use in the area. In this regard, a thorough review of water supply requirements must be conducted by the Engineering Services Division and the Fire Department.
11. Outdoor assembly, outdoor market, veterinary, animal, and service station uses may be permitted at appropriate locations within Rural areas where the operation is deemed appropriate and where a system of water and sewer services and fire protection services, acceptable to the Authority, can be made available.

12. Transportation uses including airfields and dock facilities may only be developed at appropriate locations within Rural areas where their development and use will not create a demand for municipal services nor upgrading and maintenance of existing or proposed access roads. More intensive dockyard and transportation facilities are to be located in approved industrial or otherwise suitable locations which are serviced with municipal water and sewer.
13. Large scale development proposals which are sufficiently comprehensive and will occupy a minimum area of 1 hectare (10,000 m²) may require a change in land use and zoning in order to conform to the proper land use designation of the Municipal Plan.
14. In an effort to provide increased rights to residents living in Rural land use designations to be able to: (1) extensively renovate; (2) expand the existing dwelling to a maximum of 50% of the original total floor area; or (3) replace the existing dwelling to a maximum of 150% of the original total floor area, by choice and not as a result of fire or other damage, existing dwellings will be recognized as discretionary uses, provided that the location of the dwelling does not conflict with any plan, scheme or other intention of Council to develop the area for other purposes or if it will not have detrimental impact or prejudice the development of existing or other permitted or discretionary uses of the zone. Applications for the replacement, extensive renovation, repair or extension of existing residential dwellings will be subject to a public notification process and Council approval, in accordance with the requirements for Discretionary Use. Houses accidentally damaged or destroyed by fire, flood or other causes may also be repaired or replaced in accordance with these standards.

4.11 MINERAL WORKINGS

4.11.1 Context

Some of the most extreme alterations to the natural environment occur in the search for, and eventual extraction and processing of mineral resources.

The development of mineral workings is an important asset to the City's economy and development as it provides a readily available, easily accessible and thus less expensive supply of raw material necessary for the construction of roads and the manufacture of asphalt and other building materials. This may also enable major construction and road projects to be carried out more expeditiously. It is important that mineral workings within the City be closely monitored by the Province, as well as the City itself, to ensure that proper safety, environmental and municipal regulations are strictly adhered to. This will enable the quarries to function efficiently and satisfy public interest that operations are being carried out with regard to citizen's concerns and environmental integrity.

It is important that the existing quarries within the municipal planning area (both in the Mineral Working and Rural Zones) are being operated efficiently. It is anticipated that the existing longer term quarry operations are sufficient for the period of the Plan; however, new quarry sites or mineral workings may become necessary and may be considered for approval. As well, to ensure that these quarries do not become heavy industrial areas, development permits issued for specific projects shall be issued with a specified or temporary operating period.

The following policies will guide and shape the development of mineral working areas thus protecting the natural environment and general public from any adverse impact.

4.11.2 Objective

To guide and shape the development of mineral workings in such a way that adverse impacts to the natural landscape, physical environment and citizens of Corner Brook are minimized.

4.11.3 Policies

01. All mineral workings within the Municipal Planning Area shall be conducted so that no nuisance or danger is caused to the general public and the scenic amenity of the surrounding area is preserved. In order to preserve the scenic beauty and amenity of the area, operations will generally, wherever possible, be restricted to areas not exposed to public view. In this regard, conceptual drawing or computer modeling of the quarry or mineral working site may be required to identify any potential visual impacts of the use.
02. No mineral working operations will be permitted to cause the pollution of any watercourse.
03. Developers of mineral workings will be required to provide adequate buffering, setbacks, fencing, erosion, and sedimentation control, site maintenance, and proper ingress and egress to ensure a safe and aesthetically acceptable operation.
04. New mineral working operations in Rural Areas may be permitted at the discretion of the Authority. If the operation is deemed appropriate, the Authority shall impose conditions to ensure that provisions are made for rehabilitation and environmental protection. Applications for mineral workings will require a Land Use Assessment Report and rehabilitation plan to be submitted with the application.
05. Existing or new mineral workings that are located in a Rural land use designation may require a municipal plan amendment to re-designate to a Mineral Working land use if the operation is of a significant size in terms of land area or scale of the operation, or if the use is expected to be in operation for a number of years.
06. When issuing a development permit for any mineral working area, the Authority may attach such other conditions as are, in its opinion, necessary to properly regulate the operation.
07. Upon completion of mineral working and quarrying operations, and where there is no intention to re-open such operations, all buildings and machinery will be required to be removed. The site shall be rehabilitated so as not to constitute a danger to the public or present an unsightly appearance and shall be left in a state so that it may be used for a compatible land use in the future.

08. Limits of the present mineral working designation in the Riverside Drive areas will not be permitted to expand beyond the limits as shown on Map C.
09. Mineral exploration activities shall be considered as mineral workings where there is surface ground disturbance to the landscape and may be subject to the same application process and rehabilitation procedures as other mineral working operations.
10. The Authority shall be satisfied that mineral working operations are carried out in a manner with regard to public safety including restricting access to the public, installation of safety fences, stabilization of unstable slopes, etc. The Authority may also request an inspection of mineral working sites to ensure compliance with any safety requirements.
11. Mineral exploration requiring a development permit shall also adhere to the development permit process of the Province. This will be in addition to or complementary to any other conditions and/or requirements of the Authority and the above policies.
12. Where practically possible, quarries and mineral working uses will be screened from major highways, arterial roads, residential areas or other urban development sites by natural or other vegetation. Where this is not practical or possible due to the distance between the mineral working use and the road or other development, the Authority will require immediate remediation of that portion of the mineral working site upon completion of activity in that area.

4.12 SOLID WASTE/SCRAPYARD

4.12.1 Context

The sanitary landfill site at Wild Cove is the location for solid waste disposal for the City of Corner Brook. The disposal method consists of compaction and a covering layer of soil or other acceptable substance with hazardous materials being stored and disposed of separately from other non-toxic waste materials.

Scrap yards are an intrusive feature upon the landscape and require specific screening and careful consideration prior to their location. As well, because of some of the materials which may be present at scrap yard locations and the volume of scrap material, the buffering from water bodies and other land uses must be adequate.

4.12.2 Objective

To guide and shape the development of solid/waste scrap yards in such a way that adverse impacts to the natural landscape, physical environment and citizens of Corner Brook are minimized.

4.12.3 Policies

01. The land fill site at Wild Cove is the City's designated sanitary landfill site and shall remain in place for the time of the present Municipal Plan or until such time as a new sanitary landfill site may be designated and it shall be monitored as to the possible environmental and social impacts of the facility as the City develops.
02. Recycling operations may be considered at the Wild Cove landfill site when the operation can be carried out effectively from the site and when the material required for the activity forms part of the normally disposed of substances at the landfill site and when the operation will not require or create a demand for municipal water and sewer services.
03. Scrap yards shall only be located in Solid Waste/Scrap Yard zones and any new scrap yard locations shall be defined on the Development Regulation maps. Scrap yards may also include recycling operations and activities.
04. No scrap yard will be permitted to cause the pollution of any watercourse. Adequate vegetation or other buffering must be in place prior to the operation of the scrap yard.
05. Any scrap yard operations within the Municipal Planning Area shall be conducted so that no nuisance or danger is caused to the general public and the scenic beauty of the surrounding area is preserved. In order to preserve the scenic beauty and amenity of the area, operations will generally be restricted to areas not exposed to public view.
06. Upon the cessation of any scrap yard use, the area shall be cleaned of any debris and hazardous/toxic materials and the site rehabilitated and returned as much as possible to its original state or left in a condition where other compatible development may be accommodated on the site.
07. Approval of a development application for a scrap yard must include a rehabilitation plan which would take effect when it has been determined to the satisfaction of the Authority that the operation has ceased to exist. A Land Use Assessment Report may also be required.



4.13 PROTECTED WATER SUPPLY AREA

4.13.1 Context

The City of Corner Brook has within its Municipal Planning Area Boundary two main domestic water supply areas, specifically the Burnt Pond watershed, and Corner Brook Lake watershed, which includes the Trout Pond watershed/reservoir and treatment area and Eastern Lakes watershed. These water supply areas also provide domestic water to the neighbouring communities of Mount Moriah and Massey Drive; however, management and protection of this water resource is within the jurisdiction and authority of the City of Corner Brook.

In order to properly manage and protect this valuable resource, Corner Brook City Council has appointed a Watershed Management Committee, comprised of multiple stakeholders, whose goal it is to assist the City of Corner Brook in protecting its source water supply in order to provide safe, clean drinking water for its citizens. To accomplish this, the committee is responsible to provide scientific advice and technical assistance to the City of Corner Brook and concerned parties to minimize the environmental impacts of development and/or other activities which may be considered by Council. The Corner Brook Sustainable Watershed Management Plan has been developed to assist Council in carrying out the long term management strategies of the water supply areas and addresses how development and other public activities historically occurring in the water supply areas, will be permitted and managed.

It is anticipated that at some point in the future all of the City, and the aforementioned neighbouring communities, will derive their water supply from the Corner Brook Lake Watershed and the Burnt Pond Watershed will no longer act as a primary potable water source. The change will occur when necessary and as time and funding permits

4.13.2 Objective

01. To protect the municipal water supply watersheds from any development or activity that could adversely affect the quality and quantity of the City of Corner Brook's municipal water supply.

02. To protect surface water and groundwater in the water supply areas from any development or activity that could adversely affect their quality and quantity, to minimize the environmental impacts of the development and/or other activities which are to be considered by Council, and to ensure that approved undertakings are carried out in an environmentally acceptable manner.
03. To increase community knowledge, awareness and stewardship of water resources including source water protection, watershed management, water quality management, water conservation, and water pollution prevention.

4.13.3 Policies

01. Notwithstanding the other policies in this Plan and the requirements of the Development Regulations, no land use activity shall be permitted within the Municipal Plan Area or within a watershed serving as the potable water supply for the City that is deemed by the Council in its sole discretion to be deleterious to the quality and/or quantity of this valuable resource; i.e., mitigative measures cannot adequately protect the source of water.
02. The Council shall refuse a development application if it appears to Council in its sole discretion that the proposed development may reduce or impair the quality and/or quantity of the water resource within the water supply area.
03. The Council may amend existing or adopt future by-laws and regulations as deemed necessary in order to safeguard water quality and maintain water quantity within its designated water supply areas.
04. The Council shall designate three watershed management areas for each source of potable water supply as identified in the Corner Brook Sustainable Watershed Management Plan as per Directive 1.0. These lands shall be designated and zoned as Protected Water Supply Areas.
05. Any new development in a designated water supply area will be assessed as a Discretionary Use as so identified in the Protected Water Supply Area Use Zone Table of the Development Regulations and as such will require public consultation prior to a decision by the Council.
06. The Watershed Management Committee shall provide scientific advice and technical assistance to the City of Corner Brook and concerned parties, in order to minimize the environmental impacts of development and/or other activities which are to be considered by Council, and ensure that approved undertakings are carried out in an environmentally acceptable manner.





Part 5

THE CITY FABRIC: SPECIAL PLANNING AREAS

5.1 ABOUT THIS SECTION

The planning policies contained in this section, Part 5, guide the development of special or focal areas within the City.

These special areas are physical locations within the urban fabric that play, or have the potential to play, a specialized role in the character, distinction and quality of life of Corner Brook.

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5.2 SPECIAL AREAS

5.2.1 Context

Special Areas are places of cultural significance, places of concentrated economic and/or social activity, places of exceptional beauty, and places of environmental/ecological importance, which should be protected and enhanced because they have a special influence on the success of the City as a whole. They are also the areas where the most change is anticipated to occur over the next ten or twenty years and, therefore, warrant area-specific policies to ensure that the change occurs in a manner which best supports the overall vision for the future of the City.

5.2.2 Objective

To implement area-specific policies for the areas of Corner Brook that have a specialized influence on the success of the City and/or where the most change is anticipated to occur over the next 10-20 years, to ensure that the development of these areas supports a healthy, prosperous and sustainable City.

5.2.3 Policies

01. Area specific objectives and policies generally detail and apply the other policies of this Plan; however, where there is a conflict, area specific policies should be given precedence.
02. Special areas are identifiable areas of the City within the more general land use classifications which have been identified as focal areas that are supported by additional policies.



5.3 DOWNTOWN CORNER BROOK

5.3.1 Context

Downtown Corner Brook is identified on Map C. Within the Downtown, a number of sub-areas have also been identified (the Shopping Streets, Smithville, Corner Brook Stream and Downtown Residential Area). The policies below apply across all areas of the Downtown. In addition, policies specific to the sub-areas are provided in the sub-sections of this section.

Downtown Corner Brook is recognized as a critical element in the City's ability to attract new residents, investors and visitors, as well as provide amenities and a place of social interaction for current residents and businesses. It is the social and cultural heart of the City for local people and visitors, and should be the priority area for reinvestment.

5.3.2 Objective

To protect and revitalize Downtown Corner Brook as the City's and region's civic, economic and cultural core.

5.3.3 Policies

Character and Mix of Uses

01. Uses that support Downtown as a local and regional destination, such as hotels, bed and breakfasts, tourism-oriented retail and services and restaurants, are encouraged.
02. New development should include strategies to enhance pedestrian, cyclist and vehicular access, as well as facilitate pedestrian movement and movement by active transportation modes.
03. A greater mix of housing types, particularly apartments, is encouraged, where appropriate.
04. The Authority shall encourage a significant increase in the number of people and jobs in the Downtown by permitting and encouraging intensification and redevelopment of vacant lots or large scale parking areas, where appropriate and in accordance with the intensification policies of this Plan.

05. The Authority shall consider developing an urban design plan and policies for each of the sub-areas in Downtown.
06. The Authority supports the expansion of post-secondary facilities, including collective residential (residence accommodations) in the Downtown.
07. The Authority recognizes and supports the two shopping centres in the Downtown as key elements of the economy and important community amenities. The Authority recognizes and encourages opportunities for future development on the shopping centre sites, particularly intensification of surface parking areas. Where proposed and where possible, new development in these areas should be built to the street edge and incorporate new pedestrian and vehicular connections to the surrounding community.
08. The Authority shall consider developing a Signage and Wayfinding Strategy for pedestrians and motorists.

Public Realm

09. Any public improvements shall prioritize strategies for enhancing the pedestrian environment, promoting travel by Active Transportation modes and improving the visual character of the area.
10. Any land owned by the City of Corner Brook that is deemed surplus to the function of the City shall be evaluated for its development potential, and be considered as potential sites for cultural, educational, civic and recreational activities.
11. The Authority shall seek to create new multi-purpose public spaces, including parks, squares, market areas, and other forms of gathering places, as opportunities arise.
12. Within the Downtown area, the character of Lewin Parkway should evolve to become a landscaped boulevard with clearly signed intersections guiding people to key destinations, as public works and repairs are needed. Each of the intersections should be pedestrian-friendly and universally accessible.

Building Form, Massing and Design

13. Primary entrances to buildings should be oriented toward the street and be accessible to all.
14. All new development should be situated to reinforce the street edge, and should generally be built to the street line on the shopping streets, though minor setbacks for handicap access, landscaping, patios or other amenities that enhance the quality of the public realm will be considered.
15. Where new parking is created, it should be located at the rear of buildings and away from the street edge. Off-street parking shall not be permitted between the building face and the street line.
16. Single storey buildings shall be discouraged, in order to promote more attractive streetscapes, a greater mix of uses and more efficient use of land.



5.4 SHOPPING STREETS

(West Street, Main Street, Herald Avenue and Broadway)

5.4.1 Context

West Street, Main Street, Herald Avenue and Broadway (“the Shopping Streets”) are unique cultural and economic assets in Corner Brook. Historically, they have been the places of community interaction and local commerce, and they continue to support Corner Brook as a sustainable community. They are points of arrival and activity that are recognizable to local people and visitors. The “main street” character of these streets has a significant influence on the image of the City as a whole. They are some of the few areas of the City that are designed as pedestrian environments and that provide pedestrian access to local services for surrounding residents. They are also economic assets, providing a supportive environment for local entrepreneurship and independent businesses that bring vitality and attract visitors.

The unique characteristics of Shopping Streets are particularly vulnerable to decline and are difficult to revitalize. They require proactive policies to protect local businesses and the quality and character of the pedestrian environment. They are vulnerable to fragmentation by inappropriate development and car-oriented design approaches, which degrade the public realm. Local/independent businesses, which are critical to the area’s vitality, are often at risk of being replaced by car-oriented development (such as drive-thrus) and larger-scale national retailers. The policies in this section are intended to protect the unique value and potential that Shopping Streets bring to Corner Brook.

5.4.2 Objective

To protect, enhance and celebrate Corner Brook’s Shopping Streets (West Street, Main Street, Herald Avenue and Broadway) with policies to promote the local economic value, pedestrian quality and local heritage they embody.

5.4.3 Policies

In addition to the general policies for Downtown, the following policies apply to the Shopping Streets:

Local Economy

01. The Broadway and West Street Business Areas shall be recognized as distinct areas within the Downtown and the Authority may direct the current business improvement tax to these properties in order to facilitate improvements of these two areas in particular, or in accordance with the recommendations of the Business Associations established within the area.
02. The Authority shall encourage business development and promote these downtown areas in order to ensure economic stability of these core business areas.
03. West Street, Main Street, Herald Avenue and Broadway shall be recognized as important places for pedestrian activity and civic life, requiring a higher standard of urban design and development.

Land Use and Public Realm

04. The Authority shall consider opportunities for enhancing the pedestrian environment and creating additional pedestrian connections between West Street, Park Street, Main Street and Smithville.
05. Residential uses shall not be permitted on the ground floor along West Street, Main Street, Herald Avenue and Broadway, with the exception of those existing ground floor residential uses; however, they may be encouraged to convert to ground floor commercial uses in future.
06. The Authority shall consider the potential benefits of designating these areas as heritage districts.
07. The Authority shall consider implementing a street tree replacement program for the area, where mature trees are nearing the end of their lives.
08. The Authority shall undertake a review of existing municipal infrastructure capacity and capacity to accommodate future development opportunities.

09. Drive-thru uses will be discouraged along the Shopping Streets in order to protect existing and future street-related commercial uses and reinforce the pedestrian-focus of the streets, and shall only be permitted at the discretion of the Authority. Existing drive-through uses may continue.

