



Town of Ferryland Municipal Plan 2011-2021

Prepared for
The Town
of Ferryland

Prepared by
CBCL
CBCL LIMITED
Consulting Engineers

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Urban and Rural Planning Act Resolution to Adopt

Town of Ferryland Municipal Plan 2011 - 2021

Under the authority of Section 16 of the *Urban and Rural Planning Act 2000*, the Town Council of Ferryland adopts the Ferryland Municipal Plan 2011-2021.

Adopted by the Town Council of Ferryland on the 5th day of February, 2013.

Signed and sealed this 5th day of February, 2013.

Mayor:

Leo Morarty

Clerk:

Douglas Kavanagh

Canadian Institute of Planners Certification

I certify that the attached Municipal Plan has been prepared in accordance with the requirements of the *Urban and Rural Planning Act 2000*.

Mary Bishop
M. Bishop, F.C.I.P.

Urban and Rural Planning Act Resolution to Approve

Town of Ferryland Municipal Plan 2011 – 2021

Under the authority of section 16, section 17 and section 18 of the *Urban and Rural Planning Act 2000*, the Town Council of Ferryland

- a) adopted the Ferryland Municipal Plan 2011-2021 on the 5th day of February 2013.
- b) gave notice of the adoption of the Ferryland Municipal Plan by advertisement inserted on the 28th day of February and the 14th day of March, 2013 in the Telegram. *Irish Loop Post*
- c) set 26th March 2013 at the Town Hall, Ferryland, for the holding of a public hearing to consider objections and submissions.

Now under the authority of Section 23 of the *Urban and Rural Planning Act 2000*, the Town Council of Ferryland approves the Ferryland Municipal Plan 2012- 2022 as adopted.

SIGNED AND SEALED this day of April 2nd, 2013.

Mayor:

Leo Maroney

Clerk:

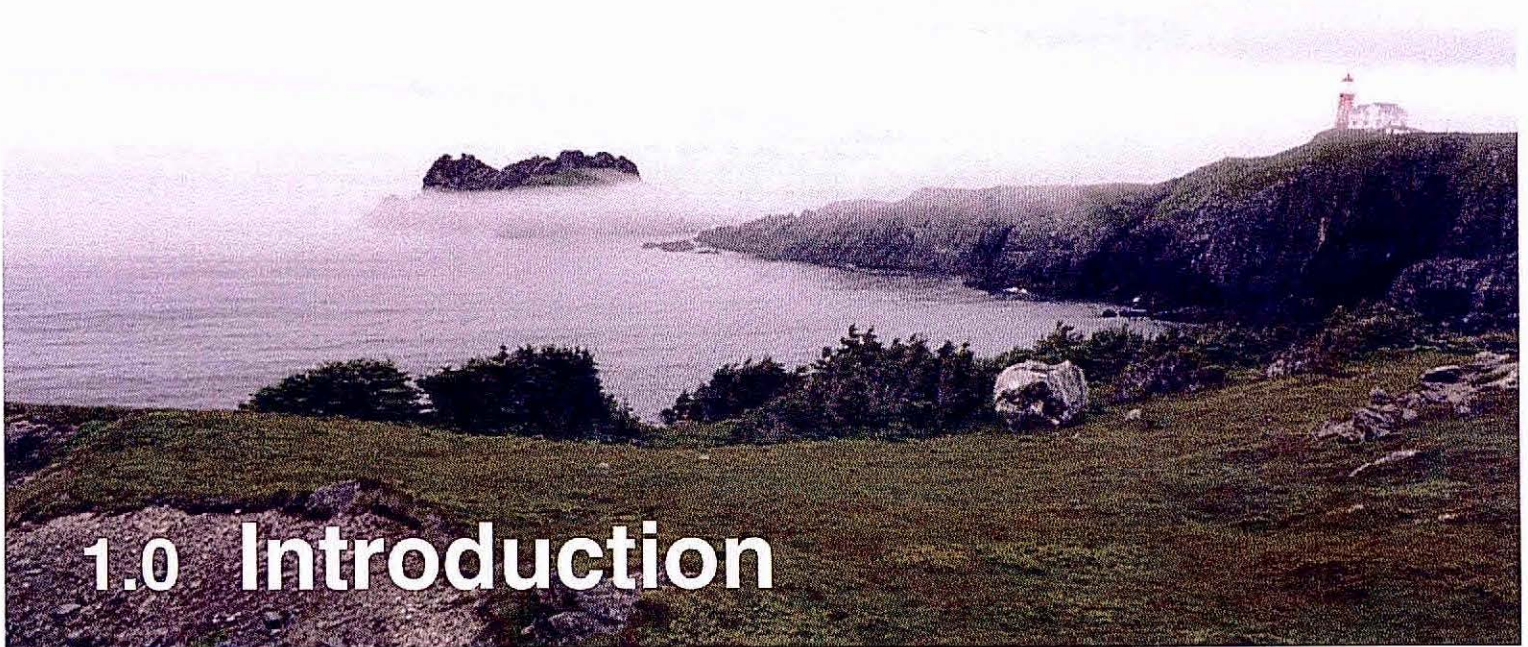
Douglas Kavanagh

Municipal Plan/Amendment	
REGISTERED	
Number	<i>1580 - 2013 - 001</i>
Date	<i>April 25 - 2013</i>
Signature	<i>[Signature]</i>

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1.0 Introduction

1.1 The Purpose of a Municipal Plan

The Ferryland Municipal Plan is Council's comprehensive policy document for the management of growth and development within the municipal planning area over the ten year period from 2012 to 2022. The Plan repeals and replaces the Town of Ferryland Municipal Plan: 1998-2008.

The Plan sets out policies for the management of development in the community. Through the Plan, Council aims to protect the historic character of Ferryland's landscape, promote the health and safety of residents, support the local economy and protect the environment through the efficient utilization of land, water and other resources.

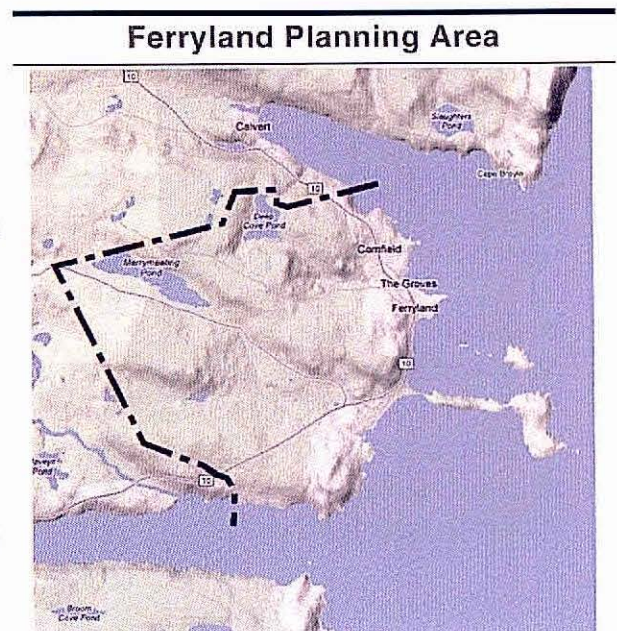
The Municipal Plan sets the vision, goals and objectives for community development and includes written policies and the Future Land Use Map. Development Regulations implement Town policies through specific standards and requirements that ensure land is controlled and managed in accordance with the Plan.

1.2 Planning Area

The figure to the right shows the Municipal Planning Area for the Town of Ferryland. The Planning Area is governed by Town Council, which exercises control over all development, watersheds and amenities of the municipality.

1.3 The Planning Process

The Ferryland Municipal Plan review process was undertaken in accordance with the *Urban and Rural Planning Act, 2000*. Relevant planning and land use issues have been reviewed including a review of current land use, demographic, economic and environmental information.



The residents of Ferryland were also consulted and given the opportunity to provide feedback to the Plan review process. On September 20, 2011, a public meeting was held at the Town Hall. The event was well attended and confirmed the community’s interest in the preservation of the historic area of the community, and a desire to continue to improve the Town’s water, sewer and recreation services. The consultation process also included contact with various government agencies and other relevant community organizations such as the Colony of Avalon Foundation.

The Plan preparation and approval process is shown in the following figure. The Draft Municipal Plan and Development Regulations are submitted to the Minister of Municipal Affairs for review for conformity with Provincial policy and law. When that review is complete the Municipal Plan may be formally adopted by resolution of Council under Section 16 (1) of the *Urban and Rural Planning Act, 2000*. Council then gives notice of a public hearing on the Municipal Plan. At the public hearing the Commissioner appointed by the Council will hear representations and then prepare and submit a report to Council together with copies of all submissions taken at the hearing.

Planning Process for the Trinity Bay North Municipal Plan



Council then considers the Commissioner’s report and recommendations and may approve the Plan, or approve it with recommended changes. Council then submits the Municipal Plan and Development Regulations to the Minister of Municipal Affairs to be registered in a planning registry established in the Department. The Plan comes into effect on the date notice of its registration is published in the Newfoundland and Labrador Gazette.

1.4 Implementation

When a Municipal Plan comes into effect, Council is required to prepare regulations for the control of the use of land in the form of Development Regulations. These regulations are prepared and approved at the same time as the Municipal Plan, and like the Plan, may be amended at any time to include new land uses and specific regulations to guide development within the Planning Area.

Day-to-day administration of the Municipal Plan and Development Regulations is conducted by staff members authorized by Council who issue permits for developments approved by Council. Staff also make recommendations to Council on matters pertaining to development in accordance with the Municipal Plan and enforce the regulations.

1.5 Reviewing and Amending the Plan

Under the *Urban and Rural Planning Act, 2000* Council must review the Plan every five years from the date on which it comes into effect, and if necessary, revise it to reflect changes in the community that can be foreseen during the next 10-year period. The Plan may be amended as necessary prior to the five-year review in response to new development proposals, changed policies, or community priorities. Such amendments must follow the process outlined in Sections 14 to 24 of the *Urban and Rural Planning Act, 2000*.

1.6 Organization

The Plan consists of introductory sections that present the background to the planning process and the context for planning in Ferryland. It includes a statement of the future vision and goals for the community, followed by specific objectives and policies that apply throughout the Town, and more specific policies that apply to particular areas of the town, types of development and municipal services.

The final section addresses the **Implementation** of the Plan. It includes matters regarding the administration of the Plan and Development Regulations. Finally, the Plan includes a **Future Land Use Map** that sets out broad categories of land use within the community.

1.7 Interpretation

Throughout the Plan, maps and graphics are used to illustrate information or policies. These graphics, while part of the plan, are meant to be illustrative only.

In this Municipal Plan:

Council shall mean the Council of the Town of Ferryland.

Municipal Planning Area shall mean the Ferryland Municipal Planning Area.

The Plan shall mean the Ferryland Municipal Plan

Town shall mean the Town of Ferryland.

The boundaries between the different land uses designated in the Municipal Plan are meant to be general, except in the case of roads or other prominent physical features where they are intended to define the exact limits of each category of land use.



