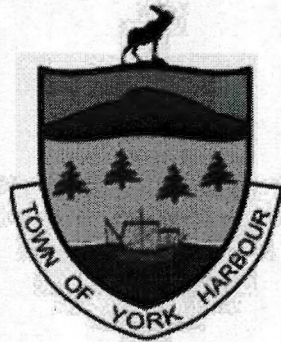


York Harbour Municipal Plan 2021  
Approved by Council 1 September 2021

# **TOWN of YORK HARBOUR**

## **MUNICIPAL PLAN**

### **2021**



**Approved by Council 1 September 2021**

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## 1.0 RESOLUTIONS TO ADOPT & APPROVE; MCIP CERTIFICATE

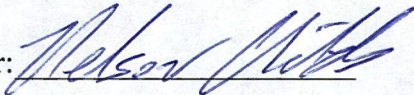
### RESOLUTION TO ADOPT

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

Resolved by the Town Council of York Harbour on the 19<sup>th</sup> day of July, 2021

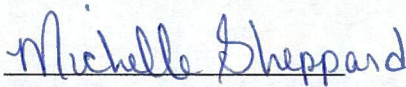
Signed and sealed this 14<sup>th</sup> day of September, 2021.

Mayor:



(Council Seal)

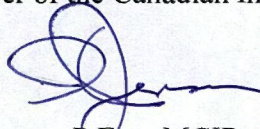
Clerk:



### MCIP Certificate

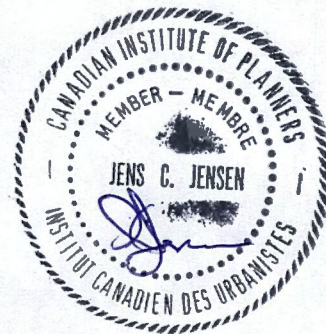
I certify that the attached *Municipal Plan* document has been prepared in accordance with the requirements of the *Urban and Rural Planning Act*, 2000.

Member of the Canadian Institute of Planners



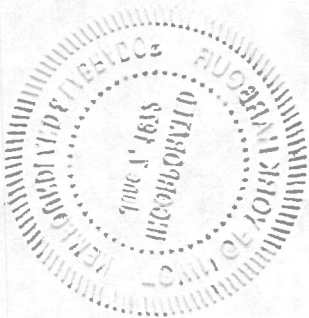
Jens Jensen, R.Eng., MCIP

Date: 24 September 2021





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## RESOLUTION TO APPROVE

[resolution of Council to approve the Municipal Plan, following completion of the requirements of Sections 18 to 22 inclusive of the Urban and Rural Planning Act, 2000]

Whereas the Council of the Town of York Harbour:

1. gave notice of the adoption of the said Municipal Plan 2021, following special instructions of the Department of Environment, Climate Change and Municipalities related to the COVID19 pandemic, by means of a notice published in the West Coast Wire issue of 28 July, 2021, a digital newspaper published by Saltwire and circulating in the municipal planning area, and as well continually posted from 20 July, 2021 on the Town of York Harbour Facebook Page and on the Town Hall public bulletin board, and from 21 July, 2021 on the public notice board at Byrne's Store in York Harbour.
2. set the 31<sup>st</sup> day of August, 2021, at 3:00 p.m., to be the deadline time and date for objections and submissions to be received and for the holding of a public hearing to consider objections and submissions.
3. appointed Mr. Kevin Simms to be the commissioner to conduct the public hearing.
4. received no objections or submissions by the deadline time and date, and subsequently received a report dated the 31<sup>st</sup> day of August, 2021 from the commissioner, who recommended Council proceed with approval of the said Municipal Plan 2021, as released by the Department of Municipal and Provincial Affairs.

Under the authority of Sections 16, 17, 18 and 23 of the *Urban and Rural Planning Act 2000*, the Town Council of York Harbour approves the Municipal Plan 2021.

Resolved by the Town Council of York Harbour on the 1<sup>st</sup> day of September, 2021.

Signed and sealed this 14<sup>th</sup> day of September, 2021.

Mayor:

Clerk:

(Council Seal)



Municipal Plan/Amendment	
<b>REGISTERED</b>	
Number	<u>5495-2021-000</u>
Date	<u>Nov. 2 2021</u>
Signature	<u>[Signature]</u>

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## **2.0 FOREWORD**

The purpose of this Foreword is to set out explanations of the processes of preparation, approval, later reviews and amendments, and, the role of the accompanying Development Regulations 2021. The substance of the Municipal Plan 2021 is set out in Sections 3.0 through 8.0 inclusive.

### **2.1 Preparation and Approval**

A description of the procedures involved in preparation and approval of the Municipal Plan 2021, pursuant to sections 15 through 24 of the *Urban and Rural Planning Act 2000* in order for it to gain full legal effect, is found in Appendix A. Subsequent reviews and amendments are anticipated.

At an early stage in the process, a public consultation program was carried out in the form of a public meeting. The meeting was advertised by posting a notice in the community and on Council's Facebook social media. At that point, a preliminary draft of the Municipal Plan and Development Regulations had been prepared for presentation and discussion. The meeting was held on 3 October, 2018, at the end of which a call for submissions from interested people was made. One submission was received and considered in the process of consideration and revision which followed.

Following revisions made by Council and a preliminary review conducted by the Department of Municipal and Provincial Affairs, the revised documents were publicized in the same way and in the local digital newspaper, the *West Coast Wire* (the regular hardcopy newspaper was not being published during the COVID19 pandemic), for public viewing and comment during April and May, 2021. Although several parties requested copies, no submissions were received by the deadline date of 28 May, 2021. The documents were then submitted to the said Department without further revision, for their statutory review pursuant to Section 15 of the *Urban and Rural Planning Act 2000* and revised accordingly.

### **2.2 Review and Amendment**

A Municipal Plan may be amended at any other time, in whole or in part, for reasons that may have been unforeseeable at the time it had initially been drafted. Changing social and economic circumstances or proposals for development may prompt ad hoc reviews and amendments. Any such amendments must be consistent with the Municipal Plan as the amendments will be read together with and become part of the Municipal Plan.

## **2.3 Development Regulations**

When a Municipal Plan comes into effect, Council is required to provide for its administration in conjunction with Development Regulations. The Development Regulations are written in conformity with the Municipal Plan in the form of land use zoning, subdivision, and advertisement regulations.

Development Regulations must comply with the requirements of the *Urban and Rural Planning Act, 2000*, and include standard Provincial Regulations which currently are in the form of Newfoundland Regulation 3/01 made by the then Minister of Provincial and Municipal Affairs and which came into force on January 1, 2001. Also, like a Municipal Plan, the Development Regulations must include topics that are identified by the Department of Municipal and Provincial Affairs as predominating provincial interests, whether or not Council agrees with their requirements.



## **3.0 MUNICIPAL PLAN 2021--INTRODUCTION**

### **3.1 Title and Components**

This text and Future Land Use Map 1 accompanying it form the Municipal Plan 2021 for the Town of York Harbour. It is the first Municipal Plan for the Town. It has been prepared in accordance with the *Urban and Rural Planning Act, 2000*.

The document presents statements regarding the Council's intentions with respect to the location and manner in which development within its Municipal Planning Area shall take place. The map shows the Municipal Planning Area delineated as one or more land use designations. Within each one only specified kinds of development may take place.

### **3.2 Legal Effect**

The Municipal Plan 2021 is a legal document, binding upon Council and any person or group using or proposing to use land anywhere within the Municipal Planning Area. All development must conform with the applicable policies of the Municipal Plan 2021 after the date upon which it comes into effect.

### **3.3 Purpose and Objective of the Municipal Plan**

A Municipal Plan guides growth and development within its municipal planning area. The Municipal Plan provides appropriate policies which Council will observe together with the more specific requirements of the Development Regulations as they evaluate development proposals and as they formulate their own plans for civic works and programs. The policies themselves provide the basis for the standards and conditions found in the Development Regulations.