Built Form

10. New development should respect the historic landscape and existing built form character of the area as much as possible to preserve the unique characteristics of the area. New developments may be considered which demonstrate unique architecture and bring an element of added diversity to the Downtown but may not detract or otherwise have a negative impact upon the existing characteristics of West Street, Main Street, Herald Avenue and Broadway.
11. Buildings along West Street, Main Street, Herald Avenue and Broadway should be built to the street edge.
12. Buildings along West Street, Main Street, Herald Avenue and Broadway should be between 2 and 3 storeys at the public street edge.
13. Maximum building height along West Street, Main Street, Herald Avenue and Broadway should be no taller than 5 storeys with a setback from the street edge above the second storey. On the north side of West Street building height should be limited to 3 storeys to protect views to the face of Three Bear Mountain.
14. Heritage structures should be regarded as anchors for the area, defining the quality and character. New development should respect, protect and, where appropriate, enhance heritage structures in the area.
15. New single-storey buildings will not be permitted along the frontages of the Shopping Streets.
16. Ground-floor areas fronting onto the Shopping areas should be designed to support a variety of commercial, community and other non-residential uses, taking into consideration such elements as floor-to ceiling height, access, window glazing and building setbacks.
17. Side yard setbacks should be minimized where appropriate and where there would be no impact on fire protection and access.
18. Where appropriate, electrical servicing of properties shall occur at the rear of the site.



5.5 SMITHVILLE

5.5.1 Context

Smithville, as it is historically known, is a specific area within the Downtown located off Main Street and includes Brook Street, Commercial Street and smaller connector streets. It is the major focus for redevelopment and land remediation in the Downtown. The intent is to work in partnership with landowners and developers to realize the revitalization potential of the area. Over the long term, the Authority will work in partnership with landowners to relocate remaining industrial uses and make it a vibrant mixed commercial and residential area that is planned at a pedestrian scale (similar to West Street).

The vision is for this area to become a focal point for the community and a destination for residents and visitors using the Corner Brook Stream Trail. It has the potential to set the City apart from other communities, by providing a unique housing option, distinctive design and an interesting mix of arts, cultural, educational, commercial and retail uses on the ground level. Revitalization of Smithville also presents a rare opportunity to integrate sustainable community design with a strong pedestrian focus and a mix of uses and housing types.

5.5.2 Objective

To encourage the redevelopment and revitalization of Smithville as a pedestrian-oriented, mixed-use district that incorporates sustainable community design.

5.5.3 Policies

In addition to the general policies for Downtown, the following policies apply to Smithville:

01. Smithville is recognized as the priority area for conducting a master plan study to support future development.

02. Smithville will continue to have a number of non-conforming light industrial uses over the short term. The Authority will use its powers and abilities to encourage gradual redevelopment of this area to accommodate uses that are normally part of a city's Downtown such as shops, offices, cultural and civic facilities and apartment buildings.
03. The Authority shall seek to work in partnership with landowners in the area to bring about the area's redevelopment and encourage existing owners of industrial properties to relocate to more appropriate sites within the designated industrial parks.
04. The area should be designed with a focus on creating a strong pedestrian environment with wide sidewalks, minimal automobile activity, small scale development blocks and multiple pedestrian connections to the Corner Brook Stream Trail, West Street and Main Street.
05. Main Street should be considered a primary connection between Smithville and other areas of the Downtown and should be designed as a primary cyclist and pedestrian route to reinforce the character of the area.
06. Additional pedestrian connections to Park and West Streets and to Mt. Bernard Avenue are encouraged.
07. All new development will need to address potential flood risks in the area through a Land Use Assessment Report.
08. No residential uses will be permitted on the ground floor.
09. Single-storey buildings will be discouraged.
10. The Authority shall seek funding from other levels of government to address any potential brownfield issues in the area.
11. A significant public open space should be created in the area, and should be designed to be flexible to a variety of uses, civic events, markets, festivals etc.
12. It is the Authority's intent to require provision of public open space as part of any development application in order to provide a significant public space in Smithville (see no. 11).



5.6 TOWNSITE HERITAGE CONSERVATION DISTRICT

5.6.1 Context

Townsite is located east of West Street and contains approximately 100 two-storey dwellings as well designated open spaces and commercial areas. The majority of the buildings, constructed in the 1920's for the purposes of accommodating the mill workers, are still in their original state and are structurally sound. They constitute the City's first planned residential area and the style, design and scale of the buildings reflect the historical beginnings of the City as a company town.

While some development is permitted within the District, some recent developments have not been consistent with the scale and character of the area. The Authority intends to reinforce the policy and regulatory framework in the District to ensure the protection of its cultural, landscape and architectural character. The lands within the Townsite Heritage Conservation District are subject to the regulations of two Townsite zones within the District - Townsite Commercial (TC) and Townsite Residential (TR).

5.6.2 Objective

To ensure ongoing protection of the cultural, landscape and architectural character of Townsite.

5.6.3 Policies

01. Townsite is recognized as one of Corner Brook's primary cultural, landscape and architectural heritage assets, and the Authority will ensure the heritage value of the area is protected through its Development Regulations and any other plan, regulations, and/or guidelines that may be created for the area.
02. The historical and architectural elements of the predominantly residential area of the City commonly known as Townsite shall be preserved, protected and enhanced insofar as design, land use, and open space/tree planting requirements.
03. The Townsite area shall be retained as a predominantly residential area consisting of two-storey single-detached dwellings, and every effort shall be made to preserve and improve the public and private streetscape.

04. The authority shall protect the buildings, streetscape and landscape against demolition and unsympathetic alteration, where possible, and the preservation of the structures in the area will be encouraged.
05. The Authority shall not permit any subdivision or consolidation of original Townsite lots.
06. The Authority shall not permit any redevelopment of existing lots that is not compatible with the character and quality of the existing houses in the area.
07. Conversion of existing residential land uses to commercial uses shall not be permitted within the Townsite Residential (TR) zone, with the exception of Home Based Businesses.
08. The Townsite Commercial (TC) Zone of the Townsite Heritage Conservation District shall support commercial activity, in accordance with the Development Regulations, Use Zone Table for the zone, and any other applicable plans, regulations or guidelines with regard to the protection and preservation of the area as part of the Townsite Heritage Conservation District.
09. Excellence in architectural design, construction and restoration within the entire Townsite Heritage Conservation District, and in accordance with the City of Corner Brook Heritage Regulations, shall be expected whenever alterations or new construction takes place so as to retain the existing character of this residential area.
10. The Authority will use the City of Corner Brook Heritage Regulations, as necessary, to protect the quality and character of the Townsite Heritage Conservation District.
11. Any proposed development adjacent to the Townsite Heritage Conservation District should be designed to minimize any potential negative impacts on the character of the area.
12. The Authority may require that a Land Use Assessment Report be prepared, where a proposed development has the potential to have a negative impact on the character of the Townsite Heritage Conservation District. The requirements for the Land Use Assessment Report shall be at the sole discretion of the Authority in accordance with the Land Use Assessment Report Policies.



5.7 DOWNTOWN RESIDENTIAL

5.7.1 Context

Located immediately west and south of the Broadway shopping street is the area designated as Downtown Residential. This area contains a group of streets that represent the historic character of the downtown residential neighbourhoods of the former town of Corner Brook West, or Westside as it was commonly referred to. Unlike the historically planned layout and siting of the homes of Townsite developed in the 1920s, or that of the later developed streets of the west side which underwent major redevelopment in the 1980s, this area has retained a unique, tightly woven historical fabric with homes occurring at or near the street edge, as well as directly behind or next to one another on interconnected narrow lanes and streets.

As the policies of this Plan illustrate, the Downtown, and the group of Shopping Streets in particular have been celebrated for their historical significance in Corner Brook as places of community interaction and local commerce. These policies have been developed to ensure that the features of the historic neighbourhoods of the Downtown Residential area are celebrated and allowed to continue. Unlike the Historic Conservation District of Townsite with policies aimed at the preservation of a common theme related to architecture and landscape elements, Downtown Residential policies shall more reflect siting of development to protect the residential density and context of the area. As this area will continue to exist adjacent to the Downtown, an area containing a mix of commercial and residential uses, the Authority shall permit only those commercial uses that are not detrimental or completely replace existing residential uses.

5.7.2 Objective

To preserve the unique housing character and density of the residential neighborhoods within the Downtown Residential zone.

5.7.3 Policies

01. The boundaries of the Downtown Residential zone are provided on Map C.
02. The Authority shall not permit any redevelopment of existing lots that is not compatible with the character and quality of the existing homes in the area.
03. Existing commercial properties within the Downtown Residential zone shall be permitted to continue to support commercial activity. New commercial development shall be at the discretion of Council and shall be limited to the discretionary uses listed in the Downtown Residential zone.
04. Multifamily dwellings shall be permitted at the discretion of the authority in order to preserve the predominant character of single and two-story homes.
05. Collective and commercial residential uses shall not be permitted.
06. Proposed development adjacent to the Downtown Residential Designation should be designed to minimize any potential negative impacts on the character of the area.
07. The Authority will permit the reconstruction or replacement of existing residential uses in accordance with the standards and conditions of the Downtown Residential Use Zone Table where it can be determined that to allow the use to be rebuilt in the same location on the same lot, will not adversely affect the development or surrounding residential uses.
08. The Authority may require that a Land Use Assessment Report be prepared, where a proposed development has the potential to have a negative impact on the character of the zone.



5.8 INNOVATION DISTRICT

5.8.1 Context

A cluster of land uses located around Mt. Bernard Avenue/O’Connell Drive are forming a focal area for innovation, with education, culture, recreation, health care and civic uses. Uses in the area include the Pepsi Centre, the College of the North Atlantic, Academy Canada, Corner Brook Regional High School, Grenfell Campus - Memorial University of Newfoundland, the Corner Brook Arts and Culture Centre, Margaret Bowater Park and the Corner Brook Stream Trail, offices of the Provincial Government of Newfoundland and Labrador and the Corner Brook Long Term Care Home. This clustering of uses creates an opportunity to build on the synergies already created between existing uses, and maximize the potential of the significant public investment already in place. The talent and research coming out of the area’s post-secondary institutions are potential magnets for new innovative businesses looking to locate in Western Newfoundland.

5.8.2 Objectives

To capitalize on the strengths and potential of the exiting uses to reinforce the area as a civic and cultural hub and attract innovative industries to Corner Brook.

5.8.3 Policies

01. The Authority shall continue to build partnerships with area landowners , stakeholders, and business associations to identify opportunities to leverage and enhance the area as a local and regional hub for education and innovation.
02. Opportunities for new health care facilities and professional services that complement the existing long term care facility and the university could be promoted in this area.
03. The Authority shall consider opportunities to improve water, wastewater and road infrastructure to support immediate and long-term development opportunities in the area.
04. The Authority recognizes that an inviting and pedestrian-oriented landscape is a key consideration for the kinds of uses and activities that are typically attracted to innovation districts. The concentration of students and youth-oriented activities in the area, reinforce the need for prioritizing pedestrian and cyclist movement in the area.

05. The Authority shall aim to promote a public realm that emphasizes green landscaping (such as landscaped boulevards and additional green connections to the stream network), taking cues from Margaret Bowater Park and the Corner Brook Stream Trail network.
06. The green character of the area should be reinforced by discreet and well-landscaped building setbacks and parking areas. The Authority shall require that a landscape strategy or plan be submitted as part of any significant development applications in the area (excluding renovations or additions under 200 square metres).
07. The Authority may consider permitting high density residential uses within the Innovation District, particularly accommodations that will enable students, seniors and other residents requiring ready access to the range of amenities and services offered within the walking distance of the area.
08. The Authority shall undertake a traffic impact analysis for the area with a view to reducing the auto-oriented character of the street system. Strategies such as reducing the number of vehicle lanes, widening the sidewalks and introducing a local street network in the area should be considered in conjunction with planned roadway improvements.
09. The Authority shall consider working with local and regional stakeholders to prepare an economic development and urban design strategy for the area that serves to market and brand the area as a regional focus of innovation.
10. The Authority may consider those business and personal service, mercantile and residential uses that support the educational, cultural and civic, health care recreational uses within the Innovation District.
11. The Authority may consider permitting a drive thru function of a catering or other permitted or discretionary use in the Innovation District, when it is developed as an accessory use to the permitted or discretionary use and is part of a comprehensive development. Direct access to a drive-thru or any parking or lanes associated with the drive-thru function will not be permitted directly from a street.
12. The Authority may consider permitting a gas bar type of service station use when it is developed as an accessory use to a permitted or discretionary use and is part of a comprehensive development. Direct access to a gas bar or any parking or lanes associated with the gas bar function will not be permitted directly from a street.



Photo Credit: Bruce Kendall



5.9 WATERFRONT MIXED USE

5.9.1 Context

Certain areas along Corner Brook's waterfront are considered to be appropriate for mixed use development of commercial, light industrial and public use and may be designated as Waterfront Mixed Use and subject to the regulations of the Waterfront Mixed Use Zone. Waterfront Mixed Use areas recognize the value and attraction of the waterfront for residents and visitors, and for continued marine-related activity.

It is not the intent of the Waterfront Mixed Use area to displace industrial activity within these designated areas but rather to strengthen and increase economic activity by permitting more diverse but mutually supportive development. Uses that do not specifically require waterfront access should be encouraged to locate in industrial zones.

While commercial/industrial activity remains a primary focus for the waterfront, there is a community desire to enhance public access and pedestrian linkages. The waterfront is a dominant feature on the landscape; however, the historic pattern of piecemeal development has meant that little attention has been given to ensuring visual quality, community amenity and a cohesive structure of streets, development parcels and public spaces. There is little public access to the water's edge in many areas and limited opportunities for non-boating recreation on the waterfront.

Waterfront locations are typically good attractors of people, activity and investment. Where possible, the water's edge should be a magnet for the community with a variety of uses that build on existing waterfront assets, including recreation trails and boardwalks, interpretive centres and information, cultural and civic activities, restaurants, shops and public open spaces, and even residential uses, where appropriate.

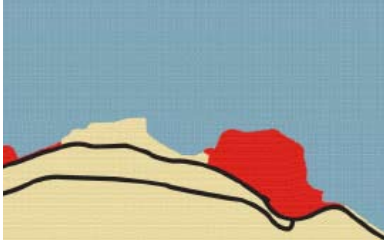
Two primary areas have been designated as Waterfront Mixed-Use Districts: The Port and the area known as Brake's Cove.

5.9.2 Objective

To encourage the redevelopment of identified areas of Corner Brook's waterfront with a mix of uses and new public amenities, expanded recreational opportunities, new public park spaces and enhanced public access to the water's edge.

5.9.3 Policies

01. The continued maintenance and operation of existing uses shall be permitted within the Waterfront Mixed Use areas.
02. In any areas designated as Waterfront Mixed Use, the land use designation shall be regarded as holding the land in reservation until a Comprehensive Waterfront Development Plan is approved by the Authority for the entire area affected or a portion thereof, as the Authority deems necessary. Some limited uses may be permitted subject to satisfactory servicing, road access and fire protection, provided that the uses will not inhibit or prejudice the remaining land from comprehensive development.
03. For the area identified as The Port Waterfront Mixed Use, development proposals for light-industrial or commercial uses may be approved prior to the preparation and approval of the Comprehensive Waterfront Development Plan, provided that they are in keeping with the vision, goals and policies of this Plan. A Comprehensive Waterfront Development Plan should be in place for the area identified as The Port Waterfront Mixed Use, prior to approval of significant new development, including but not limited to, development that would result in a significant increase in vehicular traffic, parking provision or expansion of municipal services.
04. A Comprehensive Waterfront Development Plan shall include road layout, a plan for provision of water, sewer and other municipal servicing, a parking strategy, a pedestrian and landscape plan and locations for new public space as well as identify proposed uses.
05. The Comprehensive Waterfront Development Plan shall be made available to the public for review and comment prior to approval by the Authority.
06. Creation of new public open space shall be required as part of any Comprehensive Waterfront Development Plan for the Waterfront Mixed Use areas.
07. Public access to the water's edge should be provided at suitable locations in all Waterfront Mixed Use zones.



5.10 BRAKE'S COVE AND SURROUNDINGS

5.10.1 Context

The area known as Brake's Cove is located near the outlet of the Humber River. It is one of the few remaining locations along the Corner Brook waterfront where there is flat land suitable for mixed use waterfront development. The area presents opportunities for creating a recreation and waterfront related focal point in the Humbermouth area. Several businesses are located in the area, and waterfront recreation uses, such as the Humber Valley Rowing Club, already draw people. Brake's Cove has large parcels of flat, undeveloped land with the potential to accommodate a variety of commercial, recreational, restaurant and residential uses that would be attracted to the beauty and amenity of the waterfront location. Extension of recreational trails along the waterfront will further enhance the area's potential as a destination. Unlike much of the Corner Brook waterfront, shallower water along the Brake's Cove shoreline also facilitates the addition of wharves to support boating and other forms of waterfront recreation.

Industrial activity at Brake's Cove will continue to be an important use and the expanded commercial, public and residential uses must be considered and assessed in terms of their compatibility with existing industrial uses. The impact of new industrial uses will likewise be evaluated in relation to any existing commercial, public and residential uses.

5.10.2 Objective

To work with area landowners and the community to develop a vision to support the redevelopment of Brake's Cove as a mixed industrial/commercial/residential/recreational waterfront destination.

5.10.3 Policies

01. The Authority shall support the development of a Comprehensive Waterfront Development Plan for the area. The plan should address at a conceptual level: locations of streets, open spaces, development blocks and pedestrian connections; land use mix; marine-related recreational and commercial opportunities; and, building height and form.
02. The Authority recognizes the potential of the Brake's Cove area to support a variety of uses, particularly uses that relate to the waterfront context and attract residents and visitors to the water's edge. Potential uses could include industrial, commercial, retail, food service, open space and recreational uses, as well as multi-unit residential uses.
03. Plans and proposals for the area should support city-wide objectives for enhanced pedestrian access to the water's edge.
04. Any development proposals should facilitate Active Transportation connections to surrounding residential areas, the public areas of the Port, Downtown Corner Brook and Prince Edward Park.
05. Plans and proposals for the area should address and relate to future development plans for the Port.
06. Plans and proposals for the area should protect views and vistas to Humber Arm from upland areas. To protect views, buildings should generally be less than 5-storeys with potential for some taller structures in limited locations. Building height should decrease toward the water's edge.
07. The Authority shall seek to integrate new publicly-accessible open space into the vision and plans for the area. Any development proposals for the area should include a landscape and public space plan that reflects the vision for the area and the mix and density of proposed uses.
08. Plans for the area should consider the potential for promoting Prince Edward Park as an area destination and a community gathering place. In particular, the Authority shall encourage enhanced boating and Active Transportation connections to Prince Edward Park, as a city-wide park accommodating concerts, festivals, camping and other municipal events, from Brake's Cove and other areas of the waterfront.



5.11 SPECIAL MANAGEMENT AREA

5.11.1 Context

The Special Management Area, on the north side of the Humber River, is within the City’s Planning Area boundary and extends to the rural residential community of Humber Village. This area was also designated as a “Special Management Area” by the provincial government for the purpose of protecting the area from any development that could prejudice the land’s future as part of the Marble Mountain Development Area.