2.0 Planning Context

2.1 Historical Context

Ferryland is one of the oldest and most historic settlements in Newfoundland. First used as a fishing station by the French, Spanish and Portuguese, Ferryland was the site of English colonization in the Seventeenth Century, and was one of the most important fishing-ship ports in Newfoundland until the early 1800s. Since the 1700s, Ferryland has served as an important fishing, trade and regional services centre for many Southern Shore settlements.¹

Founded in 1621 by Lord Baltimore, the town was chosen by Lord Baltimore to be the capital of the Province of Avalon, a colony he created to imitate Old Avalon in Somersetshire, England. Destroyed in the 1696 by the French, the original site of the colony is today the site of an active archaeological investigation that is uncovering the fascinating story of the early settlers. The Colony of Avalon Foundation manages the archaeological site, an interpretation centre (formerly the Parish Hall), gift shop and replica kitchen and garden and conducts interpretive tours and hosts other events.

As a Town, Ferryland has a unique and distinctive landscape, much unchanged since the first English and later Irish settlers arrived on its shores. An excerpt from Lovell's Newfoundland Dictionary written in 1871 still holds true today, even as the community has expanded north and south along the Southern Shore Highway.

"The land about Ferryland is rather low, though undulating, and a great deal of it is under cultivation. The town is very prettily situated, and bears the evidence of its past history in its ruined batteries and in its general tone of respectability."

Lovell's Newfoundland Dictionary (1871)

Residents of Ferryland have a strong attachment to the landscape – particularly the peninsula that juts out into the Atlantic forming Ferryland Harbour - the grassland of the Ferryland Downs, to the iconic Ferryland lighthouse. Spectacular views of the area can be seen from the "Gaze", a steep hillside overlooking the harbour contributes to this unique landscape. In 1997 when the first Municipal Plan was prepared, attachment to the unique landscape of Ferryland stood out as

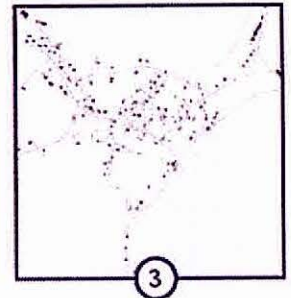
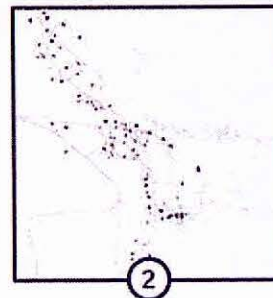
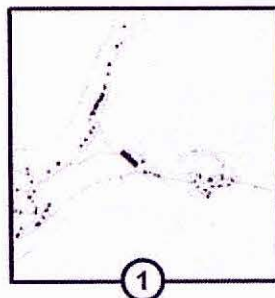
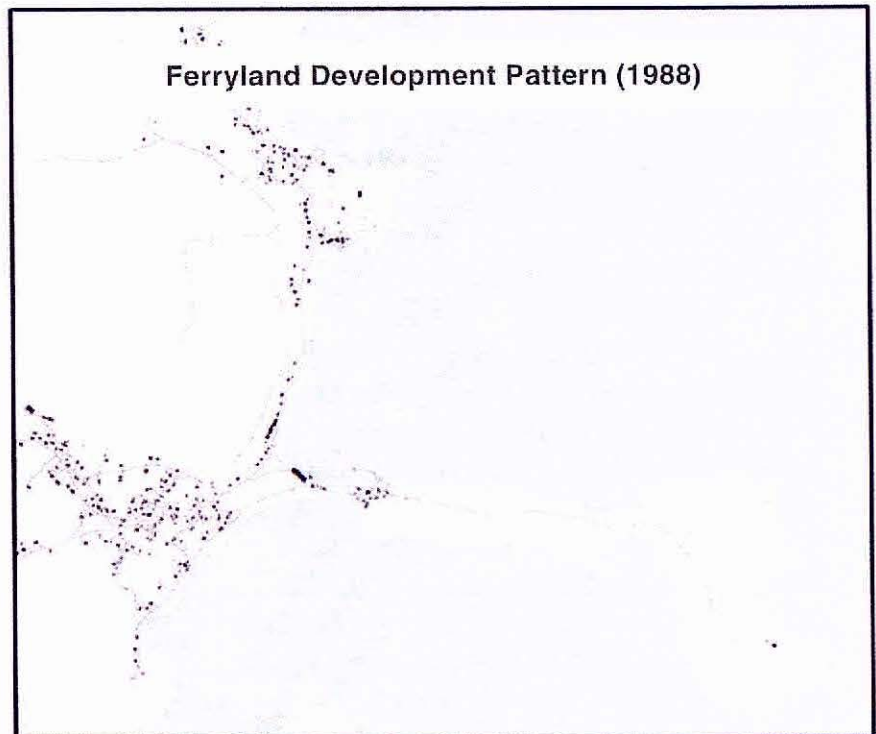
¹ Encyclopedia of Newfoundland and Labrador.

an important part of the community identity and much of the original plan incorporated measures to preserve and protect these landscape features. Consultations held as part of the 2011 review, also re-affirm this attachment, even in the face of pressures and rising property values, to permit construction of buildings in areas such as the Ferryland Downs.

Development Pattern

The built environment of Ferryland consists primarily of single dwellings. Commercial and public buildings are located along the main highway, mixed with residential development. The two residential areas of the Town - physically separated by the Gaze – include the older area to the south where most of the community’s commercial services such as the grocery and building supply stores, the medical centre, DFO and RCMP offices, are located; and to the north of Ferryland Harbour, where there is a restaurant, the Town Hall and the school. At the foot of the Gaze the historic buildings of Ferryland, including the Church, former Convent and museum are located along the highway. The Colony of Avalon, the premises of the Southern Shore Folk Arts Council, parking, Festival grounds, the public wharf, and other visitor services occupy lands between the Pool and the highway.

The development pattern of Ferryland has been significantly constrained by both the ocean and steep flanking slopes. Wedged between the ocean and these slopes, however, is a small shelf of land with space for the main road and potential development on the west side only. First settlement in Ferryland was fixed on the core piece of land between the Downs and the Gaze (1). Eventually, development spread north and south of this area along what is now the Southern Shore Highway (2 and 3). For the most part, the majority of all buildings and structures are situated on or near the main road, with the exception of fingers of development off the main road along streets such as Merrymeeting Road, Horsenap Road and short streets to the southeast of the Southern Shore Highway.



2.2 Economic Context

Tourism

Efforts of the Town to preserve the natural landscape of Ferryland from the Pool to the Ferryland Lighthouse, combined with a relatively undisturbed coastline, contributes significantly to a growing tourism industry in the Town and in the region. The refurbishment and re-use of the Ferryland Lighthouse by a local entrepreneur offering picnics, relies heavily on natural landscape features as part of the visitor experience. The East Coast Trail – 540km of wilderness trail from Cape St. Francis to Aquaforte - includes Ferryland's coastline. The Trail system has garnered world attention and was recognized by the National Geographic as the world's best coastal destination. The Colony of Avalon's continuing efforts to attract visitors to an evolving program of active archaeology, tours and re-creations of early settler's ways of life continue to generate economic spinoffs in the community. The Southern Shore Folk Festival has refurbished and restored the former Kavanagh Premises (a Municipal Heritage Site) and offers an ever expanding program of music, theater and other events.



Tourism research conducted by the Department of Tourism, Culture and Recreation shows that visitors travel to the province to experience nature, history and culture. The variety and quality of tourism assets in Ferryland satisfies these three desires, in an ever expanding, high quality product. The proximity of the Town and the southern shore region to St. John's - a primary destination for most travellers to the province - is well positioned to continue to attract day-travel and post conference/convention tourists, as well as an increasingly affluent population in the Northeast Avalon.



As a community, the Town will need to continue to capture economic and employment benefits from the tourism sector through the provision of services, accommodations and attractions. Yet care must also be taken to ensure that the assets of the community that contribute to, and are intrinsically part of what attracts visitors to it, are maintained over the long term.

Employment and Economy

While no longer the main generator of employment and income in the community that it once was, the fishery continues to exist and support the livelihood of a number of Ferryland residents. Ferryland Harbour remains a Fisheries and Oceans Small Craft Harbour, managed by a local Harbour Authority. Fishers still use the federal wharf as well as smaller premises in the Pool.



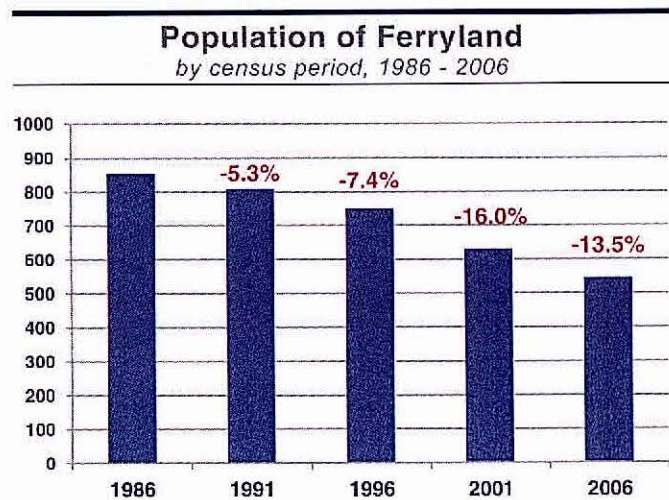
In addition to tourism-related businesses, the Town continues to be a service centre for a number of Southern Shore communities with a supermarket, building supply store, a detachment of the RCMP, medical and dental clinics, a pharmacy, ambulance service, offices of several provincial agencies, a restaurant, a construction company, suppliers to the fishing industry, and a number of other small business establishments. The Plan should support the continuation and expansion of existing businesses and provide for a wide range of potential business enterprises along the main highway corridor through the Town.

Offshore oil and gas supply industries at Bay Bulls are contributing to employment growth within the southern shore region. As this continues, Ferryland may experience some new development and population as the Town is within a reasonable commuting distance from Bay Bulls.

2.3 Social Context

Population

The population of Ferryland has been in decline for over two decades, declining from 855 residents in 1986 to 465 in the most recent (2011) census. The change is occurring through outmigration, as younger people in their 20s move elsewhere to acquire employment. Natural population increase is at zero with just about the same number of births as deaths as was the case in 2010. At the same time, the remaining population is aging, and the community has a higher percentage of older adults. Overall, the median age in Ferryland in 2006 was 44, slightly higher than the provincial median age of 41.7.



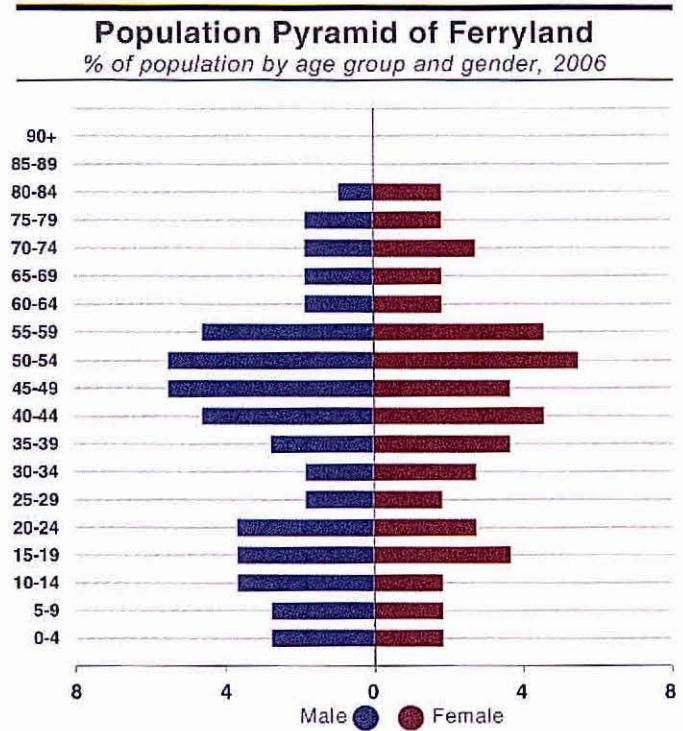
The population changes are also affecting enrollment at the local school. Baltimore School accommodates children from Kindergarten through Level III. There are currently approximately

322 students enrolled in the school and many of those are from the surrounding communities. Like many rural schools in the province, school enrollment continues to decline.

