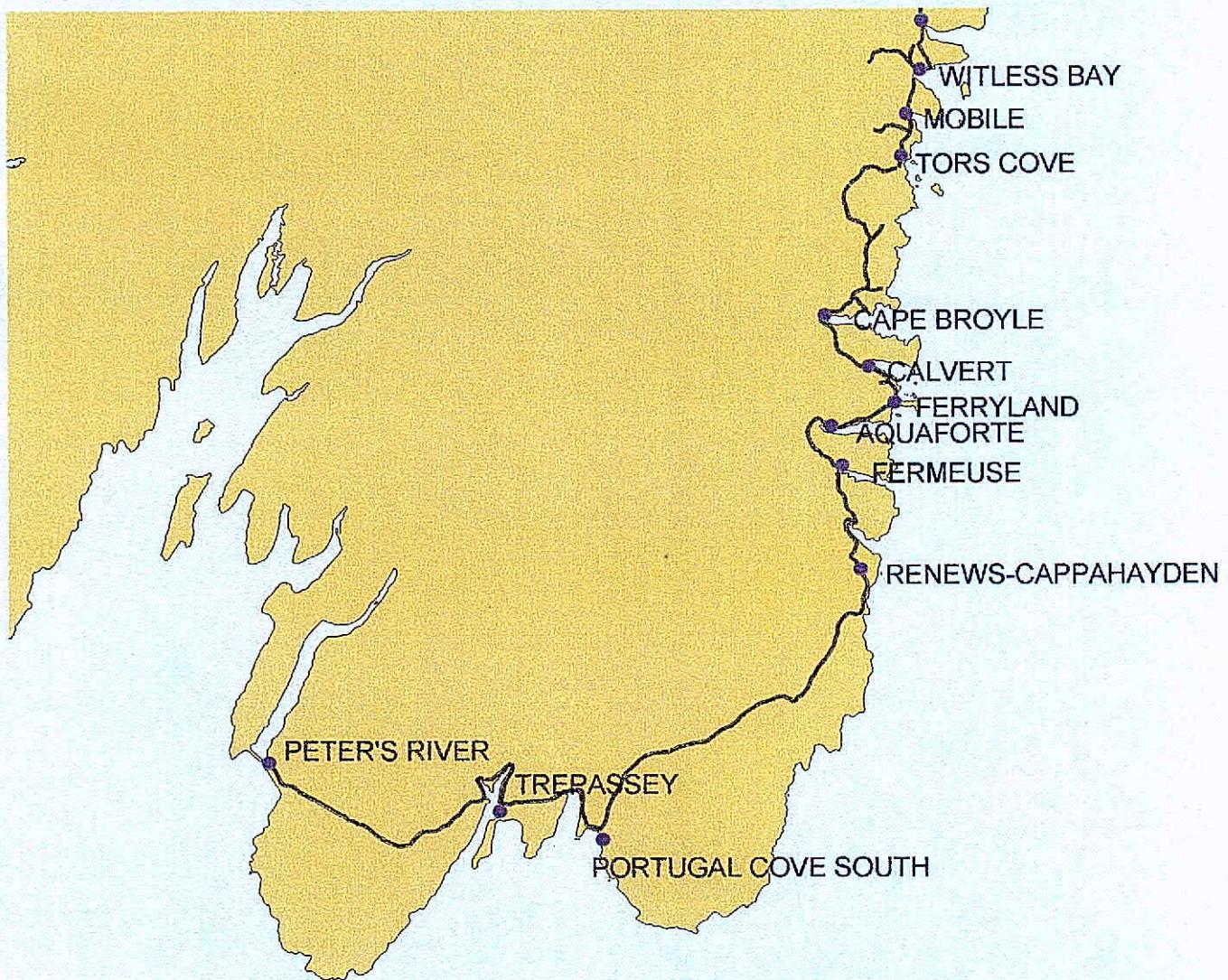


Protected Road Zoning Plan Southern Shore Highway (Route 10) 2002 - 2012



Urban and Rural Planning Division
Department of Municipal and Provincial Affairs

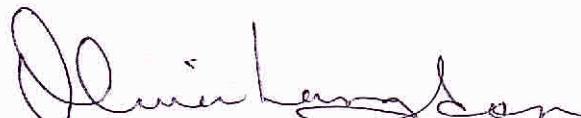
URBAN AND RURAL PLANNING ACT

NOTICE OF APPROVAL

SOUTHERN SHORE HIGHWAY (ROUTE 10) PROTECTED ROAD ZONING PLAN 2002-2012

I, Oliver Langdon, Minister of Municipal and Provincial Affairs, under and by virtue of the powers conferred by the Urban and Rural Planning Act, do hereby approve the Southern Shore Highway (Route 10) Protected Road Zoning Plan, 2002-2012.

Dated at St. John's this 10 day of December, 2002.



Oliver Langdon
OLIVER LANGDON
Minister
Municipal and Provincial Affairs

Municipal Plan/Amendment	
REGISTERED	
Number	PR10 - 2002 - ccj
Date	11 Dec 02
Signature	Oliver Langdon

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PART I**1. FOREWORD**

The Protected Road Zoning Regulations were established to protect critical highways in this Province and maintain them as pleasing, safe, and convenient conveyors of traffic. In attempting to achieve these objectives, it is necessary to impose control over those factors which present a threat to highway safety and amenity including: the location, density and visual characteristics of structural development; the location of highway service functions; and the location of alignment of accesses.

In view of the above requirements, nine (9) specific objectives have been identified as this Department's responsibilities with respect to Protected Roads:

- (a) To restrict sporadic ribbon development along the highway.
- (b) To restrict the number of accesses along the highway, thus reducing the number of potential hazards and expediting the free flow of traffic.
- (c) To ensure that development along the highway is constructed and located in such a manner as not to detract from the amenities of the roadside.
- (d) To ensure that a new development will not create a sanitation hazard in itself or to adjoining property, or in any way have an injurious effect on the property of others.
- (e) To ensure that highway service areas are developed along the highway in locations that will provide assistance to the traveling public in a safe and convenient manner.
- (f) To ensure that the standards of construction conform to the minimum requirements of the National Building Code of Canada.
- (g) To assist in the orderly development of the communities adjacent to the highway.
- (h) To generally ensure that the amenity of the roadside is kept in a pleasing condition.

2. DEPARTMENTAL POLICIES

Over the past several years and in view of the previously discussed responsibilities and objectives, the Department of Municipal and Provincial Affairs has developed several policies with regard to development control on Protected Roads. In general terms, these policies are:

- (a) To identify and quasi-urban areas and provide reasonable limits to their growth adjacent to highways. Where these areas are not presently regulated by land use controls, the Department provides interim zoning.
- (b) To allocate areas for highway commercial development in appropriate and viable rural and urban areas, and to cause this development to locate in clusters so as to minimize disruption of highway safety and utility.
- (c) To identify desirable areas for the location of summer cottage development.

3. ESTABLISHMENT OF CONTROL AREAS

The Protected Road Zoning Regulations stipulate that when a highway is designed as a Protected Road by an Order-in-Council, an area of development control is created by establishing Building Control Lines according to the following schedule:

- (a) Within a Municipality, the Building Control Line shall extend one hundred (100) m either side of the centreline of a Protected Road.
- (b) Outside a Municipal Boundary but within a Municipal Planning Area, the Building Control Line shall extend one hundred and fifty (150) m either side of the centreline of a Protected Road.
- (c) Within an established unincorporated community, the Building Control Line shall be as designated by an existing or proposed Highway Zoning Plan.
- (d) On a Protected Road, other than as described above, the Building Control Line shall extend four hundred (400) m either side of the highway centreline.

The Southern Shore Highway is described in the Protected Road Zoning Regulations as:

(18) Southern Shore Highway

The Southern Shore Highway (Route 10), as existing or proposed, from a point where the southern municipal planning boundary of the Town of Witless Bay, as defined, crosses the highway to a point where the western abutment of the bridge over Peter's River, where it crosses the highway, lies adjacent to the centreline of the highway, excluding those sections of highway conjoint with the communities of Ferryland, Fermeuse and Renews and the Town of Trepassey as per the following descriptions:

- (a) Ferryland - commencing at a point where the northern municipal boundary of the Town of Ferryland, as defined from, crosses the highway and extending to a point where the southern municipal boundary of the community, as defined, crosses the highway;
- (b) Fermeuse - commencing at a point on the highway 400 metres north of the centreline of the access road to Port Kerwin and extending to a point where the centreline of the access road to Kingman's Cove intersects Route 10;
- (c) Renews - commencing at the intersection of Route 10 and the centreline of the northern access to Renews and extending to a point 460 metres south of the southern abutment of the bridge over Old Woman's Brook, where it crosses the highway; and
- (d) Trepassey - commencing at a point 580 metres east of the centreline of Church Avenue and extending to a point where the centre of the bridge over North West Brook intersects the centreline of the highway.

4. **CONTROL PROCEDURE**

A zoning scheme consisting of up to nine (9) separate zones, each with prescribed permitted uses and specific conditions regarding uses, is applied to each highway. Applications occurring in the control area are referred to appropriate Government Departments, and Authorities for comment and concurrence where necessary, prior to the issuance of a decision.

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

PART II - PUBLIC CONSULTATION

The initial phase of the consultation process included referrals to the stakeholder departments within the Federal and Provincial governments. This was followed by written notice to the Municipal Councils and local service districts having jurisdiction along the protected road, and the Irish Loop Development Association. A Public Notice concerning the preparation of the Protected Road Zoning Plan was published in The Telegram.

As a result of these written advisories, public meetings were held with the Combined Councils of the Irish Loop, the Ferryland Town Council, the Irish Loop Development Board, the Colony of Avalon, and the Local Service District of Brigus South.

A Notice of Public Hearings was published in The Telegram, and the hearings proceeded as scheduled on August 12 and August 13, 2002 in Trepassey and Cape Broyle. The Commissioner considered the evidence presented and recommended that the Plan be implemented without modification.

PART III - THE HIGHWAY DESCRIBED

The Southern Shore Highway is described in the Protected Road Zoning Regulations as:

Southern Shore Highway

The Southern Shore Highway (Route 10), as existing or proposed, from a point where the southern municipal planning boundary of the Town of Witless Bay, as defined, crosses the highway to a point where the western abutment of the bridge over Peter's River, where it crosses the highway, lies adjacent to the centreline of the highway, excluding those sections of highway conjoint with the communities of Ferryland, Fermeuse and Renews and the Town of Trepassey as per the following descriptions:

- (a) **Ferryland** - commencing at a point where the northern municipal boundary of the Town of Ferryland, as defined from, crosses the highway and extending to a point where the southern municipal boundary of the community, as defined, crosses the highway;
- (b) **Fermeuse** - commencing at a point on the highway 400 metres north of the centreline of the access road to Port Kerwin and extending to a point where the centreline of the access road to Kingman's Cove intersects Route 10;
- (c) **Renews** - commencing at the intersection of Route 10 and the centreline of the northern access to Renews and extending to a point 460 metres south of the southern abutment of the bridge over Old Woman's Brook, where it crosses the highway; and
- (d) **Trepassey** - commencing at a point 580 metres east of the centreline of Church Avenue and extending to a point where the centre of the bridge over North West Brook intersects the centreline of the highway.

PART IV - ZONING

The Land Use zoning is described in the following pages with the exact location of all zones and building control lines defined by the attached plans. In order to facilitate the establishment and recognition of zoning boundaries and building control lines, the following guidelines were used:

- (a) All measurements from the highway or local roads, unless otherwise stated or depicted refer to a measurement from the centreline of the highway.
- (b) All references to points and distances from the highway shall unless stated or depicted to the contrary, be taken to be perpendicular measurements from the highway centreline.
- (c) All zones and lines running in the direction of the highway dealing with zoning boundaries shall, unless otherwise stated or depicted, refer to lines running parallel to the centreline of the highway.

1. URBAN ZONING

There are twelve communities having right of way occupation on the protected portion of the road. Cape Broyle, Renews-Capahayden, Ferryland, Trepassey, and Portugal Cove South are the only incorporated municipalities, while the communities of Tor's Cove, Mobile, Calvert, Brigus Junction South, Aquaforte, Fermeuse, and Peter's River remain unincorporated.

The Protected Road passes through the planning jurisdictions of the Towns of Cape Broyle and Ferryland. This results in a dual system of control exercised by the Authority and the respective Councils, and the need for a consultation process prior to the decision on an application. Ferryland has an approved Municipal Plan while Cape Broyle has Interim Development Regulations.

Section 10 of the Protected Road Zoning Regulations states "That where a protected road passes through an area covered by an approved plan made under the provisions of Part II, III, IV, V or VI of the Act, the land included shall be used only in accordance with the approved plan and associated regulations." Therefore, the provisions of the Municipal Plan for the Town of Ferryland are automatically applied.

The Town of Cape Broyle has Interim Development Regulations but no Municipal Plan. Therefore, this Protected Road Zoning Plan zones the highway corridor through the planning area for appropriate land uses.

Within the unincorporated and incorporated areas, other than Ferryland and Cape Broyle, the Government Service Centre is the only body exercising development control. In most instances where urban development within the unincorporated communities lies on the highway right of way, the building control line has been arbitrarily reduced to 100 m from the highway centreline and within the incorporated area, it is legislatively reduced to 100 metres.

2. RURAL ZONING

Rural Zones (Highway Service, Summer Cottage, Rural Residential, and Rural Conservation) were developed to assist in the implementation of this Department's objectives in sparsely developed or underdeveloped areas. This is achieved by the application of blanket performance standards on rural areas and the designation of specified lots of land for comprehensive summer cottage, highway service activities, and rural residential uses.

All four zones are applied on the Protected Road.

2.1 Summer Cottage Zoning

There are 4 summer cottage zones on the Protected Road. These are located at Tors Cove Pond, Hell Hill Pond near Lamaline, Clan Pond, and Chance Cove. Isolated cottage development outside these zones is prohibited. Applications for summer cottage development

will not be approved outside these zones unless it is accompanied by a subdivision proposal and the zoning is amended accordingly.

2.2 Highway Service Zoning

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

The only Highway Service Zone on the Protected Road is located just south of Cape Broyle. Presently, it is the site of a foundation of a service station which was destroyed by fire. This zone allows for the re-development of this site plus the development of one adjacent lot.

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

2.3 Rural Residential Zoning

The Rural Residential Zone is applied to areas outside a community where there is a demand to develop large tracts of private land for residential purposes. Development in this zone will be of a low density type.

2.4 Rural Conservation Zoning

All other land not zoned for urban related uses, summer cottages, highway service, or rural residential is zoned as Rural Conservation.

SCHEDULE 'A'

ZONING TABLES

MIXED ZONE CODE (M)

Permitted Uses	Minimum Lot Frontage (1)	Minimum Sideyard (2)		Remarks	
(a) Residential (M1)(3)	As per Res. Zone	As per Res. Zone		(1)	The minimum lot frontage in the case of an irregular shaped lot shall apply to the lot width at the building line.
(b) Public (M2) church, public hall, school, hospital or institution	30 m	3 m -	4.5 m	(2)	A sideyard distance of not less than 7.5 metres shall be provided where a public, commercial, highway commercial, or light industrial development abuts on a residential zone. Sideyard widths shall be clear of projections, except eaves and chimney stacks not greater than 60 centimetres in extent.
(c) Commercial (M3) motel, tavern, shop, office or place of amusement	30 m 15 m	3 m 3 m	4.5 m -	(3)	The minimum lot requirements for a residential development in this zone are identical to those in a residential zone.
(d) Highway Commercial (M4) motel service station restaurant	45 m 45 m 30 m	3 m 3 m 3m	4.5 m 4.5 m -	(4)	Minimum lot requirements refer to developments located on a fully serviced lot. Where full services are unavailable, lot requirements will be as specified by the appropriate authority.
(e) Hospitality home or other tourist establishments (M5)	30 m	3 m	4.5 m	(5)	In all cases, the minimum rearyard shall be 7.5 metres or as specified by the Authority or the Dept. of Health.
(f) Light Industrial (M6)	As required	As required		Note:	The mixed zone may be applied in part or in whole. That is, development within an area may be restricted to any one or more of the 6 permitted uses in a mixed zone.

MIXED ZONE CODE (M).....cont'd

Further requirements:

Light Industrial	<ol style="list-style-type: none">1. (1) In each case for light industrial developments, lot requirements will be as specified by the Authority, the Department of Works, Services and Transportation, Department of Environment, or any other authority considered appropriate.(2) All light industrial developments will conform to an approved aesthetic and safety standard, all material will be stored within buildings and materials processed will be non-volatile either initially or at any stage of production.(3) No storage shall be permitted in front of the building line and tree screens are to be provided when this development abuts on a residential zone.
Accessory Structures	<ol style="list-style-type: none">2. Accessory structures may conditionally be permitted but shall not exceed a single storey in height, shall be clearly incidental and complementary to the use of the main buildings in character, use and size, and shall be contained on the same lot.
Mobile Homes	<ol style="list-style-type: none">3. (1) At the discretion of the Authority, the singular location of a mobile home may be permitted in a mixed zone, however, siting requirements will be as for detached dwelling units in a residential zone.(2) If a mobile home subdivision is located within the community concerned, the location of the mobile home will be restricted to that subdivision.

HIGHWAY COMMERCIAL ZONE - CODE (HC)

Permitted Uses	Minimum Lot Frontage	Minimum Building Line	Minimum (1) Sideyard	Minimum (3) Rearyard	Remarks
(a) Motel	60 m	See (4)	3 m	7.5 m	(1) When a development in a highway commercial zone is adjacent to a residential zone, the sideyard distance to the highway commercial development on the adjacent side shall be increased by 12 metres.
(b) Restaurant	45 m	See (4)	3 m	7.5 m	(2) Parks and marinas shall be suitably screened from a use which generates excessive noise and movement.
(c) Tourist Information Chalet	60 m	See (4)	3 m	7.5 m	(3) The minimum rearyard will be increased to a distance as prescribed by the Authority, the Dept. of Health or the Dept. of Environment if the rear of the development lies opposite a residential development.
(d) Travel Trailer Park (2)	-	90 m	-	-	(4) The minimum building line shall be in accordance with Section 21.
(e) Craft Shop	45 m	See (4)	3 m	7.5 m	(5) Minimum lot requirements refer to sites provided with complete off-lot services approved by an Authority. Where the sites are only partially serviced or unserviced, minimum lot requirements will be as specified by the Dept. of Health or the Dept. of Environment.
(f) Tourist cabins	60 m	See (4)	6 m	7.5 m	
(g) Camping Park (2)	-	90 m	-	-	
(h) Rest Park (2)	-	90 m	-	-	
(i) Marina (2)	-	90 m	-	-	

HIGHWAY COMMERCIAL ZONE - CODE (HC).....cont'd

Further Requirements:

Lounges	1. Lounges will only be permitted in conjunction with motels, hotels, and tourist lodges, operating year round and having a minimum of 6 sleeping units.
Snack Bars and other Markets	2. (1) Snack bars, convenience stores and farmers/fish markets will only be permitted in conjunction with a principle use. (2) Where permitted, they shall be subordinate to, while forming an integral part of the principle use.
Accessory Buildings	3. (1) Accessory buildings may be permitted subject to the approval of the Authority. (2) If permitted, they shall be sited and located so as to preserve the amenities of the area and form an integral part of the development.
Truck Stops	4. (1) Truck stops, being an area of a building set aside for the temporary use of truckers and which may include sleeping units, showers and washrooms and a television room, shall only be permitted in conjunction with a motel, restaurant or service station. (2) The area within the building shall be so located as not to interfere with the normal services of the establishment.

BUFFER ZONE

Code (B)

Permitted Uses:

Only home gardening or an open space or playground will be permitted in a buffer zone.

Requirements:

Home Gardening

1. (1) Only agricultural structures designed for the storage of equipment or produce with a floor area of less than 45 square metres, fencing, and accesses, may be permitted in conjunction with an agricultural use in a buffer zone.
- (2) These developments, if permitted, must conform to those aesthetic requirements that are prescribed by the Authority.

Open Space or Playground

2. (1) An open space or playground may be permitted in a buffer zone if the use is restricted to in excess of 45 metres from the centre line of a Class I protected road, and in excess of 30 metres from the centre line of other protected roads.
- (2) In either case, access to that use shall be via other means than the highway, and playgrounds shall be suitably fenced adjacent to the highway to prevent pedestrian access and egress.

Access

3. (1) Direct access from a highway to a proposed development in a buffer zone will only be permitted if no alternate route exists and if that use presents no inconvenience or hazard to highway traffic.
- (2) All accesses will meet with those conditions imposed by the Authority and the Dept. of Works, Services and Transportation.

RESTRICTED DEVELOPMENT ZONE

Code (RD)

Permitted Uses:

Any development may be permitted in a restricted development zone which, in the opinion of the Authority, is compatible with the hazard or where site preparation renders the hazard ineffectual, and where the proposed development poses no threat or inconvenience to the highway or any adjacent property and is compatible with the adjacent land use.

Requirements:

Lot Requirements

All development must conform with these regulations and the applicable land use standards prescribed in the mixed zone as well as additional conditions considered necessary by the Authority.