The objective of Council's policies is to preserve, enhance and expand development compatible with and supportive of the community's fine quality of life as a family-oriented, rural residential area, set in a beautiful natural environment, particularly to prevent problems that could occur if conflicting land uses are developed too closely, and, to direct future growth so that any municipal services and land resources are used most efficiently and so that certain aspects of land development concerning safety, aesthetics, and environmental protection are given proper consideration.

In this Section, official Municipal Plan, Council's development concept is set out in Section 5.0 and policies are set out in Section 6.0.

### **3.4 Municipal Planning Area**

The territory subject to the Municipal Plan 2021 is that which is included within the boundaries of the York Harbour municipal planning area, which coincide with the municipal boundary of the Town of York Harbour, as shown on Future Land Use Map 1.

### **3.5 Administration**

The day-to-day administration of a Municipal Plan and accompanying Development Regulations may involve Council employee(s) if they are appointed by Council pursuant to Section 109 of the *Urban and Rural Planning Act, 2000* to approve or reject applications to develop land and if they are so appointed, to specify conditions applicable to the development.

Staff so appointed may also issue orders concerning a development, including to stop work or to demolish construction and restore a site to its original condition, subject to confirmation by majority vote of Councillors present at their next meeting (if not confirmed, the order is cancelled).

Executive staff also have a professional duty to advise Council on planning matters generally concerning developments in the Municipal Planning Area.



## **4.0 KEY FACTORS AFFECTING PLANNING POLICIES**

### ***4.1 History, Economy and Demography***

The background factors (geographic, historic, economic, and demographic) which influenced the preparation of this Municipal Plan are described in Appendix B.

### ***4.2 Settlement Pattern***

The community lies in beautiful, mountainous terrain, and it has naturally developed on the more easily developable, gently sloped terrace between the shoreline of Humber Arm and the foot of the high hills to the south and west. The landform of the planning area is a fairly level terrace running back from the shore a considerable distance in the centre of the community, running the whole length of the community though pinching down to the shore east of Bluff Head. Running back from the shore, the terrace ends where the Blow-Me-Down Mountains, Lewis Hills and Virgin Hills rise sharply and dominate the landscape. The landscapes throughout the community are well wooded, which together with the water views of the Bay of Islands present a very attractive natural landscape.

Developing land in York Harbour faces some significant challenges, partly due to the settlement pattern and infrastructure already in place by virtue of history, but also due to some very limiting physical factors. The most critical factors affecting development in York Harbour are the steepness of slopes (except on the terrace) and limited opportunities for access for roads to extend into the back lands.

The layout of the community can be seen on Map 1. The frontage of Highway 450 is compactly developed in the central area, ie: between Bluff Head and the municipal boundary to the west. As one goes to the east from Bluff Head, ie: toward Corner Brook, the potential for side roads and for more houses fronting on Highway 450 becomes quite limited by steep topography.

In the core of the community, the few side streets are almost entirely occupied by residential development. Much of the existing development is aligned along Highway 450. There are no public roads leading up into the mountains above the community. There are no industrial or public wharves along the shoreline, which is quite steep. An unusual feature is a narrow strip of the Lark Harbour water supply watershed, located on the western boundary of the York Harbour planning area.

The settlement pattern has resulted in today's situation, in which there are only a limited number of locations from which streets which could be extended into adjacent lands. Much of the area which could be developed in the future lies to the southwest of Highway 450, in the deep terrace lying behind the existing side streets. Maximizing road access to the terrace area is an extremely important policy issue.

### **4.3 Infrastructure**

The term "infrastructure" generally refers to the systems of providing for water supply and treatment of wastewater which, together with roads, enable a community to function.

York Harbour is very fortunate to have ample supplies of groundwater to draw from both drilled and dug wells, and the water is reported to be good quality. In the course of the planning research, it was learned that some consideration had been given in the past to looking into the feasibility of installing a central water supply and distribution system to serve some if not all of the community, but decisions were made to not pursue the matter.

A number of instances exist in the community where two or more households or other developments share a water source (a well or impoundment of a watercourse), and operate the system privately and cooperatively with no involvement of Council. The largest of these supplies water to about forty consumers, mostly households, and the smallest are down in size to a very few.

There was no suggestion during the research that the use of private on-site sewage disposal systems (the familiar septic tank and disposal field) was causing any nuisance or public health issues. The soils in the terrace evidently are capable of attenuating the wastewater produced from septic tanks, through conventional disposal fields or alternative approved technologies.

As the community has good water resources and a well-established practice of using private wells and sewage disposal systems satisfactorily, there is no good case to be made for installation of central water and sewer systems. However, great care must be taken in ensuring proper design and installation of both private water supply and sewage disposal systems, as there is a risk of sewage contaminating wells and wells interfering with each other. Council will include a policy in this Municipal Plan of supporting the regulations of the Province of Newfoundland and Labrador so as to ensure that every water well and sewage disposal installation for a new building is designed and built by qualified people, and thereafter that any suspicions of malfunction are followed up.



The other component of infrastructure has to do with streets. This Municipal Plan and the Development Regulations will include detailed requirements and standards for new byroads.

#### ***4.4 Sensitive Lands and Adaptation to Effects of Climate Change***

Good community planning must concern itself with measures to protect environmentally sensitive lands and to cope with natural hazards. For many years, concerns about topics such as geological stability, landslides, flooding, wetlands, mineral workings (pits and quarries, as well as ore extraction and hydrocarbons), and coastal erosion have been evident. In recent years, predictions of the effects of climate change have become clearer and measures are being taken in forward looking communities to adapt to those which threaten the environment and human settlements. A high priority topic concerning environmentally sensitive lands is development in the vicinity of (or in) water bodies. Though the federal government generally has jurisdiction over ocean waters, management of inland waters are generally a matter of provincial jurisdiction.

To do with sea level rise, the current provincial government policy is that development (other than wharves and such) must be located at least two metres above current sea level, and also not on any known floodplains. Measures to address that and other matters, including geotechnical assessments of proposals to build on steep slopes and proximity to water bodies, are included in this Municipal Plan.

The provincial government requires specific measures on numerous of these topics to be included in Municipal Plans and Development Regulations. Those requirements would apply in any event to development applications, whether or not Council has a Municipal Plan and Development Regulations.

#### ***4.5 Recreational Amenities***

Great community effort has gradually built up recreational features and amenities in York Harbour, using scarce resources. At present, public recreation and social meeting space facilities include the playground and a large part of the Town Hall, which features a good quality meeting room where social activities organized in the community are supported.

In the York Harbour area, the outdoors offers opportunities to enjoy a great system of hiking trails. It is noteworthy that the trail system includes a trail passing by the former copper mine works, and integration with trails in the Lark Harbour area. These outdoor opportunities are very important to the healthy lifestyles of residents and visitors alike.

A huge amount of work has been done by a volunteer organization called the Outer Bay of Islands Enhancement Committee. Their good work in trail development, including good signage and resting places, has provided the communities of York Harbour and Lark Harbour with high quality outdoors activities coupled with commemorative and interpretive plaques which help everyone appreciate the historic significance of sites and people.

In addition to the trails, the area benefits from the Blow-Me-Down Provincial Park, just outside the Town's border toward Lark Harbour. It features its own trail system, as well as a number of camp sites and an observation tower with a great view of the Bay of Islands.

The west coast as a whole abounds in natural beauty, in which the local waters of Humber Arm are very well known and are a delight for those interested in activities on the water or just simply for enjoying the beautiful scenes. Exploiting those opportunities requires community initiative and leadership (and hard work).