Housing

An aging and declining population presents a number of challenges for the Town. Fewer people mean declining school enrollments and less demand for local products and services. An aging population will also have an increased demand for health care and certain forms of housing as older residents begin to downsize to smaller homes. Not only will they want smaller units, they will also look for assisted living accommodations with a range of care options provided.

The existing housing stock in Ferryland is in good condition and properties are well maintained. Almost half of the current housing stock was built prior to 1971. New construction peaked during 1970s and 1980s, with 35 dwellings built in each decade. Since then, the annual rate of home construction has declined. Thirty new dwellings were erected in the 1990s, while only ten were built between 2001 and 2006. With the opening up of land in the northern part of the community along the Southern Shore Highway since 2006, several new homes have been constructed in this area.



Source: Community Accounts

Much of the developable land in Ferryland has been developed, although there are opportunities for infill development along existing streets. One area that could accommodate new development has been identified off the Southern Shore Highway to the south of the school. This area could be promoted to attract new families to the community.

2.4 Environment

Climate and Climate Change Vulnerability

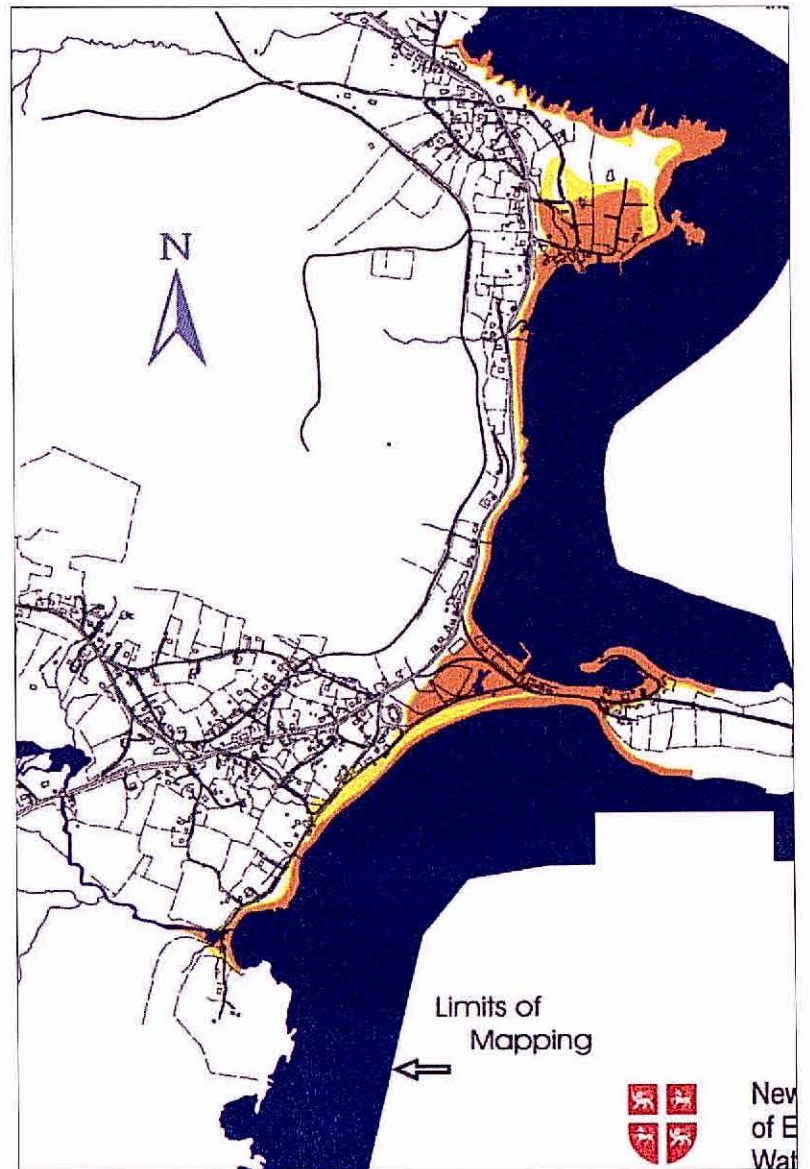
In 1996, the Department of Environment and Conservation conducted a Flood Risk Mapping Study which identified several areas of the community which are prone to flooding as a result of storms having a combination of high onshore winds, high tides and heavy rainfall. The areas identified to be most at risk from flooding of this



nature were the areas from the Colony of Avalon Interpretation Centre to the archaeological dig at the Pool. Also affected is an area on the north side of Ferryland Harbour near the wharf and slipway. The report documented past flood events and predicted the extent of one in twenty and one in one hundred-year floods. Such predictions, along with the recorded actual events, pose constraints to development in these areas. In 2009 and in 2010, severe storms resulted in collapsed seawalls and the flooding of a section of the harbour-side road. In 2011, Hurricane Igor caused severe damage to the road to the Pool, and wharves on both sides of the harbour.

While costly repairs have been undertaken, and more are needed, the predictions around climate change suggest that storm events are likely to occur more frequently and be of increased intensity in the future. Combined with an expected 0.5m rise in sea level over the next 50 years, more severe flooding is likely to occur. In addition to ocean impacts, increased stormwater runoff also has potential for damages when culverts and streams overflow during intense storms.

Ferryland has critical infrastructure that needs to be protected and adapted to withstand the impacts of severe weather events. It is conceivable that in future, repairs to the road to the Pool will prove so costly, that abandonment might be an option for consideration. This would require the relocation of the remaining residential properties at the Pool, and would have considerable economic repercussions for the Lighthouse Picnic and Colony of Avalon Foundation. The Colony of Avalon Visitor Centre, Gift Shop, marine infrastructure and the premises of the Folk Arts Council are all at significant risk from future storm surge and flooding impacts. At the Pool, and along the road to the Pool, measures



Flood Information Map

Source: Environment Canada, Newfoundland Department of Environment and Labour, 1997

have been taken to prevent future damages, but these areas continue to be vulnerable. On the north side of the harbour, the low lying area around the waterfront and inland are also within the 1:20 year floodway.

Measures will be required to manage the risks of damage, such as preventing development – particularly residential uses – in known floodways and adapting existing buildings and structures to withstand impacts. New structures, where located in areas prone to flooding, should be required to be designed to take into account rising sea levels and incorporate floodproofing measures.

Updating the Flood Risk Mapping should be carried out and incorporated into the Plan as it becomes available, and efforts made to continuously monitor the vulnerable shoreline and other areas.

2.5 Municipal Services

A portion of residential development in the community is serviced by the municipal water system. A sufficient supply of potable water comes from Deep Cove Pond, where intake improvements have been made during the past decade. The distribution system extends from the Town boundary in the north, south along the Southern Shore Highway to south of Quarry River. The sewer system is more limited, supplying the older area of the Town, mainly in the Valley area.

The Town maintains approximately 11 kilometres of roads, a number of which are unpaved and in poor condition. However, in recent years, some streets have been upgraded and paved and the Town continues to invest in street improvements as financial resources permit.

The Southern Shore Highway is part of the provincial highway system, and serves as the community's main street. This road is in generally good condition, but in several key areas pedestrian safety is an issue where there are no sidewalks. These areas include the historic area between the Museum and the Colony of Avalon, and south to the Foodland.

Ferryland's former waste disposal site has been closed for a number of years. With the implementation of the Newfoundland and Labrador Provincial Waste Management Strategy, towns along the Southern Shore, including Ferryland, are transporting their waste and recycling to the Regional Integrated Waste Management Facility at Robin Hood Bay. While the former waste disposal site in Ferryland has been closed, Provincial environmental policies require a 1.6 km buffer around the old waste disposal site be maintained and all proposed development within it be referred to the Department of Environment and Conservation for evaluation.

Ferryland provides fire protection services for itself and for other nearby communities through a volunteer fire brigade.

Recreation facilities in the community are limited to a sports field at the Colony of Avalon site that doubles as the site for community festivals, and sports fields next to Baltimore High School. During the consultations, some concern was expressed that the Town should place greater emphasis on ensuring maintenance of existing fields as well as access, particularly to the playing field at the Colony of Avalon site for the youth of the community. As the population ages, the Town will be challenged to provide recreation facilities that cater to the divergent needs of fewer and fewer young people, while also addressing the needs of an increasingly older age cohort. The Town will need to consider how existing facilities can be modified for multipurpose uses.



3.0 Vision & Planning Goals

3.1 Community Vision Statement

Our future vision of Ferryland is of a community that continues to be a place where people feel at home and where visitors feel welcome. As a Town, we will have a high level of municipal services, a commercial sector that provides goods, services, and employment, and a quality living environment that encourages active, healthy lifestyles. As a regional centre for culture and tourism on the southern shore, we will continue to protect the scenic views and landscapes of Ferryland that are intrinsic to our community identity and key to our economic prosperity.

3.2 Community Wide Goals

The Town will pursue the following community-wide goals:

Manage growth and development in a sustainable manner

Council will maintain municipal infrastructure, provide a high level of municipal services and carefully manage municipal infrastructure assets, balancing investment to extend municipal water and sewer services with the need for ongoing maintenance to ensure quality potable water, safe streets, waste disposal and recreation facilities.

Preserve and promote the Town's rich heritage and cultural resources

Council will protect historic landscape features, promote the heritage and cultural resources of Ferryland and continue to support the development of the community as a regional tourism destination.

Practice principles of environmental stewardship

Council will incorporate environmental stewardship into its decision-making to protect the natural environment, waterways, wetlands and coastlines that contribute to a sustainable and healthy community.