RURAL CONSERVATION ZONE

Code (RC)

Permitted Uses and Requirements:

Agricultural Use

1. (1) Any agricultural operation may be permitted in a rural conservation zone, subject to the approval and conditions imposed by the Dept. of Forest Resources and Agrifoods, the Dept. of Works, Services and Transportation, the Dept. of Environment, and the Authority.
- (2) Developments shall, where possible, be screened from highway view to the satisfaction of the Authority.
- (3) A residential unit may only be erected in conjunction with an agricultural use in a rural conservation zone if the residence is subsidiary to the agricultural use, which must be a full time commercial operation as described by the Dept. of Forest Resources and Agrifoods, and if the occupier of the residence is actively engaged in agricultural activity on the same parcel of land upon which the residence is proposed.
- (4) Notwithstanding the above, a residential unit will only be permitted provided the farm development shows a demonstrated market to the satisfaction of the Dept. of Forest Resources and Agrifoods and has one or more of the following minimum operations:
 - (a) greenhouse production, permanent greenhouse structures of a minimum of 370 metres squared in operation with adequate land base for subsidiary cropping;
 - (b) root crops, 8 hectares of land with 4 hectares in production plus required ancillary buildings, adequate storage and cropping, washing and packaging equipment;
 - (c) strawberries, raspberries, 8 hectares of land with 3 hectares in production plus required ancillary buildings and cropping and handling equipment.
 - (d) livestock or poultry operations, provided the development is operational, the number of animal units is to a standard required by the Dept. of Forest Resources and Agrifoods, and suitable structures designed to accommodate the livestock or poultry have been completed and the required land base is in production; and
 - (e) an equivalent combination of the above or other types of agriculture as approved by the Dept. of Forest Resources and Agrifoods.
- (5) With the exception of residences and fruit and vegetable stands, which must conform to Section 21, agricultural buildings shall be restricted to in excess of 90 metres from the highway centre line, unless mitigating factors require a somewhat lesser setback, in which case the discretion of the authority can be utilized.

RURAL CONSERVATION ZONE - CODE (RC).....cont'd

Forestry Use

2. (1) Any use directly associated with the harvesting of timber may be permitted in a rural conservation zone.

(2) Residences ancillary to the main use may conditionally be permitted in accordance with the requirements of Section 21, while all other uses will be restricted to in excess of 90 metres from the highway centreline.

(3) Development shall, where possible, be screened from highway view to the satisfaction of the Authority and, where excessive noise is generated, it shall be located a minimum of 90 metres from any other development.

Fisheries Use

3. (1) Any development associated directly with the harvesting of fish may be permitted in a rural conservation zone.

(2) Structures shall not be located within 45 metres of the highway centre line.

Mining and Quarrying Use

4. (1) Any development associated with mineral extraction may be permitted in a rural conservation zone.

(2) All developments of this nature shall be maintained at a distance of 90 metres from the highway centre line, and shall be screened from highway view to the satisfaction of the authority.

(3) Upon conclusion of operations, all refuse shall be removed, rough landscaping carried out and all accesses removed.

Public Recreation Use

5. The following developments may be permitted in a rural conservation zone:

(a) provincial and municipal parks may contain rest and camping parks, marinas, public conveniences and accessory buildings;

(b) recreational clubs, including golf courses, ski clubs, boating, swimming and those structures associated directly with recreational clubs and where essential, dwelling units and accessory buildings may be permitted;

(c) public rest parks, may include natural reserves, historical sites and monuments, scenic routes, viewpoints, picnic tables, fireplaces and public conveniences; and

(d) natural reserves may only have scenic routes and viewpoints.

RURAL CONSERVATION ZONE - CODE (RC).....cont'd

Commercial

Recreational Uses

6. (1) Uses which, because of their nature and large land requirements, would not normally be compatible with urban uses of highway service centre developments may be permitted in this zone, including travel trailer parks, golf courses and driving ranges, ski slopes, recreational resorts, theme parks, including amusement parks, etc.

(2) Amusement parks must have a minimum of 3 attractions, i.e. bumper boats, go cart tracks, mini golf, etc.

(3) Developments in these classes shall be set back on a minimum of 55 metres from the centre line of the highway, and adequate parking shall be provided.

Rural Industrial Uses

7. (1) Only industrial developments which, because of their nature, would be considered hazardous and incompatible to urban uses will be permitted in this zone.

(2) Developments of a rural industrial nature shall be set back a minimum of 100 metres from the centre line of the highway with a tree screen of not less than 50 metres, and shall be separated from adjacent incompatible developments by a minimum of 150 metres with a tree screen of not less than 100 metres.

(3) Development located in these areas shall be so designed and located as to preserve the natural amenities of the area, and adequate parking, as prescribed by the Authority, shall be provided.

**Private Recreational
Travel Trailer Parks**

8. (1) Only travel trailers as defined in these regulations may be permitted in these areas.

(2) There shall be a minimum of 10 trailer lots in a park and a maximum of 100 and each trailer owner shall be assigned a specific lot.

(3) Lots shall be of a size approved by the Department of Health, and not inconsistent with lot sizes associated with commercial travel trailer parks or sites within provincial parks.

(4) Each park shall have adequate bathroom facilities, suitable children's playgrounds and a road network acceptable to the Authority, and any other concerned departments and waste disposal shall be as per conditions specified by the Dept. of Environment.

(5) Travel trailer lots shall be set back a minimum of 60 metres from the centre line of the highway, and adequate screening must be provided between the highway and all sites.

Cemeteries

9. Cemeteries

RURAL RESIDENTIAL ZONE

Code (RR)

Permitted Uses and Requirements:

1. (1) Only dwellings on low density residential lots having a minum of 2 hectares and a minimum frontage of 75 metres will be permitted in this zone.
1. (2) Rural residential zones will only be designated on Class II and III protected roads.

COTTAGE ZONE

Code (C)

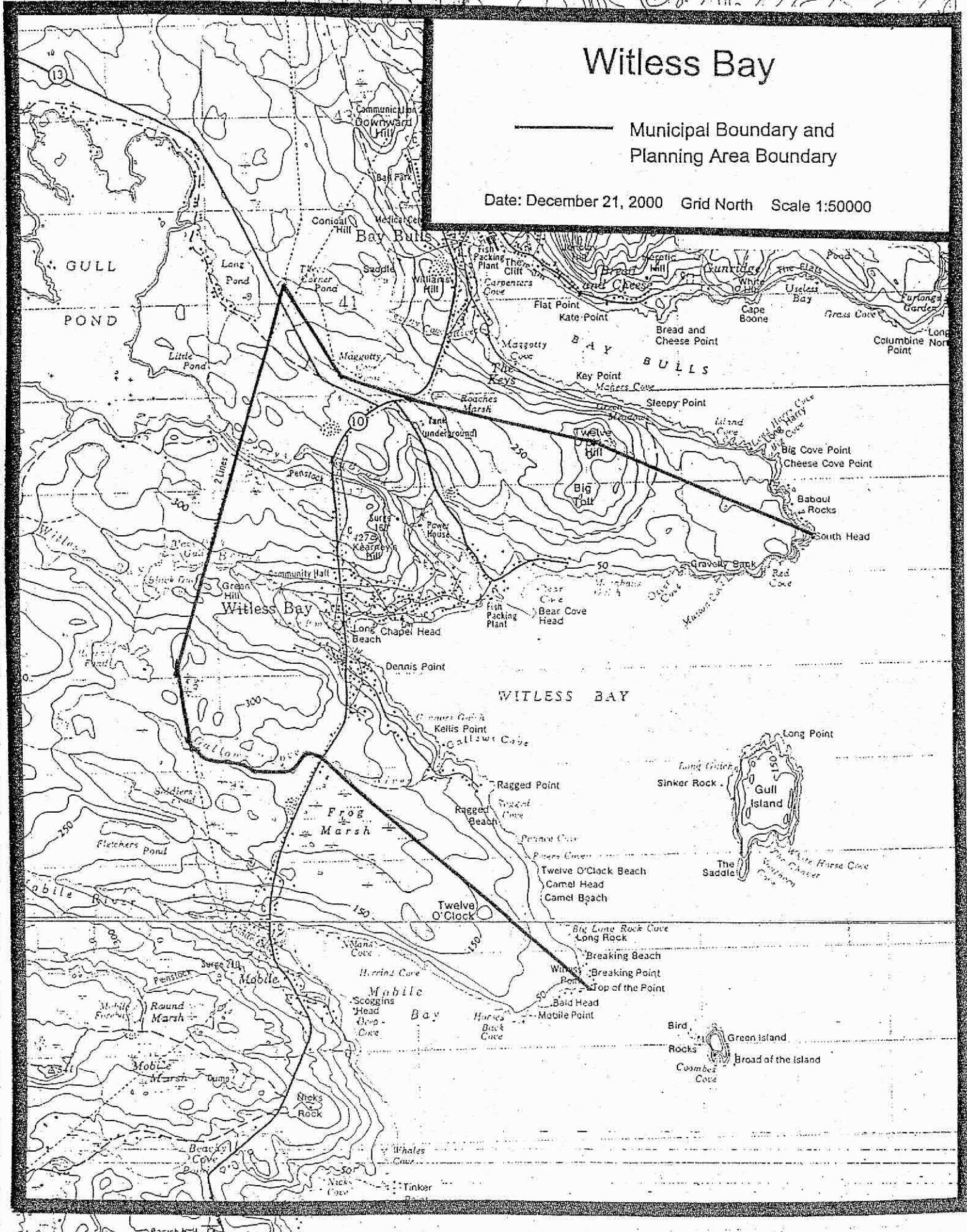
Permitted Uses and Lot Requirements		Remarks
1. Cottages	(a) Minimum lot area - 3000 square metres (b) Maximum lot area - 4000 square metres (c) Minimum lot frontage - 30 m (1) (d) Maximum lot frontage - 45 m (e) Minimum sideway distance - 7.5 m (f) Minimum setback - 15 m (g) Minimum rearyard - 15 m (h) Minimum floor area - 20 square metres	(2) In the case of irregular shaped lots, the minimum lot frontage shall apply at the building line. (3) Setbacks refer to the distance from the front lot line bordering on the road to the property. (4) Only one retail store shall be permitted for every 50 cottages, or part of them within the cottage zone. (5) In general, retail stores shall be located away from existing or proposed private cottages. However, where they can only be accommodated in close proximity to cottages, the written consent of the affected cottage owners must be obtained prior to a development permit being issued. (6) Retail stores shall cater to the cottage development and not the highway trade. In no circumstances shall they front on a protected road nor shall they be permitted to erect a sign on a protected road.
2. Accessory Structures	(a) Minimum setback - 7.5 m (2) (b) Minimum rearyard (excluding boathouse) - 15 m	
3. Retail Stores	(a) See remarks (3), (4) and (5) (b) Lot dimensions as per cottage standard	

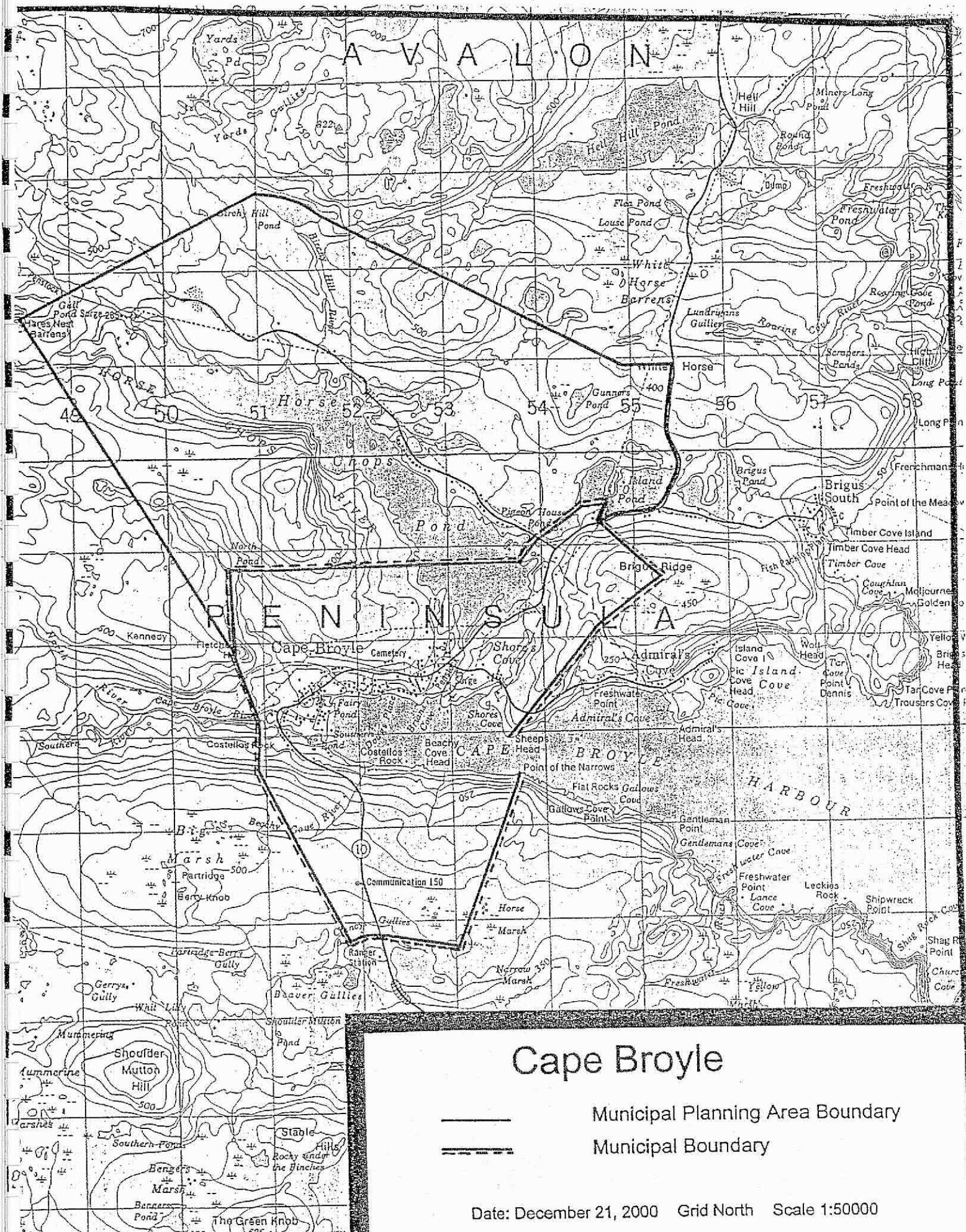
SCHEDULE B
MUNICIPAL PLANNING AREAS
AND
MUNICIPAL BOUNDARIES

Witless Bay

Municipal Boundary and
Planning Area Boundary

Date: December 21, 2000 Grid North Scale 1:50000





Cape Broyle

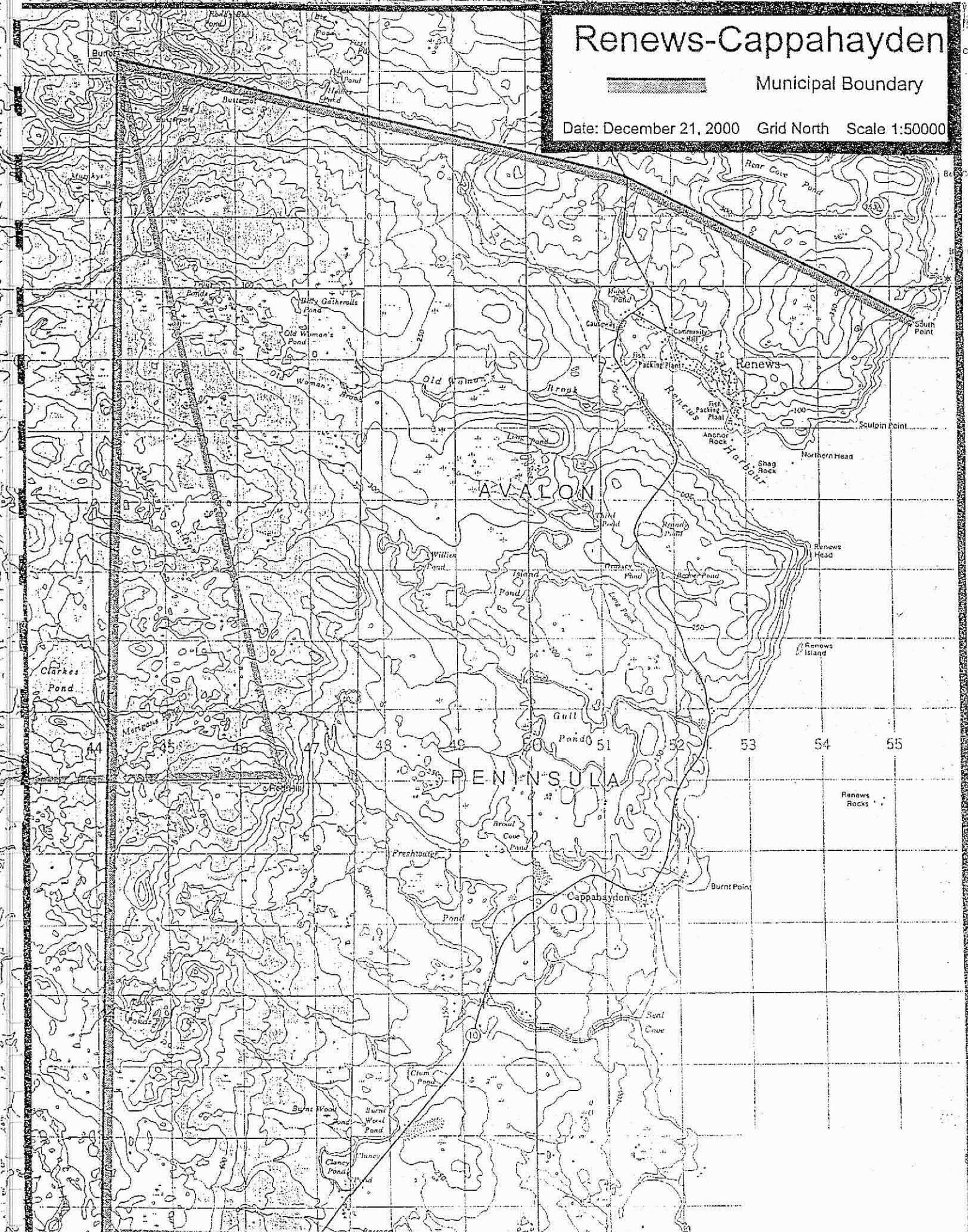
Municipal Planning Area Boundary
Municipal Boundary

Date: December 21, 2000 Grid North Scale 1:50000

Renews-Cappahayden

Municipal Boundary

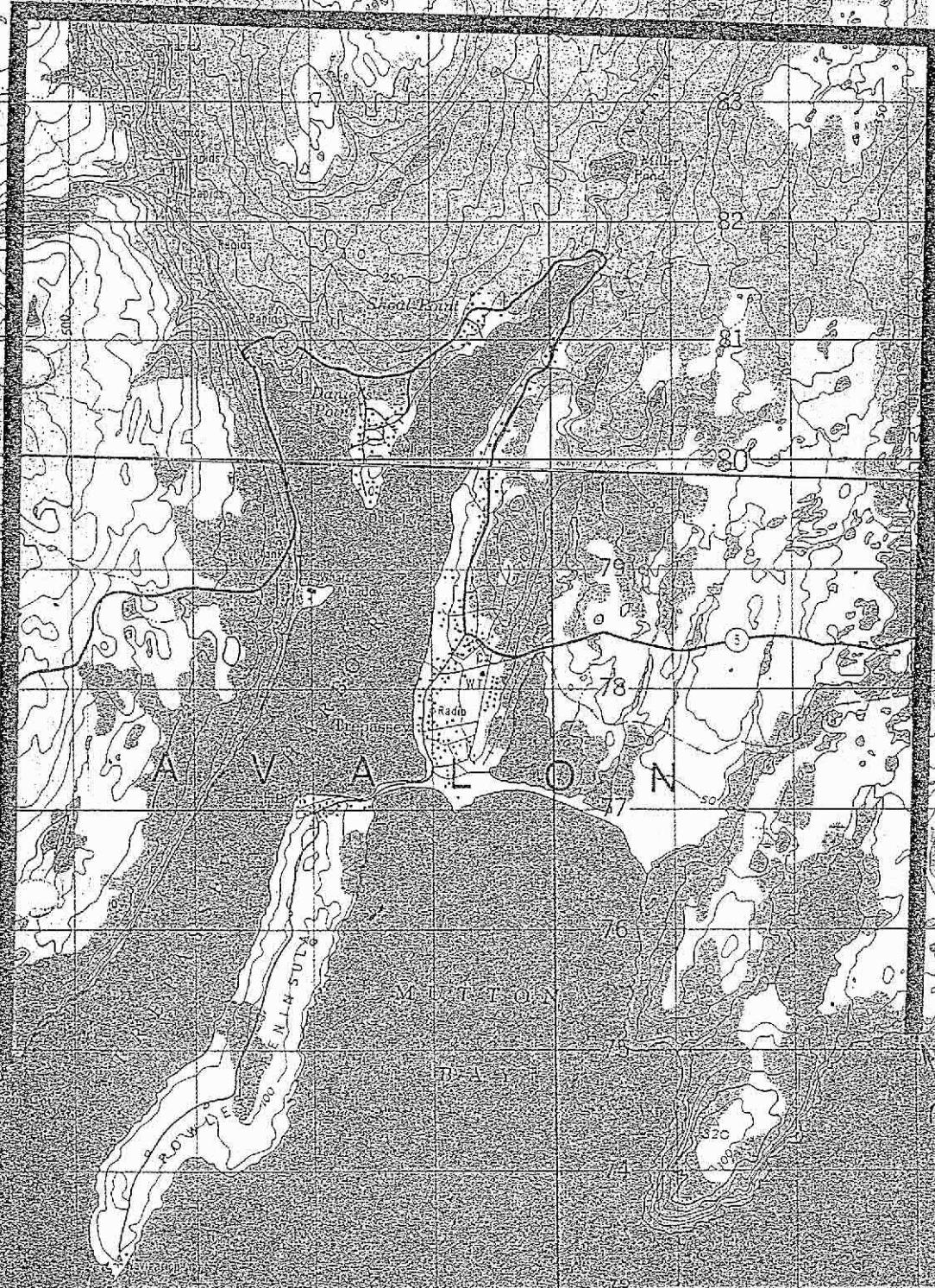
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Trepassey