Also, the community enjoys its own social activities, which are important to the sense of community and wellbeing. Though those are not activities that are the direct responsibility of a municipal Council, it is important that Councils provide at least moral support and other assistance to the extent possible.

Finally, it is important to recognize that the community is fortunate in being so close to the City of Corner Brook and other nearby facilities such as skiing at Marble Mountain, in that many cultural and recreational facilities and opportunities can be found in the region. This is a strong asset in the quality of life in the community, and for the Town's financial situation: Council does not need to be all things to all people, and can focus its limited resources on the gaps. The community is better focussed on taking advantage of the natural features in the immediate area and opportunities for local facilities not requiring travel outside the community.



## **5.0 DEVELOPMENT CONCEPT**

It is Council's policy that the following statements provide a context for the specific policies for each land use designation which is set out in Section 6.0 and for which the Development Regulations provide requirements for each Use Zone:

- 1) York Harbour today is and will continue to be essentially that of a rural community for which most employment and practically all major services are found in the City of Corner Brook region.
- 2) The community is not expected to be attractive to commercial and industrial investors, due to its limited population and the competitive advantage of locations for those types of development closer to the City of Corner Brook.
- 3) The community's appeal to settlers is its fine quality of life as a family-oriented residential area, set in a beautiful natural environment and with the prospect of enjoying active lifestyles in the community and in the nearby region.
- 4) The community is expected to continue to attract newcomers, including retirees and families with stable employment in the area, to buy or build homes, but in fairly small numbers. Even though the annual numbers may be small, over time this still represents substantial growth.
- 5) Council's general approach to regulation of development is to impose minimal regulation but to consider all developments on a case by case basis except those classes which are clearly acceptable in all circumstances, ie: low density residential, agricultural and forestry class uses.
- 6) The predominant building form will continue to be almost entirely single dwellings (including subsidiary apartments), mobile homes, and seasonal dwellings. All other classes of residential land use, including the separate land use class of mobile home park, will be considered on a case by case basis, ie: at Council's discretion and subject to conditions where appropriate. Large scale developments may be considered at any location, but sites along Highway 450 would be preferred in order to prevent traffic issues on side streets.
- 7) Council will work with those interested in developing residential building lots, which Council wishes to encourage in order to support those who wish to move to the community and contribute to the healthy lifestyle and diversity of the community, as well as for residents who wish to build new housing.
- 8) New development will be serviced by private water supplies and private sewage disposal systems, financed, installed and operated by each owner. Council will support strict adherence to provincial government regulations in this regard, and Council will be vigilant when becoming aware of potentially malfunctioning systems to ensure that they are addressed without delay.



- 9) Development of new byroads to provide access to new lots fronting on them (legally termed new streets in new subdivisions) will be in the form of public streets which will be conveyed to the Council once constructed to a proper standard. Private streets (except in mobile home parks, in condominium arrangements for land and/or buildings, or for access to natural resource lands) will not be permissible, as default on upkeep on the part of the initial or later owners would leave Council to deal with a very difficult situation.
- 10) Council will continue to provide playground facilities and space in the Town Hall for social functions as resources permit, to support recreational and social activity in the community.
- 11) Trucking of forest and mineral resources at a large scale, if and when such should occur, will most probably relate to resource extraction activities located in the high lands above the community, which means that trucking of product may be directed down Council streets en route to Highway 450. Council will endeavor to minimize the impact of heavy truck traffic on town streets, considering their limited traffic volume capacity, safety concerns, and potential for damage to the roads.
- 12) Mandatory standards and conditions required in accordance with provincial government regulations and policies will be included to address topics such as, but not limited to, the following:
  - a) Expected effect of climate change and other natural barriers to development, such as proximity to water bodies and shore waters, flooding risk, sea level rise, coastal erosion, and geotechnical risks associated with steep slopes
  - b) Development (including signage) along provincial government Highway 450
  - c) Servicing of development with private water supplies and private sewage disposal
  - d) Development of forestry and agricultural land uses, including domestic cutting for fuel wood, silviculture, keeping of animals and horticulture
  - e) Mines, mineral workings, and hydrocarbon resources
  - f) Archaeological resources
  - g) Development on or near NL Hydro easements



## 6.0 MUNICIPAL PLAN POLICIES

The *Urban and Rural Planning Act 2000* at Section 13(2)(g) requires that a Municipal Plan address a ten year term, and Section 28 requires that a Municipal Plan be reviewed not later than every five years with a view to the developments which can be foreseen for the next ten years. A Municipal Plan continues in effect pending subsequent reviews. Council's policy is that the time frame for this Municipal Plan is the ten year period of 2021 through 2031.

It is Council's policy that the Municipal Planning Area be designated in a single designation applied to the entire municipal planning area, named Mixed Development.

The policies in this Municipal Plan are organized in four sets:

- Section 6.1: policies devised at the initiative of Council to apply to the designation of Mixed Development of all of the Municipal Planning Area.
- Section 6.2: policies which are included as required by provincial government legislation and policies.
- Section 7.0: general implementation policies.
- Section 8.0: interpretation

These policies, together with more detailed requirements and procedural matters which are set out in the Development Regulations, provide direction for Council decision-making in planning.

Council's policy is that the Development Regulations shall contain a use zone table to align the boundary of the single Municipal Plan designation of Mixed Development and its policies with the boundary of the single zone and its use zone table in the Development Regulations, as follows:

Designation in Municipal Plan	Corresponding Use Zone in Development Regulations
Mixed Development	Mixed Development (MD)

The meanings of "groups, divisions and classes" of land uses as used in this Municipal Plan are to be interpreted according to the classification of uses found in the Development Regulations.

The factors affecting planning policies and the overall development concept have been described earlier in this Municipal Plan, so the preambles to the policies in this Section are brief.

## **6.1 Policies Devised by Council for Mixed Development Designation**

Specific policies devised by Council pertaining to the Mixed Development designation are:

- 1) Permitted uses are the single dwelling (including subsidiary apartments), seasonal dwelling, and mobile home classes (not including mobile home parks which are a separate land use class), existing mineral workings and mines, the agriculture and forestry classes, and cemeteries, including conditions as appropriate. Wharves, boat sheds, stages and docks are deemed to be accessory to any of the permitted land use classes.
- 2) Any other use (including wharves, boat sheds, stages and docks in the transportation class where such are the main use on the lot, and, new development in the mineral exploration, mineral workings, mines, petroleum exploration and extraction classes) may be approved at Council's discretion, including conditions as appropriate. In considering discretionary use applications, Council will give the highest priority to reasonable compatibility with the existing and likely future developments in the area, such that the proposed land use can operate without any significant adverse effect on the surrounding area.
- 3) The Development Regulations will detail requirements including but not limited to the following topics, with the purpose of developing and maintaining a pleasant, low density community:
  - a) Yards and setbacks from lot lines, including modifications to enable use of mobility aids
  - b) Subsidiary apartments
  - c) Agricultural uses
  - d) Screening and landscaping of adjacent uses
  - e) Accessory buildings and uses
  - f) Mobile home parks ("mobile home park" is a class of land use, for developments in which the land is not subdivided into spaces or lots for individual mobile homes but is operated as an entity in accordance with an agreement with the Council concerning maintenance and operation of the park, whereas mobile homes may be developed in the same manner as single dwelling class developments on their own individual lots)
  - g) Wind turbines and antennas
  - h) Adequacy of features of site grading, drainage and landscaping to mitigate against erosion onto and pollution of adjacent development and lands and bodies of water receiving drained water from the site
  - i) Family and group care homes