Recognize, anticipate and plan for the impacts of a changing climate

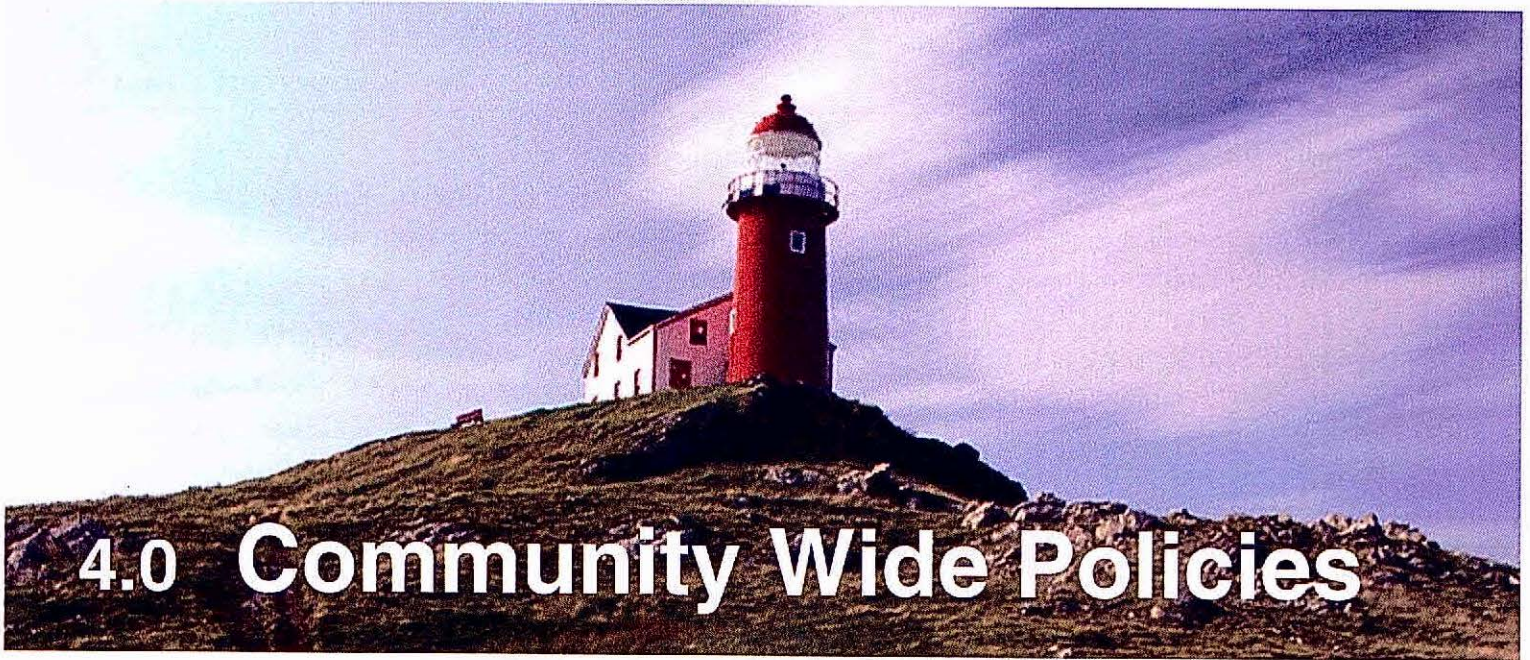
As a coastal community Ferryland is vulnerable to rising sea levels and more frequent and intense storm events. Council will ensure that new development is planned for safe locations away from vulnerable areas and take efforts to protect existing developed areas that are at risk of damage from storm surges and flooding.

Foster public health, recreation and safety

The quality and design of the built environment of communities has a direct impact on community health. Council will ensure that community health, well-being and safety are considered in the design and management of public spaces, and in the evaluation of proposals for development.

Create a supportive environment for community economic development

Council will encourage business development by ensuring that lands are available in appropriate locations in the community to accommodate a range of commercial enterprises.



4.0 Community Wide Policies

4.1 Objectives

The Town will pursue the following land use objectives in order to achieve its community-wide goals:

- To provide opportunities for a variety of types of development that can be economically and safely serviced;
- Ensure that development occurs in an efficient, environmentally safe and responsible manner.
- Provide opportunities for community economic development.
- Protect the cultural and heritage resource assets of the community.

4.2 Policies

The following policies shall apply to development throughout the Ferryland Planning Area:

Policy G-1 Growth Management and Municipal Services

Council will ensure that new development will not create unreasonable servicing demands or costs for roads, water and/or sewer services. New development, where possible, must be connected to municipal water and sewer services by the time of occupancy if such services are available.

Policy G-2 Groundwater Protection

Where development is proposed that will rely on private septic systems and groundwater as a source of drinking water, it must be demonstrated to the satisfaction of the Council and the Government Service Centre of Service NL, that the site has the capacity to bear such services over the long term without adverse on or off-site impacts.

Unserviced subdivision development will be required to assess groundwater quantity and quality in accordance with the Provincial Department of Environment and Conservation Groundwater Supply Assessment and Reporting Guidelines for Subdivisions Serviced by Individual Private Wells, 2009.

Policy G-3 Road Frontage and Access

All development must have access to and frontage on a public street, the standards for which shall be set out in the Development Regulations. Where new roads are proposed as part of a development, they must be constructed, at the developer's expense, to Council standards before the development proceeds. Ownership of new streets and service infrastructure will be required to be transferred, at no cost to the Town, upon satisfactory completion.

Council will ensure development makes the most efficient use possible of existing roads and infrastructure and that pedestrian access and safety are considered and incorporated into the design.

Development along the Southern Shore Highway will not be permitted if it would create a safety hazard or impair the functioning of the highway.

Policy G-4 Backlot Development

1. Notwithstanding Policy G-3, limited backlot development may be considered in areas designated for residential and mixed use on the Future Land Use Map. Such development may be considered where:
 - a) There is sufficient land for a lot to be developed, but topography or other constraints would preclude development of adjoining lands on a more comprehensive basis;
 - b) The lot will have adequate access to an existing public street;
 - c) There is no objection from abutting property owners who may be affected by the proposed development.
2. Backlot development will not be permitted where it would prevent future development of adjoining undeveloped lands.

Policy G-5 Compatible Development and Temporary Uses

It is the policy of Council to ensure that new development, including temporary uses such as the parking of vehicles or trailers, will not adversely affect existing land uses by causing a hazard or nuisance such as excessive traffic, noise, dust, odour or unsightly appearance.

Policy G-6 Protection of Archaeological Resources

Council shall consult with the Provincial Archaeology Office, Historic Resources Division, Department of Tourism, Culture and Recreation, before undertaking municipal works or considering the applications for development that is proposed to occur on undeveloped land within the community where historic resources may be present.

Policy G-7 Protection of Underwater Historic Resources

While generally outside the jurisdiction of local governments, the Town has an interest in ensuring that underwater historic resources are protected. Council will approach the Provincial Archaeology Office, Historic Resources Division, Department of Tourism, Culture and Recreation, to discuss ways to provide protection to historic resources in the waters of Ferryland Harbour, as well as off Ferryland Head and Crow Island.

Policy G-8 Home Occupations

It is Council's intent to foster the growth of small businesses as home occupations. Businesses in the form of home occupations may be considered in any residential dwelling in any land use designation. Business uses that consist only of an office in a dwelling will be permitted.

Businesses operating as home occupations shall not be highly visible, generate traffic, noise, odours or create any potential hazards, by virtue of the nature of the business, to surrounding properties.

Policy G-9 Landscape Alteration

Activities such as filling in of low lying or steeply sloped areas or cutting into hillsides to expand useable land area can have significant impacts on wetlands, natural drainage, stability of slopes, result in erosion and create visual eyesores in the community.

Alteration of steeply sloped hillsides through the deposition of fill or by excavation, whether for the purposes of creating land suitable for development or not, shall be prohibited. Land disturbance that is not part of an approved development may require application, review and approval by the Town. Council may require an assessment of geotechnical aspects, visual and environmental impacts, as well as impacts on adjoining properties of proposals resulting in alterations of the landscape. Where alterations to the landscape are approved, financial guarantees may be required to ensure that adequate site rehabilitation and/or landscaping is undertaken.

Policy G-10 Waterways, Waterbodies and Wetlands

The Town recognizes the natural and recreational value of rivers, streams, wetlands, and ponds. It shall be a policy of Council to protect the quality of local streams, rivers and wetlands by ensuring that all necessary Federal and Provincial approvals for development, including appropriate building setback requirements, have been obtained prior to issuing approvals or permits for development near these sensitive areas.

Policy G-11 Development in Areas Vulnerable to Flooding

Proposals for development of lands located within flood zones identified on the 1997 Flood Information Map included in Appendix A (or any subsequent revisions), are subject to the written approval of the Minister of Environment and Conservation under the *Water Resources Act*. Lands located in the designated floodway (1:20 year flood zone) are primarily meant for conservation, docks, recreational open space. No residential development will be permitted in the 1:20year floodway.

In order to minimize personal and property damage, particularly within areas identified as being in the floodway fringe (1:100 year flood zone), Council may require that soil conditions be assessed by a competent professional and that certain classes of buildings have been certified by a professional engineer. Additions, modifications, enhancements and improvements to existing structures where there is an increase in the floor area within the flood plain, will be assessed for suitability in the same way as new development would be assessed.

Policy G-12 Structures in the Flood Risk Areas

A structure in any identified Flood Risk Area can only be permitted where:

- a) The ground floor elevation of the structure is higher than the 1 in 100 year flood level;
- b) The structure will not interfere with the flow of water or displace water such that it creates a worse flooding situation for other properties;
- c) The structure and the associated utilities have been designed and constructed in accordance with the approved flood proofing guidelines of the Department of Environment and Conservation and entrances and exits from the building can be safely used without hindrance in the event of a flood;
- d) The proposed use of the building and site will not involve any storage of pollutants such as fuels, chemicals etc., and;
- e) The development is in accordance with any additional conditions which may be set out for the specific project and included in a permit issued under Section 48 of the *Water Resources Act*.

Policy G-13 Climate Change Impacts

It shall be a priority of Council to continue to work with the Departments of Environment and Conservation and Municipal Affairs to monitor and assess the impacts of climate change such as sea level rise, and implement measures to increase the resiliency of the infrastructure and the community generally to these impacts.

Policy G-14 East Coast Trail

Council recognizes the importance of the East Coast Trail as a regional and community asset. It shall be the policy of Council to ensure that development is set back from the trail in a manner that preserves the integrity of the trail. Council may require an undisturbed natural area as a separation buffer between a development and the trail, the requirements for which will be established in consultation with the East Coast Trail Association.

Policy G-15 Waste Disposal Site Referral Buffer

In accordance with Provincial environmental policies, it shall be the policy of Council to maintain a 1.6 km buffer around the former municipal waste disposal site, within which all proposals for development will be referred to the Government Service Centre of Service NL for evaluation.

Policy G-16 Non-conforming Uses

In accordance with the Section 108 of the *Urban and Rural Planning Act, 2000*, Council shall recognize that any development or land use that legally exists on the day this Plan comes into effect, may continue. Where a building or use exists which does not comply with the intent of the Plan, it shall not be substantially expanded. Minor extensions may be approved, and a change from one non-conforming use to a more acceptable use may be permitted.