5.11.2 Objective

To protect the lands inside the Special Management Area from any development that could prejudice the lands future as part of the Marble Mountain Development Area.

5.11.3 Policies

01. The purpose of this land use designation is to prohibit new development within the Special Management Area until such time as a comprehensive development plan for the area has been prepared by the provincial government.
02. Upon the adoption of a development plan by the provincial government, the Authority may incorporate the plans for this area into its Municipal Plan through an amendment or as a Development Scheme prior to permits being issued for development.
03. The Special Management Area will be administered by both the City of Corner Brook and the provincial government and is designated on the Generalized Land Use Maps A and B and the Land Use Zoning Map as Special Management Area.





Part 6

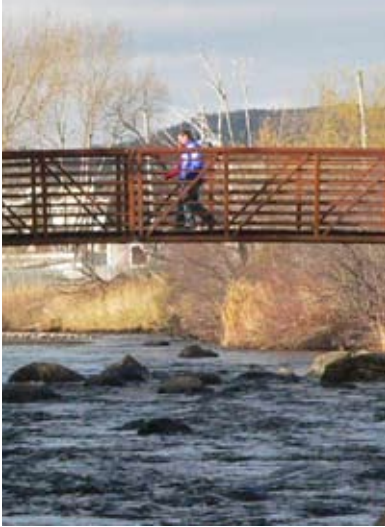
THE NATURAL CITY: ENVIRONMENTAL POLICIES

6.1 ABOUT THIS SECTION

The policies contained in this section, Part 6, direct the protection of environmentally sensitive areas within the City of Corner Brook. These policies are in addition to and may complement specific land use policies and may be considered applicable at appropriate locations throughout the city where they may apply. Central to the concept of sustainability is an increased awareness and understanding of the relationships between development and the natural environment. The recognition and protection of environmentally sensitive areas is necessary to ensure their continued availability to the public and future generations. Intelligent design and protection of these areas can help to ensure a healthy functioning ecosystem. Protection may also complement the surrounding urban environment. For example, buffers areas along streams can act as natural filters for stormwater, reducing rates of runoff, while also providing aesthetic value. In addition, it is essential that the development of all lands that present inherent natural environmental hazards such as flood susceptibility, poor drainage, erosion, and steep slopes be avoided.

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6.2 ENVIRONMENTALLY SENSITIVE AREAS

6.2.1 Context

Environmentally sensitive areas in the City may support additional development and human encroachment provided proper mechanisms are put in place to mitigate potential negative impacts. This Plan aims to comprehensively identify these areas and mechanisms through which to assess and mitigate potential impacts resulting from development or human encroachment.

6.2.2 Objective

Lands which are environmentally sensitive should be comprehensively identified and managed in order to ensure that urban encroachment will not result in any undue negative impacts or degradation of the natural environment.

6.2.3 Policies

01. The Authority shall identify lands which are considered to be environmentally sensitive on Map D - Environmentally Sensitive Areas Map. Examples of environmentally sensitive areas include but are not limited to flood risk areas, steep slope areas, and areas sensitive to erosion and storm water runoff.
02. Environmentally Sensitive Areas are those areas sensitive to the impacts of development which, in addition to the base Designation and Zone, may require additional land use management mechanisms in order to mitigate any potential negative impacts resulting from development or human encroachment.
03. Development proposals occurring on lands identified on the Environmentally Sensitive Areas Map may be subject to a Land Use Assessment Report.
04. Proposals for development occurring on lands identified on the Environmentally Sensitive Areas Map may be subject to additional land use management requirements required to mitigate any potential negative impacts, as determined by the Authority.
05. The Authority may refuse development occurring in all or a portion of an Environmentally Sensitive area, regardless of the conformity of the proposed use with the zoning of the area, if it is determined to negatively impact the environmentally sensitive area and the potential impacts cannot be adequately mitigated, or if it poses a risk to human health and safety. At such time, lands may be designated as an Environmental Protection Area.



6.3 WATER RESOURCES MANAGEMENT

6.3.1 Context

Water resources management is important to not only protect the quality of water but also the quantity of water in the City of Corner Brook. Although water is a renewable resource, it is imperative that water regeneration continues and natural functions are protected. Managing development impacts on water resources prevents deterioration of water sources, and will help the City in achieving sustainable water systems.

Watercourses and other water bodies act as natural drainage systems and recreational areas and as such, play an important role in both the natural and developed urban environments and should be protected against negative impacts that could impair the quality, quantity and function of the water body or system.

Corner Brook derives its domestic water supply from two main water supply areas and these are further described and contain specific policies thereof in section 4.13 of this Plan.

6.3.2 Objective

01. To protect surface water and groundwater from any development or activity that could adversely affect their quality and quantity.
02. To increase community knowledge, awareness and stewardship of water resources including source water protection, watershed management, water quality management, water conservation, and water pollution prevention.
03. To protect sensitive or designated wetlands from development or activity that could result in adverse impacts to the environment or wildlife.

6.3.3 Policies

Surface Water

01. The Authority may establish and/or maintain an environmental buffer of a minimum width of between 15 and 20 metres, whichever is deemed more appropriate to address the circumstances, from the high water mark of all bodies of water and watercourses including streams, ponds, lakes, rivers, wetlands and the ocean. As environmental buffers must be wide enough to filter sediment from

surface runoff, the appropriate width will depend on the average slope of the area, the buffer requirement may increase in width for slopes that exceed 20%. Walking trails and access to water bodies may be permitted, subject to evaluation and assessment of any impact upon the functioning of the buffer.

02. The Authority may refuse a development application, if it appears the proposed development may reduce or impair the quantity and/or quality of a water body, including lakes, rivers, brooks, streams, ponds, wetlands, and the ocean.
03. The Authority may prohibit the placement of fill or limit the amount of backfill (whether originating onsite or otherwise) allowed into or adjacent to water bodies or watercourses.

Wetlands

04. Wetlands of provincial significance may be mapped and protected under the Environmental Conservation land use designation. Provisions to ensure adequate buffering from environmentally significant wetlands may be included in the Development Regulations.
05. The Authority may identify and protect wetlands and wetland buffer zones to enable these natural features to continue to function as dynamic ecological flood control systems.
06. The Authority may work with community partners and various government agencies to protect wetlands through accepted land use planning and resource management practices and programs.

Humber River

07. The lands designated as Environmental Conservation along the Humber River shall be retained in their natural state except where planting of trees, erosion controls, and similar preservation measures are required.
08. At the discretion of the Authority, lands along the Humber River may be used for nature trails, picnic areas, and other passive recreational uses that would not harm or detract from the natural environment or otherwise injuriously affect the aesthetic value of the area.



6.4 NATURAL HAZARD AND FLOOD RISK CONSTRAINTS

6.4.1 Context

Development constraint policies addressing natural hazard and flood risk areas are intended to protect public health and safety, as well as minimize the direct and indirect costs associated with damaged infrastructure, emergency relief, and social disruptions. Hazard areas are lands identified as susceptible to hazardous erosion, including but not limited to, steep slopes with unstable soils or bedrock. These areas may also be prone to avalanches. Flood risk areas are lands that are susceptible to flooding. While flooding from rivers and coastal waters is a natural process, flooding in Corner Brook has historically resulted from human activities. Identifying and respecting areas that are unsafe or unsuitable for development due to risk of damage to structures on these sites and / or adjacent sites, allows a coordinated approach to settlement that maintains safety and well-being at the same time as protecting the distinct natural beauty of the area.

Sound land use planning and management of development actively avoid and mitigate issues by taking into account practices that introduce natural hazards or heighten flood risk. For both natural hazard areas and flood risk areas, planning provides the means by which to:

- acknowledge degrees of present and future risk (i.e., includes consideration of climate variability and impacts of development in the surrounding area);
- avoid inappropriate development in areas posing significant risk to public safety and property (e.g., significant erosion, slope failure, flooding, avalanches, extensive backfilling);
- control development in areas of lesser risk through guidance for siting and design in a manner that ensures public safety and property; and
- ensure management of such areas so as to complement adjacent land uses and protect them from any physical hazards or their effects.

6.4.2 Objective

01. To prevent development on lands having inherent natural environmental hazards such as poor drainage, flood susceptibility, erosion, steep slopes, or any other physical conditions that could endanger human life and property.

02. To recognize existing natural hazard areas that may constrain development and take precautionary measures through planning to protect citizens and property from those hazards.
03. To recognize flood risk areas that are constraints to development and take precautionary measures through planning and regulations to protect citizens and property from those flood risks.

6.4.3 Policies

Hazard Areas

01. The Authority shall identify areas of steep slopes in excess of 20% on the Environmentally Sensitive Areas Map. Such areas may contain unstable soils, or may be susceptible to hazardous erosion that warrants development constraints, or a Land Use Assessment Report, including a geotechnical report, prior to any activity.
02. Once identified, hazard areas may also be designated as Environmental Conservation land use.
03. Monitoring and assessment of existing hazard areas and identification of any new hazard areas should be carried out on a regular schedule as determined by the Authority.
04. Areas susceptible to hazardous erosion, unstable soils, and steep slopes identified on the Environmentally Sensitivity Map, or lands identified as a potential hazard area at the time of a development proposal, may be subject to but not limited to the following actions of the Authority:
 - a. Restrict or prohibit development on unstable soils, steep slope or areas susceptible to hazardous erosion;
 - b. Prohibit the placing or removal of fill of any kind, whether originating on the site or elsewhere;
 - c. Define the percentage of land cover that must remain permeable;
 - d. Identify stormwater management and erosion and sedimentation control measures; and
 - e. Require the preparation of a Land Use Assessment report for any development occurring in identified hazard areas.

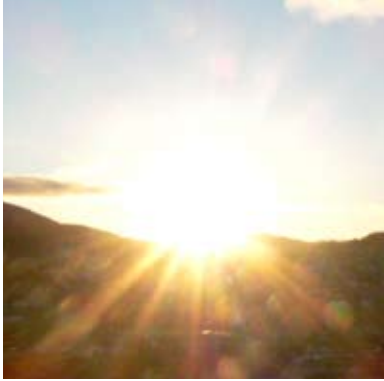
Flood Risk Areas

05. The Authority shall identify those areas of the City that are subject to flooding events under current and future precipitation and climate variability scenarios, that may arise from naturally occurring or human-induced events.
06. Once identified, areas prone to flooding may be designated as Environmental Conservation, or included on the Environmentally Sensitivity Areas Map, or may be specifically identified as Flood Risk Areas.
07. Development within Flood Risk Areas shall be regulated in accordance with the Newfoundland and Labrador Provincial Land Use Policy for Flood Risk Areas that may be applicable.
08. Flood Risk Areas may include the delineation of floodway, floodway fringe areas and a buffer around these areas, in accordance with the Newfoundland and Labrador Provincial Land Use Policy for Flood Risk Areas.
09. Monitoring and assessment of flood risk areas, and identification of any new flood risk areas shall be undertaken on a regular schedule as determined by the Authority.
10. Areas susceptible to flooding shall be identified on a Flood Risk Areas Map or Environmentally Sensitive Areas Map. Lands identified as a potential flood risk area at the time of a development proposal, or lands known to be subject to localized flooding may be subject to, but not limited to, the following actions of the Authority:
 - a. Restricting or prohibiting development and site alteration in areas that would be rendered inaccessible to vehicles and/or people during times of flooding, erosion, and/or other water related hazard;
 - b. Requiring flood proofing measures for human safety; and
 - c. Requiring diversion of site drainage.
11. The Authority may prohibit the placement of fill or limit the amount of backfill (whether fill is originating onsite or elsewhere) that may lead to enhanced erosion or flooding on or offsite of a development.
12. New development associated with emergency services (i.e., police, fire, and ambulance, electrical and telephone substations) are not permitted in flood risk areas or areas known to be subject to localized flooding.

13. New development associated with institutional services, such as hospitals, nursing homes, and schools, or development associated with hazardous substances or storage including gas stations, is not permitted within flood risk areas or areas known to be subject to localized flooding.
14. No residential use will be permitted on the first floor of any commercial or institutional building in a flood risk area or areas known to be subject to localized flooding.
15. Within the floodway, existing buildings or structures damaged beyond economic repair shall not be replaced unless:
 - a. the replacement building or structure has no greater floor area than the original building or structure at or below the defined flood proofing elevation;
 - b. the replacement building or structure is flood proofed; and
 - c. the replacement building or structure does not impede water flows or contribute to flooding.
16. Development in the floodway, floodway fringe and in the designated buffer around these zones as well as any area known to be subject to flooding must obtain prior written approval of the Minister of Environment and Conservation in accordance with section 48 of the Water Resources Act.
17. The Authority shall continue to work with the Province and community stakeholders to minimize flooding conditions that may be hazardous to human life or cause property damage within Corner Brook.
18. The Authority shall continue to monitor and remediate where necessary existing infrastructure to ensure proper drainage and floodwater evacuation in vulnerable parts of the City of Corner Brook.

Emergency Preparedness

19. The Authority shall continue to cooperate with appropriate agencies toward joint emergency preparedness.
20. The Authority shall maintain an up-to-date Emergency/Disaster Plan that addresses immediate natural and human-induced events.



6.5 CLIMATE CHANGE

6.5.1 Context

Climate change discourse among decision-makers, scientific and technical professionals, and industry clearly recognizes the importance of addressing both mitigation and adaptation activities, though it also distinguishes the difference between the two inherently related courses of action. Where mitigation efforts aim to reduce or avoid the emission of Green House Gases (GHGs) into the atmosphere so as to reduce the speed and degree of climate change, adaptation efforts are necessary to deal with existing and anticipated changes that global emissions have already set in motion. Climate change mitigation and adaptation are influenced by activities and impacts that originate beyond the boundaries of a particular community. Collaborative efforts and partnerships are, consequently, a critical component of any effective mitigation or adaptation effort.

Mitigation

Corner Brook became a member of the Partners for Climate Protection (PCP) program in November, 2006. PCP is a network of 181 Canadian municipal governments (as of March 2009) that have committed to reducing GHGs as a means of mitigating human-induced climate change. PCP is the Canadian component of the Cities for Climate Protection (CCP) network administered by ICLEI - Local Governments for Sustainability. PCP has established a five milestone process: 1) create both a corporate and community GHG inventory and forecast, 2) set a GHG emissions reduction target, 3) Develop a local action plan or set of activities, 4) implement the local action plan or set of activities, and 5) monitor progress and report results.

With a renewed interest in improved sustainability, Corner Brook is poised to embark on the milestones set forth by the PCP program. Doing so would set into action the sequence of information gathering, analysis, planning, and action necessary for strategic and realistic GHG emission reduction. Reduced emissions will simultaneously provide the City with long-term financial benefits (e.g., reduced energy costs, enhanced self-sufficiency, and job creation).



Adaptation

Incorporating climate change into the Planning framework can be a means of strengthening a community's adaptive capacity—the ability of natural and human systems to accommodate change in climate with minimum disruption or additional cost. Adaptive capacity is a component of a community's vulnerability to the negative consequences of climate change, or alternatively, the community's preparedness to capitalize on emerging opportunities.

Climate change adaptation, in terms of the advancement of knowledge and financial support to apply that knowledge to the local context, is advancing rapidly. Adaptation practices are increasingly holistic, taking into account pre-existing social vulnerabilities, and economic and ecological concerns. Adaptation efforts are beginning to embrace a wider public audience, work toward and with more locally specific predictions, and result in applicable tools and practices shaped collaboratively by engineers, scientists, and planners.

6.5.2 Objectives

01. To reduce the City's carbon footprint and resultant GHG emissions.
02. To anticipate direct and indirect impacts of climate change, and enact priority adaptation strategies.
03. To strengthen community partnerships that reduce vulnerability to climate change impacts.

6.5.3 Policies

Climate Change Mitigation

01. The Authority shall encourage and support the City of Corner Brook's participation and progress as a member of Partners for Climate Protection.
02. The Authority may encourage corporate and community initiatives that reduce the consumption of fossil fuels through improved systems and operational efficiencies (e.g., district heating, cogeneration, waste heat recovery, energy efficiency

improvements), conservation, fuel switching, and/or the promotion of educational material that supports these initiatives and behavioral change.

03. Emergency disaster planning for the City of Corner Brook shall consider and address events in the context of projected climate variability.

Climate Change Adaptation

04. The Authority may seek to establish collaborative partnerships to undertake a Climate Sensitivity Analysis for the City of Corner Brook, surrounding communities, and associated watersheds in order to identify general climate sensitivity and priority climate change impacts.
05. The Authority may undertake the development of a Climate Change Adaptation Plan to assist in the identification of land uses and infrastructure that are climate adaptation priorities (i.e., highly vulnerable with a high degree of risk).
06. Until such time as a Climate Sensitivity Analysis and a Climate Change Adaptation Plan can be developed, using the best available scientific knowledge from the Provincial Government and other official and appropriate sources, the Authority shall take a precautionary approach and establish a minimum elevation setback, or coastal buffer area, of 2.5 metres, or as otherwise specified, from the ordinary high water mark to respond to potential sea level rise and storm surge impacts. As the current City contour elevation data is mapped in 2.0 meter intervals, for references purposes the coastal buffer area is shown to the next even contour elevation (4.0 meter contour) on Map D - Environmentally Sensitive Areas Map.
07. The Authority shall, through the Development Regulations, prohibit new structures within the coastal buffer as described above unless otherwise approved by the Authority.
08. Notwithstanding section 7 above, all new structures, including those approved for erection on reclaimed, new land or historically augmented coastline where the current elevation is less than that specified in the coastline buffer area, shall require basement foundations to be built to a minimum of the 2.5 metre elevation.
09. Provisions in the Development Regulations may permit residential accessory structures, marine dependent uses including marinas, boathouses, jetties, wharves, moorings, and other docking and ramping facilities, non-building open space uses, parking lots and temporary uses within the minimum 2.5 metre elevation.

10. The Authority may consider the potential impacts of climate change and requirements for climate change adaptation in the development of any major new infrastructure projects, particularly those situated along or in close proximity to the coast.
11. The Authority may engage in inter-departmental and external collaborative opportunities to evaluate the adaptive capacity of critical City of Corner Brook municipal systems and infrastructure, and to conduct vulnerability assessments for these systems and infrastructure.
12. The Authority may incorporate the assessment of risks into the City's planning framework based on specific climate sensitivities and knowledge of system vulnerabilities to climate change.
13. Long-term capital and infrastructure investments above a financial threshold as determined by the Authority may only be approved when it can be demonstrated to the satisfaction of the Authority that priority climate change impacts have been incorporated into siting, design standards, and operation and maintenance plans.
14. The Authority may support working with community organizations to conduct outreach and education about anticipated climate change impacts, climate adaptation priorities, and the actions necessary to improve the community's capacity to adapt to climate change.