- 4) Large scale commercial and industrial development must not impose traffic volumes or heavily loaded vehicles which would deteriorate the Town's streets or compromise traffic safety. Council may require professional studies and advice on traffic volumes and strength of Town streets. Proponents may be required to submit suitable reports, prepared at the proponent's expense, for consideration.
- 5) Council's policy is to not provide municipal central water or sewer service and to not become involved in the ownership, operation or maintenance of lands and works associated with privately owned and cooperatively operated water supplies which serve multiple consumers.
- 6) New development is to be serviced by means of the owner's private water and sewer systems, subject to the proponent securing Certificates of Approval from provincial government authorities. The provincial government requirements concerning groundwater resources related to use of private wells include compliance with the *Groundwater Supply Assessment and Reporting Guidelines* administered by the Water Resources Division of the Department of Environment and Climate Change. At the time of adopting the Municipal Plan, those *Guidelines* require such an assessment when five or more new lots are proposed to be created (a groundwater assessment study will not be required for subdivisions of less than five lots, each having a minimum 2,023 square metre area, unless the area has documented drinking-water quality and/or quantity problems). The numbers of lots are cumulative, adding new lots as further subdivision of the original parcel takes place. These requirements are subject to change.
- 7) With the exception of land uses associated with agriculture, forestry, sawmilling, mineral workings, mining or other resource or similar uses for which fronting on a street would be unnecessary or undesirable, all development must front on a publicly owned and maintained road, unless other policies and requirements of this Municipal Plan specify otherwise.
- 8) Council's policy is that new streets which are to be conveyed to the Town shall be designed and constructed to modern engineering standards.
- 9) Council's policy is to endeavour to ensure remedy of existing unsightly or unsafe development, including dilapidated building exteriors and unsightly yards, and may order the owner or occupier to provide plans for approval and to carry out adequate and suitable renovations, remedy of unsafe conditions, removal of unsightly vehicles and materials, landscaping or screening, and may include conditions to that effect in the order.

10) Development in the agricultural class, especially the keeping of animals for agricultural purposes, is a concern in many communities for aesthetic, public health and environmental impact reasons. Keeping of animals as pets can be a concern for the same reasons. These topics are addressed under two headings:

- a) People keep animals as pets for the companionship and enjoyment of them. Keeping of small animals as pets is not a matter of significant concern in this Municipal Plan. Council's policy is that keeping of small animals as pets is a recognized accessory use to all main uses of land.
- b) Agricultural activity, including but not limited to keeping of animals for agricultural purposes, is regulated by the Province of Newfoundland and Labrador by way of the regulations, policies and guidelines administered by the Department of Fisheries, Forestry and Agriculture. Council's policy is that development in the agriculture land use class is permitted anywhere in the municipal planning area subject to a condition that the applicant shall provide proof that the requirements of the said Department are met before any approval of Council permits. Council will refer all applications for agricultural land use to the Department of Fisheries, Forestry and Agriculture for review; their approval of the proposed operation, including a manure management plan for any operation involving multiple animal units and other permits as detailed in the Development Regulations, shall be a condition of approval of related Council permits. Further, Council will be vigilant to ensure that any undesirable impacts of agricultural activities are brought to the attention of that Department for review and remedial action.

11) For cases where unusual circumstances are anticipated or revealed, especially for very large scale or complex developments, Council's policy is that they may require submission of a detailed site plan for review and approval. This will be particularly important where the proposed land use is unfamiliar, such as production of legal cannabis. A site plan may include information on any or all of the items listed below, according to the nature of the proposed development and directions of Council:

- a) the dimensions and area of the site;
- b) dimensions, uses and location of all existing and proposed buildings, including their floor plans and perspectives, distances between buildings, outdoor storage areas, and yards;
- c) gross floor area of buildings;
- d) dimensions of all parking areas, access roads and driveways;
- e) function and type of landscaped areas;
- f) landscaping plan and specifications including existing and proposed surface treatment, tree and shrub locations, types and sizes;



- g) configuration and features of areas intended to separate incompatible land uses;
  - h) number and size of parking spaces and location;
  - i) location and size of signage;
  - j) location and width of all walkways, trails and footpaths;
  - k) location of loading zones;
  - l) proposed contours and drainage of surface runoff ditching;
  - m) surrounding land uses;
  - n) existing access constraints, e.g. right-of-ways which exist on site or adjacent to it, easements, or fire routes, and the means of satisfactorily addressing them;
  - o) location and intensity specifications for lighting;
  - p) measures for mitigation of the potential effects on wildlife;
  - q) measures for mitigation of adverse effects of development on or near public trails or which may affect Blow Me Down Provincial Park;
  - r) provisions for ongoing operation of features of the development which may involve commitments or obligations of the Town of York Harbour or its departments and agencies.
- 12) The antennas and wind turbines (windmills) class represent an aesthetic and safety concern. Council anticipates proposals for antennas and possibly wind turbines to be located in this designation. Council's policies concerning these developments are as follows:
- a) Balancing of safety, land consumption and aesthetic considerations calls for a categorization of those with tower heights over 15 metres as "tall" and those under that height as "short".
  - b) Tall antennas and wind turbines are viewed as incompatible with existing uses in the core of the community, and thus will not be approvable in the developable terrace lands below the mountains above the community. Tall ones will be approvable at Council's discretion in areas above the terraces.
  - c) Short ones may be considered as discretionary uses in all areas.
  - d) Guy wires and anchors are to be located on the same lot as the tower.
  - e) Council acknowledges that regulation of antennas is in the jurisdiction of the Government of Canada, and that the role of Council is to take part in consultative processes which proponents are invited to follow. Council is recognized as a local "land use authority" in current federal government guidelines concerning consultation. It is Council's policy that the policies and requirements set out in the Municipal Plan and the Development Regulations describe the aspirations of the community in this regard, and that Council's view is that the process of municipal permitting provides an orderly method of dealing with public consultation and Council's input to federal authorities.

- 13) Minimal requirements will be applicable to development of signs. Council recognizes that the provincial government has certain regulations concerning development near and along Highway 450 and will require proof of compliance in that regard in addition to other considerations which may be reviewed in their municipal planning approvals process.
- 14) New development must not be located upon any easements accruing to NL Hydro. Applications for development of new buildings must show the locations of easements and must be reviewed and approved by the utility before a Council permit is approved.
- 15) As the availability of building lots for new development is constrained by topography and natural barriers and the extent to which the community has already developed, often the challenge is simply that of access to the street. Innovative use of “back lot” developments in the form of “flag lots” can enable development on areas of land lying behind existing lots fronting on streets. It is Council’s policy to approve subdivisions of land involving creation of flag lots and for development on flag lots, as enabled by Section 13 (3) (n) of the *Urban and Rural Planning Act 2000*, including measures where specified in the use zone tables to provide for Council’s discretionary approval of reduction of the widths of the legs of flag lots where the width is less than the minimum requirement, so as to maximize the availability of lands for development where the impact of doing so is minor in nature.
- 16) Generally, the Municipal Plan contemplates developments of a permanent nature. Council wishes to be able to consider, at their discretion, situations involving the placement of a motor vehicle or travel trailer or equipment or use of land for short term events such as community festivals or for a laydown or equipment yard for a construction project or for compassionate reasons. Provisions will be included in the Development Regulations for suitable discretionary approval criteria and maximum time periods applicable to these cases.
- 17) Council’s policy is to permit land to be used in conjunction with the provision of public services and public utilities if the use of that land is necessary to the proper operation of the public service or public utility concerned provided that the design and landscaping is adequate to protect the character and appearance of the area.
- 18) A non-conforming uses is defined in Newfoundland Regulation 3/1, the Minister’s Development Regulations made under the *Urban and Rural Planning Act 2000*, ie: a legally existing use that is not listed as a permitted or discretionary use for the use zone in which it is located or which does not meet the development standards for that use zone. A non-conforming use is subject to several provisions among which the following enable Councils to decide on certain points:



- a) Section 108(2): the right to continue a non-conforming use expires after 6 months of discontinuance unless otherwise extended in a regulation under the *Act*, ie: in the Development Regulations. Council's policy is to extend the period to ten years and so indicate in the Development Regulations.
- b) Section 108(3): a Council may approve varying a non-conforming use to another use where the new use would be more compatible with the Municipal Plan and Development Regulations, notwithstanding that the new use would otherwise not be permissible. Council's policy is to include in the Development Regulations a provision that notice of such applications be made at the expense of the applicant and that the notice be sent to all persons whose land is in the immediate vicinity of the land that is the subject of the proposal, at least ten days prior to any date upon which Council will consider the matter.