Policy G-17 Public Utilities and Telecommunications Uses

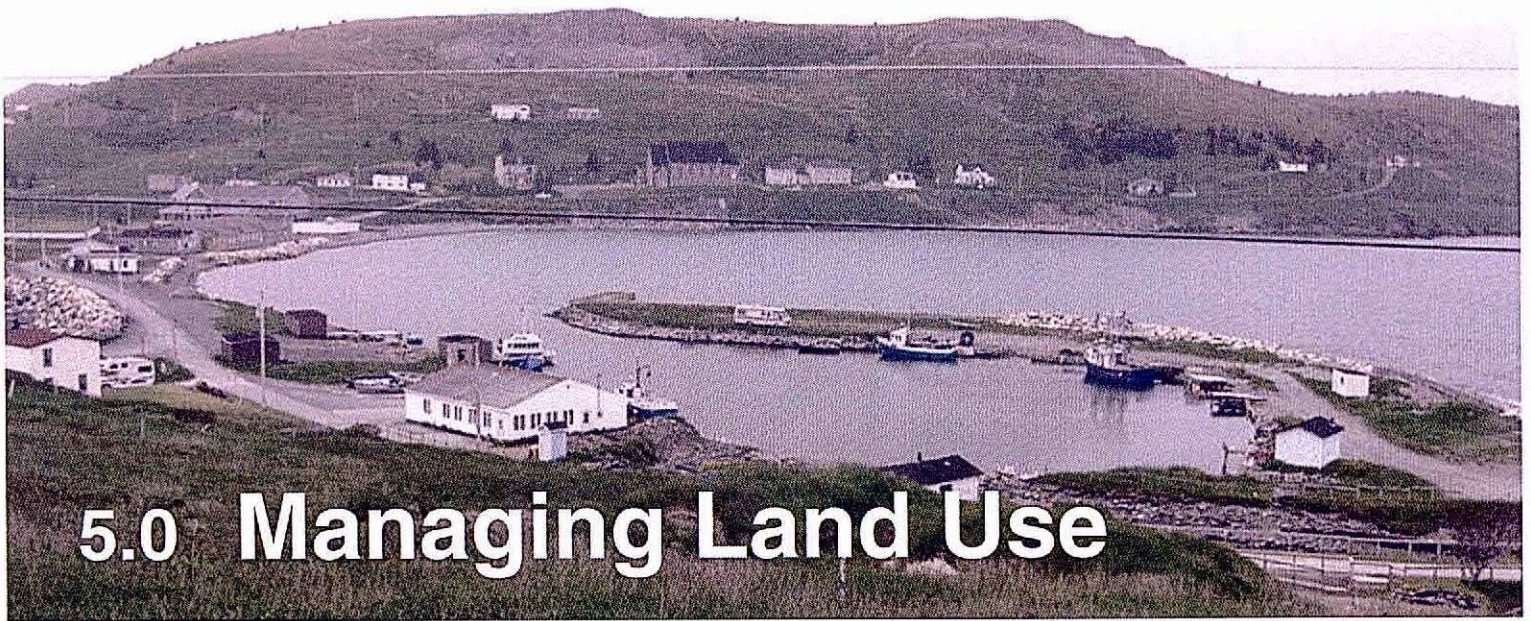
The location and placement of utilities, including telecommunications structures may be permitted throughout the Planning Area. Council will consider the visual impact of such utilities and may require appropriate screening and buffering or other measures to minimize any negative visual or other impacts.

Policy G-18 Parking and Loading

Council shall ensure that commercial, industrial and public buildings provide adequate off-street parking and loading spaces, the standards for which will be set out in the Development Regulations.

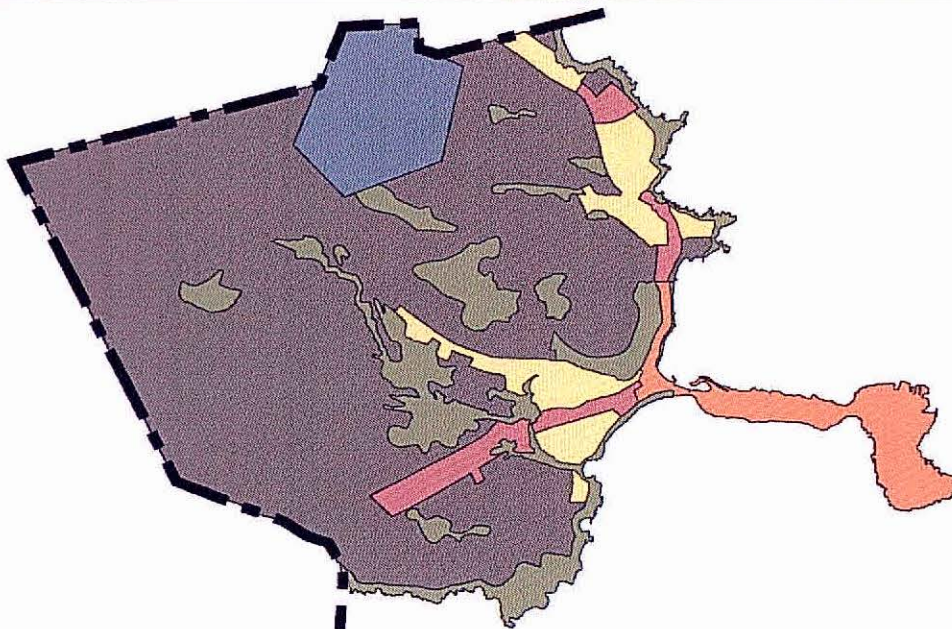
Policy G-19 Signage within the Community

Signs and advertisements erected in the town shall be of high quality and located and constructed in a safe manner in accordance with Town standards.



The Municipal Plan identifies and designates lands within the Planning Area into the following land use designations which are shown on the Future Land Use Map in Appendix B. They include:

	Mixed Development		Open Space Conservation
	Residential		Rural
	Heritage Area		Protected Water Supply

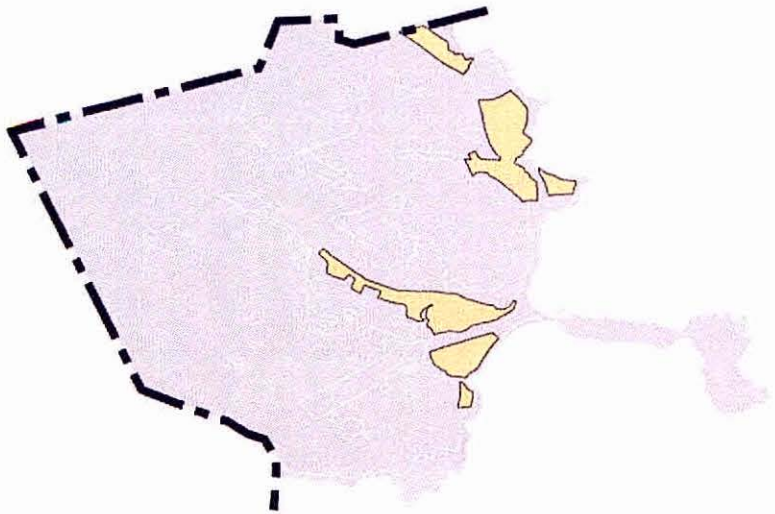


Policy LU-1 Interpretation of Land Use Designations

The boundaries between land use designations on the Future Land Use Map coincide wherever possible with roads, fences, property lines or other prominent physical features. Where any land proposed for development appears to be within two or more land use designations, Council may interpret the Future Land Use Map, consider the goals, objectives and policies of this Plan, and determine the development to be wholly contained within one land use designation, without amendment to the Future Land Use Map.

5.1 Residential

The residential land use designation has been applied to existing areas of residential development. Within residential areas, other uses, such as small-scale agricultural uses (e.g. pastures and gardens) occur. Much of the residential development in the community is serviced by the municipal water system that extends from the Town boundary in the north, south along the Southern Shore Highway to south of Quarry River. Municipal water and sewer service is provided to residential



areas in the "Valley". Within the existing residential areas, there is potential for infill development, as well as new subdivisions on sites that are suitable for development. The residential designation provides for residential development in serviced areas and for additional lands for residential expansion in areas that can be serviced from the existing system.

5.2 Objectives

The Town will pursue the following land use objectives for residential development:

1. To provide suitable residential areas to accommodate new homes in the community.
2. To encourage infill development along existing serviced streets.
3. To ensure a high quality of residential development.

5.3 Residential Policies

The following policies shall apply to residential development:

Policy R-1 Residential Land Use

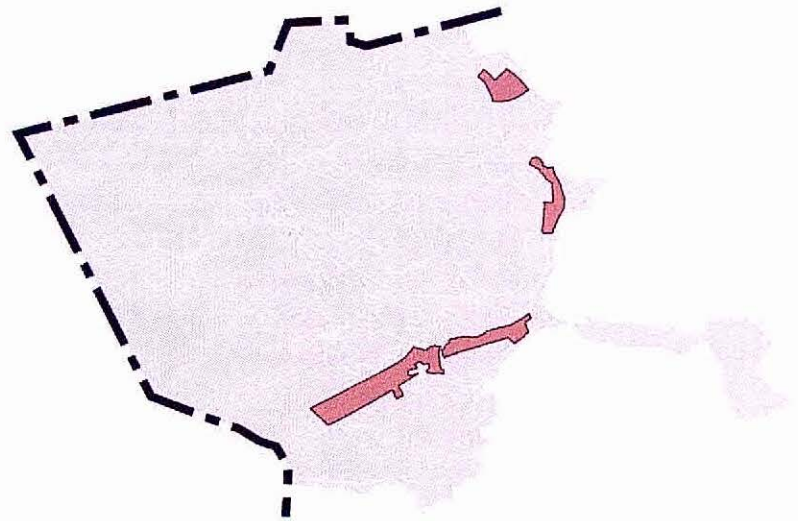
Residential areas shall accommodate single or double dwellings and recreational open space. Other residential uses such as small apartment buildings, row dwellings and assisted living accommodations may also be considered. Non-residential uses in the form of home occupations including bed and breakfast accommodations, as well as childcare, educational, place of worship, and cultural and civic uses may also be permitted.

Policy R-2 Traditional Uses

Within areas designated for residential uses, traditional uses associated with rural communities, such as small-scale agriculture uses, pastures and the storage of gear and equipment used in fishing and forestry industries may be considered, provided that they do not detract from the residential character of the neighbourhood, or result in any environmental or safety hazards.

5.4 Mixed Development

The town has three separate areas which accommodate a mix of commercial, public, institutional and residential uses. The main area is located along the Southern Shore Highway south of the Colony of Avalon area, extending to the southern municipal boundary of the Town. This area contains a number of commercial buildings, such as offices, convenience and grocery stores, a bed and breakfast establishment and residences, as well as a number of small resource uses such as a lumber yard and storage areas. The second area includes the marine wharf, slipway and fish plant on the north side of Ferryland Harbour as well as a restaurant, convenience store and homes along the Southern Shore Highway. The third area includes the High School, Town Council office and Legion Hall located in the northern end of the Town.



5.5 Objectives

The Town will pursue the following objectives for development in the Mixed Development land use designation:

- To recognize a mix of residential, commercial and civic uses in the community.
- To manage land use that ensures the peaceful co-existence of residential and other uses.
- To provide an area for a variety of commercial uses within the community.

5.6 Mixed Development Policies

The following policies shall apply to development in the Mixed Development Land use designation:

Policy MD-1 Mixed Development Land Uses

Areas designated Mixed Development shall accommodate residential uses including single and double dwellings, small apartment buildings, assisted living uses, and recreational open space. The Mixed Development designation may also accommodate row dwellings, a variety of commercial uses such as tourist accommodations, shops, convenience stores, offices and restaurants, taxi stands, indoor and outdoor markets, medical, professional, personal service and veterinary use. Other uses such as civic, cultural and education uses, service stations, general and light industry, agriculture, forestry and transportation may also be considered.

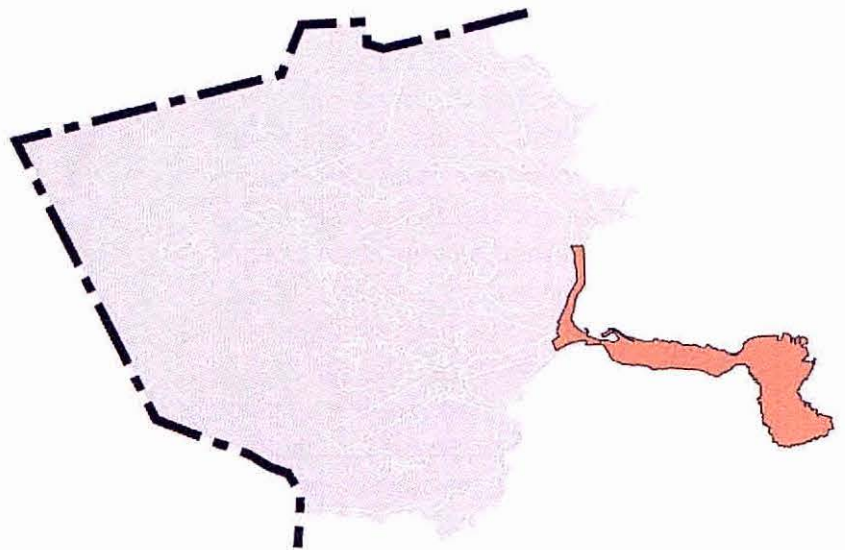
Policy MD-2 Separation Buffers

Where a development is proposed that, in the opinion of Council, could result in noise, dust, or other impact on an abutting residential use, Council may require the owner of the site to provide a separation buffer to screen the development. The buffer shall include provision of such natural

or structural barrier as may be required by Council and shall be maintained by the owner or occupier to the satisfaction of the Council.