Municipal Boundary

Date: December 21, 2000 Grid North Scale 1:50000

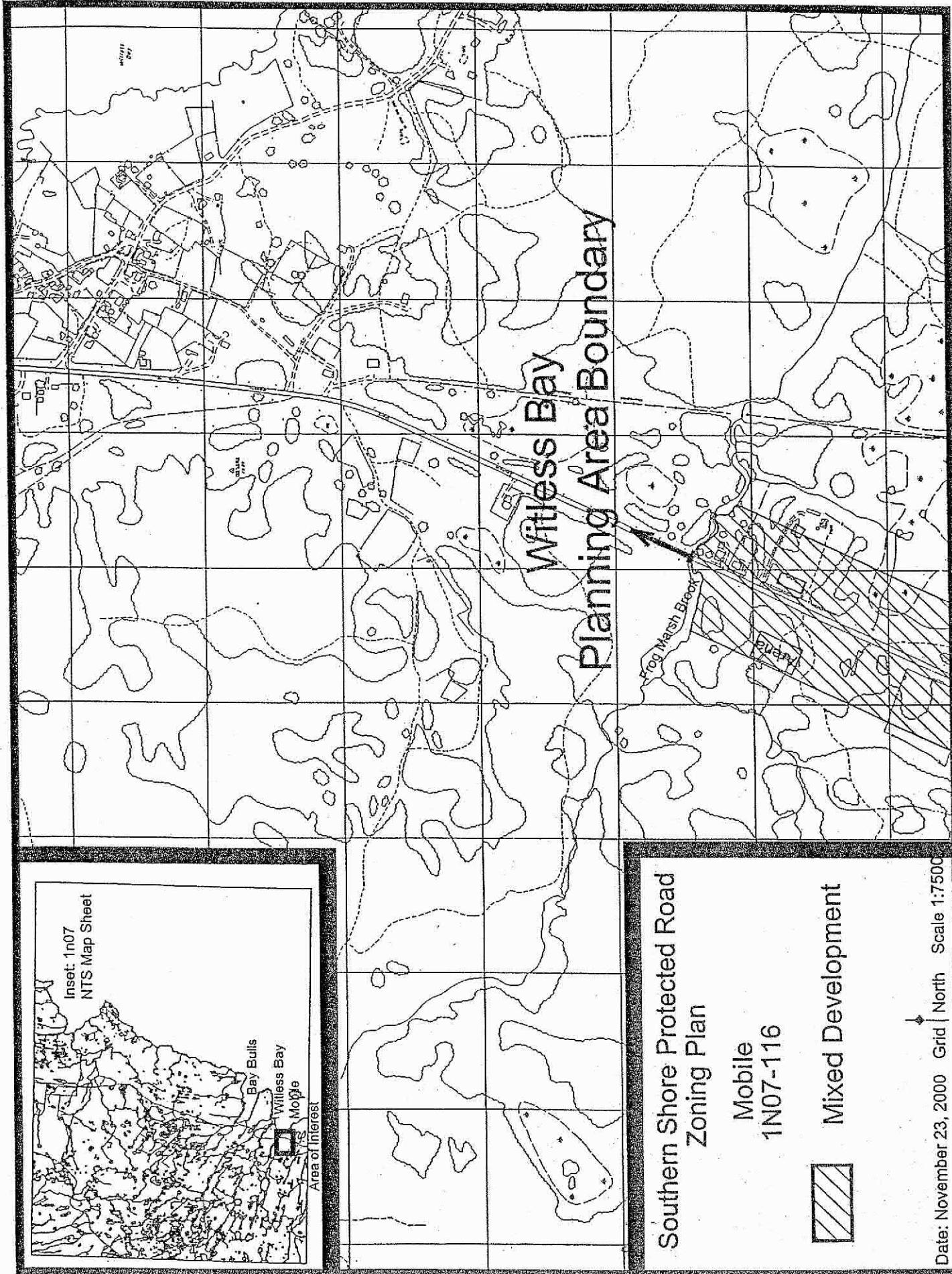


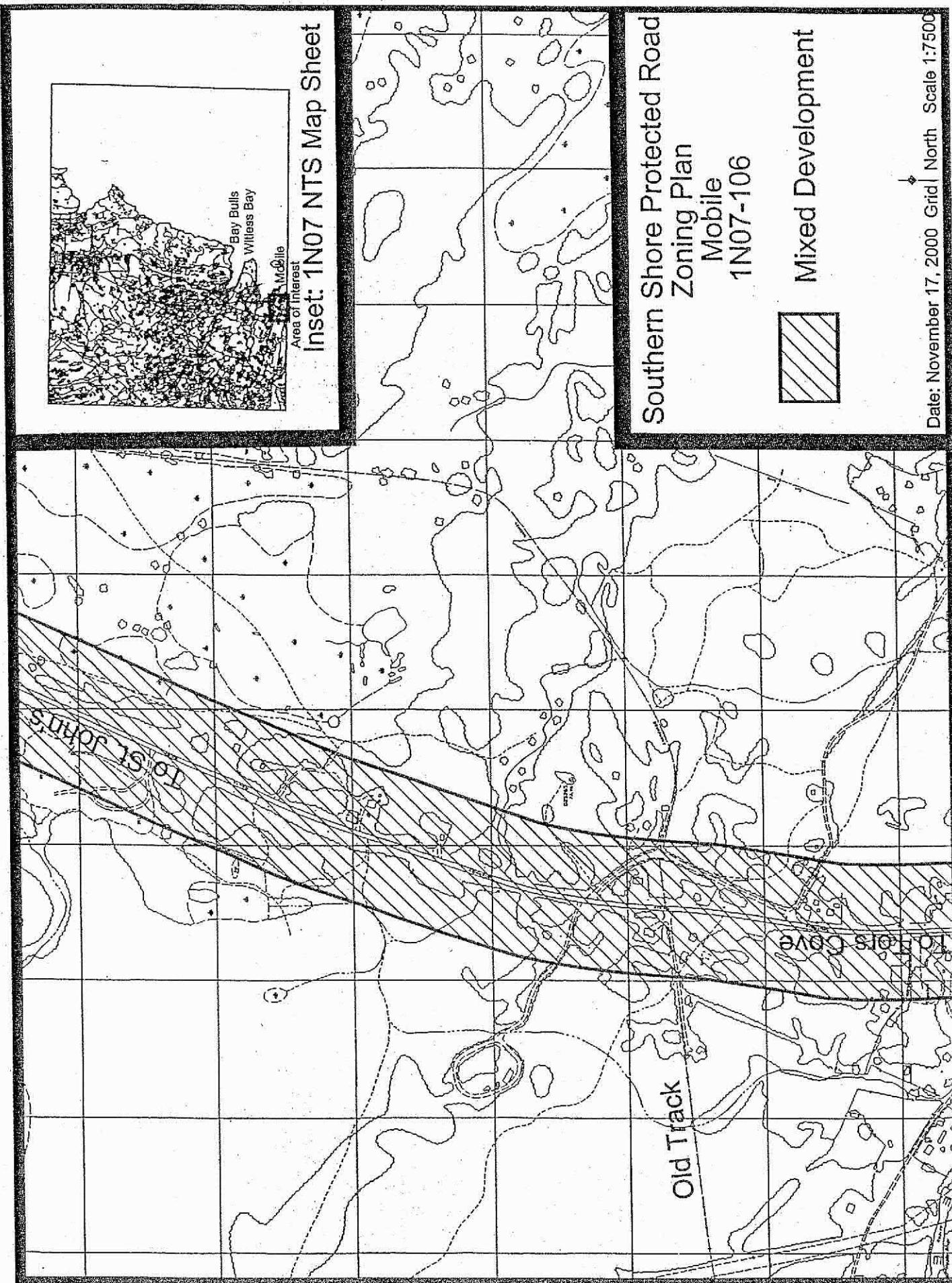
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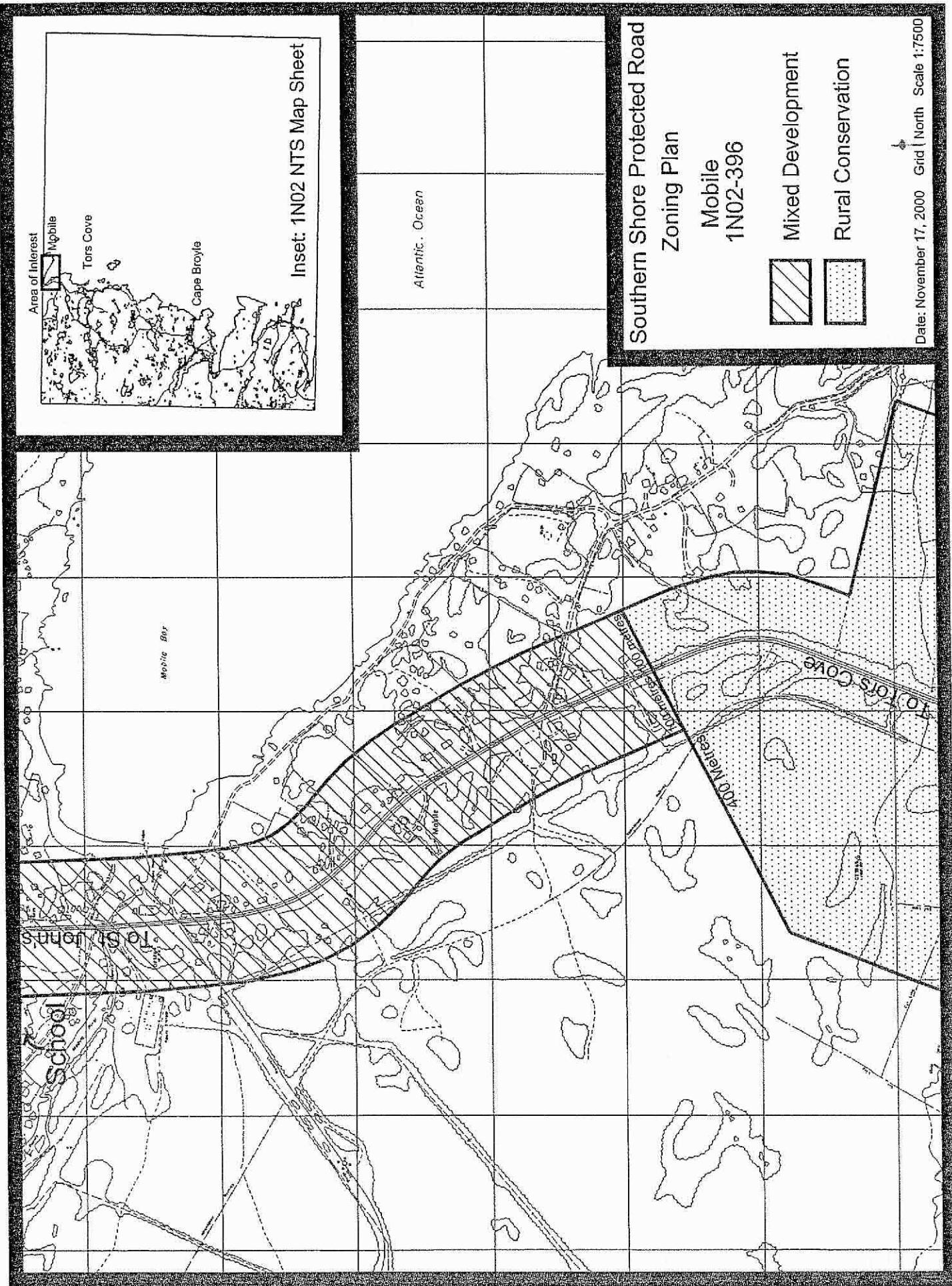
ZONING MAPS