6.6 URBAN GREENING POLICIES

6.6.1 Context

The City of Corner Brook is recognized and valued for its beautiful natural setting and the green stream corridors that bisect the urban area. Integrating that green character within the urban fabric enhances the beauty of the City and provides environmental and economic benefits. Urban parks, open spaces, and trees improve physical and psychological health, promote community cohesion, and are a key factor in attracting visitors, residents, and businesses. Green spaces enhance property values, reduce the costs of stormwater management and building cooling, and reduce air and water pollution. Urban green spaces also provide opportunities for wildlife habitat (small mammals and birds), improve overall community aesthetics, and enhance cultural heritage.

6.6.2 Objective

To protect Corner Brook's parks and open spaces for this and future generations, and to enhance the green character of the City by promoting street trees, landscaping of public and private property, and the creation of new public open spaces and green linkages.

6.6.3 Policies

01. The Authority recognizes the importance of trees and landscaping in defining the comfort and attractiveness of the urban environment, and the importance of trees in promoting environmental health and air quality.
02. All applications for new development approval, excluding renovations or additions under 200 square metres, shall be supported by a Landscaping Plan. Significant trees on the property may require assessment and preservation ("significant" may include but is not limited to heritage, species, size, function, et cetera).

03. Elements of the landscaping plan may include but are not limited to: preservation and protection measures for existing vegetation or environmentally sensitive areas; placement of new plant material, bed and sod areas; planting detail including quantity and species of vegetation, height and/or caliper of vegetation; delineation of buffer areas; location and height of fencing, screening or retaining walls; grading and drainage details; and identification and location of hard surfaces.
04. To assist with the communication of requirements for landscaping, the Authority may prepare Landscape Design Guidelines or specific Development Regulations for landscaping requirements.
05. All Landscaping Plans shall be prepared in accordance with the policies outlined in this Plan, Development Regulations and the Landscape Design Guidelines.
06. The Authority shall require that all new residential subdivisions be planted with trees within the front setback area of the residential properties at the cost of the developer and to the satisfaction of the City. Planting may also have to be site specific to ensure a greater degree or survivability or to accomplish a specific purpose and may include low shrubs or ground cover as well. Such plantings are to be carried out within (1) one year of occupancy of the dwelling.
06. Notwithstanding section 06, all new residential properties must adhere to the standards for 'New Residential Properties' provided in the City of Corner Brook Landscaping Standards.
07. Use of appropriate vegetation landscaping and other permeable and semi-permeable materials to capture runoff shall be encouraged wherever possible, particularly on surface parking lots.
08. Widespread growth of trees and the provision of landscaping in new and existing developments shall be encouraged.
09. Public street trees should be protected, preserved, or replaced in accordance with the City of Corner Brook Tree By-Law.
10. The Authority may consider introducing a private tree preservation by-law.
11. The Authority shall encourage planting of native species wherever possible. Non-native species may also be used if they are more appropriate to site conditions.

12. The Authority shall develop guidelines for tree planting and landscaping to promote the urban greening objectives of this plan. This may include public education initiatives and additional training/resources of staff.
13. When developing guidelines for tree planting and landscaping, public and private vegetation requirements, including liability issues and maintenance of plant material after installation should be considered.





Part 7

THE CITY CONNECTION: INFRASTRUCTURE POLICIES

7.1 ABOUT THIS SECTION

The planning policies contained in this section, Part 7, direct the development of city-wide infrastructure within the City of Corner Brook boundaries. Municipal services and utilities are essential in order to provide the residents with a safe and healthy environment in which to live.

The policies contained in this section guide the installation of these services and utilities.

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7.2 MUNICIPAL SERVICES AND UTILITIES

7.2.1 Context

A potable supply of water, an adequate means of sewerage disposal, proper storm water drainage, street lighting, refuse disposal and fire protection are basic requirements necessary to ensure public health, safety, and convenience for the residents of the Municipal Planning Area.

7.2.2 Objectives

01. To provide adequate and efficient delivery systems for water supply, sewage disposal, and other essential services.
02. To promote the full utilization of the existing public service infrastructure in the most economical manner to provide a maximum return on public investment.
03. To make improvements to existing municipal water and sewerage systems.
04. To protect the health, safety, and welfare of residents in the Municipal Planning Area by ensuring that municipal services, where economically feasible, are made available to all properties located within the urban serviced area.

7.2.3 Policies

Municipal Services - Land Use

01. Land within any designation may be used for provision of municipal services and public utilities if the use of that land is necessary for the proper operation of the municipal service or utility concerned provided that the design and landscaping of any development of any land so used is adequate to protect the amenity, character and appearance of the surrounding area.
02. Municipal services and utilities will be constructed in a staged and orderly manner to provide an economic and logical sequence for growth related to the needs for urban development and the financial resources available.
03. Municipal services and utilities will be constructed and installed in accordance with a continuing five-year forecast of capital expenditures.

04. Due to the lack of availability of suitable land in some instances and the nature of the utility involved, the Authority may direct that the services be installed in such a way that it is not located directly within the area to be serviced but rather is located nearby or adjacent to the immediate area.

Water, Sewer, and Storm Drainage Services

05. In rare instances, a development proposal may not require water and sewer facilities. Upon review, the Authority may determine that in the case of such proposals a connection to the municipal system is not necessary.
06. Developments that are proposed or that are required to contain plumbing facilities are required to connect to a water and sewer system which is acceptable to the Authority. Proposed developments whose lot is serviced by the municipal system are required to connect to it. As part of an approved subdivision or development plan, occupancy permits will not be issued until such time as connection to municipal services is completed to the satisfaction of the Authority.
07. Areas presently in operation and serviced with municipal water and sewerage systems shall be developed as far as possible to capacity before new areas are made available for development.
08. Construction of utilities, whether public or private, where possible, will be coordinated with municipal servicing to achieve economies and minimize the disruption of any area.
09. Municipal water and sewer services will only be extended when it can be determined that lands will be adequately served by existing trunk services or the construction of new trunk services have been included in an approved capital works programme.
10. Limited development may be permitted in areas presently lacking one or more municipal services provided the general intent and purpose of the Municipal Plan is maintained and provided that the future provision of services will not be jeopardized or made uneconomical.

11. Proposed developments in the urban area (area developed plus areas designated for urban type development in the Plan) will be required to connect to the municipal system. The Authority recognizes there are a few small areas comprising up to a few lots each, within the urban area that it is uneconomical to service and may permit development with alternate servicing in those cases where it is acceptable to the Authority.
12. Non-building Use classes in unserviced areas may be assessed in order to determine whether the development will be required to be serviced with water and sewer facilities.
13. The Authority shall consider the long term nature and density of the development prior to approval of the development application when considering the servicing requirement of the site.

Other Municipal Services and Utilities

14. Street lighting, electricity, and other utilities will be provided as required and shall complement the development programme in the Municipal Planning area.
15. Demand for fire, police and government administrative services will increase with normal community growth but should be easily accommodated within existing facilities/infrastructure. The Authority is committed to providing a satisfactory level of fire protection to its residents as efficiently as conditions permit.
16. The Authority will give priority to resurfacing existing paved streets and an ongoing pavement management program will be developed for ongoing street maintenance and rehabilitation.
17. The Authority shall progressively eliminate open ditches and where this work is done a local improvement charge shall be assessed against the fronting owner to recover a portion of the cost of curbs, catchbasins, storm sewers, and sidewalks.
18. Additional development (infilling of gaps on available land or extension occurring) on existing roads that have been deemed substandard by the Authority, may only be permitted in accordance with the Substandard Road Development Policy and to the satisfaction of the Authority.

Waste

19. The Authority shall support recycling programs in the city and may permit drop-off/pick-up locations for recyclable materials on City property where practical.
20. The Authority shall in its own operations encourage the use of recycling programs and initiatives where practical in offices and work places and use recyclable materials where possible.
21. The Authority may in the future cooperate on long-range recycling strategies at the local level and in conjunction with provincial and national programs.
22. The Authority will continue to provide a system of municipal waste collection and will continually assess and monitor for ways and means to improve efficiencies and reduce waste where possible.



7.3 TRANSPORTATION

7.3.1 Context

The transportation network forms the backbone of the Municipal Plan. The network is based on and designed to facilitate the satisfactory movement of both people and goods to and from the various land use areas within the Municipal Planning Area, as well as to facilitate through traffic movement. It is the component which ties all parts together.

A hierarchal classification of roads is useful for physical planning, development control, and to establish priorities for maintenance. These classifications are illustrated on Map F - Transportation Plan. The following functional classification of roads has been developed to guide future road planning and to control access to major roads. Private roads or lanes are not included under the street classification hierarchy and therefore are to be considered the total responsibility of the owner or owners.

Protected Roads include highways and other major roads that are designated as protected for the purpose of controlling development and ensuring that development is in compliance with the requirements defined under the provincial Protected Road Zoning Regulations (PRZR).

Arterial Roads are designed primarily to facilitate the movement of large volumes of traffic between major land use districts and neighbourhoods in the Municipal Planning Area. They provide connections with by-passing or approaching highways and provide access to the main business and industrial areas.

Collector roads function to link local streets with arterial roads and provide access to neighbourhood activity centres. They primarily serve as the major traffic routes within a residential neighbourhood or industrial or commercial area and thus carry relatively high volumes of traffic. A residential collector has potential for sustaining various retail and other commercial and community service establishments along its route.

Local roads have the primary function of providing access to abutting properties. The overall road system should be so designed as to minimize the amount of through traffic on local roads resulting in maximum safety for pedestrians and allowing attractive residential development.

Service roads are intended to access collector and arterial streets through a reduced number of access points.

For design standards of Arterial, Collector and Local roads please refer to the latest edition of the Geometric Design Guide for Canadian Roads, Transportation Association of Canada.

7.3.2 Objectives:

01. To provide a safe and efficient transportation infrastructure system which ensures mobility and accessibility throughout the Municipal Planning Area and links areas of different land uses.
02. To provide for the safe movement of hazardous substances within the City and to minimize the potential adverse impact of that process.
03. To ensure that the interests of pedestrians and cyclists are fully considered and that greater efforts are made to accommodate them, particularly in the downtown area.
04. To coordinate the overall road and water network with the requirements of future development based on the appropriate arrangement of land use activities and the logical location of supporting traffic generators.
05. To provide an efficient public transportation system

7.3.3 Policies

Protected Roads

01. Access to protected roads shall be located and constructed to the specifications of the authority and the Department of Works, Services and Transportation.

02. The authority may require the construction of service roads or other means to reduce to a minimum the number of access points to the protected road, and in making its decision the authority shall consider the recommendations of the Department of Works, Services and Transportation.
03. Within the City of Corner Brook municipal boundary, there is established on each side of every protected road a building control line which is 100 metres distant, measured perpendicular, from the centre line of the roadway. Development within this measure may be subject to requirements defined under the provincial Protected Road Zoning Regulations (PRZR), in addition to conformance with the policies of this Plan and associated Development Regulations.

Arterial Roads

04. Access to arterial roads shall be primarily from collector roads except where existing land use development makes this impractical.
05. Individual accesses may be permitted, where necessary in existing built up areas, but access shall normally be limited to public road intersections and other major traffic generators in order to ensure the free and efficient flow of traffic.
06. For arterial roads in developing areas where some individual access now exists, this access will be further reduced or eliminated, if possible; and for new residential development, new individual accesses to lots will be prohibited.
07. Pedestrian traffic may be permitted provided sidewalks are constructed and crossing controls are installed.

Collector Roads

08. Collector streets provide both traffic service and land service and full access to adjacent properties shall be permitted.
09. Where possible, a collector road should link at both ends with another collector street or with an arterial road.

Local Roads

10. Direct access shall be allowed to all abutting properties. Local roads may be located within residential, commercial or industrial areas, depending on the predominant use of the adjacent land.
11. The speed and volume of traffic on local roads shall be kept to a minimum by means of signs and street and intersection design. Cul-de-sac or dead-end roads shall be provided with an adequate space where vehicles can turn around.

12. Any new local road systems should be designed to give access to a maximum amount of building land including development on both sides of the road. At the same time, however, it must aim at minimizing the amount of road length to reduce capital costs and avoid excessive maintenance and operating costs.
13. Existing local roads which are excessively steep or otherwise below standard as determined by the Authority, or which serve fewer properties than is economically warranted, shall be closed and abandoned whenever the structures they now serve are demolished, relocated or provided with an alternative access.
14. Where an existing local road is very steep but cannot be realigned, an attempt shall be made to provide a secondary means of access to the highest point of such a street. This will allow traffic to descend in the event of slippery driving conditions. Wherever possible, however, local streets shall be realigned to avoid excessive steepness. New local roads shall be designed with due regard for the existing topography and in such a way that they will not isolate land which may be suitable for development at a later date.

Service Roads

15. Development shall make use of service streets, where possible, to provide access to groups of properties in place of several separate access points.

Public Transit

16. The Public Transit System shall be systematically improved and expanded where necessary to provide adequate and equitable transportation to residents of the City.

Active Transportation

17. A system of sidewalks and pathways (where necessary) will be provided throughout the Municipal Planning Area as part of or separate from the major street system to minimize conflict with motorized or non-motorized vehicles.
18. It is the general intent of the Municipal Plan to separate vehicular from pedestrian circulation systems, particularly in major developments which can be planned in a comprehensive manner. To achieve such separations, a development's pedestrian system should have pathways connecting buildings with offstreet parking, paths connecting neighboring buildings and paths or sidewalks connecting groups of buildings with other areas and activities within the community.

19. Safety devices such as appropriate signs, signal controls and painted crosswalks will be used where heavily travelled paths or sidewalks cross busy roads, particularly in the Downtown and within close proximity to schools.
20. Walks and paths in common areas or other locations away from roads generally shall be integrated into an area plan or layout enabling visual surveillance of the walk or path from the road wherever possible.
21. Paths and sidewalk street crossings will be located where there is a good sight distance along the road. Curb cuts should be provided to facilitate the use of carriages and wheelchairs.
22. The Authority shall consider developing safe, connected active transportation routes including but not limited to, on-street bicycle traffic accompanied by signage, on-street bicycle lanes accommodated by reconfiguring the lane widths to add a bike lane and mixed use trails at appropriate locations for cycling and pedestrian use.
23. The Authority shall encourage future road construction projects to include cycling lanes to support future cycling opportunities.
24. Authority shall encourage and support the Active Transportation Plan to achieve lowered greenhouse gas emissions, less traffic congestion and improved health of residents

7.4 STORMWATER MANAGEMENT POLICIES

7.4.1 Context

Effective management of stormwater is critical to reduce risk to infrastructure, to protect water resources within the community, and to mitigate negative downstream impacts such as flooding.

Development within watersheds can lead to a range of stormwater impacts, including; contaminants being washed into watercourses, direct flooding impacts to infrastructure, and disruption to functioning of infrastructure. Contaminates entering watercourses can negatively affect downstream water quality. Contaminates may include; heavy metals and hydrocarbons, nutrients from fertilizers and organic material, sediments, animal waste, and road salt and other road contaminants.

The topography of Corner Brook has many steep inclines, which can cause a high velocity flow during high precipitation and snow melt events. The majority of these slopes culminate in the Downtown before flowing out to the Humber Arm; therefore, this City centre area is particularly vulnerable to the impacts of stormwater flooding. Given the predictions within Atlantic Canada for climate change to cause increased frequency of high precipitation events, the management of stormwater within Corner Brook needs to address events that will likely supersede previous high precipitation events, and adopt strategies to effectively manage stormwater threats.

Beneficial management practices can be approached by addressing the stormwater controls. These controls can be broken down into source controls, conveyance controls, end of pipe controls and miscellaneous controls. Source controls are on-site measures that control runoff at the source of stormwater generation, while conveyance controls manage stormwater between the source and the final outlet. End of pipe controls involve implementation of measures to improve water quality at the end of the stormwater conveyance system. Miscellaneous controls can involve a range of measures to assist in stormwater management, for example public education, reduction of pollutants entering stormwater systems, establishing appropriate standards for salt use, and land use restrictions.

7.4.2 Objectives

01. To improve the existing stormwater management system in order to reduce the risks of damage to infrastructure and to protect water quality.
02. To enforce the incorporation of effective stormwater management practices in the design and construction of subdivisions and building developments.

7.4.3 Policies

01. The Authority shall maintain the existing stormwater management system and where the design of the stormwater management system may be improved to mitigate downstream negative impacts, the Authority shall examine the feasibility of implementing such measures.
02. In particular, where combined wastewater and stormwater systems exist and are resulting in negative downstream impacts, the Authority shall examine the feasibility of separating these systems.
03. The Authority may conduct an assessment of the vulnerability of the existing stormwater management system to the impacts of climate change.
04. The Authority shall make every effort to preserve the health of local water systems within the Planning Area and that affect the Humber Arm. Among other measures, this could involve adopting methods for reducing the transfer of sediments and contaminants entering water systems through stormwater runoff.
05. The Authority shall maintain and preserve as much as possible natural storm water flow buffers and where possible, enhance them through plantings of native species or other appropriate measures.
06. The Authority shall ensure that the design and construction of developments incorporate effective stormwater management systems that will limit or mitigate any additional stormwater flows resulting from the development.
07. Unless necessary to result in improved storm water management

and improved comprehensive site planning to achieve the environmental and development objectives of this plan, the Authority shall ensure that developments reduce site disturbance as much as possible.

08. The Authority shall ensure that developments demonstrate minimal creation of impervious surfaces, and if necessary will implement land use restrictions.
09. In such cases where the Authority is concerned that the design and construction of developments may result in negative downstream impacts, the Authority may require the submission of a detailed Stormwater Management Plan and/or Erosion and Sedimentation Control Plan.
10. The Stormwater Management and Erosion and Sedimentation Control Plans may address such items as water quantity, water quality, grading and drainage, pervious surface cover, site disturbance, source controls, conveyance controls, siltation control, and other design requirements as appropriate.
11. The Authority may develop Stormwater Management Guidelines to assist with the regulation of the stormwater management system, site design and the integration of beneficial management practices into site design practices.



Photo Credit: Rebecca Lynn Pike

7.5 RENEWABLE ENERGY

7.5.1 Context

In today's society, everyone is an energy stakeholder. Increasingly, municipalities across the nation are demonstrating how their site-specific and operational circumstances align with various renewable energy applications of solar, wind, biomass, geothermal and hydro technologies to offset the use of fossil fuel for the provision of electricity, heat, or motive power. These quickly evolving technologies are being integrated directly into municipal systems, promoted as community systems, undertaken by innovative commercial and industrial developers, and applied at the residential scale by homeowners looking to offset energy costs and benefit the environment over the long-term.