5.7 Heritage Area

The area of the town along the Southern Shore Highway that includes the Priest's residence, the church, the community museum and the historic cemetery, as well as all lands from the highway to the Ferryland Lighthouse are designated **Heritage Area**. The area includes the signature cultural landscape of the community - the Pool, the Ferryland Downs and the Lighthouse. Within this historic area, the efforts of the Colony of Avalon Foundation, the Southern Shore Folk Arts Council and the users of the Ferryland Lighthouse offer world class tourism products and experiences that contribute to the local and regional economy.



5.8 Objectives

- To distinguish and preserve the unique historical features of Ferryland.
- To preserve the landscape of the Ferryland Downs and lighthouse as an intrinsic part of the community identity.
- To support the efforts and plans of the Colony of Avalon, the Lighthouse Picnics, the Southern Shore Folk Arts Council, and other tourism and heritage related businesses in making Ferryland a world-class tourism destination.

5.9 Policies

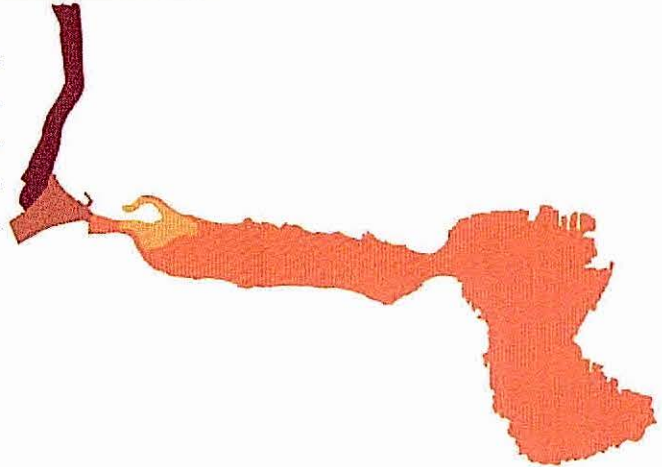
Policy LU-2 Heritage Land Use Designation

The intent of the Heritage Area land use designation is to preserve the historical character of the area including landscape features that are central to community identity and to the attraction of the area as a tourism destination. The area is also intended to support development of visitor services in accordance with the Colony of Avalon Master Plan, as well as the preservation of the historic Ferryland Lighthouse.

Within the Heritage Area land use designation, lands will be set aside to serve four functions as follows:

Heritage Area Designations

	Historic Townscape Area
	Visitor Services Area
	Special Preservation Area
	Historic Conservation Area



Specific boundaries for each of these areas, the permitted and discretionary uses, will be established in the Development Regulations.

Historic Townscape Area

Historic Townscape Area (HTA). The Community of Ferryland has several historic buildings and heritage features important to the themes that are interpreted at the Colony of Avalon site. These include the Museum, the Church, and the Convent (now the Down's Inn), and a cemetery which may date back to the 1600s. This area along the Southern Shore highway through the community leading to the Colony site shall be given special consideration for development. Development in this area is already constrained by the harbour on the east side of the highway and a steep hill to the west side. It is important to ensure that new development in this area is consistent with the scale and style of heritage buildings and incorporates measures to prevent or minimize hazards associated with increased tourism-related vehicular and pedestrian traffic, parking and other through traffic.

Policy H-1 Land Use Mix

The intent for development in this area is to permit the continuation of existing uses but encourage changes which supplement the visitor services available in the Visitors Services Area. Small-scale accommodations such as bed and breakfast accommodations or inns, craft and artist studios and home-based businesses which provide services to the travelling public will be permitted, as well as single dwellings, places of worship, museums, recreational open space and conservation uses. Other uses associated with providing services to the touring public, such as shops, and restaurants may also be considered.

Policy H-2 Design and Redesign

Development shall be consistent with the historic character of buildings in this and the Colony of Avalon area. New buildings or alterations to existing buildings, construction of signs and fences shall use traditional construction materials, particularly for windows, doors and exterior siding.

Policy H-3 Pedestrian Safety

It will be the policy of Council to enter into discussions with the Department of Transportation and Works to implement measures to improve pedestrian safety and walkability of the street through this area of the community.

Visitor Services Area

This area includes the Colony of Avalon Interpretation Centre, Garden, Kitchen and Gift Shop, the folk festival grounds, parking lot, the premises of the Southern Shore Folk Festival and the wharf. It will be an area of relatively intense development providing visitors with an introduction to the archaeological dig and the history of the Colony of Avalon. With the establishment of the former Kavanagh Premises as the centre of activity for the Folk Arts Council, the area has also become an entertainment centre.

Policy H-4 Land Use Mix

A mix of uses will be permitted in this area including visitor facility and service uses such as food and information services, theatres, restaurants, gift shops, offices, artist studios, interpretation facilities, or recreational open space. Transportation uses such as wharves and docks are also permitted as well as marine industrial uses associated with the fishing industry may be permitted at the discretion of Council. Outdoor and general assembly uses or convenience stores may also be considered. Applications for development in this area will be considered in consultation with the Colony of Avalon.

Policy H-5 Colony of Avalon Master Plan

All uses in this designation must be consistent with the Colony of Avalon Master Plan. Council will consult with the Colony of Avalon Foundation for consideration and recommendation on development applications before making a decision.

Policy H-6 Reducing Flood Risk

This area has been identified as an area that is subject to flooding during intense storms. Council is committed to working with the Colony of Avalon Foundation, the Southern Shore Folk Arts Council federal and provincial agencies to identify and implement measures to reduce the flood risk, to protect the current investment and ensure the continued development of this economically important area. Proposals for development will be referred to the Department of Environment and Conservation in accordance with Policy G-11 and 12.

Special Preservation Area

This area includes the active archaeological dig of the Colony of Avalon. The area around “the Pool” contains the known heritage resources and historic features of the original Colony that will be uncovered over time through the archaeological research program. The area contains several land uses and features including a few residential properties and a range of fishing premises (such as boat storage areas and sheds). Since the archaeological activities are essential to the success of the project, visitor activities in this area will be limited to observation and opportunities to interact with archaeologists and guides. Control of development and vehicular access is required to accommodate local residents and the archaeology program. Visitor access to this part of the Heritage area will be along defined footpaths. These will be designed to minimize disruption to the archaeological work and interference with the day-to-day life of the residents.

Policy H-7 Land Use Mix

The primary development goal for this area is the uncovering of the Colony of Avalon through archaeological investigations, and the continuation of the site as a significant heritage tourism attraction. This may eventually require the phasing out of other uses, but, until such time, the development approach will be to continue existing uses and, whenever possible, to incorporate them into the interpretive aspects of the site. No new uses will be permitted in this designation except those associated with the archaeological investigations and their interpretation. Such uses may include, at the discretion of Council, the construction of temporary walkways and bridges, site stabilization infrastructure and limited reconstruction of some of the Colony's structures.

Policy H-8 Existing Buildings

Existing buildings will be retained, though some may eventually be converted to project-compatible uses. These might include their use as temporary accommodations for archaeologists, the storage of research equipment and materials or as small-scale visitor services (such as a small tea room or washroom facilities or interpretative programming). Existing residences may also be used for tourist accommodations, or converted to other uses such as an artist studio or gallery.

Policy H-9 Renovations to Existing Buildings

Renovations to the exterior of existing buildings will be undertaken in a way that does not detract from the historic character of the area – for example the use of wood materials for siding and fences – in consultation with Council and the Colony of Avalon Foundation.

Policy H-10 Registered Historic Site

Where required, applications for development in the Special Preservation Area shall be referred to the Historic Resources Division, Department of Tourism, Culture and Recreation for review and approval.

Historic Conservation Area

Immediately surrounding the archaeological site is the long peninsula that may contain additional archaeological resources that have yet to be discovered. The peninsula, known locally as "the Downs", is almost 2 km long and features grassy fields enclosed by steep, rocky coastline with the historic Ferryland Lighthouse at the easternmost tip. The landscape of the Ferryland Downs is unique and efforts to preserve both the landscape and the Ferryland Lighthouse have enhanced the community's reputation as a tourism destination.

Policy H-11 Land Use

This area will be preserved and set aside for future archaeological investigation, interpretation and conservation. Uses will be limited to traditional or low-impact activities that do not result in ground disturbance. Such uses may include interpretive signage, walking trails, traditional small-scale agricultural uses such as gardens. Residential development or tourist accommodations will be prohibited in this area.

Policy H-12 Ferryland Lighthouse

Council supports the continued re-use of the Ferryland Lighthouse as a tourism attraction in a manner that remains small-scale and appropriate to the intent of the Heritage Area. Development at the lighthouse site will be limited to the use of existing buildings. Council may consider proposals to reconstruct former buildings provided they are situated on the original sites and are of the same size, style and exterior appearance as the original.

No facilities for parking or other vehicular access will be permitted at the lighthouse, although Council may consider limited improvements to the narrow road and small parking area at the top of the Downs. However, it is the policy of Council that the road to the lighthouse from the Pool, is not considered a publicly maintained road.

Policy H-13 Landscape Alteration

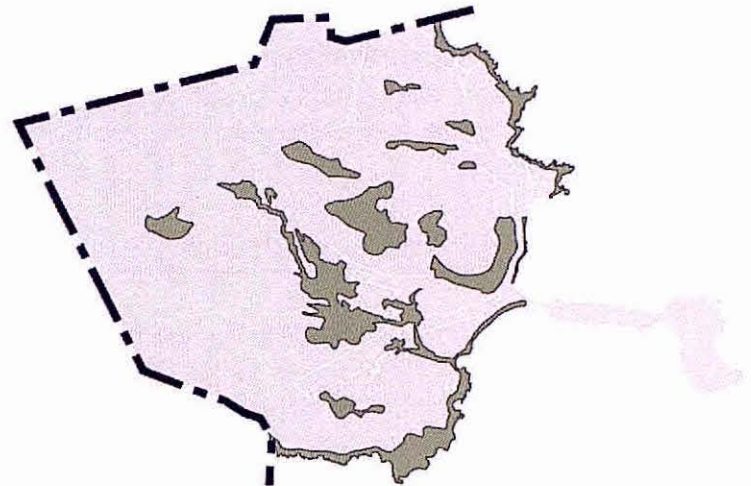
In addition to Policy G-9 any alteration of the landscape in this area either through excavation, depositing of fill material, or placement of any permanent or temporary structure that is not part of an approved development, shall be prohibited.

Policy H-14 Assembly of Private Lands

Over the planning period, Council will investigate the potential acquisition of private lands on the Ferryland Downs for conservation by approaching the Nature Conservancy, the provincial government or other public or non-profit agencies.