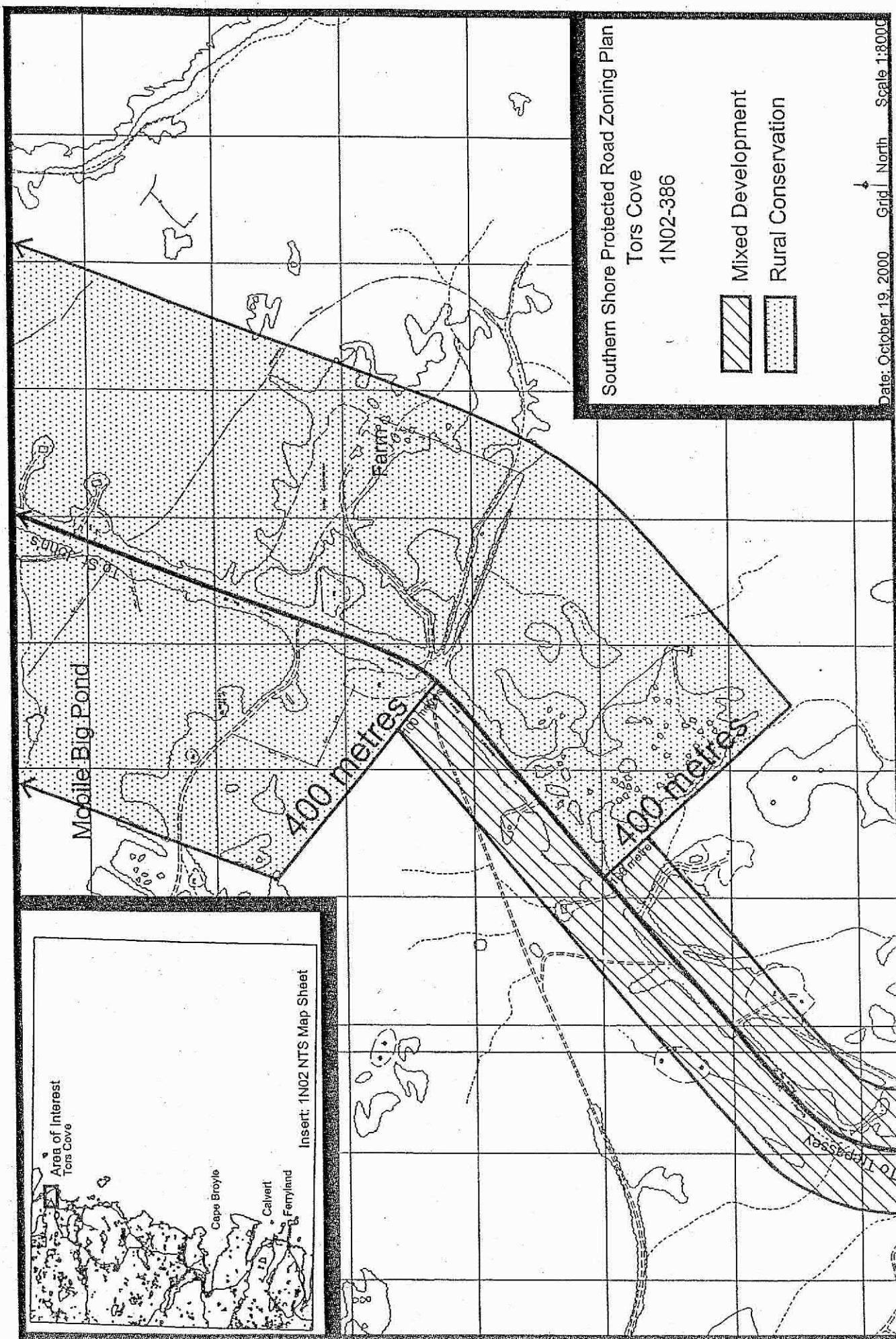
URBAN ZONING

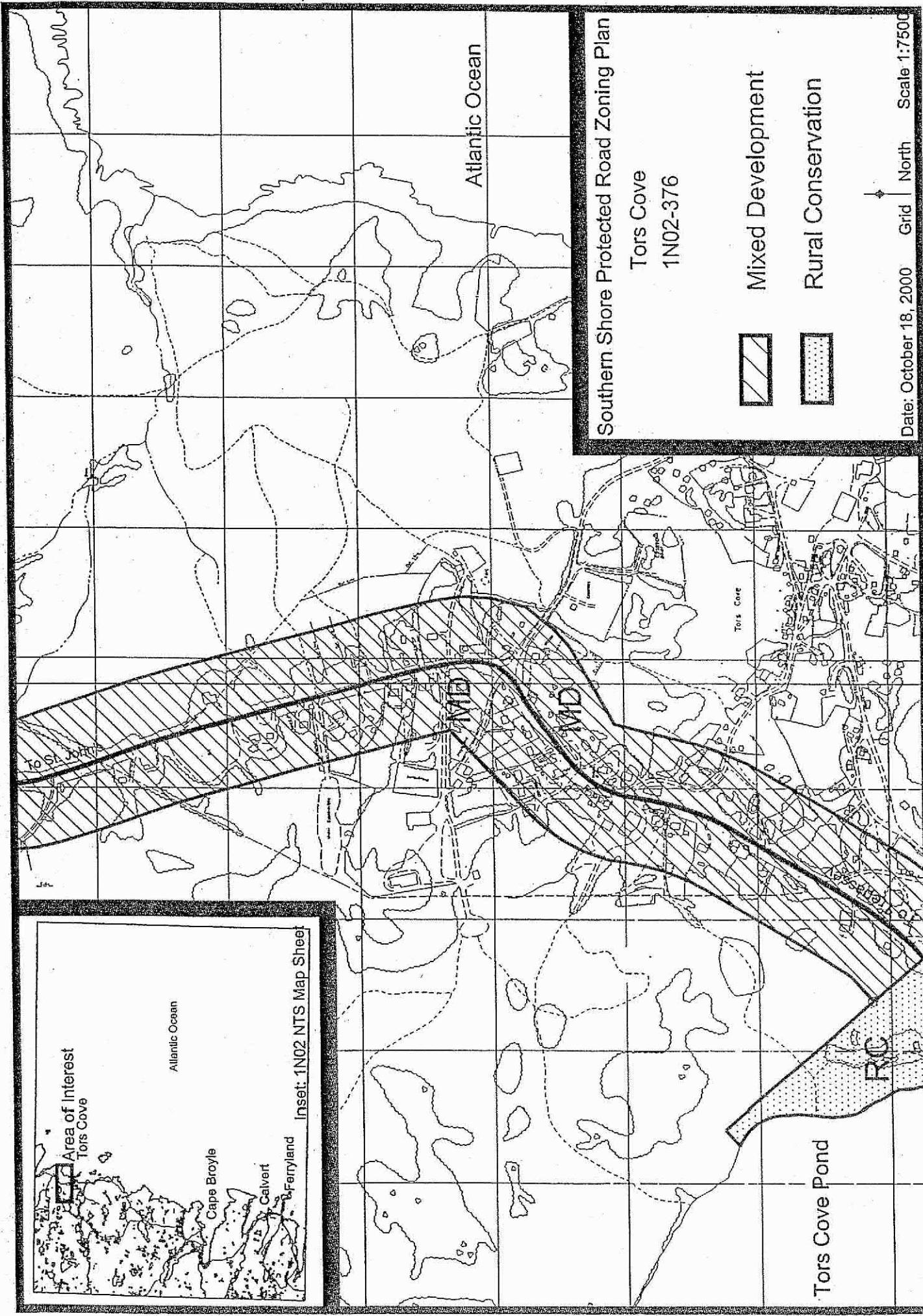
MAPS

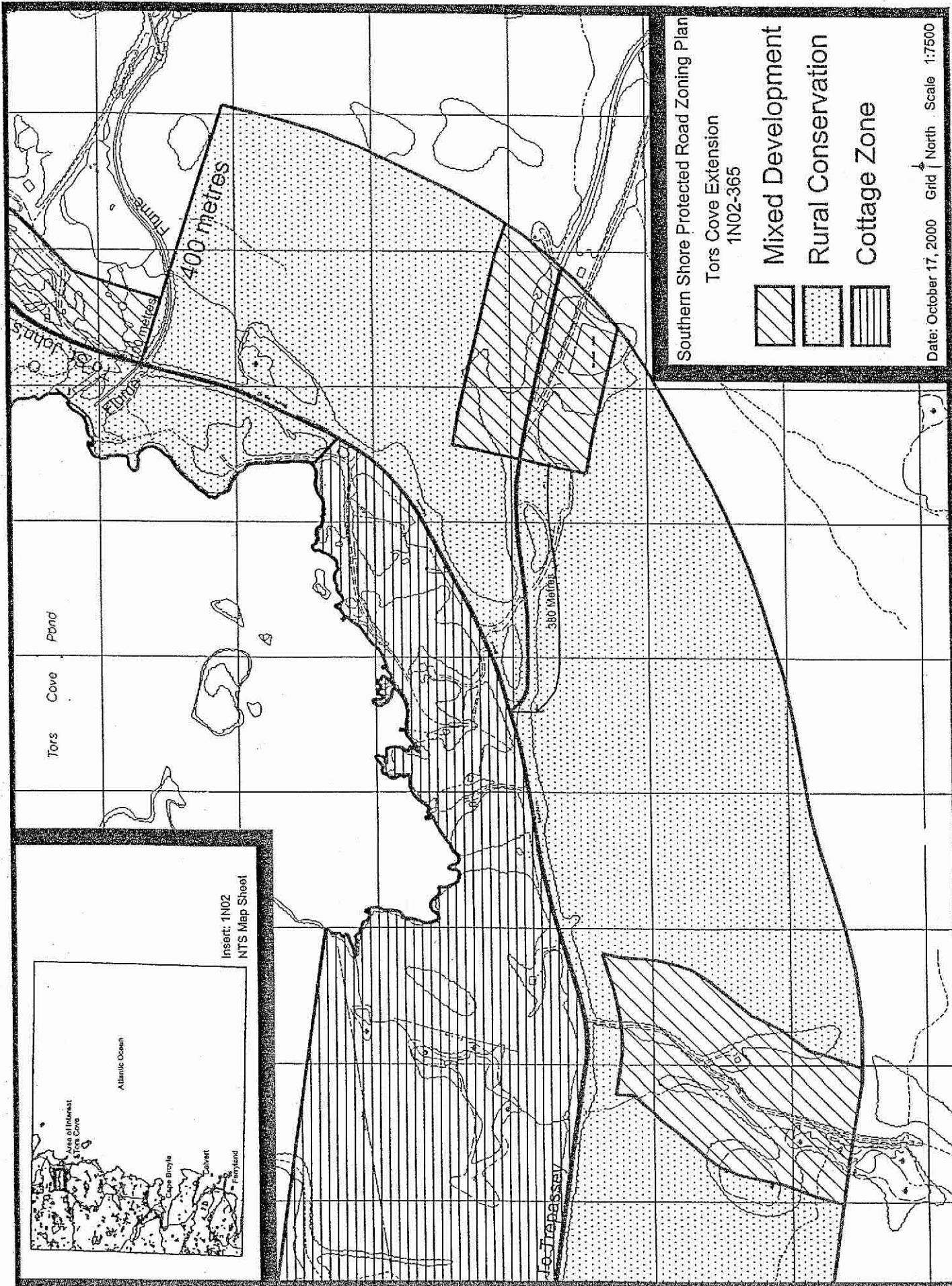


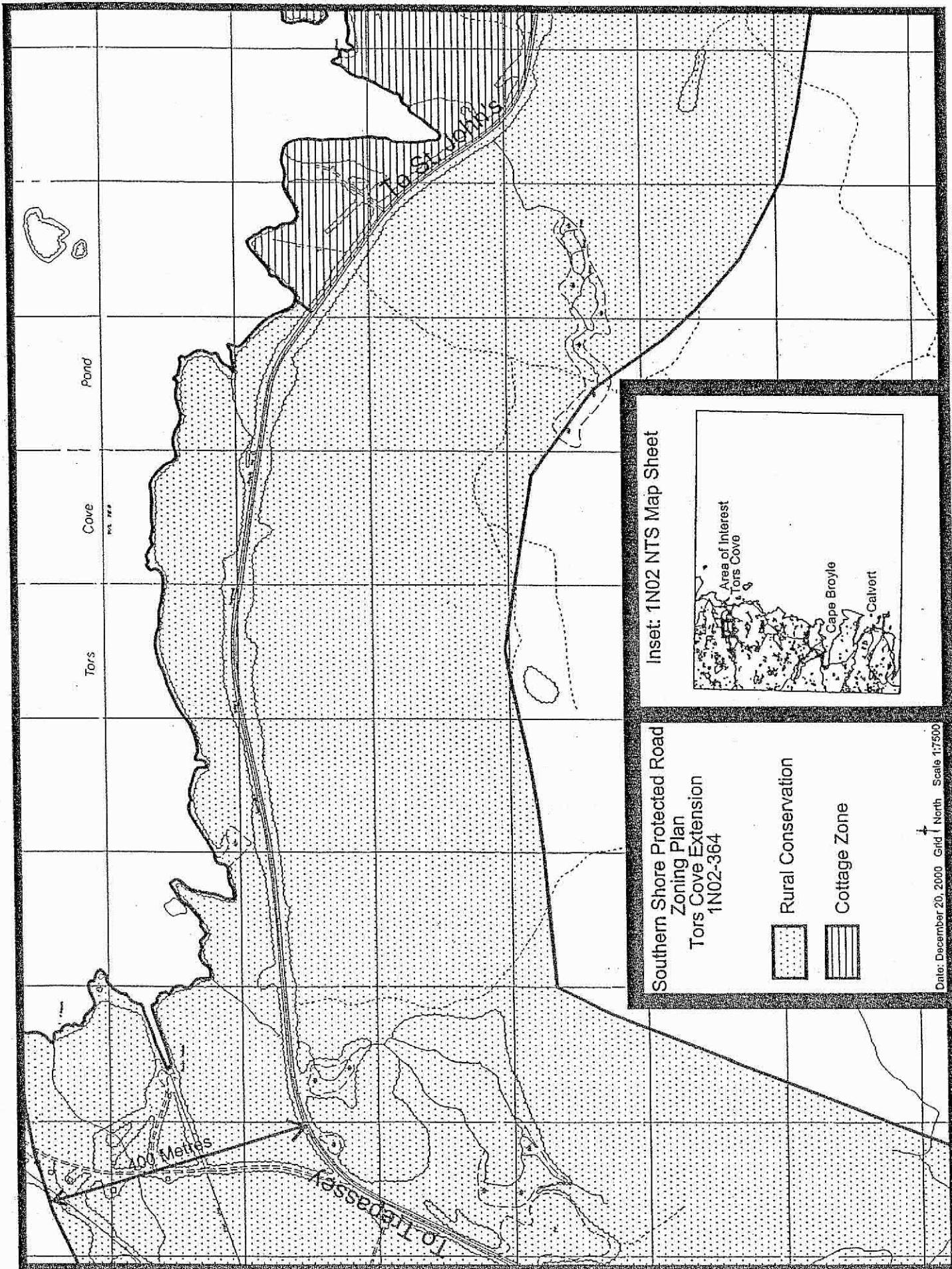


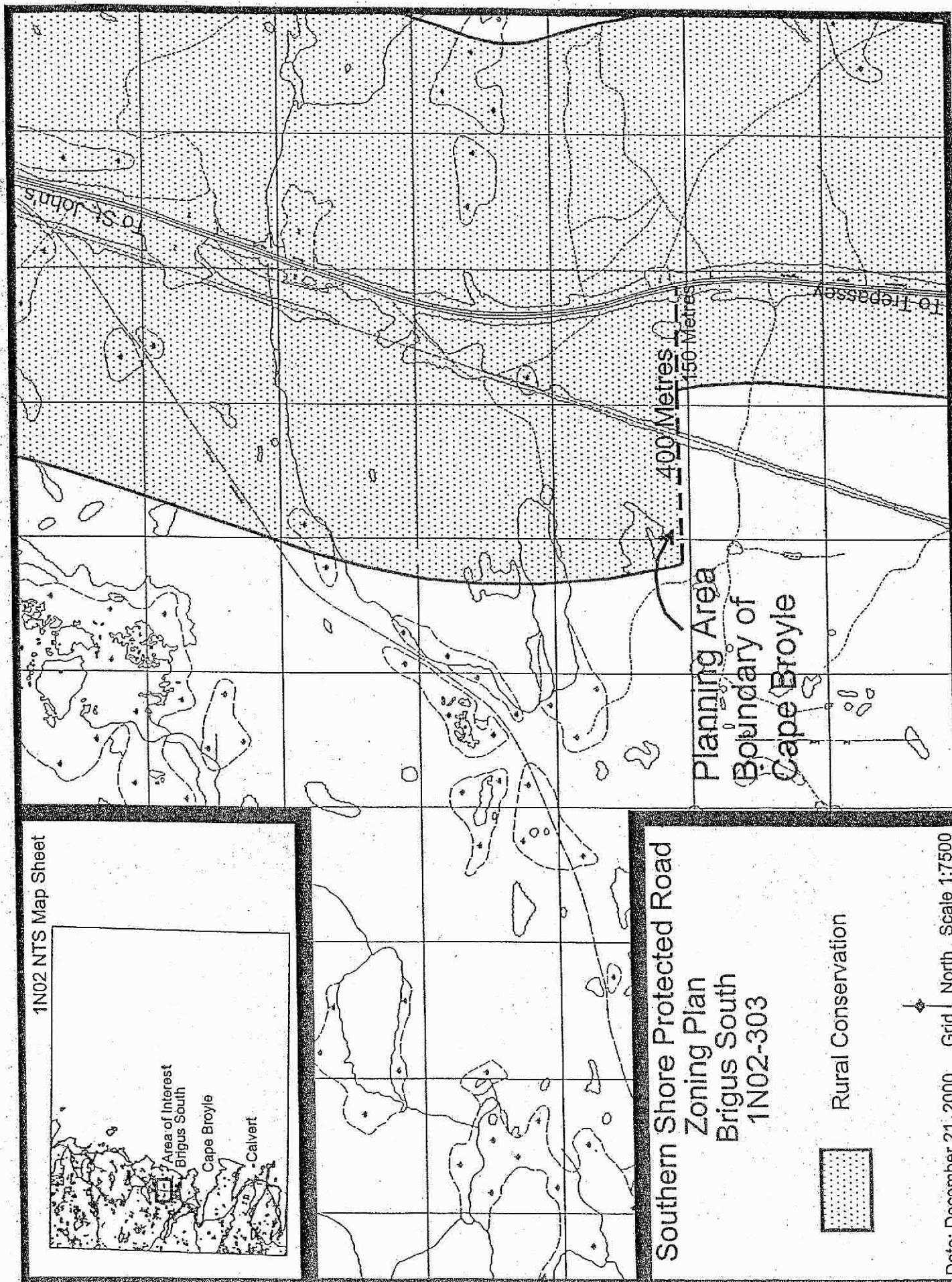


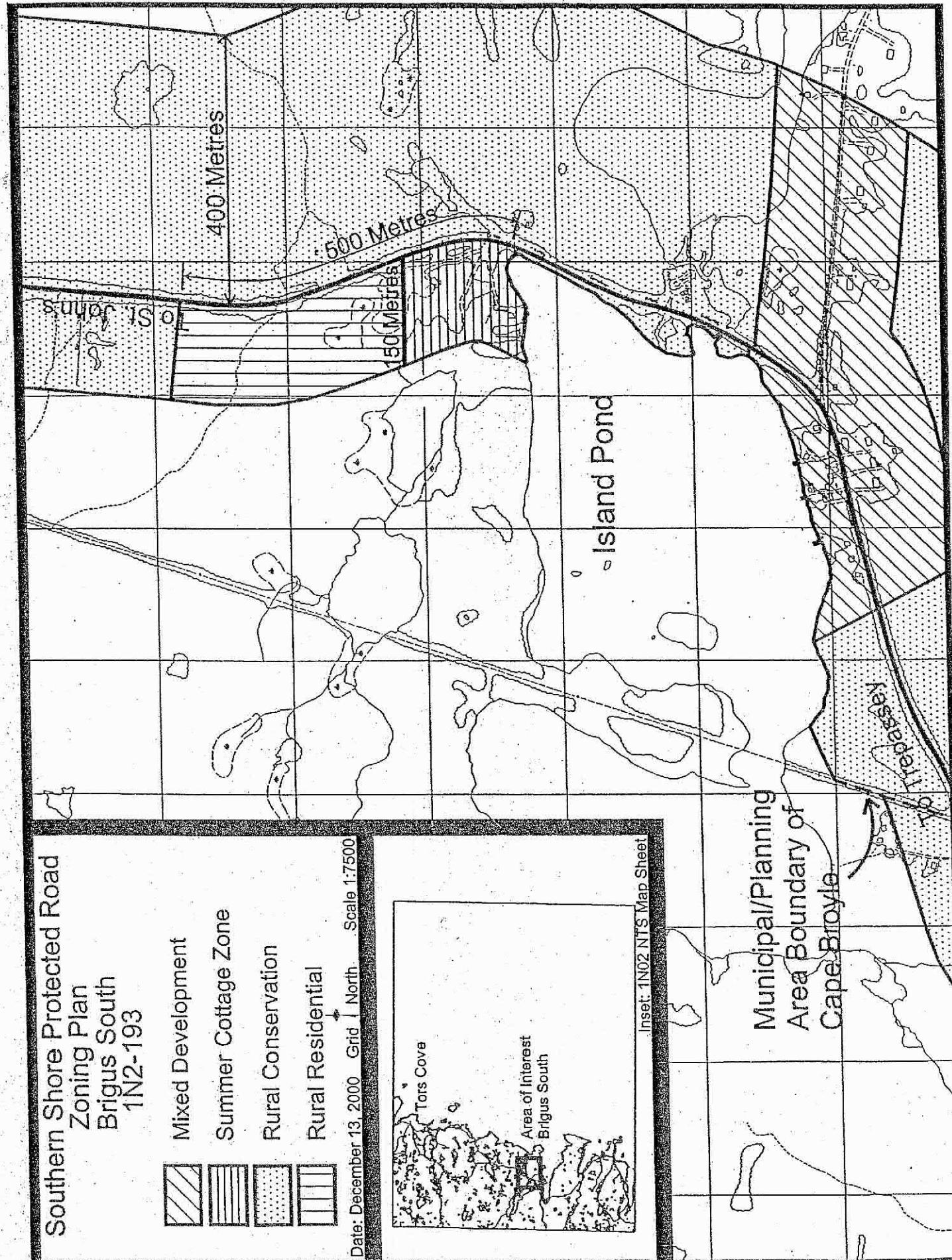




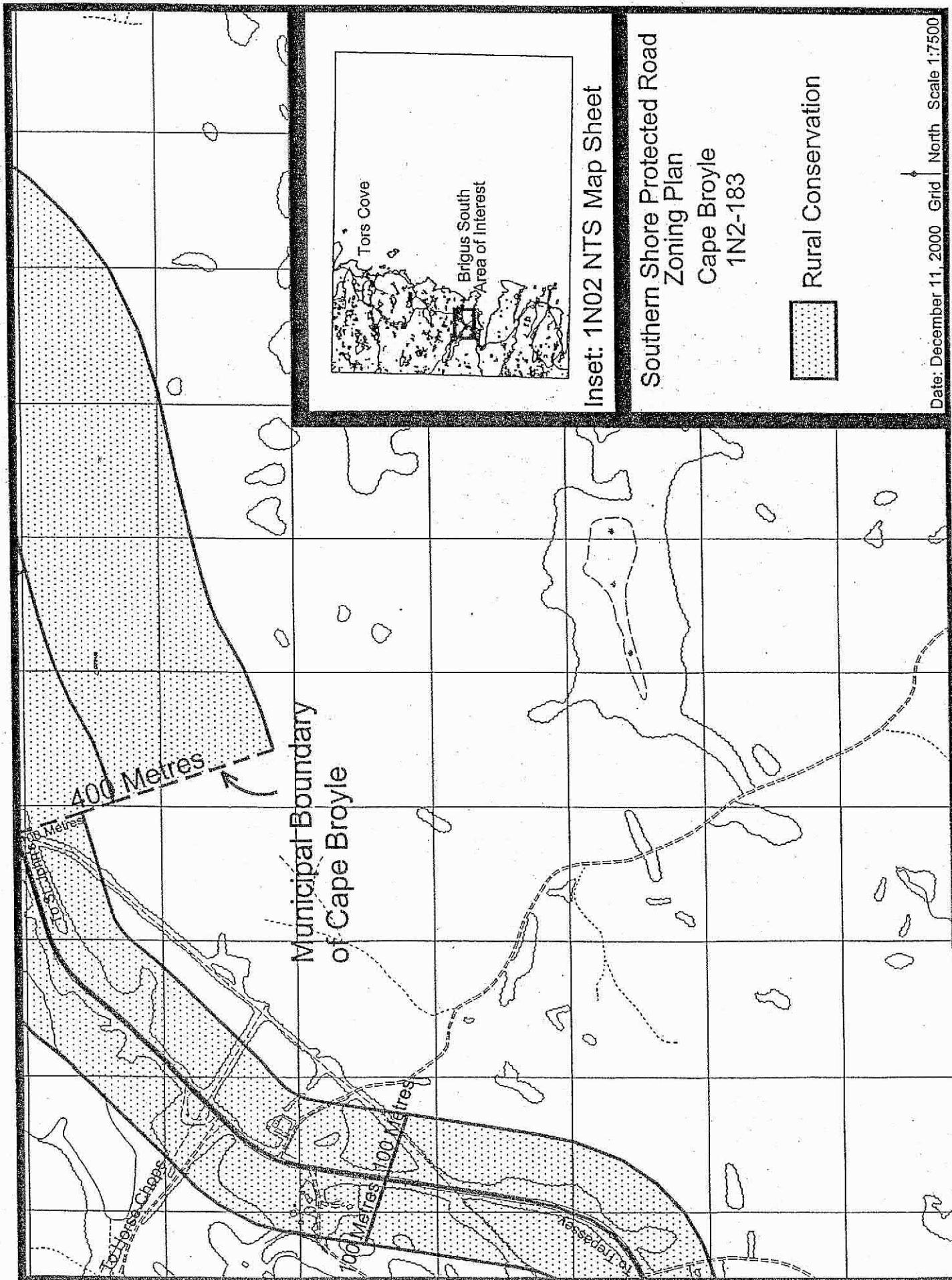


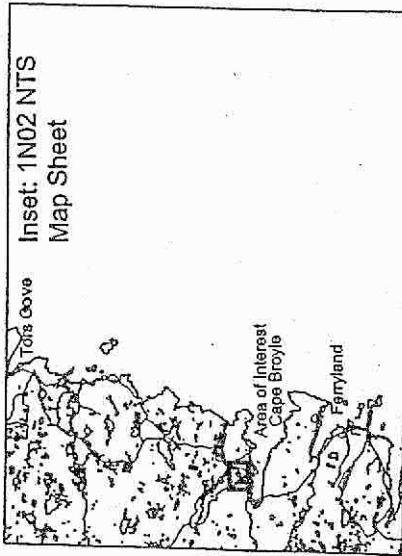
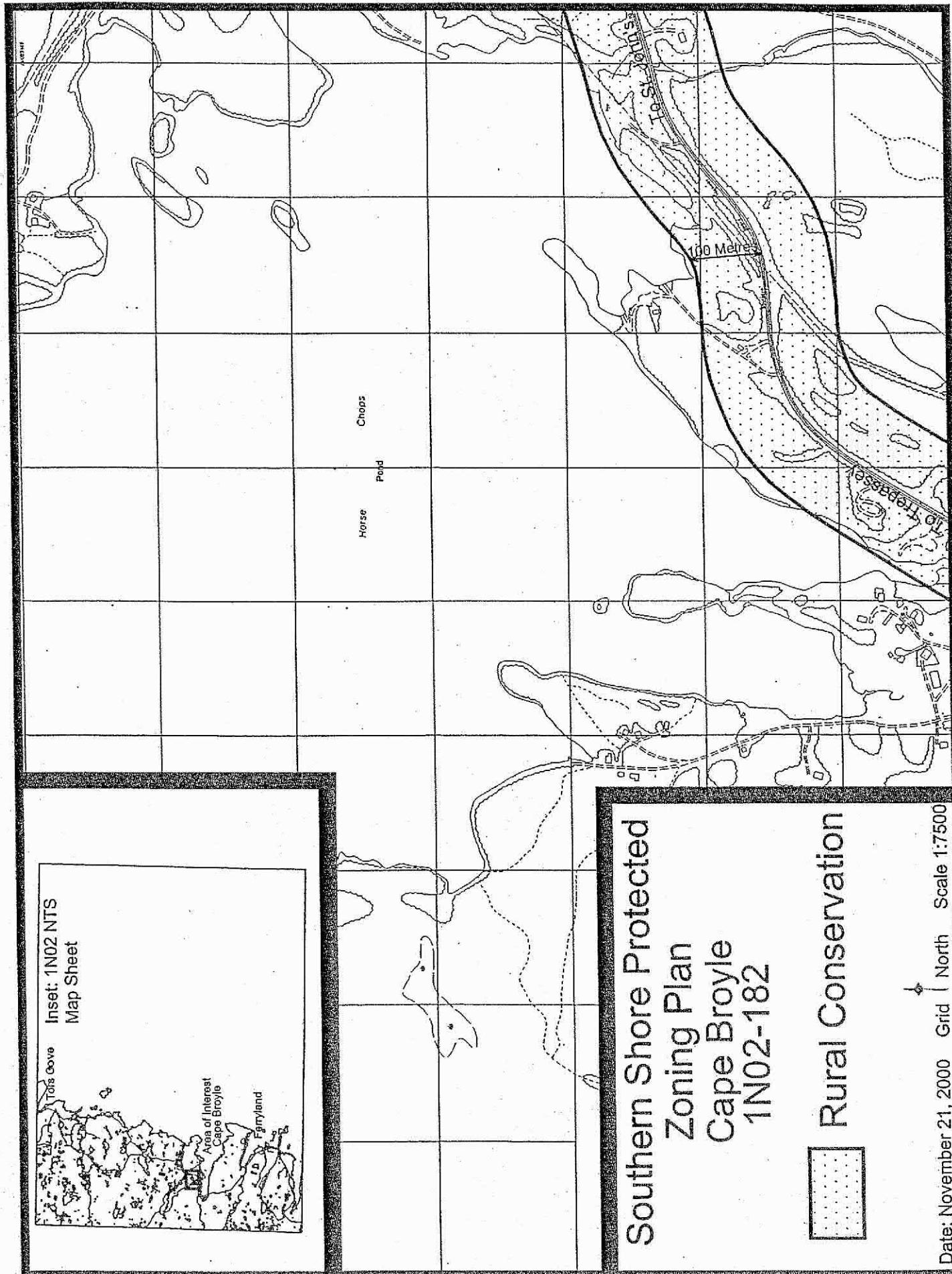