## **6.2 Policies Included as Required by Provincial Government**

The policies in this section are prompted by the requirement of Section 15 of the *Urban and Rural Planning Act 2000* that a Municipal Plan must respect provincial government and other government agency interests, and thus include supportive policies in its provisions and in corresponding requirements in the accompanying Development Regulations. A Council may or may not agree with any of them, but is obliged to include them and enforce them as follows.

### **6.2.1 Natural Hazards to Building**

The following policies are intended to prevent or mitigate exposure of buildings and lands to natural hazards:

- 1) Professional review and advice will be required to evaluate any proposal for the erection of a structure on a site which is potentially subject to natural hazards including sea level rise, flooding, unstable slopes, or any other physical hazard.
- 2) Any proposal for development on the shores of water bodies or streams, including wharves, slipways or other structures, and for any infilling or dredging or other work in or near the waters, shall follow the provincial government *Guidelines for the Construction and Maintenance of Wharves, Breakwaters, Slipways and Boathouses* and any other requirements pertaining to work in water bodies.

- 3) Any proposal for development of a site having a slope in excess of 15% must be certified by a geotechnical professional engineer as having low risk of landslide, avalanche, and rockfall.
- 4) In its deliberations on municipal planning matters, Council must consider the expected effects of climate change as the science evolves, particularly concerning the frequency and severity of extreme weather events such as heavy rainfalls and snowfalls, droughts, wind gusts and the like, as they affect public safety and vulnerability of infrastructure and properties to damage.

### **6.2.2 Protection of the Natural Environment**

Protection of the natural environment is a high priority. The quality of air, land, and water in and around the community, and aesthetic considerations, are important to the health, culture, and economy of the area. The role of Council in this regard is intertwined with the roles and authorities of the Government of Canada and the Province of Newfoundland and Labrador.

Under the authority of the *Water Resources Act*, the Department of Environment and Climate Change is responsible for the management of water resources of the Province of Newfoundland and Labrador, and coordinates with the federal Department of Fisheries and Oceans. The provincial department has regulations, policies and guidelines to protect, enhance, conserve, develop, control, and effectively utilize the water resources of the province on topics including but not limited to the following:

- a) Development within 15 metres of a waterbody or watercourse if in a Crown land reservation;
- b) Risk of flooding;
- c) Discharge of any effluent off the subject property;
- d) Work in any body of water, including shore waters;
- e) Infilling of water bodies or diversion of streams (usually not approvable if for residential development);
- f) Construction of wharves, breakwaters, slipways and boathouses;
- g) Infilling or dredging associated with marine structures or other works;
- h) Any development in a protected public water supply area;
- i) Providing waste receptacles in work areas;
- j) Waste diversion actions including recycling, reuse or resale programs;
- k) Open burning of waste;



- l) Pesticide and halocarbons use, purchase and storage;
- m) Petroleum (including used oil) storage and dispensing;
- n) Effects of climate change; and,
- o) Energy efficiency in buildings.

These matters will be identified in the Development Regulations as a reminder that such requirements will apply to proposed developments. In order to ensure that the requirements of the provincial *Water Resources Act* are respected in Council exercising its planning authority pursuant to the *Urban and Rural Planning Act 2000*, the Development Regulations will provide detailed requirements about development near or in any water body, including ponds, streams, rivers, shore waters and wetlands, regardless of the zone in which they are located.

Further to the above:

- 1) As a general principle, proposed development should not pollute or degrade any part of the community. In cases of large or special types of projects where environmental protection concerns are complex, the proposals should be carefully studied and any concerns brought to the attention of the appropriate provincial or federal authorities.
- 2) Garbage, refuse, abandoned vehicles and any other discarded materials of any kind should be disposed of only at an authorized waste disposal site or facility outside the Planning Area. Such material shall not under any circumstances be used as fill for buildings and lots. Wrecked or inoperable vehicles, machinery or equipment of any kind shall not be stored or abandoned where it may be in public view.
- 3) All development involving human occupancy must be serviced by the owner's private water and sewage disposal systems, subject to the proponent securing Certificates of Approval from provincial government authorities. The provincial government requirements concerning groundwater resources related to use of private wells include compliance with the *Groundwater Supply Assessment and Reporting Guidelines* administered by the Water Resources Division of the Department of the Environment and Climate Change (at the time of adopting the Municipal Plan, those *Guidelines* require such an assessment when five or more new lots are proposed to be created although a groundwater assessment study will not be required for subdivisions of less than five lots, each having a minimum 2,023 square metre area, unless the area has documented drinking-water quality and/or quantity problems; note that these requirements are subject to change).

### 6.2.3 Forestry and Agricultural Development

Forestry and agricultural developments are important economic activities. Council's policies are that:

- 1) Forestry class uses (including harvesting--commercial and domestic cutting for fuel wood, processing of products of the forest, silviculture and access roads) are permitted uses in the Mixed Development designation, subject to the permit issued by the Department of Fisheries, Forestry and Agriculture.
- 2) As said in Section 6.1 (1), development of agricultural class uses is permitted in the Mixed Development designation. Development and farming practices must comply with the regulations, policies and guidelines of the Department of Fisheries, Forestry and Agriculture including but not limited to the *Environmental Farm Practices Guidelines for Livestock and Poultry Producers in Newfoundland and Labrador*, and are subject to the approval of the said Department as a condition of approval of any Council permits.

### 6.2.4 Development and Signage Along Highway 450

Council's policy is that the following shall be satisfied by the applicant before any Council permit is approved for development along Highway 450 (Bay of Islands South Highway), pursuant to the regulations cited:

- a) Highway 450: *Building Near Highways Regulations, under the Works, Services and Transportation Act*: "A person shall not erect, repair, alter or structurally improve a fence, building or other structure, nor shall he or she plant trees, shrubs or hedges without the prior permission of the minister within 15 metres [for Highway 450's class of highway] from the centre line of the highway."
- b) *Highway Sign Regulations, under the Urban and Rural Planning Act 2000*: for any sign within 100 metres from the centre line of the roadway (the municipal boundary coincides with the municipal planning area boundary, so the proximity criteria applicable where the highway is in an area between the municipal boundary and the municipal planning area boundary does not pertain).

### 6.2.5 Removal of Quarry Materials

Quarry materials produced as a by-product of an approved development may be removed from the development site. Site preparation to construct a building usually involves removing topsoil,



overburden, and sometimes bedrock from the footprint area; these materials may be retained or re-used on the development site. Quarry materials include but are not limited to aggregate, fill, rock, stone, gravel, sand, clay, borrow material, topsoil, overburden, subsoil, and peat. Note that removal of quarry materials for the purpose of development shall not constitute mineral workings, which are subject to provincial approval.

The Department of Industry, Energy and Technology requires that they be notified of upon issuance of a permit for a development involving removal of quarry materials from the site, so that they can ensure that provincial government regulations are observed.

In order to assist the provincial government in this regard, Council's policy is that the said Department will be made aware of approved developments where the excavation of quarry materials may take place and that the Development Regulations will contain a statement to the effect.

#### **6.2.6 Archaeological Resources**

Archaeological sites and discoveries are protected pursuant to the *Historic Resources Act 1985*.