5.10 Open Space Conservation

Several areas within the Town are designated for Open Space/Conservation uses. These include significant wetlands including the wetland areas along Quarry River, lands along the coastline and the steeply sloped lands overlooking Ferryland Harbour. These lands are set aside for environmental protection purposes, to provide areas for recreation and the protection of views, scenic landscapes, and fish habitat. Portions of the East Coast Trail are also included in this land use designation.



5.11 Objectives

- To protect environmentally sensitive areas such as steep slopes, wetlands and shorelines.
- To ensure wetlands are protected for their important role in stormwater management.
- To retain existing natural areas along the East Coast Trail.

5.12 Open Space Conservation Policies

Policy OSC-1 Permitted Land Uses

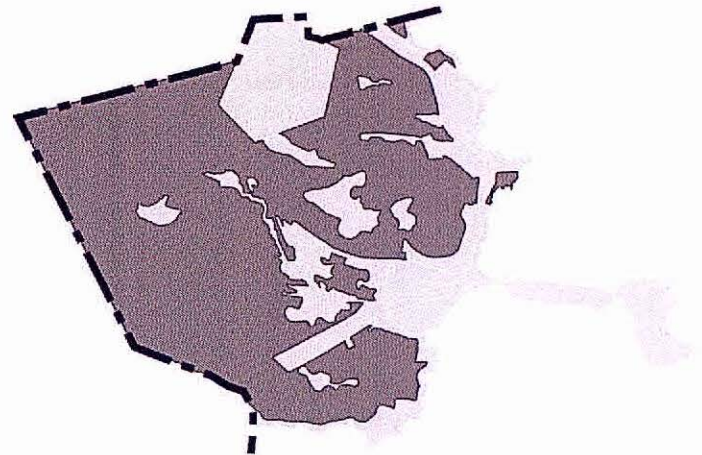
The primary use of lands in this designation will be for conservation; however the Open Space Conservation designation will also accommodate outdoor recreational activities and facilities such as parks and passive recreation, including recreational trails, and where existing, agriculture uses.

Policy OSC-2 Buildings and Structures

Open Space/Conservation areas shall be kept free of buildings and structures, except those that are accessory or complementary to recreational uses such as trail infrastructure including boardwalks, stairways, signage and interpretive panels.

5.13 Rural

All lands within the Municipal Planning Area not designated for another specific land use are designated as Rural. These include lands away from the built up area of the community, typically undeveloped forested lands.



5.14 Objectives

- To identify land that can be used for natural resource, conservation, recreation and other rural uses.

5.15 Rural Policies

Policy RUR-1 Rural Land Use

Lands designated Rural will be used to accommodate uses such as agriculture, forestry, outdoor recreation uses such as parks and recreational trails and conservation uses. It is the intent of Council to permit resource uses in rural areas, provided that appropriate environmental concerns are addressed, and that activities are screened from view of the Southern Shore Highway. Cemeteries, outdoor assembly and markets, mineral workings and general and marine industry may also be considered in this land use designation.

Policy RUR-2 Residential Dwellings

Dwellings shall only be permitted where they are associated with and necessary to the operation of an approved commercial use such as an established farming or forestry enterprise.

Policy RUR-3 Site Restoration

Council may establish conditions and time frames for appropriate site restoration upon expansion or termination of rural industrial or resource development operations such as pits and quarries.

Policy RUR-4 Marine Uses

Lands designated for Rural in the area of the marine wharf, slipway and the old fish plant on the north side of the Ferryland Harbour are located within the identified flood risk area.

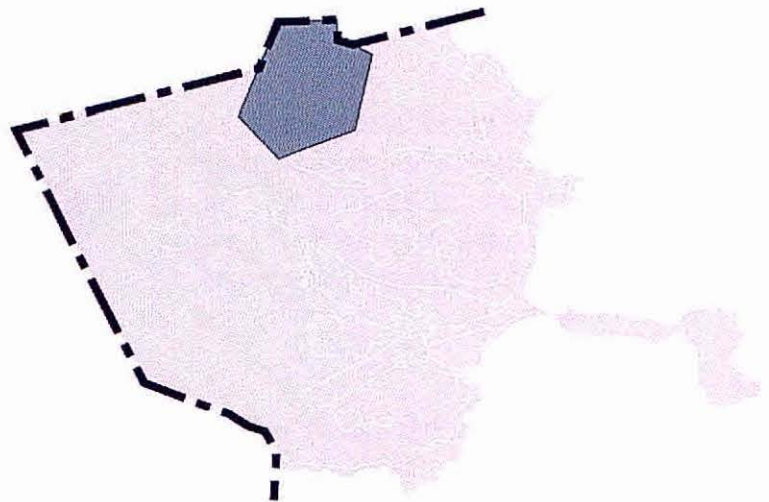
Development within this area will be limited to marine uses, and proposals for development will be referred to the Department of Environment and Conservation in accordance with Policy G-11 and 12.

Policy RUR-5 Mineral Workings

Mineral workings shall be screened from view of public streets and be operated in accordance with conditions of a quarry permit issued by the Department of Natural Resources, Mineral Lands Division.

5.16 Protected Watershed

The municipal water supply for the town comes from Deep Cove Pond. The Deep Cove watershed is a Protected Water Supply area under the *Department of Environment Act*.



5.17 Objectives

- To ensure a quality supply of potable water to the Town.

5.18 Protected Watershed Policies

Policy WPA-1 Protected Watershed Land Use

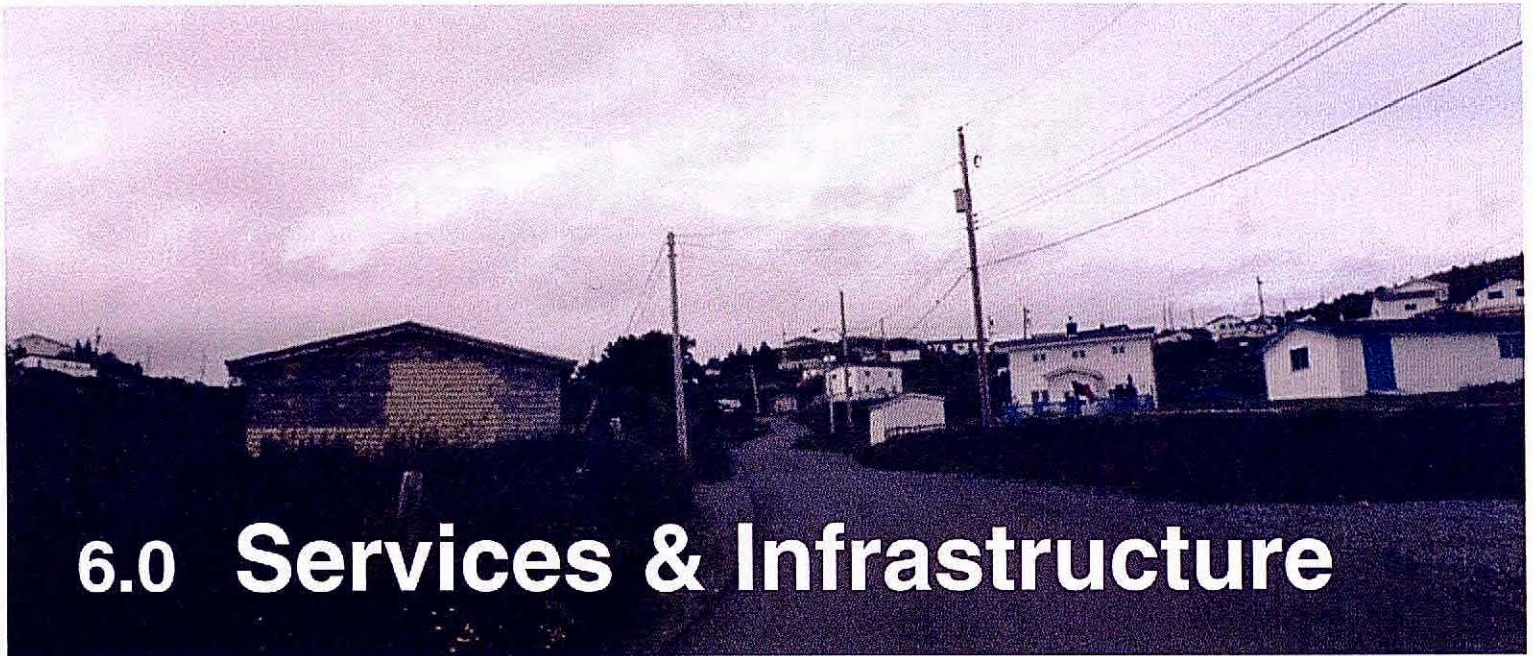
Within the Protected Watershed land use designation land will be protected by limiting use to conservation purposes.

Policy WPA-2 Prohibited Uses

No development, including buildings or activities will be permitted which may adversely affect the quality or quantity of the water supply.

Policy WPA-3 Discretionary Uses

Limited rural resource uses such as domestic wood cutting, may be considered in the protected water supply area. Such uses must conform to environmental buffer requirements of the Department of Environment and Conservation. All proposals for development within the watershed will be referred to the Water Resources Management Division of the Department of Environment and Conservation for approval.



6.0 Services & Infrastructure

The provision of municipal infrastructure such as streets, sidewalks, water treatment and distribution systems, fire protection, sewers and sewage treatment facilities, and waste collection and disposal are the primary responsibilities of municipal government. This infrastructure supports growth and development of the community and contributes to community safety, health and well-being.

6.1 Objectives

- To maintain a safe and efficient movement of traffic on local roads and highways throughout the planning area.
- To ensure continued safety, supply and distribution of potable water in the community

6.2 Transportation

Policy MSI-1 Local road standards and function

It is Council's intention to ensure the safety of vehicles, pedestrians through regular maintenance and upgrading of Town streets as part of the municipal capital works programming.

Policy MSI-2 Street right of ways

All development, including but not limited to buildings, fences, sheds, and parking lots, shall be set back from the right-of-way of a road far enough to provide an adequate level of public safety and space for snow clearing and maintenance. Building setback requirements shall be set out in the Development Regulations.

6.3 Drinking Water

Policy MSI-3 Drinking water distribution system

Council will monitor the capacity and supply of water in the Deep Cove Pond Protected Water Supply Area and evaluate proposals for new development to ensure that the system has sufficient capacity and water pressures to service the development.

Policy MSI-4 Water Pressures and fire flows

Council shall ensure that areas where it has been determined that water pressure cannot be sustained at high enough levels to provide adequate firefighting capability, or which are not located close enough to a water supply source suitable for firefighting purposes, shall be excluded from development.

6.4 Storm and Wastewater

Policy MSI-5 Wastewater system policies

Council shall ensure that the Town's wastewater system operates in accordance with Provincial Department of Environment and Conservation standards.

Policy MSI-6 Stormwater management

In reviewing proposals for new development Council shall consider the impact of development on the Town's stormwater drainage system to ensure there is adequate capacity to accommodate the development. Where there is insufficient capacity, the development may be refused or necessary upgrades made at the developer's expense to accommodate the development.

6.5 Municipal Infrastructure Policies (Solid Waste)

Policy MSI-7 Waste reduction measures

The Town will continue to participate in provincial waste management strategies. To minimize costs of transporting and disposing garbage at the Robin Hood Bay landfill, Council will undertake initiatives to reduce household garbage by encouraging residents and businesses to compost and recycle.