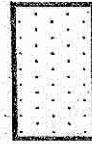


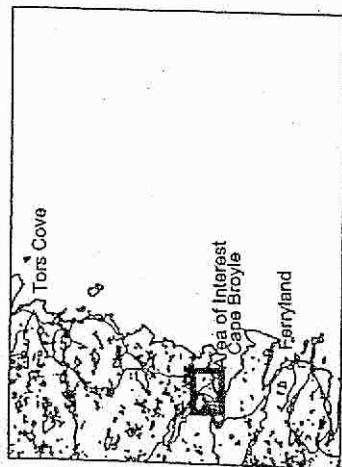
三





Southern Shore Protected
Zoning Plan
Cape Broyle
1N02-182





Inset: 1N02 NTS Map Sheet

Southern Shore Protected Road Zoning Plan

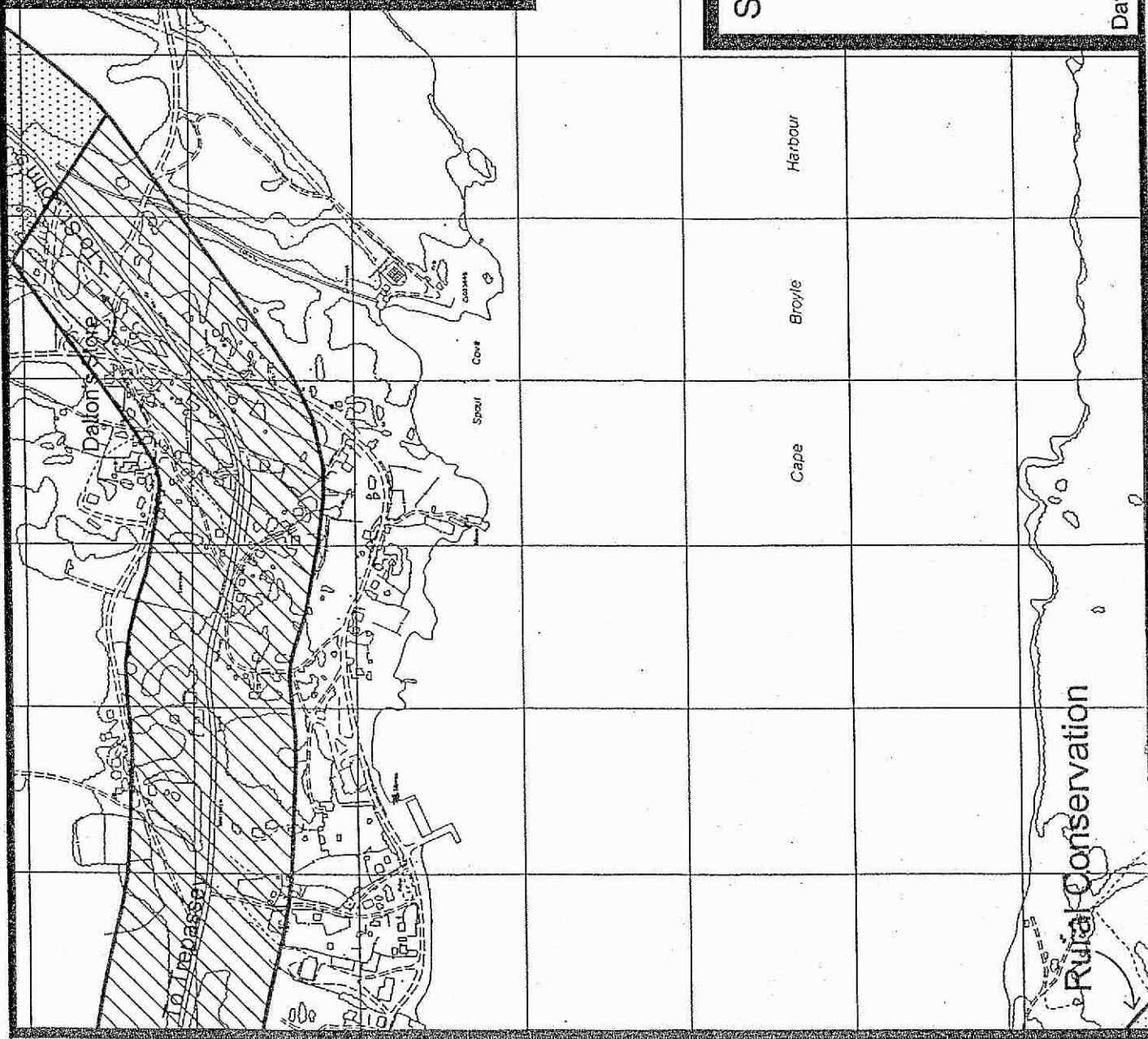
Cape Broyle
1N2-172

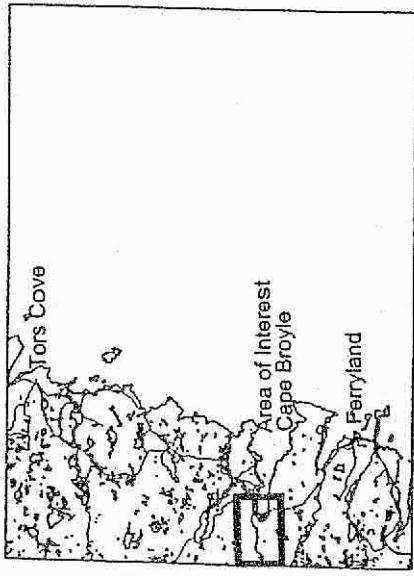
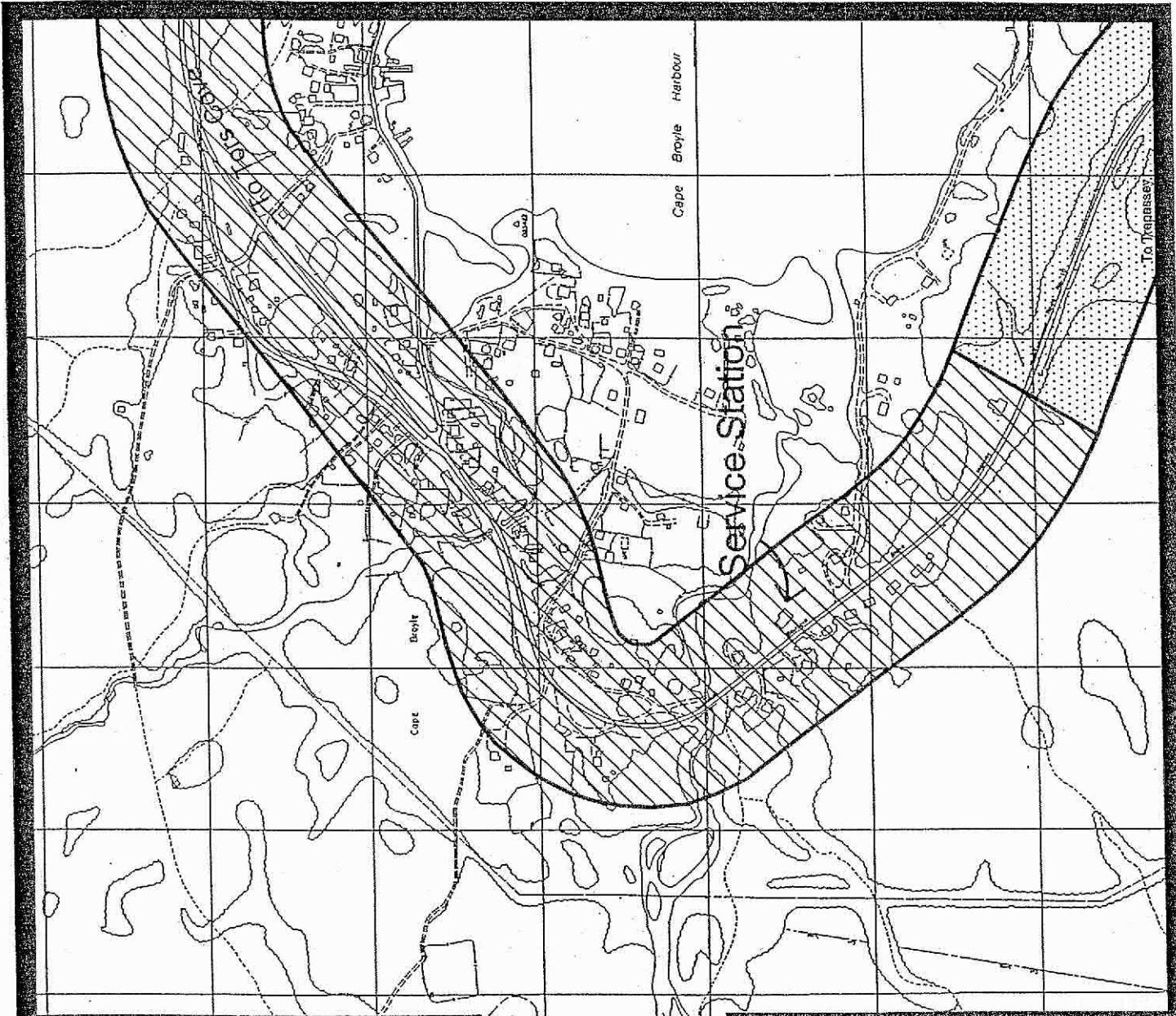
Rural Conservation

Mixed Development

10

Date: November 21, 2000 Grid North Scale 1:7500



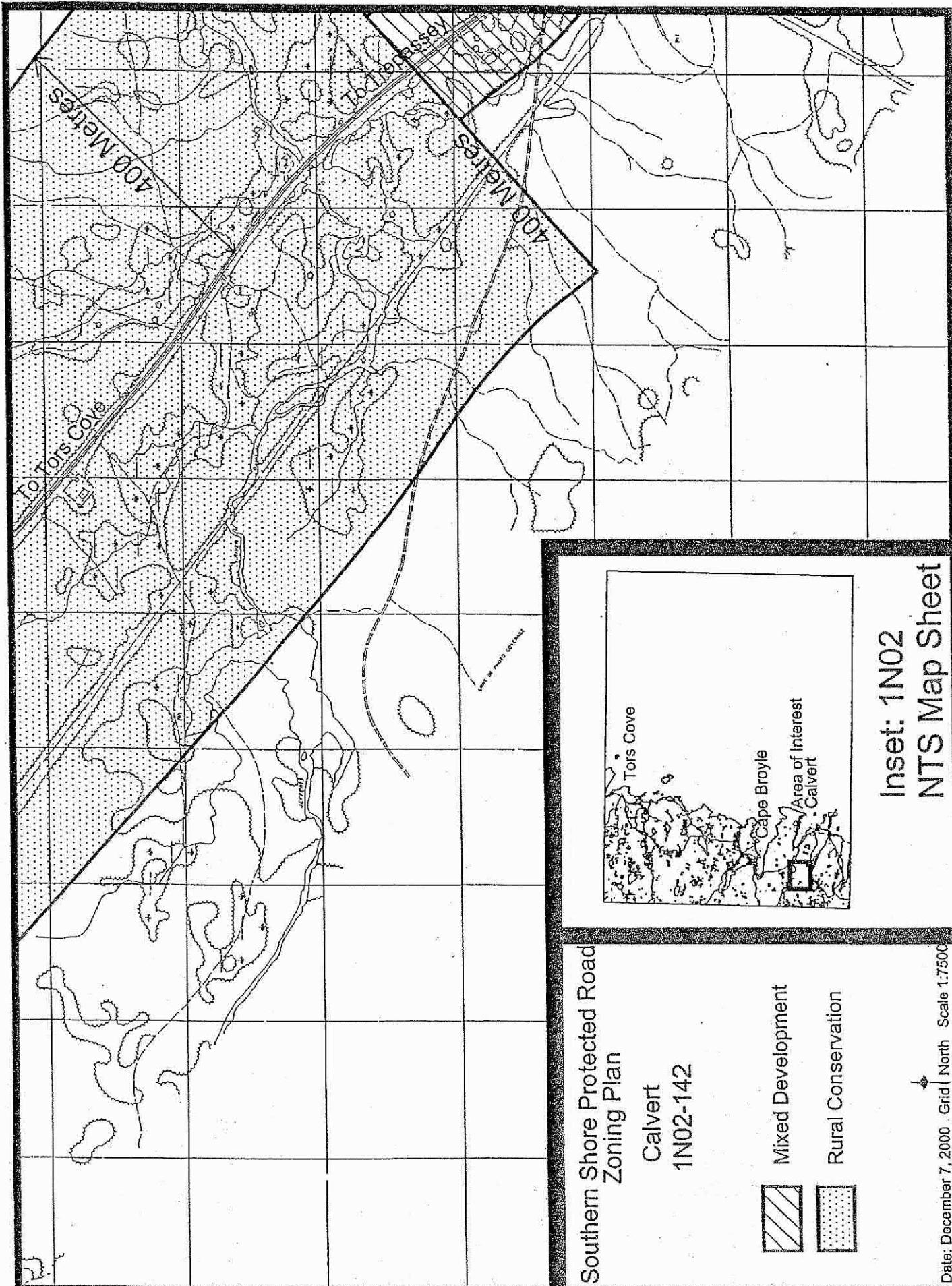


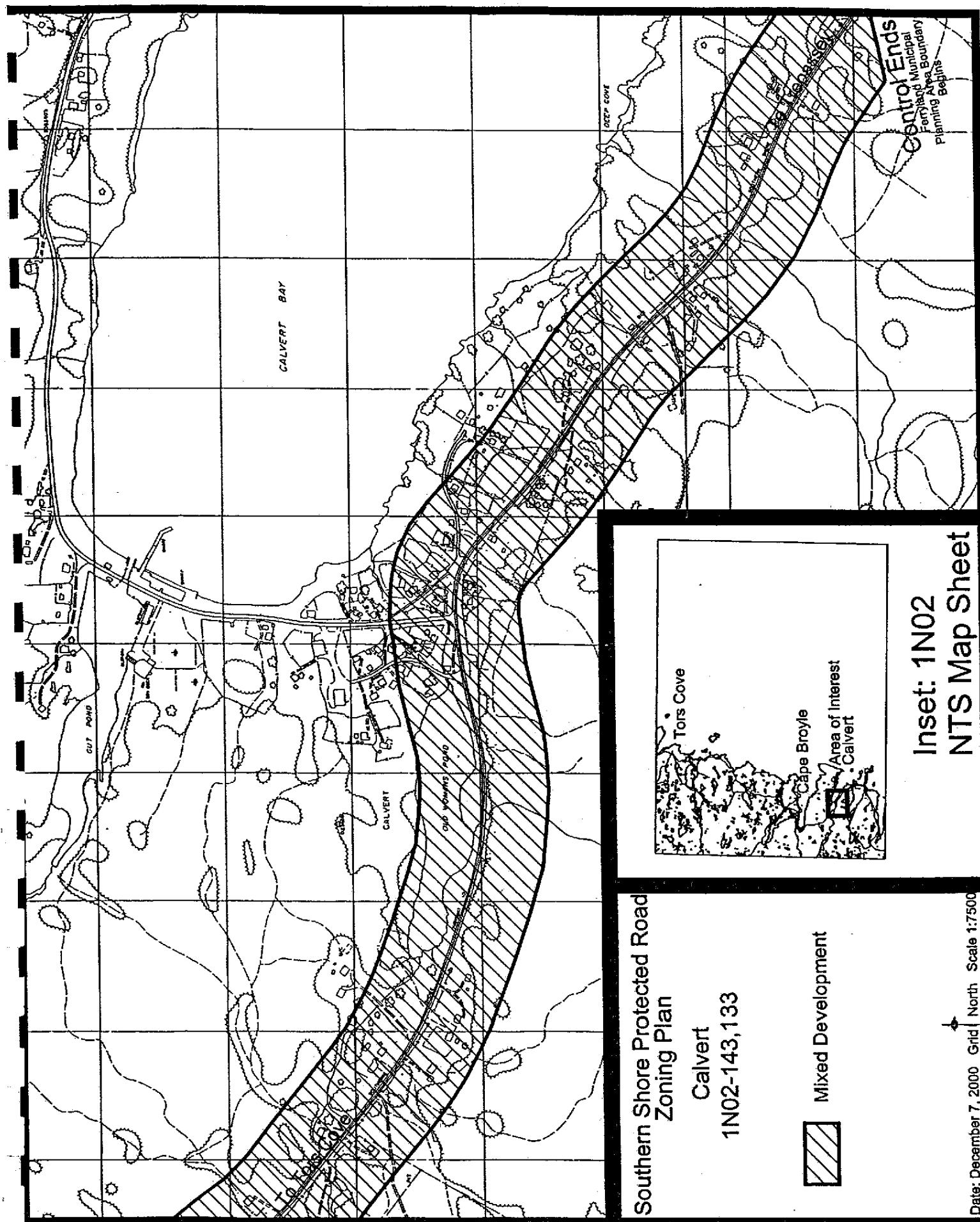
Inset: 1:250,000 NTS Map Sheet

**Southern Shore Protected Road
Zoning Plan
Cape Broyle
1N2-171**

Mixed Development

Rural Conservation





**Inset: 1N02
NTS Map Sheet**

Southern Shore Protected Road Zoning Plan

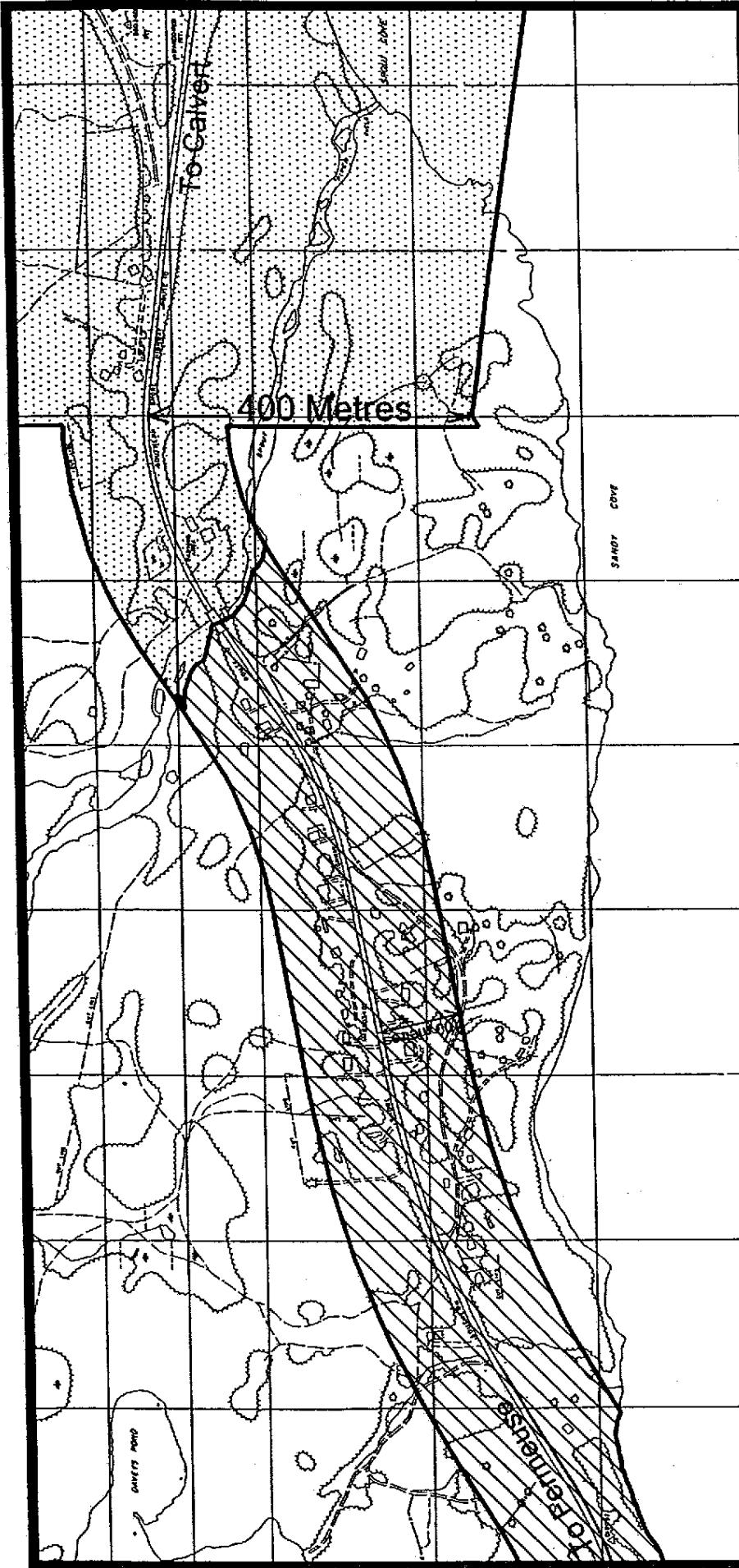
Calvert
1N02-143, 133

Mixed Development



A black and white map showing the St. Lawrence River flowing from the bottom right towards the top left. A small island, Calvert Island, is located in the river near the mouth. To the west of the river, a prominent headland is labeled 'Cape Broyle'. The map is oriented with the top pointing towards the right.