Council's policy is to direct proponents to initiate consultation with the Provincial Archaeology Office during the early planning stages of any major development that involves land use or ground disturbance within the municipality. These discussions are necessary to ensure that appropriate measures are taken to protect known sites, and where deemed appropriate, archaeological surveys be undertaken in areas of high potential prior to development to safeguard any sites yet to be discovered.

The Development Regulations will specify that anyone discovering potential artifacts or conditions during work on a development shall stop work and report the finding to Council and the Provincial Archaeological Office, and not proceed until authorized in accordance with the specified procedure.

Council's policy is to scrutinize development applications for information on proximity to any known registered sites in the municipal planning area, and where applicable notify the Provincial Archaeological Office before approval of any permit. At the time of adoption of this Municipal Plan there were no registered sites in the municipal planning area, but that can change at any time. The specific locations of registered sites will not be identified in the Municipal Plan or

Development Regulations, to minimize their exposure to vandalism and looting, but the sites will be known to the Council.

### **6.2.7 Effects on Blow Me Down Provincial Park**

Blow Me Down Provincial Park is located just outside the municipal planning area, within the Town of Lark Harbour. There is some possibility that development in the York Harbour municipal planning area could affect the Park in an adverse way. Council's policy is to be vigilant about the potential for such effects when considering approval of development applications in their jurisdiction, and to consult with the Provincial Parks Division, Department of Tourism, Culture, Arts and Recreation in such cases.

### **6.2.8 Minerals, Mines and Petroleum Resources**

The municipal planning area does not feature any active mines or petroleum extraction activity and only limited mineral workings. As noted in Appendix B, copper was briefly mined in the early Twentieth Century, and there is current interest in exploration for minerals. There has been considerable interest in hydrocarbon resources on the west coast of Newfoundland, with several exploratory wells and seismic testing having been carried out.

It is important that exploration for minerals and petroleum be enabled by policies appropriate to the areas in question. This is recognized in Section 5.0 (12) and policies in Sections 6.1(1) and (2), whereby existing mineral workings and mines are permitted in the Mixed Development designation and new development in the mineral exploration, mineral workings, mines, petroleum exploration and extraction classes may be approved at Council's discretion. The Development Regulations include measures appropriate to these land uses.



## **7.0 IMPLEMENTATION**

### ***7.1 Implementation Policies***

The policies of the Municipal Plan for the York Harbour Planning Area will be implemented by the exercise of appropriate Development Regulations, site plan control for larger or more complex development proposals, and a planned sequence of public works.

All amendments to the Development Regulations will be checked against the Future Land Use Map 1 and the policies of the Municipal Plan for the purpose of conformity. This requires proper professional advice and documentation prepared by a qualified planner and due process prior to being submitted to the Minister of Municipal Affairs and Environment for approval.

Before any development can take place, an application must first be made to Council for a development permit. Development may take place only after Council or authorized staff have reviewed the application and issued a permit. If the application is to be considered as a discretionary use or if it is for a variance, the proper process of notice and Council deliberation as detailed in Development Regulations shall be carried out.

Council will consider the application to determine whether it conforms with the requirements of the Development Regulations and the policies of the Municipal Plan. If it conforms, Council will approve the application and inform the applicant and state any conditions that may apply. If the proposed development does not conform to the Municipal Plan and Development Regulations, the application must be refused. Any applicant who is dissatisfied with the decision of Council may appeal to an Appeal Board. The Appeal Board will either confirm the decision or require that Council's decision be varied or reversed.

Anyone who fails to follow the required application process or who otherwise violates the Municipal Plan and Development Regulations can be prosecuted and may be ordered to remove any illegal structure and restore the site and buildings on it to their original state.

Council has authority to grant a variance (not to be confused with a discretionary approval), ie: a departure to a maximum of 10% from the yard, area, lot coverage, setback, size, height, frontage or any other numeric requirement in the applicable Use Zone Table of the Development Regulations. However, the proposed development must conform to the general intent of the

**Municipal Plan.** A proposed development must not change the permitted land use, or significantly negatively impact adjoining properties, by virtue of grant of a variance.

Where Council deems it useful and necessary so as to better consider the details of large or complex projects, a site plan may be required of the applicant.

Municipalities in the province must adopt the National Building Code. Its requirements and administration are separate from those of the Municipal Plan and Development Regulations. Often, building and planning regulations are considered in conjunction with each other, as the prospective builder is usually considering them both at the same time, and the Town may integrate information requirements on a common application form. However, the approval of a building or construction permit under the National Building Code does not signify an approval of a development permit pursuant to the Development Regulations, and vice versa.

Also, Council's policy is that the Town of York Harbour does not provide building inspection services related to the National Building Code; Council's or staff's observations of new construction will be only to ensure that the Development Regulations' requirements are met, such as those concerning location of structures on the lot, parking, driveway location and bridging roadside ditches and sidewalks, building height, and the use of the development.

Those persons requiring building inspection related to compliance with the National Building Code will be advised to retain professional services at their own initiative and expense. Further, the Town does not review building and site plans except to ascertain matters related to the requirements of the Municipal Plan and Development Regulations, such as setbacks and yards of proposed buildings.

Further, the Town does not issue occupancy permits except for occupancy of a building which has been vacant or newly constructed, for which this is required pursuant to section 194 of the *Municipalities Act*.

## **7.2 Public Input in Planning**

Council's policy is to provide information and opportunity for consultation to the community when matters of major importance in municipal planning are to be considered.



### **7.3 Policies Extra to Municipal Plan for Information**

The policies set out in this Municipal Plan are set out as enabled by the *Urban and Rural Planning Act 2000*. The Town from time to time may adopt other regulations as enabled by , such as operation and parking of commercial vehicles on its streets, some of which relate to certain aspects of development. The administration and enforcement of those other policies do not arise from the Municipal Plan nor the Development Regulations.

In order to minimize the risk of overlooking those other policies when dealing with permitting under this Municipal Plan and the Development Regulations, the other policies will be quoted solely for information purposes in the appendices in the Development Regulations.

Enforcement, amendment or repeal of those policies, or the introduction of new policies of like kind, do not involve the Municipal Plan or the Development Regulations. Omitting to include such policies in the Development Regulations does not signify a waiver from compliance with them.

## **8.0 INTERPRETATION**

### ***8.1 Land Use, Boundaries, and Roads***

Users of Future Land Use Map 1 and corresponding Land Use Zoning Map 1 in the Development Regulations are cautioned that the location of roads and other features are approximate, as the available base mapping does not provide highly accurate information in some regards.

In that there is only one land use designation as said in Section 6.0, its boundary is very simple to interpret: the municipal planning area coincides with the municipal boundary, and that defines the boundary of the Mixed Development designation.

### ***8.2 Figures and Quantities Approximate***

Figures and quantities herein shall be considered as approximate on any matter not involving variances. Amendments to the Municipal Plan will not be required for reasonable interpretation of the meaning or precision of other figures or quantities.



## **APPENDIX A: PREPARATION AND APPROVAL**

For a Municipal Plan to gain full legal effect, the following procedure must be undertaken, pursuant to Sections 15 through 24 of the *Urban and Rural Planning Act 2000*:

In brief, the process begins with the preparation of a draft Municipal Plan under the direction of Council. When a draft is prepared to the satisfaction of Council, a process which must include opportunity for public consultation, it is submitted to the Department of Municipal and Provincial Affairs for review.

It is important to note that a Municipal Plan must respect topics that are identified by the Department of Municipal and Provincial Affairs as predominating provincial interests, pursuant to Section 15(3) of the *Urban and Rural Planning Act 2000*. The means by which this was done was by way of a report from an internal body of the provincial government, the Interdepartmental Land Use Committee (ILUC). The ILUC report includes a convenient summary of provincial policies and interests.