Objectives and policies which encourage economically and environmentally appropriate incorporation of renewable energy technologies into the municipal setting can work hand-in-hand with climate change policies. In many cases, renewable energy can be used to offset the need for fossil fuels, which in turn can result in reduced emissions of greenhouse gases, which are forcing shifts in the rate and nature of climate change. Likewise, in efforts to address climate change, the use of renewable energy is often promoted. Collectively, renewable energy and climate change policies bolster a municipality's sustainability, providing a buffer against volatile energy markets and potential interruptions in deliverability. Indeed, rising municipal energy costs is often a driver for establishing renewable energy policies that can, over time, lessen the energy drain on limited financial resources. Some of these forms of renewable energy are immediately available onsite, such as passive solar, and geothermal energy and as the use of these technologies increases, the long-term benefits will be realized.

7.5.2 Objectives

01. To diversify the energy supply to municipal systems infrastructure through the incremental introduction of renewable energy resources in a manner that provides long-term financial and environmental benefit to citizens of Corner Brook.

02. To anticipate and provide siting and development guidance for residential, commercial and industrial scale renewable energy technologies.
03. To incentivize and demonstrate leadership in sustainable energy.

7.5.3 Policies

01. The Authority may investigate funding for and the feasibility of opportunities to integrate renewable energy and energy storage technologies into municipal infrastructure systems and / or municipally owned facilities.
02. The Authority may assess the potential energy capacity of and/ or potential impacts from various forms of renewable energy available within an area or at a site.
03. The Authority may replace or offset the municipality's current electrical load and / or heating load with locally generated forms of renewable energy.
04. The Authority may assume an ownership interest in the development of renewable energy resources where that ownership interest fits the City's strategic long-term objectives and is of direct long-term financial and environmental benefit to Corner Brook citizens.
05. The Authority may develop and / or support programs and initiatives that increase citizen's knowledge of and access to renewable energy technologies for space or water heating, or electricity generation.
06. The Authority may develop standards to regulate any nuisance or potential harmful aspect of alternative energy technologies of any scale.
07. The Authority may explore financial, taxation and regulatory incentives for the integration or upgrading of renewable energy into building technology and / or site design.
08. The Authority shall encourage and support partnership with other agencies to develop demonstration and pilot installations of renewable energy technologies.

7.6 PARKING

7.6.1 Context

It is generally intended that adequate parking will be required for all uses of land in the Planning Area. For new development, there is no serious difficulty in achieving this but in older developed areas a deficiency of parking is frequently a problem. Redevelopment may provide opportunities for alleviating deficiencies in some cases and in others a detailed examination of the development pattern may show possibilities for acquiring new parking areas.

7.6.2 Objective

To provide measures to ensure adequate parking for all uses of land in the Municipal Planning Area.

7.6.3 Policies

01. Adequate parking will be required in clearly defined areas for all new development and redevelopment. This will include not only parking for owners, residents and employees, but also for visitors and customers.
02. Where any proposal for parking is made and it appears to be less than the standards established in the Development Regulations, it must be conclusively demonstrated that the proposal will not lead to nuisances through the parking of vehicles on land or roads adjacent to the use, prior to a variance being approved or Council discretion being applied.
03. Where severe parking problems are encountered in developed areas and where the parking of vehicles on streets and adjacent land constitutes a nuisance or is seriously affecting the amenity and maintenance of the area, the Authority will endeavour to secure special parking areas in the centre of blocks, on vacant land or in any appropriate place, and may assemble land for this purpose pursuant to the provisions of the Urban and Rural Planning Act for implementing this feature of the Plan.

04. The property owner or developer of an apartment building use must be able to provide the required number of parking spaces when developing the apartment building in the Downtown. Preferably, the required number of spaces will be available on site; however, if this is not possible, the owner or developer of the apartment building must make alternative arrangements to secure the necessary parking for the residents of the building within 200 metres of the building and within the Downtown zone.
05. Notwithstanding the above condition, where the property owner or developer can demonstrate to the satisfaction of the Authority that the required number of parking spaces is not necessary for the successful occupation of the apartment building residents, and there will be no negative impacts caused to neighboring properties or the functioning of the Downtown as a whole as a result of the insufficient parking, the Authority may use its discretion in reducing the required number of parking spaces.
06. Residential parking spaces or driveways shall be limited to passenger cars, trucks, and sport utility vehicles and camper trailers, provided they are located entirely within the parking/ driveway area and do not encroach onto any portion of the street right-of-way. Commercial vehicles or heavy equipment of any type shall not be permitted except in accordance with the terms and conditions of the Commercial Vehicle Parking Permit.
07. All parking areas and structures shall be attractively designed and shall be landscaped to enhance their appearance.
08. Street parking shall be controlled in commercial areas so as to deter day-long parking. By promoting a turnover of parked cars during the course of a day, the effectiveness of on-street parking will be increased.
09. The City may request a financial contribution towards the cost of public parking facilities, in lieu of all or part of the required off street parking associated with a development, where the provision of such parking on site or near the site of the use would be impractical or would be in conflict with the policies of the Plan, or any development scheme adopted under this Plan.

10. Street parking shall be controlled in residential areas in order to restrict use by vehicles generated by the commercial parts of the Downtown or other commercial areas.
11. The City shall encourage and regulate the provision of private parking facilities in the Downtown to be developed and operated to the satisfaction of the City. However, where conditions do not favour private development of such facilities and where public parking could be developed more economically and would be more effective, the City may initiate the development of public parking on a user-pay basis in the Downtown and other general commercial areas.





Part 8

THE LIVING CITY: SOCIAL, CULTURAL AND ECONOMIC POLICIES

8.1 ABOUT THIS SECTION

The planning policies contained in this section are designed to develop and enhance vitality in the City of Corner Brook. By instilling balance and encouraging growth in the creative, social, and key economic facets of the City, Corner Brook will continue to evolve as a Living City—progressive, healthy, and resilient. Corner Brook can become the community that it has identified and is uniquely capable of achieving—as an equitable, vibrant community during all four seasons, attractive to visitors and residents alike, with an engaged, healthy citizenry and strong workforce.



East Coast Music Awards



8.2 BARTLETT'S POINT

8.2.1 Context

Bartlett's Point, a 6-acre waterfront site adjacent west of the marina in the Curling area of the city, is being developed as a city-wide park. Revitalization of Bartlett's Point reinforces the park as a destination for the people of Corner Brook and visitors to the region. Public investment in Bartlett's Point can also be a catalyst for supporting recreational and development opportunities on the lands surrounding the park. The vision of the area is focused on protection and enhancement of the waterfront landscape, enjoyment of the outdoors and promoting water-oriented recreation.

8.2.2 Objective

To build on public investment in the historic Bartlett's Point Park to reinforce the area as a community and visitor destination.

8.2.3 Policies

01. The Authority will continue to work with the community and area land owners to develop a vision and strategic plan for the area.
02. The Authority shall seek to build on the opportunities created by capital investment in Bartlett's Point Park, as well as existing marina uses.
03. Commercial or residential land uses will not be permitted in the park; however, smaller-scale commercial facilities and other ancillary uses to support recreation and public enjoyment of the landscape may be considered.
04. The Authority shall seek to maximize the benefit of public investment in the park by supporting appropriate residential intensification in surrounding residential areas and additional mixed commercial/residential development along Petrie Street and Curling Street.

05. Plans and proposals for the area should include additional pedestrian/cyclist connections along the water's edge and Griffin Drive to Downtown.
06. Plans and proposals for the area should consider potential connections to existing and planned trail networks along the old rail corridor.
07. Plans and proposals for the area should support city-wide objectives for enhanced pedestrian access to the water's edge and future waterfront development plans.



8.3 CORNER BROOK STREAM

8.3.1 Context

The Corner Brook Stream area, with its limestone caves and scenic valley, bisects the Municipal Planning Area. The area between Main Street and Three Mile Dam has been developed as a major tourist attraction through a system of walking trails, viewing platforms, bridges and interpretation sites. The Corner Brook Stream Trail Network is integral to a comprehensive city-wide open space network, linking Corner Brook Stream with other open space, community service, and commercial areas of the city including the Downtown and Port areas.

The original development area was contained to lands adjacent to the stream; however, the trail system has extended out into the community and now provides pedestrian linkages to other municipal recreational and open space areas as well as other destinations such as shopping areas, community service facilities and the Port.

8.3.2 Objective

01. To develop the Corner Brook Stream Trail as a regional tourist attraction and recreational centerpiece.
02. To develop the Corner Brook Stream Trail as an integral component of a system of trails and open spaces connecting key areas in the City

8.3.3 Policies

01. The Corner Brook Stream Development Corporation shall be recognized as the overall coordinating and management structure of the stream development project and the Authority shall appoint a representative of the City to act on its behalf and ensure liaison between the Corporation and other relevant City departments/divisions such as Leisure Services and Community Services.
02. The Authority shall work with the Corner Brook Stream Development Corporation to support the creation of a Management Plan, including provisions for long term

maintenance of all existing trails and infrastructure as well as new trails and other components that may be added to the system, which will provide a detailed planning and implementation framework for the Corner Brook Stream Trail network, including the attractions and recreational features to be established as part of this system.

03. In the development of this area as a regional tourist attraction and recreational facility, every effort shall be made to preserve the scenic beauty and to protect the natural environment from any deleterious effects.
04. The Authority shall work with the Corner Brook Stream Development Corporation and the International Appalachian Trail Newfoundland and Labrador Chapter to determine where there are opportunities to designate trail corridors throughout the City linking these two trail systems.



8.4 RAILWAY RIGHT-OF-WAY LANDS

8.4.1 Context

The abandoned Canadian National Railway line has created an open space corridor through the province, which also runs through the City of Corner Brook. In many rural and remote areas of the province, the land has been designated as the Trailway, a linear provincial park where both motorized and non-motorized use has been permitted. In more urban areas, the land has been fragmented and other uses identified, making it difficult to maintain a continuous, multi-use provincial trail system. This is the case in Corner Brook where portions of the former rail bed have been utilized for road construction and have disappeared entirely and motorized vehicles are restricted from those remaining sections. The land is owned and administered by the Government of Newfoundland and Labrador; however, a process has been established whereby the municipality is consulted prior to the conveyance of any rail way land to adjacent property owners or it may acquire any land necessary for public use or capital works.

8.4.2 Objective

To organize and strategically re-use the abandoned Canadian national railway right-of-way lands.

8.4.3 Policies

01. The Authority recognizes the provincial government as the owner and administrator of the railway right-of-way lands and will hold these areas in reserve until the property is conveyed to the City of Corner Brook or otherwise disposed of.
02. The Authority has identified a number of areas throughout the city where the abandoned rail way lands may be utilized to improve existing city streets, including widening of the street, improved access with intersecting or adjoining streets and/or upgrading existing municipal services.
03. Where it is deemed necessary, the Authority may reserve the railway right-of-way lands for the construction of new streets which may be presently proposed or may be required as part of new subdivision or other growth areas.

04. The Authority may designate portions of the railway land as open space land for recreational purposes in areas where it is practical or desirable to create new recreational areas, trails, bike paths, etc. One area in particular is the portion of the right-of-way between Pier Road and St. Aiden's Road which is recognized as having tremendous value and tourism potential, as well as having been demonstrated as a desirable walking area in close proximity to Griffin Drive, the Corner Brook Stream Trail network and the active transportation bicycle route.



8.5 THE PORT

8.5.1 Context

Corner Brook's Port area plays a pivotal role in the economic growth of Corner Brook, Western Newfoundland and Southern Labrador. Ocean-based shipping provides a more sustainable alternative to truck transport. The City and its partners strive to maximize the potential of the Port for a variety of purposes: marine-related industry, trade and shipping; recreation and tourism; a landscape feature and community focal point.

The Port Corporation and its partners have identified numerous initiatives, and opportunities exist to reinforce the Port as a cornerstone of the community. Favorable winter conditions in the Humber Arm and existing dockage facilities in the Port may also provide opportunities for expansion of ferry services between Corner Brook and other communities, either on a full-time or contingency basis.

Working with the Corner Brook Port Corporation and building on its redevelopment initiatives, the Authority recognizes opportunities to realize shared goals of Port beautification, improving public access and broader range of uses. The Port is a gateway for visitors to the area, including cruise ships, and thus should be designed to be as inviting as possible with strong pedestrian connections to the downtown and other destinations. The Port has always been a focus of commercial activity and source of civic pride in the City. As the City and the local economy continues to evolve and diversify, the Port lands should also evolve to include a greater mix of uses, improved public access, better connections to Downtown and increased recreational and community amenities.

While not designated specifically as part of the Downtown Area, being physically separated and having its own distinct growth and development goals based on its waterfront location, the Port is recognized as an integral component of the overall Downtown land use. Through connectivity with the downtown via improved public access and similar economic goals, as one area improves and strengthens, so should the other.

8.5.2 Objective

To protect and enhance the critical role that Corner Brook's Port plays in the economic growth of the City and the region, and introduce new uses and initiatives to promote port beautification, improved public access and use, additional marine recreation opportunity, a broader range of uses and the continuation of industrial activity.

8.5.2 Policies

The following policies apply to the Port Waterfront Mixed Use Zone:

Commercial/Industrial Activity

01. The Authority shall continue to build cooperative relationships with the Corner Brook Port Corporation, businesses operating in the Port and other waterfront stakeholders to achieve shared goals for the Port and surrounding areas.
02. Marine based industrial activity will continue to be the predominant land use and a priority for development in the Port area with expanded commercial and public uses supporting and complementing the industrial activity.
03. The Authority shall actively promote the more intensive use of existing wharfage and storage areas and promote their expansion and the development of additional facilities to serve the harbour.
04. Industrial development will be limited to those uses which are water-related or are otherwise dependant on the unique features of the area.
05. The Authority recognizes the importance of good road and highway access for industrial vehicles to the sustainability of commercial/industrial activity, and will continue to ensure that good access is available, while minimizing negative impacts on the surrounding area.
06. Opportunities to introduce or expand ferry services and cruise ship activity in the Port are encouraged.
07. The Authority shall actively seek to encourage appropriate landscape screening of industrial areas where it is deemed appropriate to do so.

08. Notwithstanding the potential for new commercial, retail and recreational uses in some areas of the Port, the Authority shall ensure that industrial activity can continue and expand in a secure and safe environment and that any potential noise, emissions or other impacts are appropriately addressed.
09. The Authority may require preparation of a Land Use Assessment Report, including noise, vibration or emissions studies, to assess the potential of a proposal on existing or future industrial activity.

Promoting a Mixed-Use Waterfront

10. The Authority shall encourage the Corner Brook Port Corporation to prepare a Comprehensive Waterfront Development Plan for the future of The Port.
11. The Authority will continue to work in partnership with the Corner Brook Port Corporation to bring forward plans to promote Port beautification, improved public access, additional marine recreation and increased diversity of uses.
12. The Authority shall seek opportunities to increase public access to the water's edge and create new public open spaces at the water's edge on both public and private land.
13. Any development proposals on the waterfront should include strategies for increasing public access to the water's edge, unless public access would impact upon public safety and/or security, or otherwise hamper industrial or commercial activity.
14. The Authority shall seek opportunities to enhance and expand pedestrian linkages between the Port and Downtown, on both public and private land.
15. Together with the Corner Brook Port Corporation and other partners, the Authority shall seek opportunities to provide a continuous recreation trail linkage along the waterfront between Downtown and Brake's Cove and between Downtown and Bartlett's Point. This includes both pedestrian trails as well as bicycle trails.
16. The Authority shall work to enhance the tourism value of the Port and the waterfront, working in partnership with tour operators and local, regional and provincial tourism organizations.
17. New uses and facilities that build on the educational, interpretive and tourism value of commercial and industrial port activities are encouraged.



Photo Credit: Charissa Blaise



Photo Credit: Pauline Anderson



Photo Credit: Rita Perry

8.6 WINTER CITY

8.6.1 Context

Corner Brook may be classified as a winter city, as it receives on average, in excess of 400 centimetres of snow annually as well as experiences snow in varying amounts from November to April. The geographic location and local topography contribute to the snow loads which the Authority must take into consideration when developing capital works plans and development proposals.

Roads in Corner Brook must be sufficiently wide to accommodate the movement and stockpiling of snow for long periods of time and streets must be designed and constructed to maximum grades. Certain types of streets should be avoided in some areas, such as cul-de-sacs, and lot frontages must also take into account the stockpiling of snow over the winter period. Density is a factor that may very well be influenced by the amount of snow an area is capable of accommodating.

An abundance of snow brings benefits as well as challenges and the heavy snowfalls contribute to Corner Brook's identity as a winter tourism destination. As a winter city, it is important to create a more social and livable experience for both residents and visitors and celebrate the positive benefits while mitigating the negative effects of extreme snow and winter conditions.

8.6.2 Objective

To celebrate the positive benefits of being a winter city while mitigating the negative effects of extreme snow and winter conditions. .

8.6.3 Policies

01. The Authority shall consider the removal of and/or stockpiling of snow when assessing any application for development of an individual property or as part of a residential, commercial or industrial subdivision.
02. City streets and sidewalks will be designed with grades and intersections appropriate for the topography in terms of

motorists and pedestrians. All street design standards shall be in accordance with standards adopted by the City of Corner Brook. City streets will be designed of an appropriate width to accommodate proper snow clearing measures for the particular type of street.

03. The construction of new dwellings, buildings and other structures will conform to the snowfall load and insulation requirements of the National Building Code of Canada and be enforced by the City's Development Inspection Division to ensure compliance with the Code and conservation of energy resources.
04. Snow clearing of city streets will receive priority during winter public works operations to ensure the safety and functioning of the street network. This will normally be based on the hierarchical street system, where major arterial and collector streets will be cleared first to ensure that emergency vehicle operations are not impaired.
05. The Authority will promote and support initiatives that identify and reinforce Corner Brook as a winter city tourist destination.

8.7 HEALTHY COMMUNITIES

8.7.1 Context

Healthy communities is a concept based on the recognition that not only health care systems and public health departments but also social, economic, demographic, governance and environmental factors contribute to the overall health and well being of a community.

A healthy community is defined both by its residents who feel they enjoy a good quality of life as well as the indicators used to measure the health of a community. Obvious health includes physical and emotional/mental health but also a wide range of activities and amenities such as; clean air and water, an abundance of open space and opportunities for leisure activities, clean environment (urban and rural), accessibility by all to affordable housing and food, available and meaningful work, availability of public and post secondary educational facilities, safe neighbourhoods incorporating a diversity of people and housing types, good transportation network, cost efficient and environmentally sustainable municipal services and infrastructure, community service facilities, availability of commercial goods and services, social programs, a demographic and stable system of government, shared community values and goals, public art, and a strong sense of community and volunteerism.

It is recognized that these basic needs of individuals and families must be met in order for a community to succeed and balance the demands of demands for growth with long term sustainability.

8.7.2 Objective

01. To support the development of Corner Brook as a health community, providing a high quality and standard of living.
02. To work with organizations and businesses to support, promote and encourage the development of Corner Brook as a healthy community.