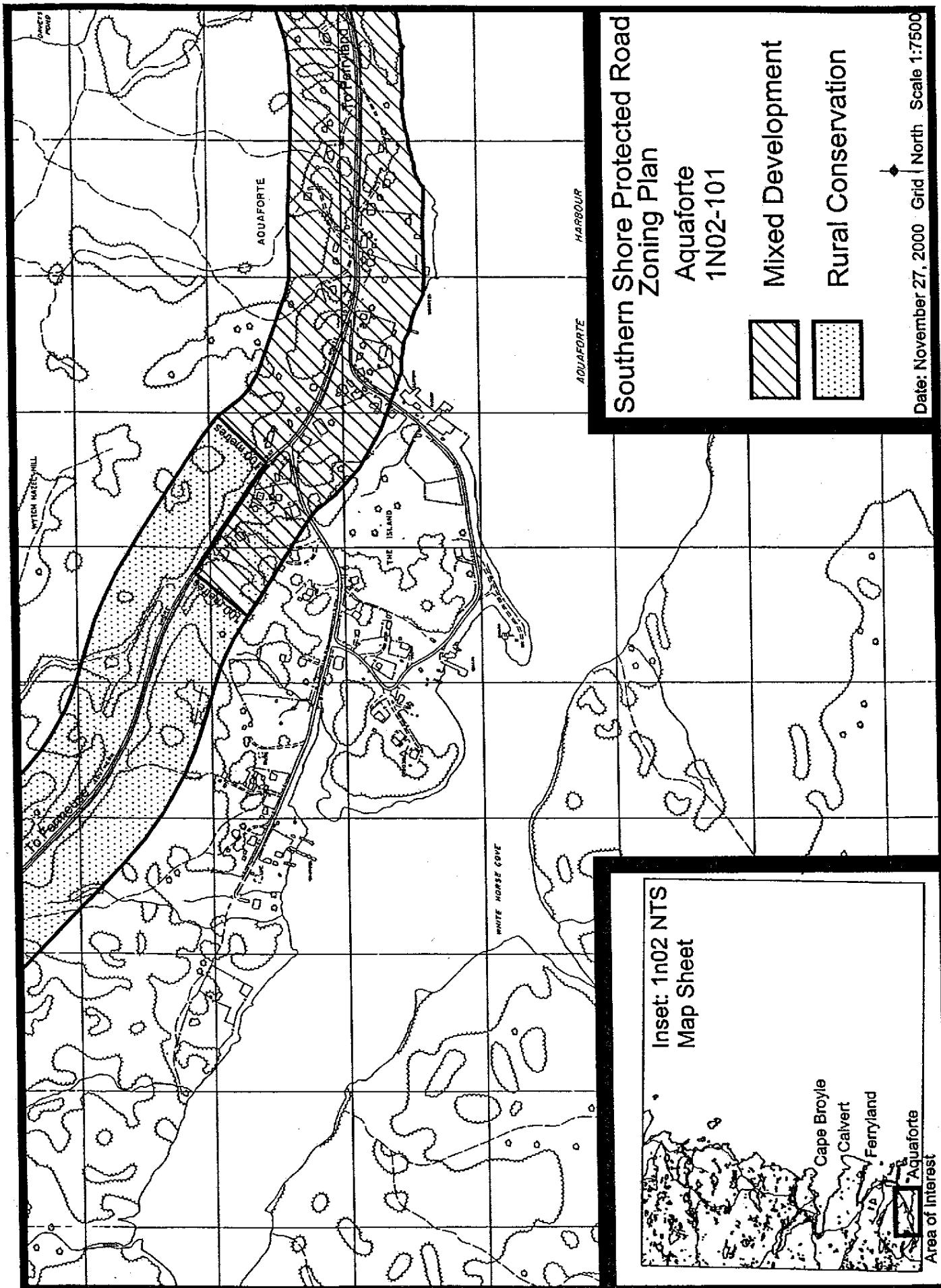
Date: December 7, 2000 Grid North Scale 1:7500



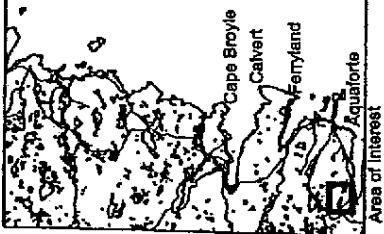
Southern Shore Protected Road
Zoning Plan
Aquaforte
1N02 - 102

Mixed Development
Rural Conservation

Date: November 27, 2000 Grid North Scale 1:7500



Inset: 1N02 NTS
Map Sheet



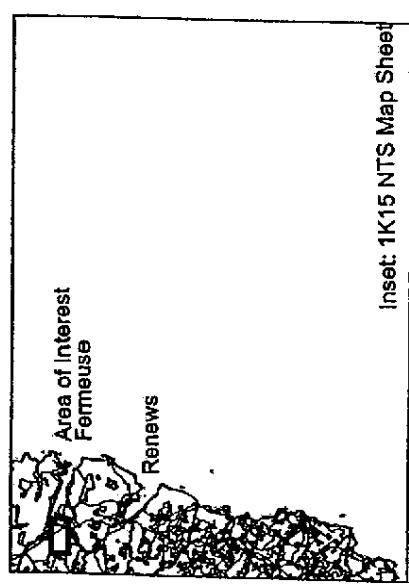
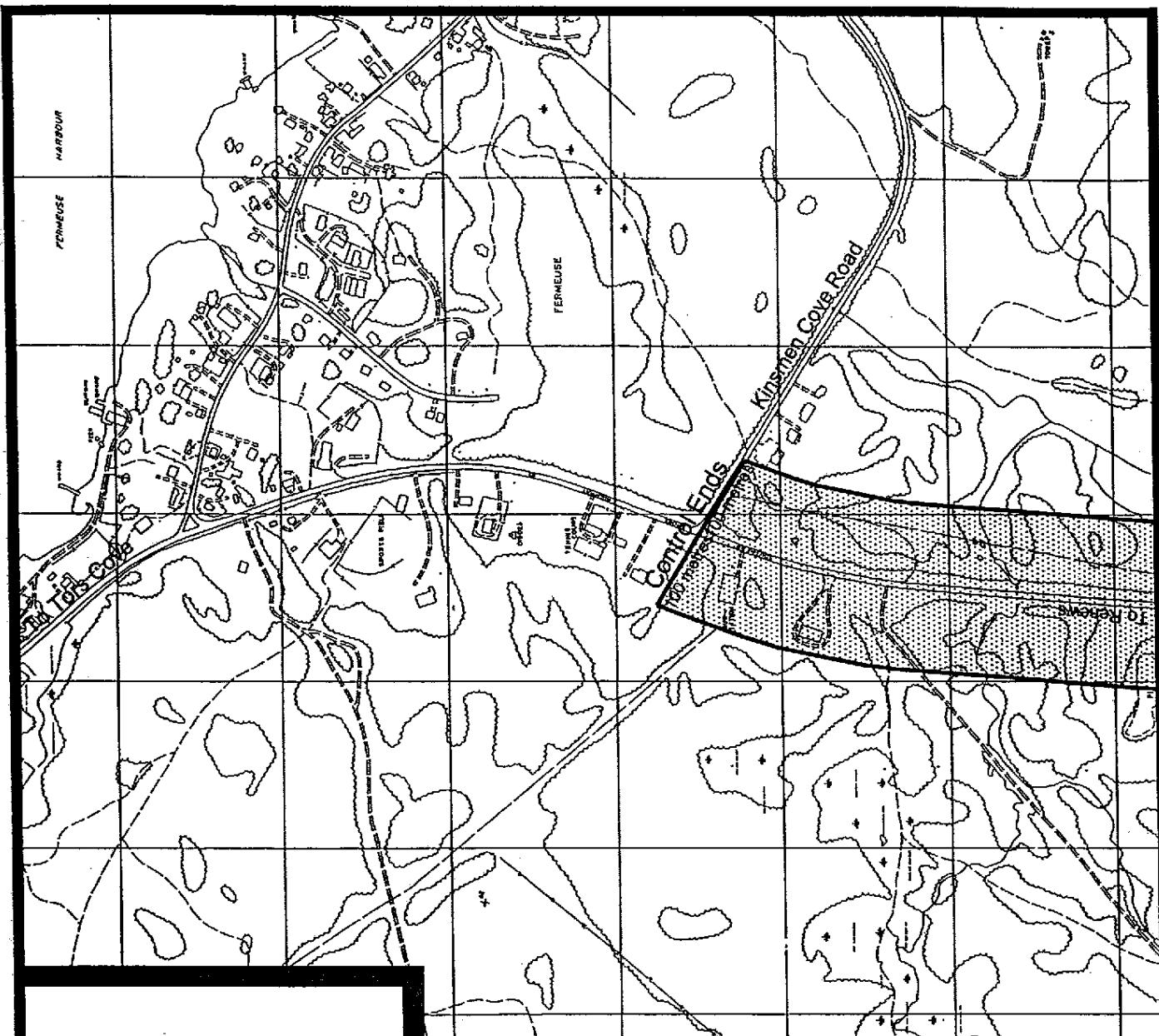
Southern Shore Protected Road
Zoning Plan
Aquaforte
1n2-111



Date: November 27, 2000 Grid North Scale: 1:7500

WATERSHED AREA

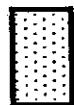
TO BURNETTS



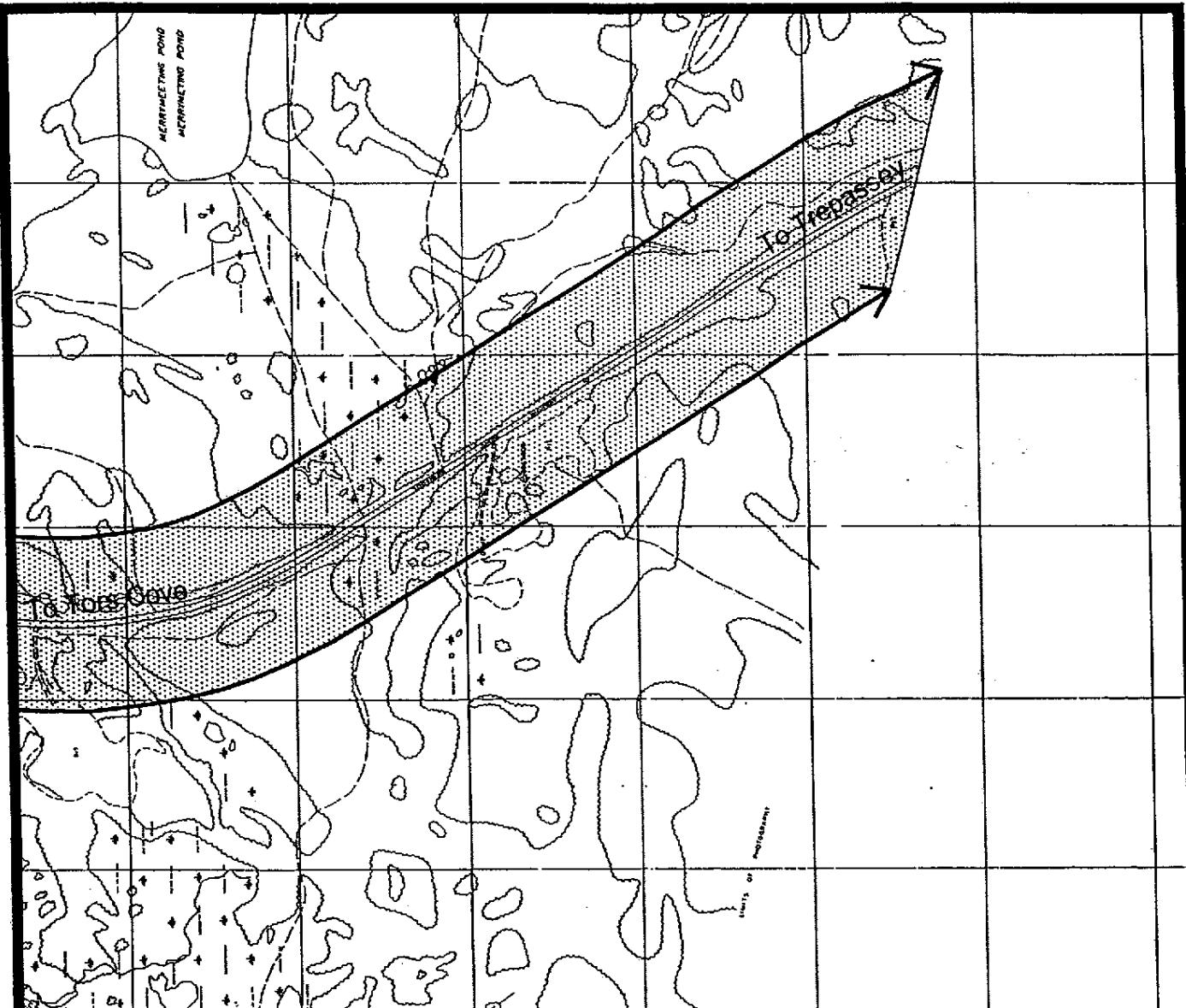
Southern Shore Protected Road Zoning Plan

Fermeuse
1K15-371

Rural Conservation



Date: October 30, 2000 Grid North Scale 1:7500

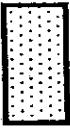


Area of Interest
Fermeuse
Renews

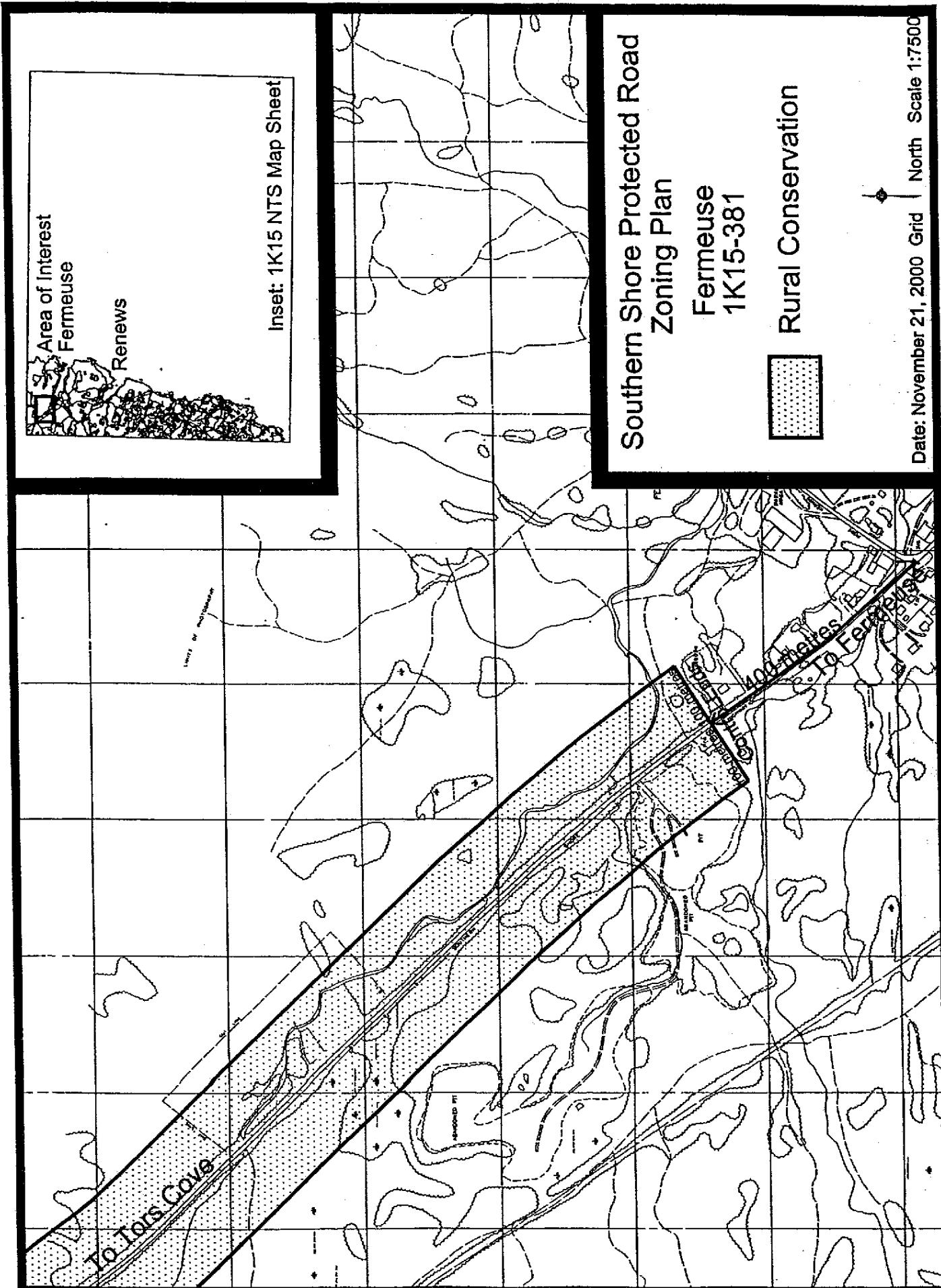
Inset: 1K15 NTS Map Sheet

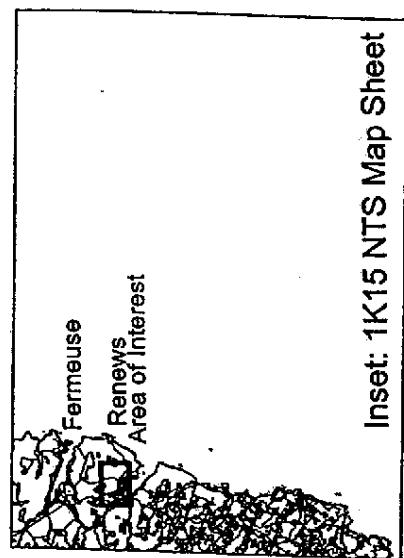
Southern Shore Protected Road Zoning Plan
Fermeuse
1K15-361