A Council may or may not agree with including subjects that are raised in an ILUC report but must include policies and requirements that may of no interest to the Council or indeed be outright offensive to them. In the course of preparation of the Municipal Plan and Development Regulations, those provincial interests are respected, and as much as possible, the documents distinguish between those matters which the Council feels is “theirs” versus those that are mandated by the provincial government.

The ILUC report is briefly summarized as follows:

1. Council should consult with the Provincial Parks Division, Department of Tourism, Culture, Arts and Recreation, concerning any proposed developments that may affect the Blow Me Down Provincial Park, which lies just outside the municipal planning area.
2. NL Hydro asks that Council or developers contact them concerning developments which may encroach on their existing easements and right of ways, or, where easements may be required to service new development.
3. Digital Government and Service NL: asking that the requirement for any development to have permit or approval as is appropriate to the case be noted in the Municipal Plan and Development Regulations.

4. The Water Resources Management Division of the Department of the Environment and Climate Change requires compliance in the Municipal Plan and Development Regulations with regulations and policies concerning several topics involving the water resources of the province, including work in or near a water body or wetland or flood-prone area.
5. The Climate Change Branch of the Department of the Environment and Climate Change and the Geological Survey Division of the Mines Branch of the Department of Industry, Energy and Technology require compliance in the Municipal Plan and Development Regulations with regulations and policies concerning coastal erosion, sea-level rise, geological hazards, energy efficiency.
6. The Department of Fisheries, Forestry and Agriculture requires harmonization of municipal planning regulations with Departmental policies and regulations concerning agriculture, particularly to protect existing and future agricultural activity at all scales. This especially concerns keeping of animals for agricultural purposes in this community.
7. The Crown Lands Division of the Department of Municipal and Provincial Affairs notes the role of Councils in dealing with applications for Crown lands.

When the Department of Municipal and Provincial Affairs has reviewed the draft document and is satisfied that it is acceptable in light of provincial and other government agencies' interests, the Department officially releases it pursuant to Section 15 of the *Act*. Council then, by resolution, is able to adopt the document pursuant to Section 16 of the *Act*.

Council must then advertise and provide for a public hearing at which objections or representations to the adopted document are to be heard. The notice must appear twice in a newspaper circulating in the Municipal Planning Area, in which Council states its intention to seek the approval of the Municipal Plan. The first notice must appear at least fourteen days before the hearing date. The notice must state where and when the Municipal Plan can be inspected and clearly give the time and place for the Public Hearing. These procedures were modified by a special protocol issued by the Department during the COVID19 pandemic which befell the province in 2020 and continued into 2021.

The Hearing is conducted by a Commissioner appointed by the Council. A deadline date for the submission of any written objections or representations is specified in the Act (two days before the hearing). If no objections are received by the deadline, Council may cancel the hearing and proceed directly to approve the Plan. If the hearing proceeds, the Commissioner conducts the meeting and subsequently prepares a report including recommendations. Again, these procedures were modified by a special protocol issued by the Department during the COVID19 pandemic.



Council then considers the report and either approves the Plan (with or without changes) or withdraws the proposed Plan. Council's approval is made pursuant to Section 23 of the *Act*.

An approved Plan then is submitted to the Minister of the Municipal and Provincial Affairs for review and registration, pursuant to Section 24 of the *Act*. For this, the Minister requires two copies of the Municipal Plan which have been certified by the Clerk as having been adopted and approved by Council, a certificate by a Member of the Canadian Institute of Planners (MCIP) that the document complies with the *Act*, the Commissioner's report, and all written objections and representations that may have been submitted for the hearing.

After reviewing the document and determining that it is not contrary to law or a policy of the government of the province, the Minister will register the Plan in the Minister's planning registry and Council will publish a notice to that effect in the provincial government's *Newfoundland and Labrador Gazette* and in a newspaper circulating in the Municipal Planning Area. The date of the publication of the notice in the *Gazette* is the date upon which the Plan comes into effect.

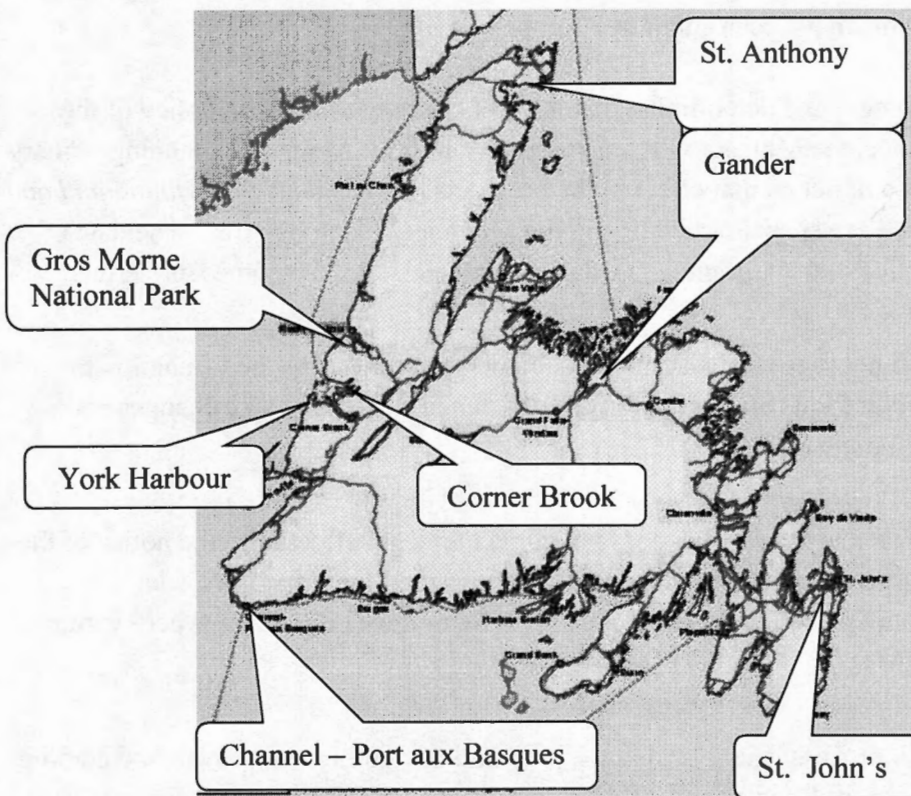
If the Minister chooses to not register the Plan, the document is returned to the Council with information as to the reason for its unacceptability, and Council may then make changes and resubmit the Plan in the same manner.

It is important to recognize that a new Plan does not come into legal effect until the notice of the Minister's registration appears in the *Gazette*. Once in effect, the Municipal Plan is legally binding on Council and any person or party proposing to use or develop land anywhere within the Municipal Planning Area.

A concurrent and parallel process is involved in the preparation, adoption, approval, and coming into effect of the Development Regulations 2021.

## APPENDIX B: HISTORY, ECONOMY AND DEMOGRAPHY

York Harbour is a coastal community lying on Humber Arm, on the west coast of the island of Newfoundland, abutting the western boundary of the Town of Humber Arm South and the eastern boundary of the Town of Lark Harbour. The nearest major urban centre is the City of Corner Brook, less than an hour's drive away. The community's location relative to other Newfoundland coastal communities and sites may be appreciated from the map below.



Before European contact, aboriginal populations in ancient times were present in the area (initially the Maritime Archaic and later their successors), but little is known of them specific to York Harbour. The European fishery began with exploiting the cod resources, with many national fleets active around Newfoundland. Initially, the use of land for processing the fish was seasonal and became contentious between France and Britain as they competed for the stock. In the day, Captain James Cook mapped these waters in the 1760s, and indeed the community is the namesake of one of his ships, HMS York.