8.7.3 Policies

01. The Authority supports the healthy communities concept and will work with organizations which further the development of Corner Brook as a healthy community
02. The Authority shall continue to provide the residents of the city with a high quality of municipal services including a clean and safe water supply, efficient storm sewer system, municipal sewerage disposal system, fire protection, refuse collection including recycling programs, improved solid waste

management practices, system of open space and recreational facilities, efficient and well maintained road transportation system, improved pedestrian and cycling systems, and a mix of residential housing areas.

03. The Authority shall continue to work with housing corporations and local developers to acquire and make available land for affordable residential development, including municipal plan policies for mixed and multi-generational housing.
04. The Authority shall continue to encourage economic development within the city and promote Corner Brook as a good place to conduct business, both locally and regionally.
05. Promote Corner Brook as a world class recreation destination offering alpine and cross country skiing, hiking, boating, and other sporting and recreational experiences.
06. Support and expand recycling programs and initiatives through its own initiatives and by local organizations and government departments.
07. To continue to work cooperatively with other municipalities in the region to develop improved solid waste management practices.
08. Support community gardens and other community initiatives or strategies that promote locally grown food. Such initiatives shall be at the discretion of the authority and be assessed for various factors including but not limited to suitability of location, availability of services, adequate parking , site access and scale of proposal. Such initiatives shall also require public consultation, the scale and type to be determined by the Authority. Strategic Opportunities for future consideration may include, but are not limited to the following:
 - Community Food Assessment
 - Urban agricultural strategy/guidelines
 - Municipal Composting Program
09. To implement improved landscaping and maintenance requirements for all residential, commercial and industrial properties.
10. To continue to develop and support alternative, safe and efficient pedestrian and cycling transportation systems.
11. Support the continued development and maintenance of the city's natural resource areas such as the Corner Brook Stream Trail Network and Appalachian Trail through representation on project development committees and by providing an appropriate level and type of assistance.
12. To develop a public art program to acquire and maintain a diversity of art and interpretation.

8.8 AFFORDABLE HOUSING

8.8.1 Context

Housing is essential for developing a safe, stable and sustainable community that is inclusive to all community members. Providing adequate and affordable housing to all community members enhances a community's vitality and health. A range of affordable housing types offers an opportunity for youth, seniors, medium to low income families, single parents and individuals with varying degrees of intellectual and physical ability to afford housing while still affording other amenities such as food, clothes and electricity. Mixes of affordable housing give all people the chance to exercise their housing preferences and give people equal opportunities to live in a safe, suitable neighborhood.

8.8.2 Objective

To provide a variety and mix of housing in all residential areas of the City including medium and high density housing, to accommodate a broad spectrum of housing needs.

8.8.3 Policies

01. The Authority shall work with the Province and developers to encourage an adequate supply of affordable housing for lower and middle income households, families or individuals.
02. A mix of housing types and styles shall be encouraged in newly developing residential areas with a view toward affording all income levels the opportunity to exercise their housing accommodation preferences.
03. In cooperation with other levels of government and housing agencies, the Authority shall seek methods to facilitate the rehabilitation and maintenance of the older housing stock in the City.

8.9 UNIVERSAL ACCESSIBILITY

8.9.1 Context

Corner Brook's hilly landscape can create challenges to individuals with varying degrees of physical abilities and restrict and/or hinder accessibility throughout the City. Universal accessibility guides the development of creating barrier free design that allows individuals of all ages and persons with varying degrees of physical ability access to services and facilities throughout Corner Brook. A barrier free design will allow all community members to be an active contributing member of the community and provide equal opportunities to all people in the community. Universal accessibility enhances safety, security and healthy lifestyles to individuals with varying degrees of physical ability.

8.9.2 Objective

To develop universally accessible design throughout Corner Brook to allow safe and effortless travel for individuals of all ages and mobility.

8.9.3 Policies

01. The Authority shall consider the needs of individuals with varying degrees of physical ability in delivering public transit and developing active transportation routes.
02. The Authority shall further explore integration of universal accessible design standards into infrastructure design and developments, including but not limited to curbs, ramps, crossings and stairs.
03. The Authority shall encourage developers and businesses owners to orient main entrance ways towards the street allowing easy visibility and accessibility.
04. The Authority shall consider providing wayfinding that is clearly visible, uses symbols, and provides colour contrast and Braille to meet the needs of individuals who are visually impaired.

8.10 TOURISM

8.10.1 Context

Tourism is important to the economy of Newfoundland and Labrador and the west coast of Newfoundland in particular is a popular destination, attracting visitors who value more natural experiences such as hunting and fishing, back country hiking, camping, boating and sea kayaking, snowmobiling, skiing, whale watching, sight-seeing, and sampling local cuisine, hospitality and culture. Corner Brook's close proximity to Gros Morne National Park and its location at the head of the scenic and historic Bay of Islands positions it as a base for both short days trips as well as longer excursions. Corner Brook offers a wide range of accommodations, services and activities/events and with two regional airports within an hour's drive and only two hours from the provincial ferry port at Port-aux-Basques, it is a convenient and accessible destination.

In addition to traditional tourism activity, the development of resort properties in the Humber Valley has made Corner Brook an important destination for visitors from other parts of Newfoundland and Labrador as well as Great Britain and Europe.

8.10.2 Objective

To support and actively engage in the development of Corner Brook as a prosperous, attractive, environmentally conscious and safe tourist destination.

8.10.3 Policies

01. The Authority shall promote Corner Brook as a prosperous, attractive, environmentally conscious and safe tourist destination through an active program of involvement and promotion at the local, regional and national levels including support of business development, tourism industries and fostering of cultural and municipal amenities.

02. Through its business and community service departments, and in conjunction with other business and service organizations and the provincial government, the Authority shall support the development of a long term tourism strategy to ensure future tourism development potential.
03. Where appropriate, when assessing proposals for development in the city, the Authority may request value added amenities or technologies which support tourism and a greater degree of use and enjoyment by residents and visitors.
04. The Authority supports the continued development and promotion of both Marble Mountain and the Blow-Me-Down Cross Country Ski Park in order to help facilitate and encourage national ski events in the city.
05. The Authority supports other winter recreational activities that promote Corner Brook's role as a winter city and this is highlighted and celebrated during the annual Winter Carnival event.
06. Consideration shall be given to the year-round use of the city's recreational facilities for appropriate winter activities/events.

8.11 HOME BASED BUSINESS

8.11.1 Context

Home based businesses, including home based business offices, are permitted as discretionary uses in residential single, double and row dwellings, within any zone where the residential use exists as a Permitted, Discretionary or Non-conforming use. It allows the occupant and one additional person to engage in limited home based occupations that are accessory and incidental to the primary use of the dwelling as a residence and do not change the residential character of the building or lot.

Home based businesses are categorized under the appropriate classification of use in accordance with the City of Corner Brook Development Regulations and limited to those defined in the Development Regulations and include offices, medical and professional and personal service. Examples are hair salons, massage therapy service, small tool or appliance repair (non-motorized), skate sharpening, music or art instruction, seamstress, and limited small scale production of baked goods or crafts. Home based businesses do not include Bed and Breakfast operations. Home based child care, where care is provided for a maximum of six children, including the owner's children, may be permitted. Operations where over six children are cared for are classified separately as a Child Care use under the Development Regulations.

The standards for home based businesses are intended to provide an opportunity for the home occupant to be employed at their place of residence while maintaining a quiet, safe and aesthetic residential environment that does not detract from the residential character of the building and lot or residential neighbourhood. They are compatible with the home, surrounding residential character, surrounding land use (s) and can be carried on without any adverse effect on the surrounding neighbourhood. It is not the intent of home based businesses to detract from the residential property or neighbourhood, nor undermine the City's established business or commercial areas. If the home based business or office grows in intensity or nature (i.e., volume of business and customer visits

increases, more staff required to operate the business, change in the type of service offered, etc.) and can no longer be contained within the permitted maximum standards as set out in the Development Regulations, the business should then relocate to an appropriate commercial zone.

A home based business requires a public notification process, which may include a public notice advertised in a newspaper circulating in the community or by any other means deemed necessary. It may also require notification to property owners in the immediate area of the proposed home based business use. The use must then be approved by the Authority.

Home based business uses do not include those uses where the actual revenue generating activity of the business is conducted off-site. These businesses are considered to be mobile business uses and do not meet the definition of a home based business in terms of a land use requiring a development permit from the City of Corner Brook. Examples of this type of business include: administrative office of a contractor, sales representative, administrative office of a mobile business, base of operation of a limousine service, and fitness trainer or home care worker. People employed in these occupations may be self-employed or hired by others but they do not conduct the actual work from their residence; however, they are required to register their business with the City's Corporate Services Department if they are self-employed. Limited storage of goods or materials required by individuals employed in this manner may be contained within the dwelling unit or accessory building on the lot, as set out in the Development Regulations. Examples of this type of storage include tools used by a roofing contractor or products sold by a sales representative. No outdoor storage of goods or material is permitted on the lot.

Home based business offices may or may not require visitation by clients but if the office is used as the primary place of business, it is a home based business and requires a development permit and approval of the Authority to operate. Examples of this type of business include: web page designer, freelance writer/journalist,

professional consultant or individual who offers skilled services to clients and is not engaged in the sale or provision of goods on the premises. Home based business offices may be permitted in apartment units and public notification process must include the other residents of the building.

Individuals who are not considered to operate as home based businesses as set out herein but who request to be recognized as a home based business for advertising or other personal business purpose, may be so assessed and will be subject to the same terms and conditions of home based business operators.

8.11.2 Objective

To support the development of home based businesses and to effectively manage and mitigate any potential nuisance impacts.

8.11.3 Policies

01. To support home based business enterprises on residential properties (within the residence or from an accessory building within the curtilage of the lot) by permitting on a discretionary and site-specific basis, uses of a home occupation nature of a scale and type which is compatible with the dwelling use and the surrounding residential area and include office, business and personal service, medical and professional and small scale production of goods (food products, crafts).
02. Home based businesses may be permitted in single, double, row and mini (or mobile) home units but not in apartment buildings. An exception to apartment buildings would be those condominium apartment building units where the Condominium Corporation (representing all owners) has approved the use and where the required number of parking spaces may be provided on-site.
03. Notwithstanding section 02, home based business offices may be permitted in apartment units and the public notification process must include the other residents of the building.
04. Only one home based business per unit may be permitted.

05. A home based business may be permitted in a subsidiary apartment unit of a single dwelling only when there is no other home based business operated from the main dwelling unit.
06. The Authority shall restrict the business use in a residential unit in terms of floor area and scale and the business must clearly be subsidiary to the main residential use.
07. The business use is not to detract from the residential character of the property or amenities of the surrounding residential area and should not be apparent as a business use, separate from or dominant to the residential use.
08. The business use shall not generate traffic or water and sewerage use in excess of what is normal in the residential area and can be accommodated by the existing approved municipal service system.
08. Wholesale or retail sales shall not be carried out from home based businesses except as described above or where it is incidental and subsidiary to the approved business use.
03. Advertisement on the property will be limited to a nameplate affixed to the dwelling to a maximum of .2 square metres and may not be illuminated.
03. All types of business must be registered with the City of Corner Brook; however Home Based Businesses, in relation to the City of Corner Brook Development Regulations, are those where the business revenue is generated at the dwelling or lot and constitutes a use of the land, where applicable development standards and conditions may be applied.

8.12 MODEL FOREST

8.12.1 Context

The Model Forest of Newfoundland and Labrador has evolved from a land based model of sustainable forest development, employing research, science and technology to test and implement best practice methods in the forest industry which can then be exported and shared with other forest users, to a Forest Communities Program with the emphasis on assisting rural communities to implement sustainable forest management initiatives to ensure the long term sustainability of their forest based economies.

The program has expanded from the original seven to now over twenty-five partners and continues to be a model of sustainability, adapting to the changing needs of communities and the environment. As a community with an important forest industry sector and as the regional economic and administrative centre for forest activity in western Newfoundland, Corner Brook is supportive of and is integral to the Model Forest Communities Program.

8.12.2 Objective

To support and actively participate as a partner of the Model Forest of Newfoundland and Labrador, contributing to the sustainable management of this resource.

8.12.3 Policies

01. The City of Corner Brook supports the endeavours of and shall be an active partner of the Model Forest of Newfoundland and Labrador with respect to the philosophy and activities of the organization from an economic, recreational, social, community development and resource management point of view.
02. Experience or knowledge gained by the City of Corner Brook in relation to Corner Brook's role as a partner of the Model Forest Program may be made available to the Model Forest in support of the sustainability goals and objectives of the organization.





Part 9

MAJOR MUNICIPAL PROJECTS, STUDIES AND CAPITAL WORKS PROGRAM

9.1 ABOUT THIS SECTION

The following municipal and capital works projects and studies have been identified as priority goals by the City of Corner Brook, to be accomplished or begun over the ten year period of this IMSP in order to implement the Integrated Municipal Sustainability Plan. The projects are grouped into categories and the priority, implementation and duration of each will depend on the growth of Corner Brook, as well as the financial resources of the City and other funding partners and user groups, and approval of City Council. It is for this reason that the projects will be identified as proposed rather than according to a time table.

Costs have not been identified as they are subject to change over time and are dependent on numerous factors, some of which may be beyond the control of the City of Corner Brook. It is also important to recognize that these projects may be modified or removed altogether if necessary and other projects may be included as required. As project costs are subject to fluctuation over time, these will be determined as projects are evaluated and prioritized, and will be addressed in ongoing municipal budgets and capital works plans. Maintenance or other small scale improvement works or projects on existing streets are excluded from this list.

It is the general objective of the Authority to work toward the vision statements, supporting goals, city-building principles and ideas described in Part 2 of this Plan and to facilitate development in such a manner that ensures the efficient use of public expenditures without excessive financial strain on the City.

The capital works and other projects will be scheduled in such a way as to reflect the common well being of the community or more specifically, to provide services and programs that will protect and enhance the health, safety and welfare of Corner Brook residents while improving the overall amenities and quality of life and natural environment of the City of Corner Brook.

9.2 CITY BUILDING AND VISIONING GOALS

9.2.1 Waterfront

01. Connect a continuous recreation route along the waterfront.

9.2.3 Urban Design - Building on Existing Assets

01. Preparing an urban design action plan(s) for the Downtown (Shopping Streets) , Downtown Residential Area, Smithville, the Innovation District, Bartlett's Point & surroundings and Brake's Cove and Corner Brook Stream.

9.2.3 Infrastructure

01. Conduct a review of City transportation and road design standards to ensure they do not impede universal access.
02. Undertake a review of existing downtown municipal infrastructure capacity and capacity to accommodate future development opportunities.
03. Consider developing a Signage and Way-Finding Strategy for pedestrians and motorists.
04. Make appropriate recommendations to the provincial department to facilitate the transition of the downtown section of Lewin Parkway, as public works and repairs are needed and carried out, to a landscaped boulevard with clearly signed intersections guiding people to key destinations. Each of the intersections should be pedestrian-friendly and universally accessible.

9.2.4 Parking

01. Implement policies for managing parking in priority areas of the City, including, but not limited to, the Downtown, the Innovation District and commercial/industrial areas.

9.2.5 Back lot Comprehensive Development Guidelines

01. Develop Back lot Comprehensive Development Guidelines to assist in communicating the requirements and specifications for this form of development.

9.2.6 Partnerships

01. May undertake effective programs in cooperation with all levels of government and private industry to stimulate and promote industrial growth within the City.

9.2.7 Infrastructure

01. Undertake priority projects under the Open Space Master Plan/ Corner Brook Leisure and Recreation Master Plan.
02. Develop an open space maintenance strategy in order to properly provide for the long term maintenance of the existing and proposed open space amenities of the city.
03. May prepare an Open Space Viewscape Guideline to assist in the preservation of the view planes from within open spaces to maintain a sense of separation from the surrounding built environment. This document may include specific guidelines for key city-wide parks or other key open spaces or features in the City.
04. Create new multi-purpose public spaces, including parks, squares, market areas, and other forms of gathering places, as opportunities arise.

9.2.8 Innovation District

01. Undertake a traffic impact analysis for the area with a view to reducing the auto-oriented character of the street system. Strategies such as reducing the number of vehicle lanes, widening the sidewalks and introducing a local street network in the area should be considered in conjunction with planned roadway improvements.
02. Consider working with local and regional stakeholders to prepare an economic development and urban design strategy for the area that serves to market and brand the area as a regional focus of innovation.

9.2.9 Curling Waterfront

01. The Curling waterfront contains a mix of residential, recreational and industrial uses and part of the long-term vision for the community recognizes this area as a gateway arrival location for residents of other communities as well as a destination for Corner Brook residents utilizing Bartlett's Point as a community gathering place in conjunction with the marina and visitors arriving by pleasure craft. Future development plans should address this area and the unique waterfront vantage and development points it has to offer.

9.2.10 The Port

01. Encourage the Corner Brook Port Corporation to prepare a Comprehensive Waterfront Development Plan for the future of the Port.
02. Together with the Corner Brook Port Corporation and other partners, seek opportunities to provide a continuous recreation trail linkage along the waterfront between Downtown and Brake's Cove and between Downtown and Bartlett's Point. This includes both pedestrian trails as well as bicycle trails.

9.2.11 Bartlett's Point

01. Seek to build on the opportunities created by capital investment in Bartlett's Point Park, as well as existing marina uses.

9.2.12 Watershed

01. Review the Corner Brook Watershed Management Plan and corresponding regulatory framework as outlined in this Plan and supporting Development Regulations every five years.

9.2.13 Flood Risk

01. Identify those areas of the City that are subject to flooding events under current and future precipitation and climate variability scenarios, that may arise from naturally occurring or human-induced events.

9.2.14 Climate Change

01. Work towards the five action items established under the Partners for Climate Protection Milestones Program.
02. May seek to establish collaborative partnerships to undertake a Climate Sensitivity Analysis for the City of Corner Brook, surrounding communities, and associated watersheds in order to identify general climate sensitivity and priority climate change impacts.
03. May undertake the development of a Climate Change Adaptation Plan to assist in the identification of land uses and infrastructure that are climate adaptation priorities (i.e., highly vulnerable with a high degree of risk)

9.2.15 Urban Greening

01. Consider implementing a street tree replacement program for the areas of the city where existing trees are nearing maturity or have become overmature.
02. Develop guidelines for tree planting and landscaping to promote the urban greening objectives of this plan. This may include public education initiatives and additional training/resources of staff.

9.2.16 Municipal Services

01. Municipal services and utilities will be constructed in a staged and orderly manner to provide an economic and logical sequence for growth related to the needs for urban development and the financial resources available.

9.2.17 Storm water Management

01. May conduct an assessment of the vulnerability of the existing storm water management system to the impacts of climate change.
02. May develop Storm water Management Guidelines to assist with the regulation of the storm water management system, site design and the integration of beneficial management practices into site design practices.