Rural Conservation

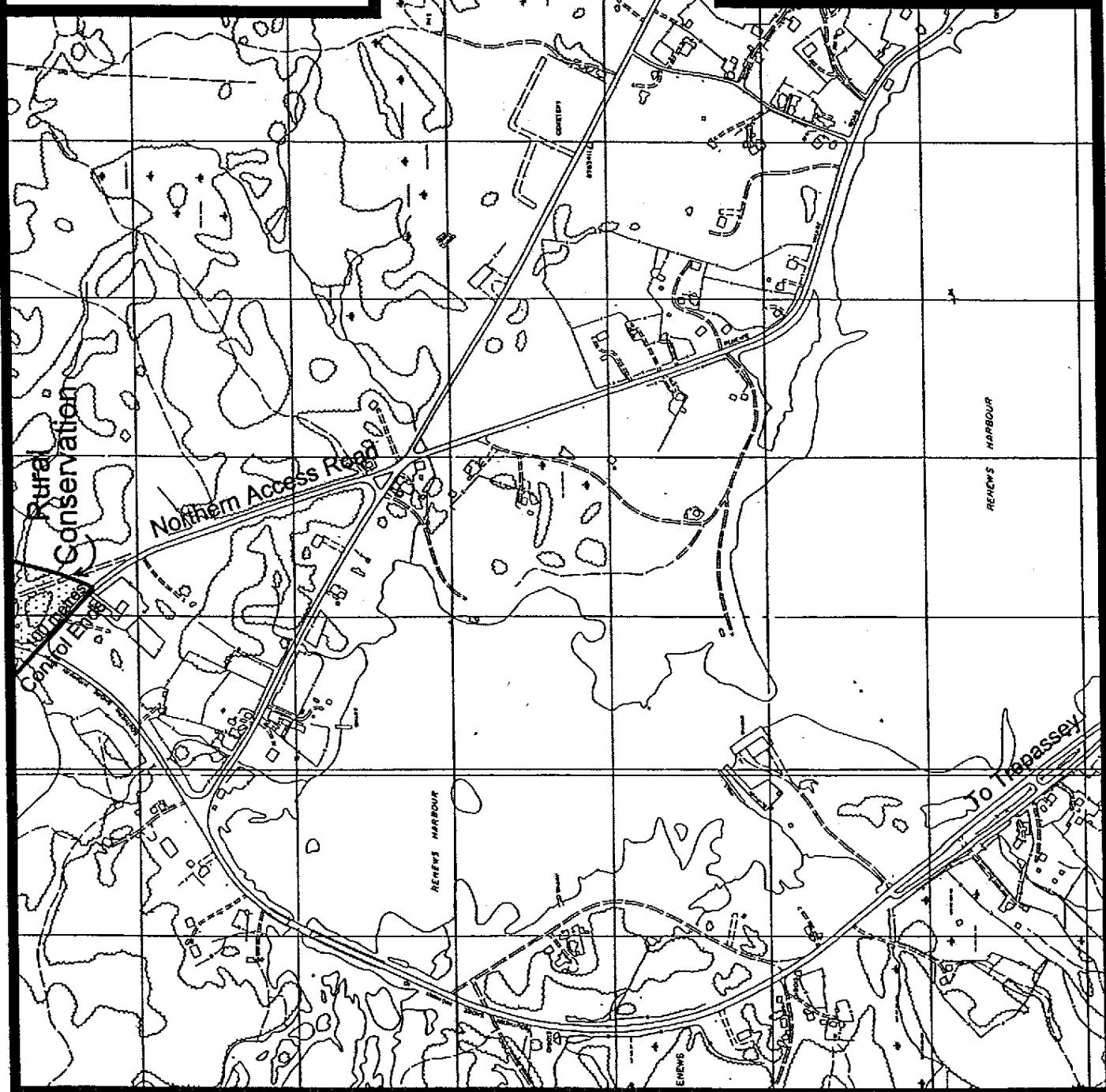


Date: October 24, 2000 Grid North Scale 1:6000





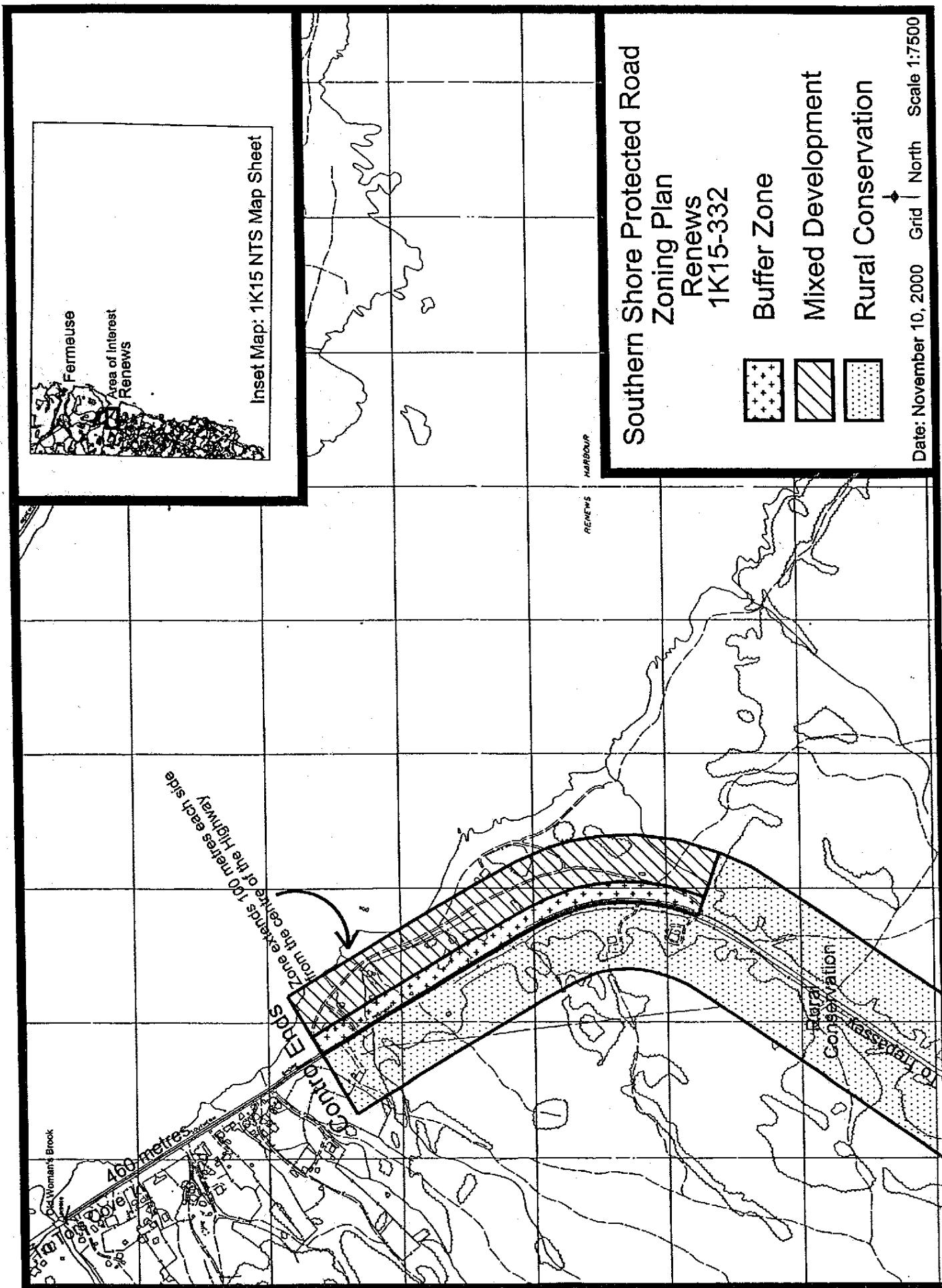
Inset: 1K15 NTS Map Sheet



**Southern Shore Protected Road
Zoning Plan**
Renews
1K15-342, 341

Rural Conservation

Date: November 14, 2000 Grid North Scale 1:7500

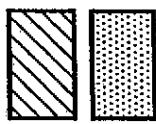


Date: December 14, 2000 Scale 1:10,000 Metric

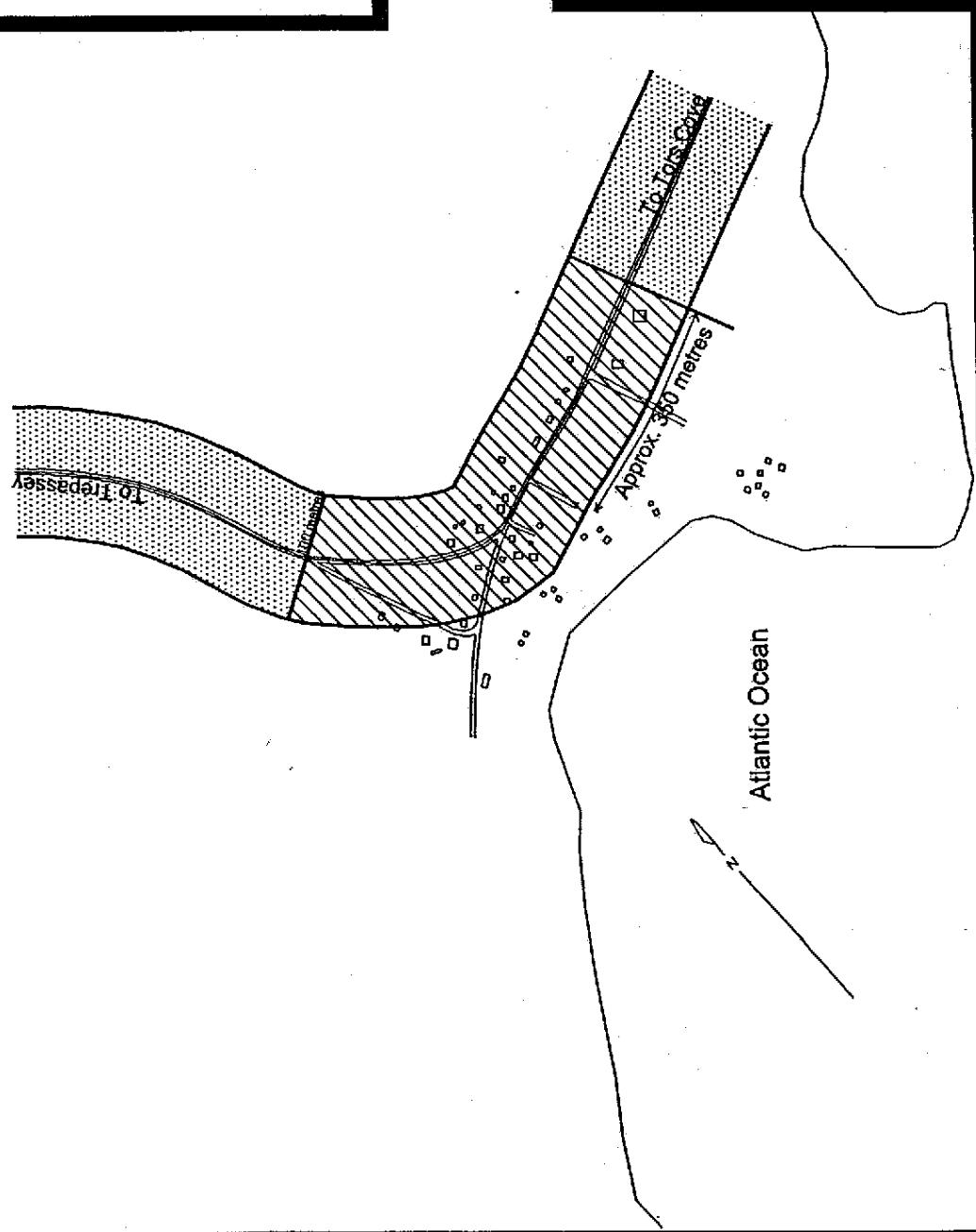
Rural Conservation

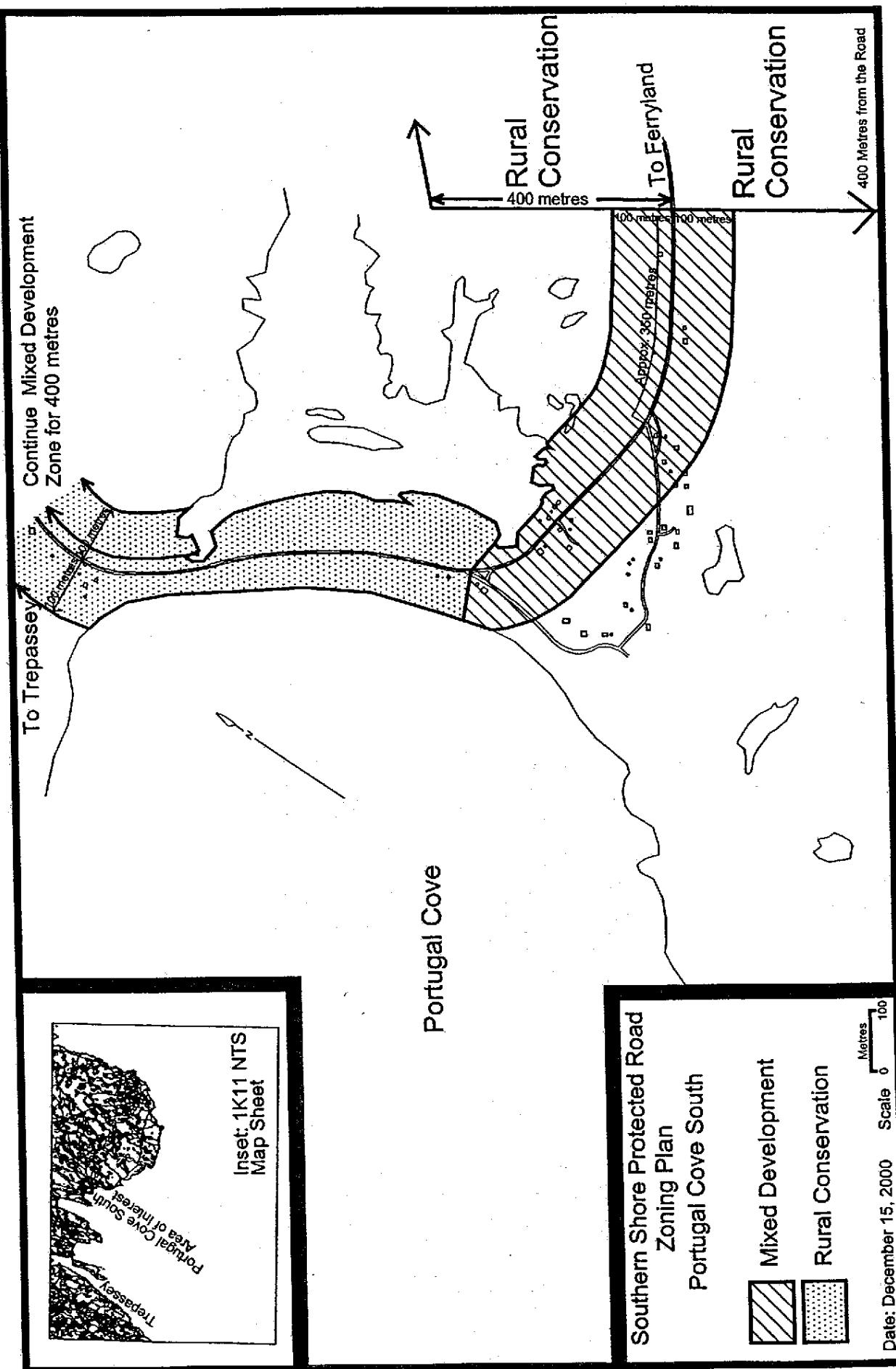
Mixed Development

Southern Shore Protected Road
Zoning Plan
Cappahayden



Inset 1k15 NTS Map Sheet

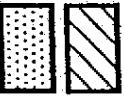




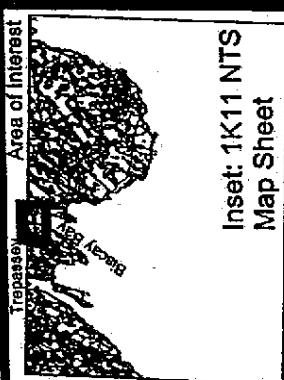
26
Southern Shore Protected Road
Zoning Plan

Biscay Bay
1K11 - 387,388,397,398

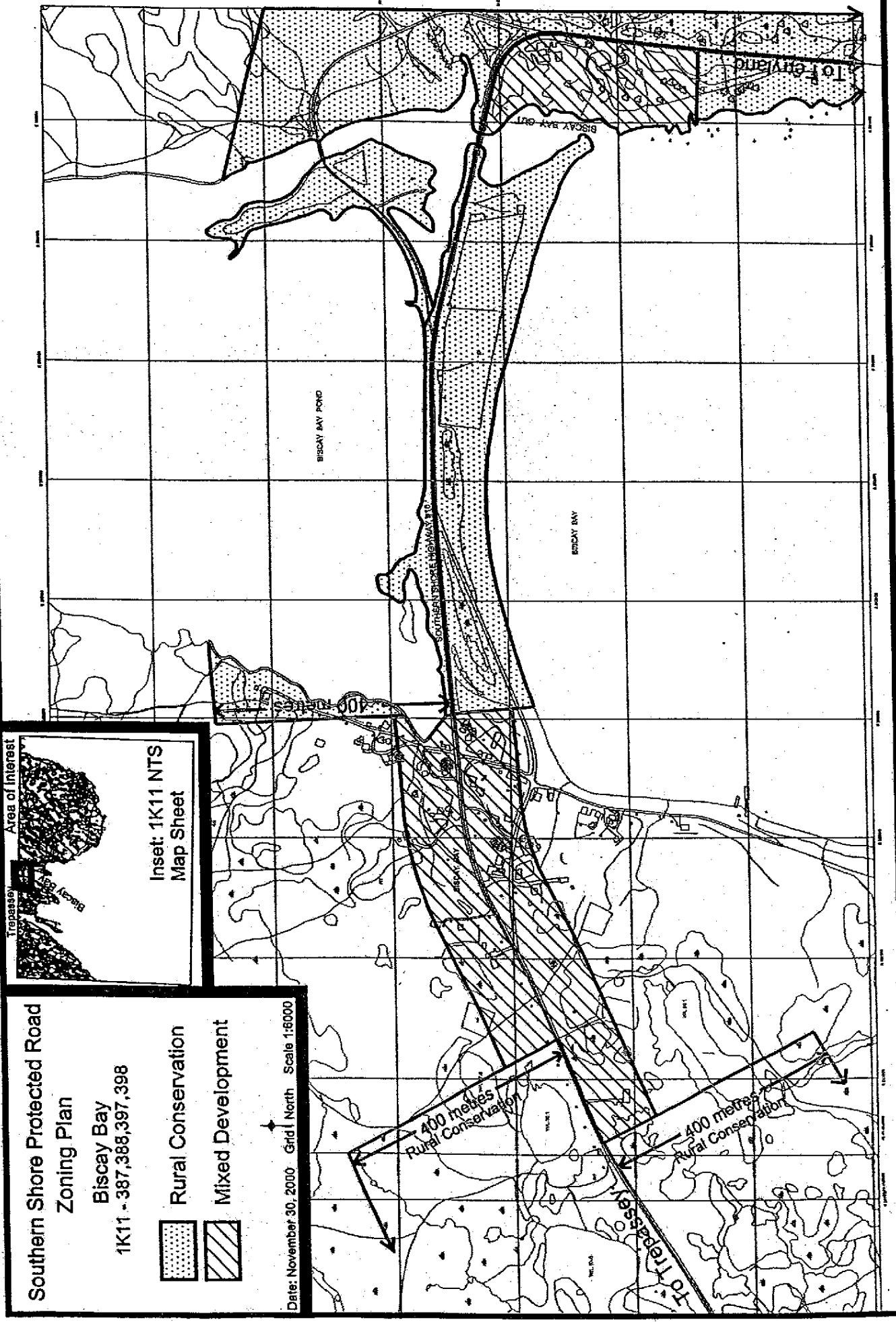
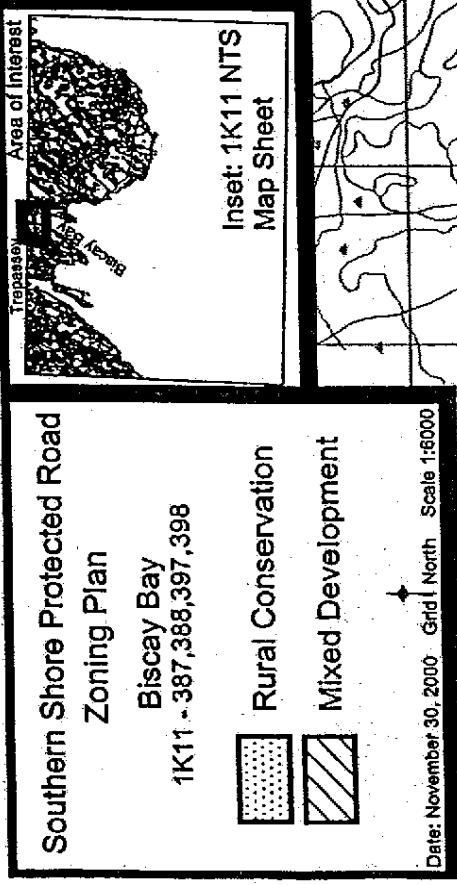
Rural Conservation
Mixed Development