Many coastal communities in this province can trace their origins deep into the historic fisheries of France and Britain, going back to the 1700s, but the available histories suggest that significant settlement and fishing on the Bay of Islands began only around the mid-to-late 1800s. In those early years, York Harbour was naturally involved in the fishery, but in contrast to many other communities in those times was also active in mining and logging. A very active copper mine operated from 1903 to 1913; since then there has been some exploration and thoughts that the mine may reopen.

The early 1900s saw the founding of the base of the modern economy of the area, focused on the vast forest resources on the west coast, which attracted investment in paper making after World War I. A mill built in Corner Brook by the International Paper Company of Newfoundland Limited began to produce paper in 1925, and through corporate succession continues to operate today.

By the 1960s, with better roads and economic expansion in the region, travelling to employment outside the community began to prevail. Today's economy and way of life have continued to relate to forestry and an active fishery, but have also been greatly affected by the growth in regional employment in non-resource sectors such as health care and other public services.

The mill and its many directly related enterprises, together with the services and goods industries which are supported by them, became the initial mainstay of the emerging regional economy. In later years, economic activity unrelated to the paper industry grew in the health and public services and tourism sectors, and now their employees outnumber those in papermaking and other manufacturing. The distribution of employment across additional economic sectors has brought strength from diversification.

Review of the population projections produced by the provincial government's Economic and Projects Analysis Division in the Department of Finance confirms a belief that the region's population will be at least stable for the foreseeable future. The most pessimistic scenario for Economic Zone 8, the region in which Corner Brook is centred and where York Harbour is located, shows a forecast of a decrease of about 2.5% over the next 20 years. The most optimistic scenario shows a forecast increase of about 4.1%. The medium scenario forecasts a little bit better than flat rate stability.

In short, the region should expect to have a stable population, largely based on its industries, institutions and services which relate to a broad trading area, plus localized services to residents and tourists. The region should continue to have a diversified economy for which even a middling forecast indicates stability.

The population of York Harbour has not increased by large numbers over recent years, as indicated by the following census numbers:

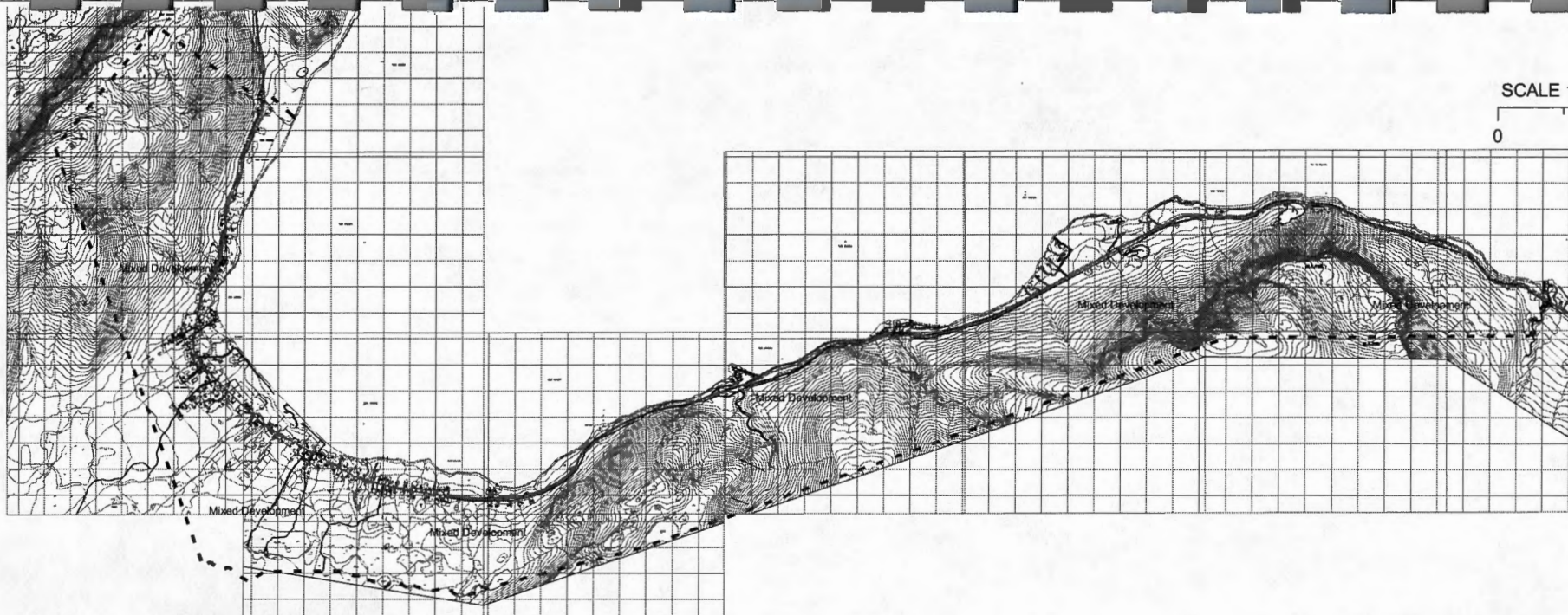
2001	388
2006	360
2011	346
2016	344

The 1991 and 1996 censuses showed that the numbers reached 400 for a decade. The last fifteen years has shown a slow but steady decline since then, though the last five year period saw virtually no change. However, even though the population has not grown, it is important to note that new housing has continued to be built in the community. This is characteristic of an aging population, as the average household size diminishes. Of the approximately 150 dwellings in 2016, that year's census reports that 100 of them comprise one or two people. In younger populations, there are more households with three or more persons.

Town staff report an ongoing, steady interest in building and locating in the community, and the total number of occupied dwellings is rising. This is expected to continue, as the community presents a beautiful natural setting and a quiet, peaceful lifestyle, including amenities such as playgrounds and trails which support the good life which people find here. Council expects to see a continuation of the trend of a small number of new houses being built each year or two, depending on demand and the availability of attractive building lots.

The lack of commercial and industrial development in the community is not surprising. The close proximity of the City of Corner Brook and other communities directly on the TransCanada Highway presents investors with opportunities that will often be seen as more viable there than in the outlying communities like York Harbour. This trend is expected to continue, other than in small scale home businesses and perhaps in tourist accommodations. That is not a bad thing, as there are many good things to say about being a good quality, quiet community set in a very attractive natural landscape.





SCALE 1:50000  
0 1000 m



**Municipal Plan/Amendment  
REGISTERED**

Number 5495-2021-000  
Date Nov. 2, 2021  
Signature [Signature]

**LEGEND:**

----- MUNICIPAL PLANNING AREA  
BOUNDARY AND MUNICIPAL  
BOUNDARY COINCIDE

**FUTURE LAND USE DESIGNATION AS SHOWN :**

MIXED DEVELOPMENT

**NOTES:**

1. The Mixed Development designation applies to the entire municipal planning area.

I, a Member of the Canadian Institute of Planners, certify that this Map 1 for the Municipal Plan document has been prepared in accordance with the requirements of the Urban and Rural Planning Act, 2000

[Signature]  
Jens Jensen, P.Eng., MCIP.

Dated 24th of September 2021

MCIP Seal:



**TOWN OF YORK HARBOUR**

Dated at York Harbour this 14th day of

September A.D. 2021

[Signature]  
Mayor, Town of York Harbour

[Signature]  
Michelle Sheppard  
Clerk, Town of York Harbour

**COUNCIL SEAL**



**HMJ Consulting Limited**  
PROJECT NO. 16-002

5	APPROVED BY COUNCIL	1 SEPT 2021
4	RELEASED BY MAPA	15 JULY 2021
3	FOR s15 URPA REVIEW	2 JUN 2021
2	FOR COUNCIL REVIEW	9 APR 2021
1	FOR ECCM REVIEW	10 MAR 2021

**TOWN OF  
York Harbour**  
  
MUNICIPAL PLAN  
MAP 1  
FUTURE LAND USE  
2020