9.2.18 Renewable Energy

01. May develop and/ or support programs and initiatives that increase citizen's knowledge of and access to renewable energy technologies for space or water heating, or electricity generation.
02. May develop standards to regulate any nuisance or potential harmful aspect of alternative energy technologies of any scale.
03. May explore financial, taxation and regulatory incentives for the integration or upgrading of renewable energy into building technology and / or site design.

9.2.19 Corner Brook Stream

01. Work with the Corner Brook Stream Development Corporation to support the creation of a Management Plan, including provisions for long term maintenance of all existing trails and infrastructure as well as new trails and other components that may be added to the system, which will provide a detailed planning and implementation framework for the Corner Brook Stream Trail network, including the attractions and recreational features to be established as part of this system and provide improved connectivity between the waterfront and downtown amenities.

9.2.20 Healthy Communities

01. Develop a public art program to acquire and maintain a diversity of art and interpretation.

9.2.21 Affordable Housing

01. In cooperation with other levels of government and housing agencies, seek methods to facilitate the rehabilitation and maintenance of the older housing stock in the City.

9.3 CAPITAL WORKS GOALS

9.3.1 Works Depot – 2012

01. Connect a continuous recreation route along the waterfront.

9.3.2 Industrial Park Expansion -2012

01. Expansion of the Lundrigan Drive Industrial Park, Phase II, consisting of the construction of approximately 400 m of new street, including water, sanitary sewer, storm sewer, curb gutter and asphalt paving to service industrial lands at the Lundrigan Drive Industrial Park.

9.3.3 Retaining Wall replacement - 2011,2012,2013

01. The City of Corner Brook has retaining walls throughout the City. These walls are of various construction materials and design, some of which are in poor condition and in various states of failure. The City will develop a program to replace/remove deteriorated retaining walls.

9.3.4 Street Resurfacing

01. Annual street resurfacing program consisting of removal and replacement of asphalt pavement and recapping. Approximate quantity of 6000 tons per year. Project street list to be determined based on a comprehensive street evaluation during the spring of each year of the program.

9.3.5 Humber Road Intersection (2012)

01. As part of the redevelopment of Old Humber Road, reconstruction of eastern intersection of Old Humber Road with Humber Road.

9.3.6 Cobb Lane Re-Construction Phase I

01. Separate combined sewer; install new water main, sanitary sewer main, storm sewer main; new asphalt, curb & gutter. The project will be constructed in phases over a number of years.

9.3.7 Caribou Road Reconstruction

01. Reconstruct Caribou Road starting at the intersection of Broadway.
Includes replacing water main, sanitary sewer, sanitary trunk sewer main and installing storm sewer along with new asphalt, curb and gutter and interlocking brick sidewalk. The project will be constructed in phases over a number of years.

9.3.8 Curb Program

01. Install curb and gutter in various areas where surface runoff is an issue. Individual problem areas will be assessed and prioritized in the spring of each year of the program.

9.3.9 Lundrigan Drive Reconstruction Ph II & Ph III

01. Reconstruct sub grade, service vacant lots and repave.

9.3.10 Aspen Road Phase IV (Fairview Ave to Notre Dame Street)

01. Install new storm sewer, eliminate the existing open ditches. Install curb and gutter and new asphalt.

9.3.11 Humber Park Re-Construction Phase II

01. Complete reconstruction to separate combined sewer, water main, sanitary sewer, storm sewer, new asphalt, curb & gutter.

9.3.12 Brookfield Avenue Reconstruction Phase I

01. Reconstruct Brookfield Avenue from the intersection of Braemar Crescent west. This project will include new water main, sanitary sewer main, storm sewer, new asphalt and curb and gutter. Additional phases of reconstruction planned for future years.

9.3.13 Rosedale Street Reconstruction -2013

01. Remove existing concrete slab road surface and replace with asphalt; replace the existing cast iron water line.

9.3.14 Petries Street Realignment

01. Cooper's Road to approximately 180 meters east of Bartlett's Point.
02. Realign a section of Petries Street to improve traffic sight distances.

9.3.15 Pressure Regulating Valves

01. Georgetown Road Pressure Reducing Station - replace existing station complete with new pressure reducing valves equipped with a pressure management system, flow metering capability and SCADA.
02. McEacheran's Avenue and Barrett's Road Pressure Reducing Stations - this project will renew existing chambers; replace existing pressure reducing valves and appurtenances along with a pressure management system, flow metering capability and SCADA.
03. Premier Drive and O'Connell Drive Pressure Reducing Stations - this project will renew existing chambers; replace existing pressure reducing valves and appurtenances along with a pressure management system flow metering capability and SCADA.

9.3.16 West Valley Road Sewer - Separate Combined Sewer

01. Reconstruct West Valley Road from the Intersection of Humber Park to #51 West Valley Road. Replace Sanitary Sewer, Storm Sewer, Water Main, new asphalt, curb and gutter and sidewalk.

9.3.18 Pressure Management System

01. Retrofit existing Pressure Reducing Stations with Pressure Management Systems, flow measuring capability and SCADA
 - East Valley Road
 - Oake's Road
 - Caribou Road

9.3.19 Park Lane –Replace Substandard Waterline

01. Install water main, sanitary sewer and storm sewer along with new asphalt, curb, and gutter. Water main will be looped to improve water quality and flow in area.

9.3.20 Gale Street/Cochrane Street-Replace Substandard Waterline

01. Install new water main along with asphalt, curb and gutter. This project will tie together the three substandard and dead end water mains of Westmount Road, Gale Street and Cochrane Street to improve flow and water quality in this area.

9.3.21 Georgetown Road Sewer Phase II

01. Replace the existing deteriorated sewer lift station at Burton's Lane with a gravity sewer following the Petries Brook reserve.

9.3.22 Burke's Road Sanitary Sewer Upgrade

01. Install new sanitary sewer and reroute the sewer away from the existing system that is infiltrated with tree roots. This project will run from the properties west of Burke's and down Rumbolt's Avenue.

9.3.23 Confederation Drive Culvert replacement

01. Slipline an existing deteriorated culvert crossing Confederation Drive.

9.3.24 Curling Street Storm Sewer

01. Intersection of Curling Street and Birchy Cove Dr. north of Compagnon's Lane.
02. Replace existing deteriorated storm sewer.

9.3.25 Hillview Road Storm Sewer Replacement

01. North side of Clarence Street north to 12 Riverhead Road;
Replace deteriorating storm sewer.

9.3.26 Brookfield Ave. Storm Sewer

01. Intersection of Raymond Heights northwest through the power transmission line ROW to East Valley Road. .
02. Replace deteriorated storm sewer system.

9.3.27 East Valley Road Ph IV (Majestic Brook to West Street) and Phase II (North Street to Central Street)

01. Continuation of a project to address flooding problems in the East Valley Road drainage system.

9.3.28 Woodbine Avenue Reconstruction Phase II

01. Birchy Cove Drive to Woodcrest Avenue and Upper Woodbine Avenue near Lewin Parkway.
02. Replace existing deteriorated storm sewer, new asphalt, sidewalk, curb and gutter.

9.3.29 Jubilee Field Upgrades

01. Re-sod Jubilee Field
02. Construct new player's benches and provide water servicing
03. Construct new washroom/canteen building

9.3.30 Skateboard park refurbishment

01. Construct new skateboard park, possible location, Wellington Street Sports Complex.

9.3.31 Wellington Street Phase VII

01. New change room and washroom facility at the Wellington Street Sports Complex.
02. Modifications to sports fields.

9.3.32 Bartlett's Point

01. Continuation of Phases II and III of the Bartlett's Point Development.
02. Work to include: water and sewer installation, playground equipment, lighting and electrical improvements, staircase and walkways.

9.3.33 Traffic Light upgrades

01. Replace traffic light systems:
 - Humber Road Main Street traffic light system replacement
 - Lewin Parkway/Mill Road/Griffin Drive traffic light system replacement
 - Pedestrian light upgrades/replacement

9.3.34 Water Treatment Facility

01. Construct new 30ml water treatment facility for the City of Corner Brook and neighboring towns of Massey Drive and Mt. Moriah. Construction expected to begin in 2012 and be completed by 2015.

9.3.35 Sewage Treatment

01. Construct new sewage treatment facility for the City of Corner Brook. Project tentatively expected to begin 2015 and be completed by 2018.

9.3.36 Other public works projects

Due to established funding procedures, the City of Corner Brook is only able to project a three year capital plan, years 2012 to 2014, which is proposed as follows:

\$8,500,000	Streets and Roads
\$7,000,000	Water Systems
\$4,000,000	Sanitary and Storm Systems
\$2,750,000	Buildings and Recreation
\$750,000	Other
\$23,000,000	Total

9.4 STAGING OF DEVELOPMENT

The overall pattern of development of the City of Corner Brook must be coordinated in an orderly manner which best utilizes the existing infrastructure and provides a logical sequence of growth based on the availability of financial resources needed to accommodate new growth as well as maintain existing development within the city. Uncontrolled market forces and location preference, independent of sound fiscal, environmental, and social growth policy, may not provide the most efficient form of development and utilization of valuable land resources and infrastructure.

It is for this reason that the current municipal plan has identified Municipal Service Area policies in order to direct development to areas of the city already serviced or proposed to be serviced with municipal water, sewer and transportation systems. In the event that a development is proposed beyond the serviced area, the Authority may require a Land Use Assessment Report to address servicing and other pertinent issues before determining whether to approve the development.

As a result of development of the regional hospital on Lewin Parkway there is potential in the future for increased development of suitable lands between the Trans Canada Highway and Cpl. Pinksen Memorial Drive. This will require further study and provision of all municipal services and it is anticipated that residential, commercial and industrial land will be identified.

9.4.1 Residential

As a continuation of residential growth staging in accordance with the previous plan, suitable lands within the area identified as Stage One, the Wheeler's Road/Elizabeth Street area, including lands formerly under the authority of the Newfoundland and Labrador Housing Corporation, and the Comprehensive Residential Development Area at the top/west of Elizabeth Street, will be developed as new subdivisions or as infill lots. Residential land on the north side of Cpl. Pinksen Memorial Drive has also been identified for future residential growth; however, this would be considered a longer term area, after more accessible lands have been developed. In addition to the designated CRDA, there are other privately owned lands that may also be developed in future, subject to the provision of adequate municipal water servicing and fire protection.

Stage Two land was previously identified as the Country Road Development Scheme and although much of the scheme has been developed in accordance with the plan as it was approved in 1994, there are approximately 350 units remaining to be developed and other suitable land in the subdivision which has been proposed for rezoning and development; therefore a revised Scheme has been prepared which identifies the new road alignment and zoning changes and will be included as part of the Municipal Plan. Land already developed is zoned appropriately but for planning purposes, the Scheme will continue to exist until the remaining land has been developed and the major objectives and design plans of the Scheme have been fulfilled.

Stage Three land which was identified under the previous plan, refers to as the area commonly known as Oak Hills and this Comprehensive Residential Development Area represents a substantial residential reserve area. In order to ensure that future servicing plans address this site and a logical road network is designed, a Development Scheme must also be prepared for this area. It is anticipated that development within the Oak Hills area will occur when the Country Road Development Scheme has reached a stage of substantial completion.

It is recognized that changes to the municipal water supply system may facilitate development in other areas of the city which have the potential to become residential land when serviced. This factor combined with other relevant considerations may have an influence on the development schedule of the identified future residential areas so that while currently recognized as distinct stages for growth, other more suitable and readily accessible and serviceable land may become available for development prior to activity in some of the designated areas, particularly Stage Three land.

In addition to these areas, a number of smaller Comprehensive Residential Development Areas (CRDAs) have been designated and priority will be given to these sites in the short term. These areas require a servicing plan and possible road upgrades in order to be suitable for development but generally are located on existing streets where they can more readily be subdivided and developed into lots. In some cases, large parcels of land are already zoned as residential but again, require road construction and services before they can be developed.

The new regional hospital site and upgraded Lewin Parkway to accommodate the increased traffic will also have an effect on development of lands adjacent to and near the hospital site, as families and professionals desire to live nearer to the hospital and associated services. In this regard, the Authority anticipates interest in and proposals for new residential growth, independent of the set out stages. Any development proposals extending beyond areas already serviced by or proposed to be serviced by municipal water and sewer systems and road network must demonstrate, to the satisfaction of the Authority that the development is beneficial to the city and will not create a demand for services or negatively impact the community.

While not necessarily considered as part of a staged development process, infill residential development in existing, older neighbourhoods is considered an important part of the City's residential land base. As road improvements are made, services are upgraded and existing neighbourhoods mature, it is still possible to create lots in older, existing residential areas. Infill development such as this still accounts for a percentage of all new residential development every year and is considered beneficial to the neighbourhood, as it reinforces the desirability of the area as a good place to live, often offers a more affordable alternative to land in newer subdivisions, can act as a catalyst for other property owners to carry out improvements to their properties, and offers the benefits of building a new home in a mature area with all the amenities older, established areas have to offer.

As previously discussed, the new regional hospital site and upgraded Lewin Parkway to accommodate the increased traffic, is expected to have an effect on development of lands adjacent to and near the hospital site. In particular, families and professionals may desire to live closer to the hospital and associated services and in this regard, the Authority anticipates interest in and proposals for new residential growth, independent of the set out stages. Any development proposals extending beyond areas already serviced by or proposed to be serviced by municipal water and sewer systems and road network must demonstrate, to the satisfaction of the Authority, that the development is beneficial to the city, supports the overall goals and objectives in terms of the future growth and direction of the city, and will not create a demand for services or negatively impact the community.

9.4.2 Commercial

In Most large scale retail uses, sometimes referred to as “big box stores” is expected to expand in the area of Murphy’s Square and Confederation Drive. The Authority will continue to work with the Downtown Business Association to promote programs for small scale businesses to remain or locate to the Downtown Shopping Streets and the two downtown shopping malls (a third and the largest shopping mall, the Corner Brook Plaza, is located on Maple Valley Road). As well, the Authority aims to increase a mix of shopping and services in the Smithville area of the city’s Downtown. Small pockets of local commercial and mixed commercial/residential areas will still be located throughout the city.

9.4.3 Institutional

The major institutional area is the Innovation District, located between University Drive and the Elizabeth Street/ Wheeler’s Road area a cluster of uses focused on education, research, health care, community events and program as well as high residential and limited commercial uses that support the primary uses.

9.4.4 Industrial

Since the previous Municipal Plan, much of Phase I of the Lundrigan Business Park (formerly Country Road Industrial Park) has been developed. Construction of Phase II will begin when the current development reaches a stage of substantial completion and land in this phase is expected to meet the general industrial needs of the city over the period of the plan. In addition to this area there is still limited capacity for infill industrial development at the O’Connell Drive and Maple Valley Road industrial areas. Industrial development at the Port and Brake’s Cove will continue to meet the needs for waterfront industrial land.

With the construction of the Massey Drive emergency access road, between Interchange 4 on the Trans Canada Highway and the Town of Massey Drive, land in this area is now accessible; however, prior to permitting development in an ad hoc, uncontrolled fashion, a Comprehensive Development Plan must be prepared which addresses water and sewer servicing, fire protection services, land

use designations and a street network. This is considered as a long term area and would be considered premature for development under current conditions.

Industrial land along the waterfront and at the Port will remain; however, greater public access to the waterfront and some limited mixed uses to promote and better utilize this land for the benefit of the community will be included as part of this plan. As only a finite amount of industrial waterfront land is available, this land base is very important to the City of Corner Brook.

9.4.5 Recreation

The City of Corner Brook Recreation Master Plan identifies priority areas for recreation development over the period of the plan and takes into account many factors, including demographic changes, priority projects and the City's ability to implement the master plan. Recreational development, active and passive, will continue to be integral to all new residential subdivisions and the city has invested heavily in the redevelopment of Margaret Bowater Park and Bartlett's Point Park. Shared use and new bicycle paths encourage increased bicycle use so that more residents will feel safer and able to use bicycles as an alternative form of transportation. New initiatives also include skateboard and dog parks, to further engage more residents in active and healthy living.

While not under the mandate of the City of Corner Brook, the Corner Brook Stream Master Plan identifies recreational pedestrian and bicycle (at appropriate trail sections) trail locations and opportunities and has been integral to the city's own recreational master plan in terms of integrating and connecting both active (parks) and passive opens space and green areas of the city so that more residents and visitors that ever are able to get out and participate in Corner Brook's recreational facilities and amenities.





Part 10

BUILDING THE CITY: GOVERNANCE AND IMPLEMENTATION POLICIES

10.1 ABOUT THIS SECTION

The Integrated Municipal Sustainability Plan must be implemented by means of the regulatory powers conferred upon the Authority by the Urban and Rural Planning Act, the City of Corner Brook Act and such other statutes, enabling legislation and programs as may be applicable. The Plan must serve as a continuing reference and guide to the Authority and its officials in order to achieve the goals, objectives, policies, and programmes which it contains. The preparation, adoption, and approval of this Plan represents only a part of the planning process. In other words, the Plan is not an end in itself nor does it serve any useful purpose without being implemented.

An integrated approach is required to effectively address municipal sustainability issues from within the city governance structure. The approach to governance must entail integration of plan implementation within and across government departments and service areas, as well as integration of the plan as a governance document into the framework of existing and future policies.

The sustainability principles expressed in the Plan can be integrated into municipal decision-making through a variety of mechanisms. For example, regular reporting of progress toward sustainability, including monitoring and

evaluating actions taken as well as sustainability indicator measurements, can help guide decision-making. It is also necessary to create formal processes linking municipal funding, investment, project, and planning decisions to sustainability objectives. For example, a new development and/or staff review process can be created which authorizes the City to review individual project proposals and to approve, deny, or condition projects based on their consistency with the IMSP key principles.

10.2 REGULATORY FRAMEWORK

10.2.1 Development Regulations

The direction and control of orderly land use is an important feature of the City's plan for greater sustainability. For that purpose, development regulations are the most effective tool.

After the Plan is formally adopted, the Authority is required under Section 36 of the Urban and Rural Planning Act to develop fully a scheme for the control of the use of land in strict conformity with the Municipal Plan and any further plans or development schemes. Those currently in effect must include land use zoning regulations, subdivision regulations, and such other regulations in compliance with the requirements of the Act as the Authority may deem necessary to control the use and development of land in accordance with the Municipal Plan.

Essentially, zoning is a means of ensuring that the future land uses are in strict conformity with the Municipal Plan, that they are properly situated in relation to one another, and that they do not conflict with or adversely affect adjacent properties. It directs new growth into suitable land areas and protects property by requiring that development afford adequate light, air, and privacy for persons living and working within the community. Zoning also allows for the control of development directly in each area so that property can be effectively serviced by means of a corresponding extension of the existing public services.