7.0 Implementation

The Ferryland Municipal Plan serves as the blueprint for the community's future development.

Successful implementation of the Plan involves:

- effective administration of the Plan;
- adoption of Development Regulations;
- adoption of annual municipal capital works budgets;
- preparing and implementing recommended studies;
- a consistent procedure for considering amendments to the Plan; and
- working in partnership with citizens, groups and organizations to achieve the collective goals of the Community.

7.1 Administration of the Municipal Plan

The Municipal Plan must serve as a continuing reference and guide to Council and its officials in order to achieve the goals, objectives, policies and programs which it contains.

All proposed development within the Planning Area must conform to the policies of the Plan and Development Regulations, and be approved by Council. Council will ensure that development proposals are given a comprehensive review, including circulation to appropriate public departments and agencies.

Council may refuse or approve applications, with or without conditions. Decisions of Council made according to the provisions of this Plan and the accompanying Development Regulations may be appealed to the appropriate Appeal Board established under Part VI of the *Urban and Rural Planning Act, 2000*.

7.2 Development Regulations

To implement the goals, objectives and policies of the Municipal Plan, Council will prepare and adopt Development Regulations pursuant to Section 35 of the *Urban and Rural Planning Act*.

All land within the municipal planning area will be covered by land use zones which provide detailed requirements such as lot size, frontage, building setbacks and parking standards.

In order for consideration of any proposals for an amendment to the Development Regulations (i.e., a rezoning), Council shall require a clear proposal to be submitted. Such a proposal must clearly show:

- The location of the subject property, to scale, showing lot dimensions, area, street frontages;
- The means by which the site is/will be serviced;
- The proposed location of all driveways and parking areas;
- Areas that are to be landscaped or left in a natural state to provide necessary buffers;
- The proposed location of all buildings on the site; and
- Existing land uses, including natural hazards or sensitive natural areas both on-site and on adjoining properties that may be affected by the development.

In its review of proposals for amendments to the Development Regulations, Council shall consider all appropriate policies set out in this Plan and have regard for the following:

- The financial ability of the Town to absorb any costs relating to the development;
- The adequacy of municipal water and sewer services, or where on-site services are proposed, the adequacy of the physical site conditions to accommodate it;
- The adequacy and proximity of schools, recreation and community facilities;
- The adequacy of the road network in, adjacent to, or leading to the development;
- The potential for the contamination or sedimentation of watercourses or for erosion;
- Environmental impacts such as air, water and soil pollution and noise impacts;
- Previous uses of the site which may have caused soil or groundwater contamination;
- Suitability of the site in terms of grades, soil and bedrock conditions, location of watercourses, marshes, swamps, or bogs;
- Compatibility of the development in terms of height, scale, lot coverage and bulk with adjacent properties; and
- That the proposal is in conformance with the intent of this Plan and with the requirements of all other Town by-laws and regulations.

7.3 Public Consultation

Council is committed to consultation with citizens and will seek input from the public on planning and development matters that:

- Require an exercise of Council discretion in arriving at a decision on a development application;
- Involve significant development proposals that are of interest to the community at large;
- Would require a change of Town policy, amendment to the Plan or Development Regulations; and
- Would result in significant expenditures of town resources for implementation.

Council shall follow the procedures and processes for public consultation as set out in the Development Regulations consistent with the requirements of the *Urban and Rural Planning Act, 2000*.

7.4 Amending and Reviewing the Municipal Plan

Since conditions in the Town may change during the planning period, amendments to the Municipal Plan may be adopted by Council. Council may consider amendments to the Municipal Plan when:

- There is an apparent need to change policy due to changing circumstances;
- Studies have been undertaken which contain recommendations or policies which should be incorporated into the Municipal Plan;
- A Provincial Land Use Policy has been released that requires a change in policy by the Town; and
- There is a development proposal which provides sufficient information and rationale to support a change in the Municipal Plan.

After five years from the date on which this Plan comes into effect, Council shall review the Plan and revise it if necessary. Revisions will take account of development which can be foreseen during the following 10 years. Amendment and review of the Plan shall be carried out in the same manner as this Plan was brought into effect.

In accordance with Section 27 of the Urban and Rural Planning Act, 2000, Council will charge a proportion of the cost of carrying out an amendment to the person or association of persons, who request an amendment. The proportion to be charged will be set by Council as part of its annual budget process in setting its Schedule of Rates and Fees. The costs may include, but are not limited to research and preparation of amendments, public notices and consultation, administrative processing costs and the costs associated with a Public Hearing.

7.5 Municipal Land Assembly

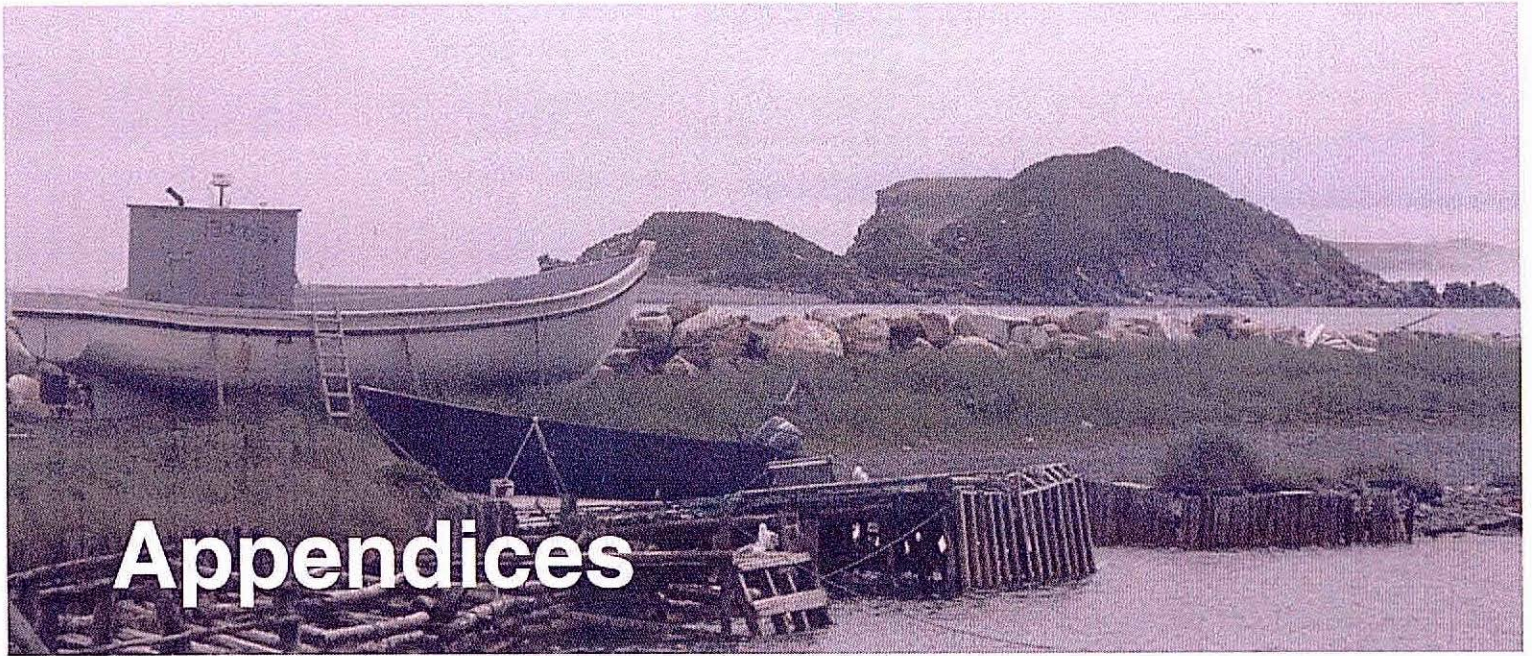
Municipalities are empowered by the Municipalities Act to acquire lands for municipal works or economic development purposes. Such projects generally entail the Town acquiring parcels of land from private landowners or other levels of government for a variety of reasons including:

- To facilitate new growth and development in an area which is actively being revitalized or redeveloped where such land assemblies cannot by virtue of time or money be assembled privately;
- To facilitate the development of municipal parks, recreation and conservation areas;
- To facilitate development of municipal parking lots;
- To encourage or make available lands which by virtue of ownership are not available for development but which are necessary for logical and contiguous growth of the community; and
- To facilitate redevelopment of a major non-conforming use where the redevelopment is either a conforming use or is consistent with the Municipal Plan.

During the planning period, Council may undertake land assembly project and transactions which are consistent with the objectives of this Plan.

7.6 Municipal Budget and Capital Works Program

Over the planning period, Council will place emphasis on extending water and sewer services to unserved developed areas of the Town, on maintenance of the system, and on the upgrading of streets through an annual program of capital works, as financial resources permit.



8.1 Appendix A Flood Information Map



FERRYLAND

Canada Newfoundland

PETTY HARBOUR
FLOOD INFORMATION MAP

This map is a *Public Information Document* and is to be used for general reference only.

The information is based on Flood Risk Map for Ferryland.

Copies of this map and information on the Flood Damage Reduction Program may be obtained from:

Flood Damage Reduction Program
c/o Water Resources Management Division
Department of Environment & Labour
P.O. Box 8700
St. John's, Newfoundland
A1B 4J6

Flood Damage Reduction Program
c/o Environmental Conservation Branch
Environment Canada
4th Floor, Queen Square,
45 Alderney Drive
Dartmouth, Nova Scotia
B2Y 2N6

The designated flood risk maps are suitable for use by elected officials, land use planners, builders and new owners seeking home or business locations. They may be viewed at the Town Council Office in Ferryland or at Department of Environment and Labour offices in St. John's.

Canada - Newfoundland
Flood Damage Reduction Program

Other Flood Information Maps

- | | |
|-----------------------|-------------------|
| Bishop's Falls | Carbonear |
| Codroy Valley | Goulds |
| Cox's Cove | Han's Harbour |
| Deer Lake | Han's Daigbt |
| Glanwood/Appleton | Hodge's Cove |
| Parson's Pond | Hickman's Harbour |
| Placentia | Kippure |
| Rushoon | Logy Bay |
| Rushy Pond | Ferryland |
| Steady Brook | Ferryland |
| Stephenville | Salmon Cove |
| Stephenville Crossing | Shoal Harbour |
| Trout River | Ferryland |
| Waterford River | Winterton |
| | Victoria |

Copies of the designated Flood Risk Maps may be ordered for a nominal fee from:

Department of Government Services
and Lands
Surveys and Mapping Division
Howley Building, Higgins Line
P.O. Box 8700
St. John's, NF, A1B 4J6

FLOOD ZONES

"Floodway" (1:20 flood zone) is the area subject to flooding.

The "Floodway fringe" (1:100 year flood zone) is the remainder of the flood risk area. This area is subject to less damage from flooding.

When a structure should be erected in the "designated floodway fringe", extensive damage may result from deeper and faster moving waters. However, it is often desirable, and possible, to use land in this area for agricultural or other purposes.

However, a building, or an alteration to an existing building, should receive flood proofing measures. A Floodway Fringe may be used, e.g., the placing of a dyke around the building, the construction of a building on raised land, or by shifting the location of a building.

Scale
(metres)



Legend

- Normal Water Level
- 1:20 Year Flood Zone
- 1:100 Year Flood Zone
- Historic Flood Zone

Department of Environment & Labour
Water Resources Management Division

8.2 Appendix B Future Land Use Map