The implementing City of Corner Brook Development Regulations to be administered and enforced by the Authority shall include:

01. The powers of the Authority including rules and administrative procedures governing Council's consideration of and decision on development applications.
02. Rules and administrative procedures for appeal boards.
03. General development standards for all zones.
04. Regulations governing advertisements.
05. Regulations governing the subdivision of land covering but not limited to subjects such as services to be provided, building lines, public open space, design standards, and transfer of streets and utilities to the Authority.

06. Definitions of key words and phrases to be used in the interpretation of the Regulations.
07. A classification of uses of land and buildings to be used in the Use Zone tables.
08. The zone tables tailored specifically for each use zone listing the permitted and discretionary uses and the standards and conditions for development in each specific zone.
09. Use Zone maps dividing the Municipal Planning area into areas corresponding with the use zone tables.
10. Other conditions as may be required by the Authority.

10.2.2 Discretionary Uses

In the Regulations there are certain uses for each of the zones which are primary and are permitted as a matter of right subject to compliance of all other requirements of the regulations. A discretionary use differs from these as-of-right uses in that it is one which is conditional and one which may sometimes be permitted in a specific zone subject to further evaluation. A discretionary use may be permitted where:

01. The development would not be contrary to the general intent and purpose of the Regulations, the Municipal Plan, or any other further scheme or plan or regulations.
02. Proper public notice has been given and the Authority is satisfied that it is not against the public interest and will fit into the zone as a complementary or non-prejudicial use.
03. Council is satisfied that the discretionary use is suitably located within the zone and/or neighbourhood proposed.

Permitted and discretionary uses will be listed individually for each zoning category in the Regulations.

10.2.3 Development Schemes

A development scheme is a detailed master plan for public or private development located within the Municipal Planning Area which requires comprehensive planning control and physical design. These schemes serve generally to plan in greater detail (an area of land) than is normal in the Plan. The allocation of future land use and service infrastructure is paramount to the Scheme.

At any time after the adoption of the Municipal Plan the Authority may prepare and adopt a development scheme in accordance with the provisions of the Urban and Rural Planning Act for the purpose of:

01. ensuring that any proposal contained in the Municipal Plan will be carried out or will be carried out in a particular manner,
02. amplifying the details of any such proposal, and
03. carrying out local improvement schemes.

In carrying out a development scheme the Authority may acquire, assemble, subdivide, reserve, lease, and dispose of such land and buildings as are necessary and may specify the manner in which any particular area is to be developed.

Development schemes in legal effect shall form part of the Municipal Plan and therefore are to be read together with the Plan. The approval and amendment process set forth in Section 14 to 24 of the Urban and Rural Planning Act apply also to development schemes.

Existing Development Schemes

The Country Road Development Scheme (CRDS), legally adopted by the Authority and approved by the Minister of Municipal Affairs, is still in legal effect and shall be considered a part of this Municipal Plan. The CRDS sets out a road network and designates land use areas for Residential, Commercial and Open Space uses. The Development Scheme has been amended a number of times since its original preparation, when detailed planning and engineering work, based on the concept plan, has confirmed that amendments are necessary in order to provide an improved road alignment, more efficient municipal servicing or better utilization of the developable land. Amendments of this nature have been subject to a public consultation process and Council approval; however, any changes in land use or those that would be considered as significant changes to the Scheme, are subject to the municipal plan amendment process under the Urban and Rural Planning Act.

The existing 1994 Country Road Development Scheme will remain in effect and is compliant with the Integrated Municipal Plan in terms of the majority of land use within the Scheme area (residential)

and is considered as forming part of this Integrated Municipal Sustainability Plan; however, the remaining developable land within the Country Road Development Scheme is currently under review and a comprehensive planning and engineering study is being carried out that will result in changes to the road network, zoning and delineation of the boundary of the Development Scheme. As this is considered to be a significant change to the existing CRDS, the new Scheme will be amended and approved in accordance with the requirements of the Urban and Rural Planning Act and will be in conformity with the land use and zoning of the IMSP land use/ zoning maps and will replace the existing scheme as a completely new Country Road Development Scheme.

At such time as the new Country Road Development Scheme is completed and meets with the satisfaction of the Authority, the process to replace the existing CRDS will be carried out in accordance with the amendment procedure under the Urban and Rural Planning Act and will then form part of the IMSP when approved and there will be no need to refer to the 1994 Country Road Development Scheme except as historical reference.

01. The Country Road Development Scheme, which sets out the road layout and land use designations, provides a concept plan for development which is supported by planning and engineering studies; however changes to the road layout and/or lot layout may be approved by Council, subject to conducting a public notification and consultation process in accordance with policy 03. below.
02. Changes will be limited to those that result from the lack of detailed information that may not be available or confirmed until detailed studies can be carried out and are necessary because of steep topography, to provide greater efficiency of the water, sanitary sewer, storm drainage system or other municipal infrastructure or public utility. Changes due to these considerations may result in changes to the lot layout plan as well.
03. Proposed changes will be advertised to the public by notification in a newspaper circulating in the area or any other method deemed appropriate and will provide an opportunity for public input to the proposed changes to the Scheme.

04. Changes that the Authority determines may have an effect on the function of the Scheme, on land use designation or other significant impact will be subject to the municipal plan amendment process as set out in the Urban and Rural Planning Act.

Proposed Development Schemes

The following development scheme is proposed to be prepared as soon as time and funding permits and when adopted, will include the same or similar policies to those of the existing Country Road Development Scheme.

01. Oak Hills Development Scheme

10.2.4 Appeals

In the case of Corner Brook, most appeals will be heard by the Corner Brook Local Board of Appeal. Members of the Board are appointed by Council and serve a specific term. Legislation regarding the Appeal Board is set out in the Urban and Rural Planning Act and the Development Regulations, including the provision to appeal a decision of the Appeal Board to the Newfoundland Supreme Court.

10.3 DEVELOPMENT CONTROL

The Authority will exercise proper control over all development within the Municipal Planning Area in accordance with this Plan and the Development Regulations.

Any person wishing to develop or subdivide land for any purpose within the Municipal Planning Area shall make application on the prescribed forms to the Authority for permission. The Urban and Rural Planning Act should be referred to for the precise definition of “development.”

It is important to note that the Authority will require a separate permit to be obtained by the developer for the subdivision of land. Subdivision means the dividing of any land whether in single or joint ownership into two or more pieces for the purpose of development.

The Authority may approve an application for a development or subdivision, approve it with conditions, or refuse it. Each application must be evaluated in light of the policies and intent of the Plan and implementing Development Regulations. Any person who is dissatisfied with the decision of the Authority may appeal to the appropriate Appeal Board.

All new development or redevelopment, as well as any change of use or intensity of use or alteration or improvement to any land or existing building, will require a permit from the Authority. In addition, a separate permit will be required for all building work and the occupancy of a building. A building permit will not be granted until a development and/or subdivision permit has been obtained.

The Authority may grant outline planning permission, sometimes called approval in principle, to enable a developer to test a proposal without having to go through the expense of preparing detailed plans. An outline application, or pre-application, will require sufficient and relevant information to enable the Authority to make a proper assessment. If the Authority is in favour of the proposal, approval-in-principle or outline permission may be given, subject to the submission and approval of detailed plans of development and any other conditions that appear necessary. An outline application will be processed and considered just like any other application; however, an appeal process is not available in response to a decision of an outline planning permission.

Development control properly exercised will ensure not only orderly growth in the community in terms of land use but will enhance safety and convenience for the residents of the City.

10.4 SUPPORTING PLANS

Supporting plans are used in conjunction with the IMSP to further develop and support specific policies in the Plan. A supporting plan provides detailed planning policies regarding particular sections set out in the IMSP. Policies developed in a supporting plan are to reflect the goals and objectives set out in the IMSP. For example an Open Space Master Plan would provide further policies and guidelines that will provide detailed direction for the organization and development of Open Space within the Municipal Plan Area. Supporting plans will be prepared as necessary throughout the period of the IMSP.

10.5 DEVELOPMENT GUIDELINES

Development guidelines are developed to provide direction towards acceptable methods, processes and practices and are not mandatory statements. They are used to support policies, requirements and standards. A guideline advises leads and directs a course of desired actions to reach the goals set out in the ICSP. Guidelines are simply statements of good practice and differ from regulations as they are not compulsory. For example Stormwater Management Guidelines will provide technical guidance for both developers and municipal staff to assist in the evaluation of development proposals and stormwater management. Development guidelines will be prepared as necessary throughout the period of the IMSP.

10.6 IMPLEMENTATION FRAMEWORK

10.6.1 Internal Sustainability

An integrated approach is required to effectively address municipal sustainability issues from within the city governance structure. This approach must entail integration of plan implementation within and across government departments and service areas, as well as integration of the plan as a governance document into the framework of existing and future policies.

The sustainability principles expressed in the IMSP can be integrated into municipal decision-making through a variety of mechanisms. For example, regular reporting of progress toward sustainability can help guide decision-making.

An Integrated Municipal Sustainability Plan Working Group (See Section 9.7.1) may be created to coordinate efforts within and across City Council and committees and departments to develop appropriate decision-making systems and processes. This will begin with efforts to align all municipal programs, policies and plans with the IMSP; however, further steps will also need to be taken to embed sustainability into decision-making.

A Corporate Sustainability Training Program may be developed and delivered to key municipal decision-makers, as well as City staff. Program content could include general sustainability education and engagement material, as well as material focused on the relevance of sustainability and the IMSP to the City of Corner Brook, municipal decision-makers and staff (e.g., how sustainability and the IMSP relate to the roles and responsibilities of City decision-makers and other employees, etc.). Such a program would increase sustainability buy-in among City officials and staff, as well as increase their appreciation of the important role that they play in implementing the IMSP.

It is also necessary to create formal processes linking municipal funding, investment, project, and planning decisions to Corner Brook's IMSP Framework and Sustainability Principles. For example, a new development and/or staff review process can be created which authorizes the City to review individual project proposals and to approve, deny, or condition projects based on their consistency with the IMSP.

10.6.2 Public Engagement

Public participation is essential to both the development and implementation of all community plans and Corner Brook's IMSP. The ongoing implementation, monitoring, review, and improvement of the plan will benefit greatly from further public involvement. It is important that the public participation process include the full range of community members from the youth seeking to pursue productive careers to seniors who have given much to the community and are now entering a hopefully secure retirement but who still have much to contribute.

10.6.3 Alignment of Programs, Policies and Plans

The primary purpose of the IMSP is to make all City policy consistent with the community Vision and Goals stated in the Plan. Efforts should also be made to align the policies of partnering organizations and other levels of government with the IMSP to the greatest extent possible.

The IMSP should be distributed to all City departments, agencies and partners with the intention of getting or confirming their buy-in and support for the plan. The Integrated Municipal Sustainability Plan Working Group and Citizens Sustainability Working Group (CSWG; described in Section 9.7.2 below) can play a pivotal roles in this process. The City may choose to enter into implementation agreements with other organizations to formalize key relationships. Alignment of programs, policies, and plans can be advanced through regular review (annually or at scheduled intervals) of documents, followed by incorporation of revisions/updates and adoption of new documents as necessary.

10.7 SUSTAINABILTY IMPLEMENTATION WORKING GROUPS

It is vital that Corner Brook's City staff and stakeholders understand and "own" the implementation steps required to integrate sustainable thinking and practices into day to day operations. Establishing working groups, publishing regular sustainability reports, and holding annual community sustainability meetings may be implemented to promote communication, engagement and motivation with respect to sustainability in Corner Brook.

10.7.1 Integrated Municipal Sustainability Plan Working Group

The City of Corner Brook may consider forming an internal Integrated Municipal Sustainability Plan Working Group (IMSPWG) as appointed by the Authority. The Team could be established for the following purposes:

- To guide implementation of those components (i.e., Principles of Sustainability, Goals, Actions) of the IMSP for which City Council has primary responsibility; and
- To facilitate ongoing collaboration within the municipal government and ensure that the IMSP is integrated across all service areas.

While each of the various City departments has its own mandate and must operate to achieve its own goals and fulfill its responsibilities within the organization, the IMSPWG can provide a more comprehensive and holistic mechanism to help the City institutionalize sustainability within its municipal governance systems and systematically incorporate consideration of Corner Brook's Sustainability Principles and the IMSP Framework into the municipal decision-making process (including processes for land use planning and resource allocation). IMSPWG's purpose is to direct and coordinate efforts within and between municipal departments and committees with the objectives of:

01. Aligning all municipal programs, policies and plans with the IMSP;
02. Updating Action mapping on an ongoing basis in a timely manner (including Action resource needs and time-lines);
03. Ensuring implementation of any Priority Actions for which the City is responsible (see Section 9.8.3 for more information about Priority Actions);
04. Carrying out baseline and ongoing monitoring and evaluation to assess Corner Brook's progress towards meeting the Goals of the IMSP;
05. Reporting on progress (including developing and publishing an annual Corner Brook IMSP Report Update);
06. Organizing and hosting an annual Corner Brook IMSP Community Meeting;
07. Promoting ongoing motivation and engagement of community members between key annual IMSP events and documents;
08. Preventing and mitigating conflicts that may arise between departments during the implementation stage (e.g., conflicts arising due to uneven distribution of costs and benefits associated with certain sustainability initiatives, etc.);
09. Collaborating with potential partners and other levels of government to establish new legislative powers and sources of sustainable funding; and

10. Working effectively in association with the Citizens Sustainability Working Group (CSWG) and other potential partners as necessary to achieve the objectives listed above (refer to Section 9.7.2 for more information regarding the CSWG).

10.7.2 Citizen Sustainability Working Group

Public participation is an important component of the process of achieving the goals and objectives of the Integrated Municipal Sustainable Plan. Citizens and community organizations can play an active and important role by supporting and strengthening partnerships with the community and other organizations to bring about the changes and actions identified in the IMSP. It is important, however, to recognize that the IMSP is both a strategic document as well as a legislated municipal plan, and is established under the provincial Urban and Rural Planning Act. It is therefore the responsibility of the Council of the City of Corner Brook to administer both the policies of the Municipal Plan and regulations of the Development Regulations and Council has been elected by the residents of Corner Brook to carry out this duty.

The City of Corner Brook may consider establishing a Citizens Sustainability Working Group (CSWG) consisting of local community leaders, in addition to municipal staff and Councilors. Ideally, the working group would include two stakeholder representatives from the organizations representing each of the sustainability pillars: environmental, economic, social, and cultural, and governance as well as city staff (number and department as necessary) and the Chair of the IMSPWG. While the IMSPWG will provide an avenue for ongoing internal coordination and collaboration with respect to integration of the IMSP into City operations, the purpose of the CSWG will be to provide an external, more community oriented perspective to integration of sustainability goals into the City's own operations and activities.

The CSWG will serve to bring additional resources to the process and help develop and strengthen partnerships between the City and other organizations and promote ongoing stakeholder engagement and participation. The CSWG would meet biannually to review the progress on actions undertaken by the City, recommend on proposed initiatives, review key documents before they are released to the greater community, etc.

There are several potential benefits of forming a CSWG. Partner organizations may provide additional resources for implementation of initiatives and investments. They can also provide important perspectives as well as access to expertise (i.e., sustainability knowledge, awareness of funding agencies) and networks of people which in turn can bring even more resources to the initiative. Finally, the CSWG can help the municipality gauge public opinion regarding certain issues.

The CSWG is an advisory body, recommending on sustainability matters that are of significance to the community. It is not intended to act in the same decision making capacity and with the same legal authority to make decisions and issue permits as City Council and it is not responsible for the implementation or carrying out of the actions or activities of Council, nor does it have the authority to direct external organizations working with or for City Council to carry out or take action; however, it can be an important tool to assist the municipality in ensuring that its sustainability goals and objectives are relevant and well received and understood by the community.

10.7.3 Humber Valley Regional Plan

The seven municipalities, including the Corner Brook Municipal Planning Area, and the unincorporated areas in the Humber Valley are included within the planning area of the Humber Valley Regional Plan. The Authority will be represented on the Board of the Humber Valley Regional Planning Authority.

This is a provincial land use plan and as such, the City of Corner Brook Integrated Municipal Sustainable Plan is required, under the Urban and Rural Planning Act, to be in compliance with this plan and the Authority will take the necessary action and make any amendments as required in order to be in compliance with the Humber Valley Regional Plan.

10.8 MUNICIPAL PLAN AMENDMENTS AND REVIEW

The plan cannot be expected to forecast precisely the nature of changes that will occur in the City over the next ten years. For this reason, the Plan may need to be amended by the Authority from time to time and be reviewed on a yearly basis. All sections of the Urban and Rural Planning Act pertaining to the Municipal Plan adoption and approval process also apply to subsequent amendments.

The Plan is required under the enabling legislation to be formally reviewed and revised (if necessary) by the Authority on the expiration of every five years from the date on which the Plan came into legal effect. The review will be undertaken in accordance with the developments which can be foreseen during the next ten-year period.

If the Plan is revised as a result of the formal review or amended at any time over the life of the Plan, the approved document is binding upon the Council and all other persons and corporations wishing to carry out development in the municipality.

Since many of the issues that the IMSP addresses change from year to year, an annual review and reporting of implementation can help ensure the City is moving forward to achieve its IMSP goals.

The report may include some or all of the following components:

- An Annual Plan Implementation Review consisting of:
- An Action Inventory, organized, that summarizes which Priority Actions for that year were implemented (either fully or partially), including details regarding who implemented each initiative and descriptions of each program;
- A summary of which Priority Actions for that year were not implemented, including an explanation of why not, when they will be implemented in the future, and how/when they will be revised/updated (if necessary);
- Key implementation successes and challenges;
- Revisions/updates to implementation tools as necessary;
- Review of funding sources; and
- Lessons learned.

An annual report may be published by the City in order to record progress, identify areas that require more attention, keep citizens informed and engaged, and introduce an element of accountability.

10.9 INTERPRETATION OF THE MUNICIPAL PLAN

Previously, the Municipal Plan and Development Regulations maps were prepared as hard copy original drawings, prepared at different scales. For this reason, the boundaries between the various designated areas on the maps were not meant to be specific due to the scale (1:10,000) of the land use plan “Map A”. It was intended that the exact boundaries would be interpreted and defined in greater detail on maps forming part of the Development Regulations which implement the Plan. The two documents and accompanying maps were meant to coincide and every effort made to ensure that boundaries did not overlap or other discrepancies exist.

In the preparation of this Integrated Municipal Sustainability Plan, the original maps forming part of these documents have been created utilizing current electronic technology, therefore the boundary lines on all maps should coincide and no discrepancies should exist based on scale; however, should a discrepancy exist between the boundaries of the land use designations on the Generalized Land Use map and those of Land Use Zoning map, the Land Use Zoning map will be interpreted to be the correct map. No areas or zones shall be created that do not conform with this Plan in respect of land use.



Photo Credit: Kieth Nicol