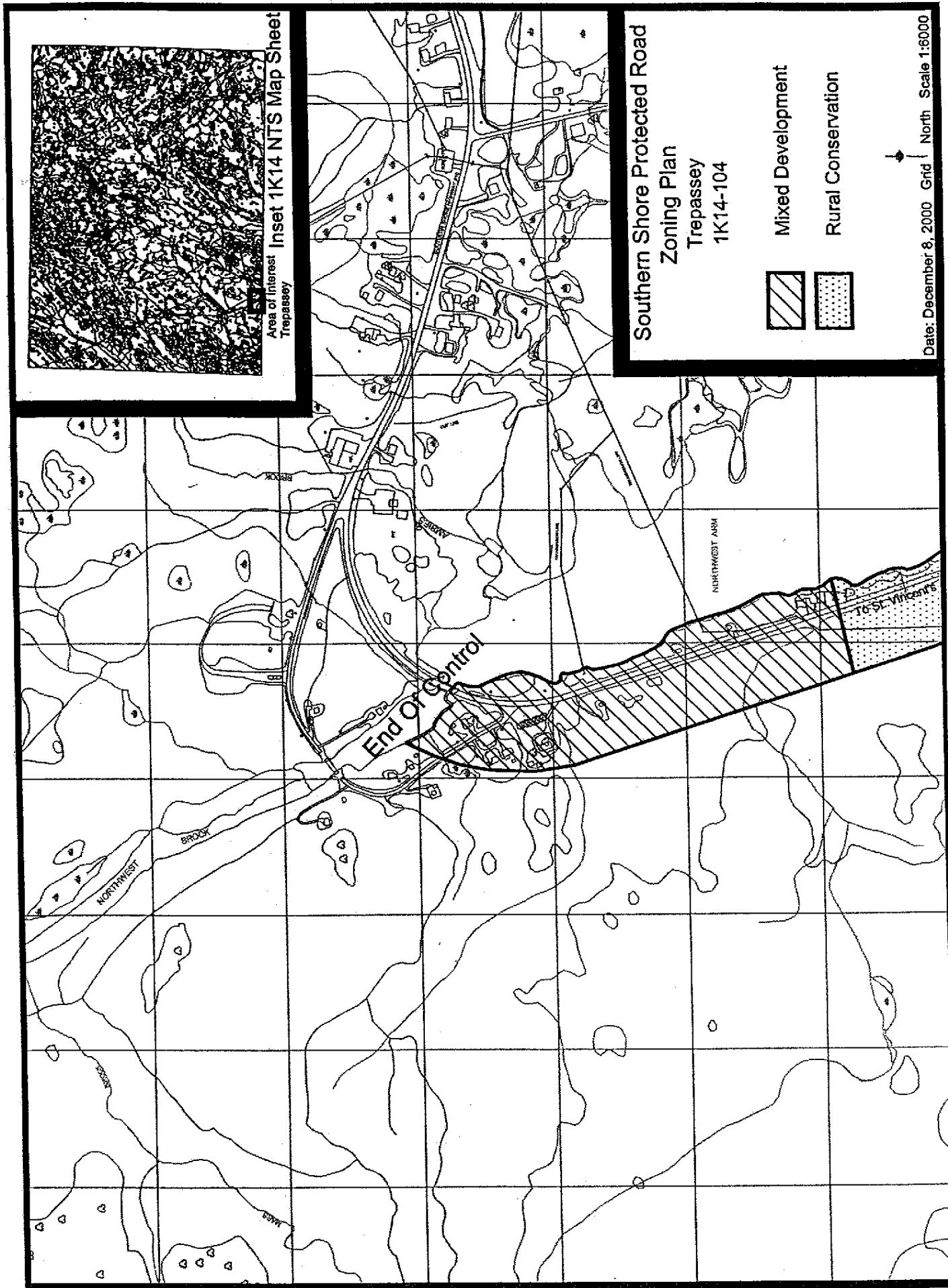


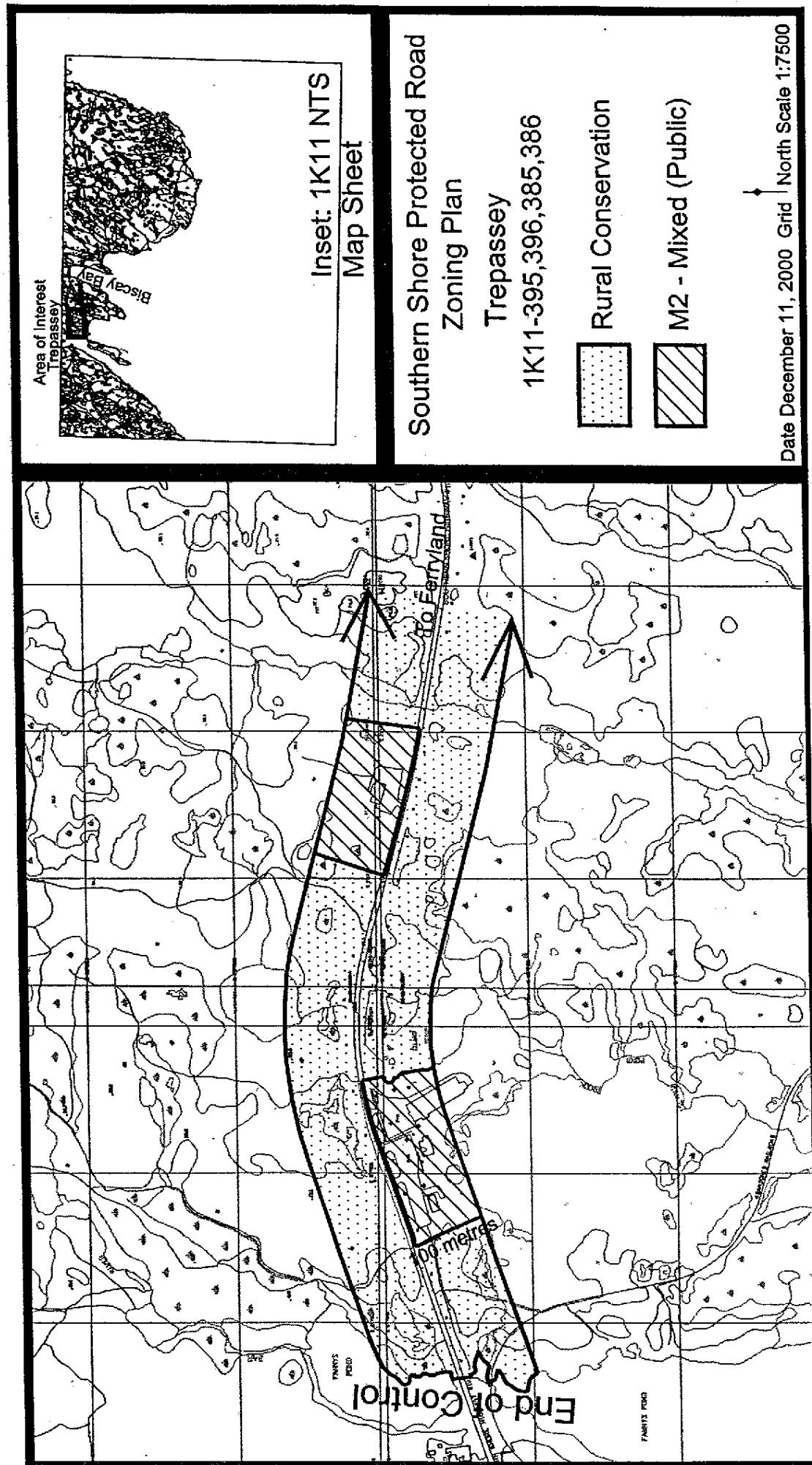
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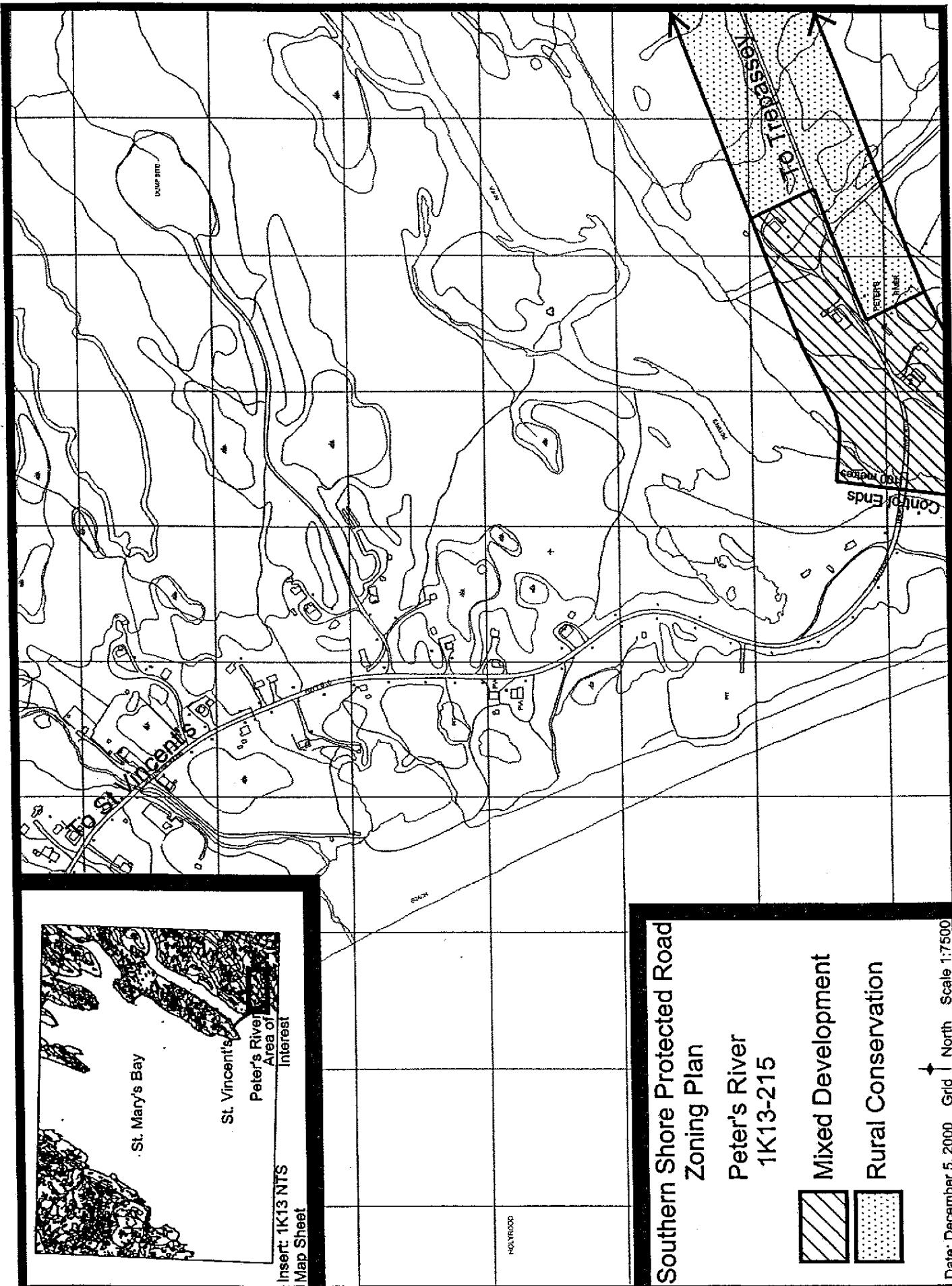


Inset: 1K11 NTS
Map Sheet







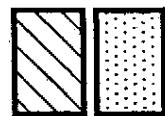


Southern Shore Protected Road Zoning Plan

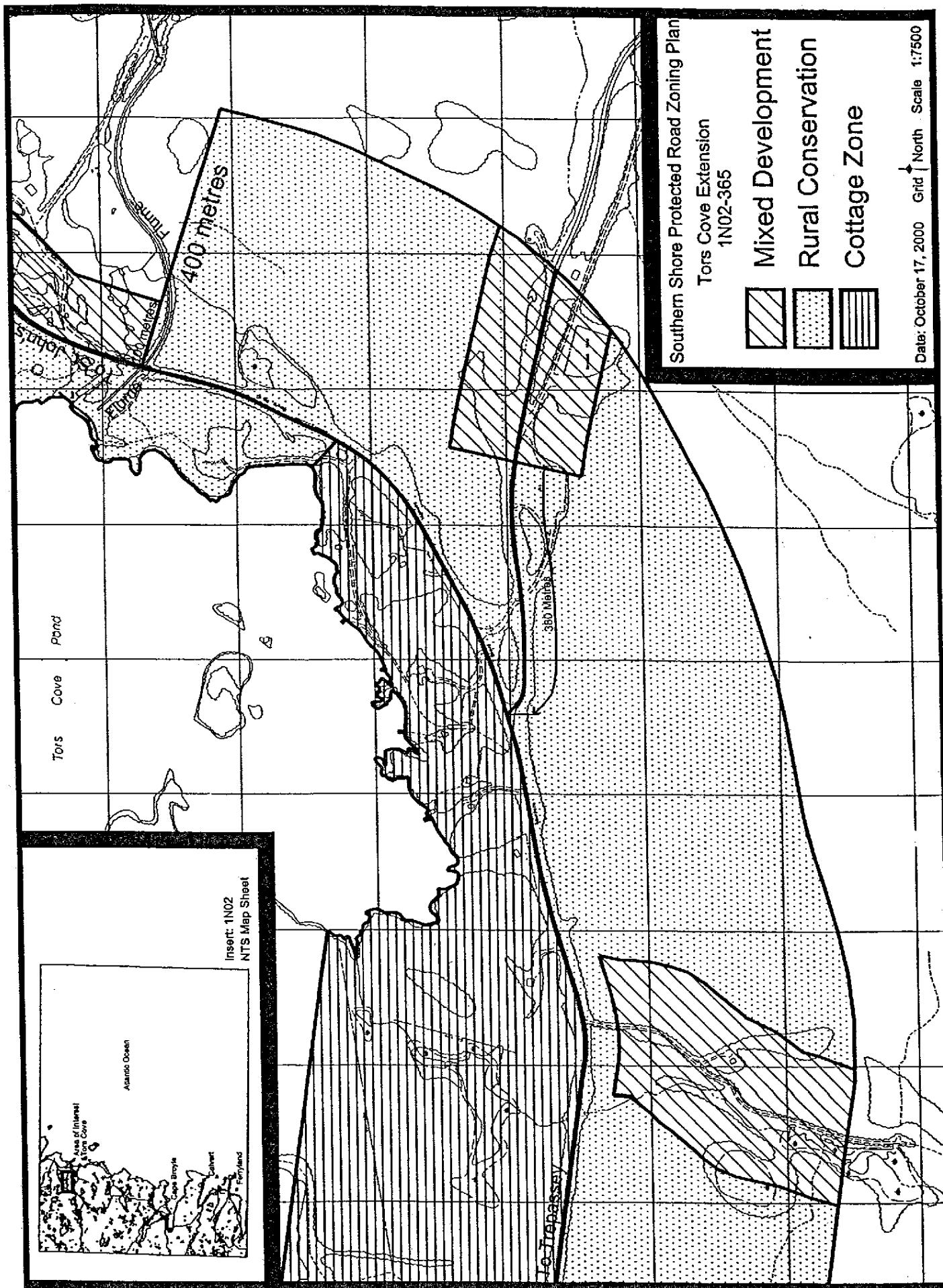
Peter's River
1K13-215

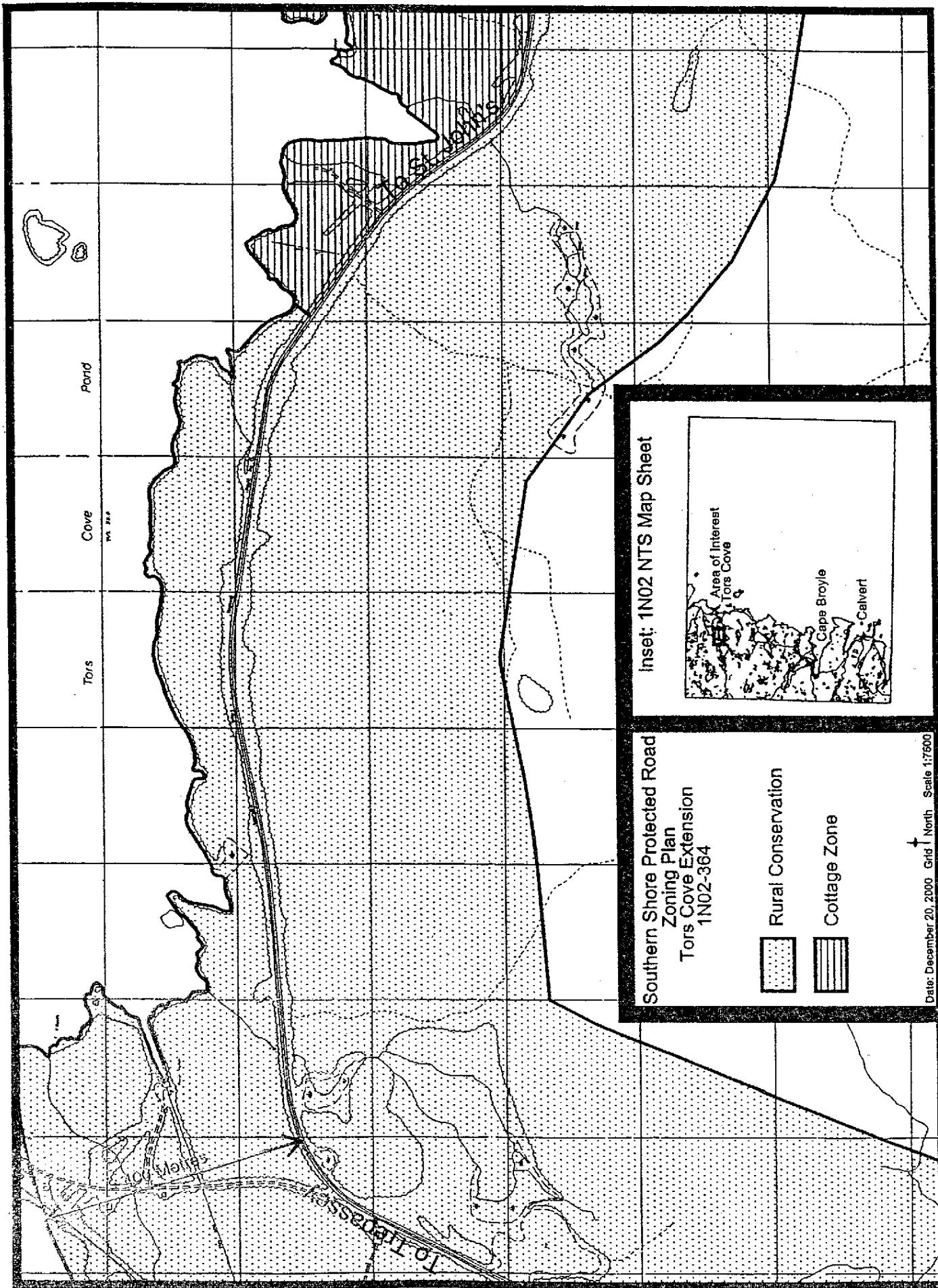
Mixed Development

Rural Conservation



RURAL ZONING
MAPS





**Southern Shore Protected Road
Zoning Plan
Brigus South
1N2-193**

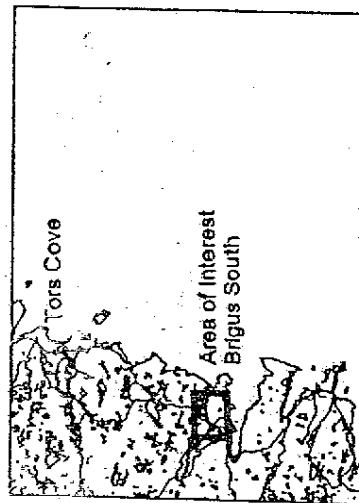
Mixed Development

Summer Cottage Zone

Rural Conservation

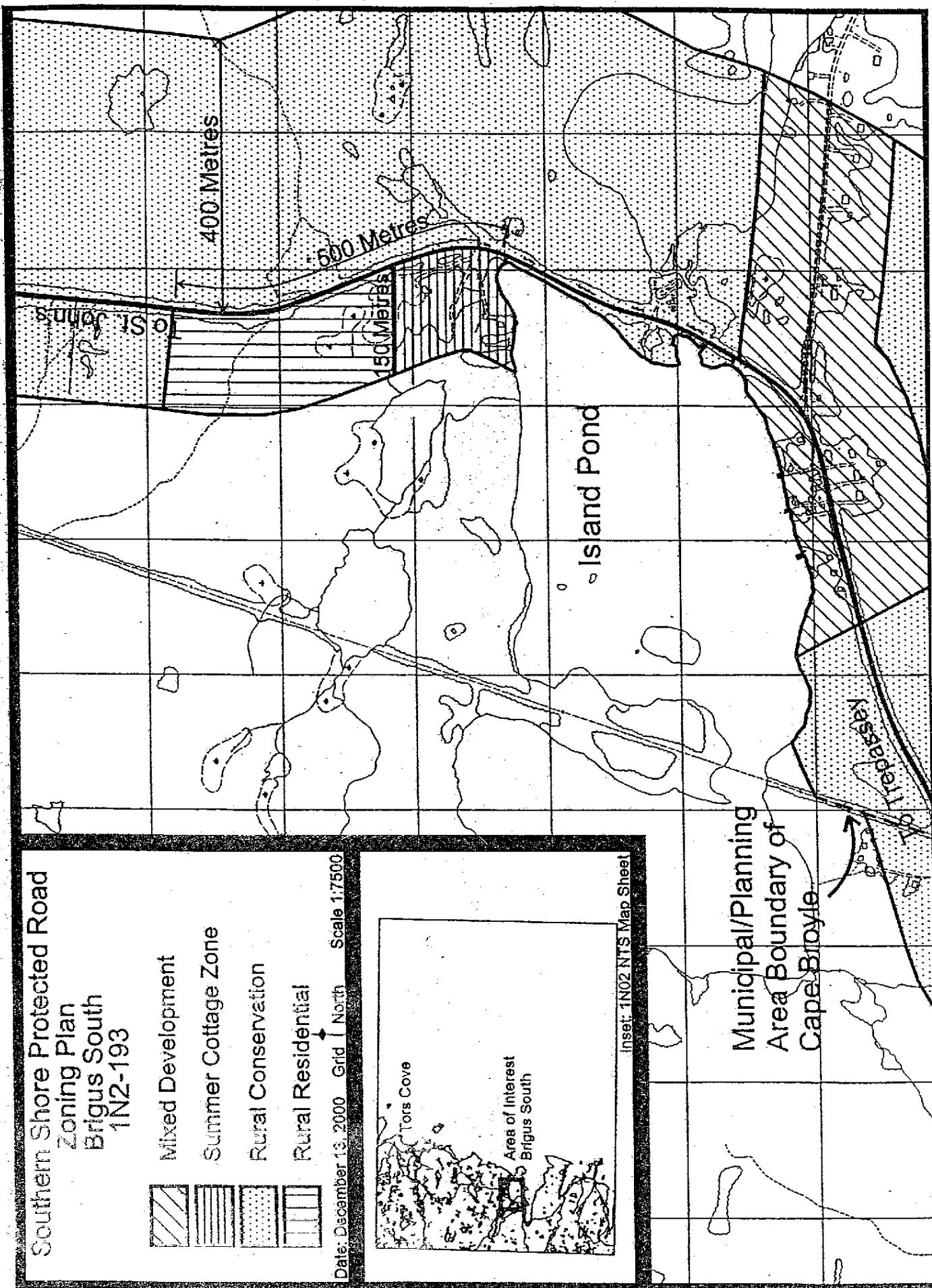
Rural Residential

Date: December 13, 2000 Grid North Scale 1:7500



Inset: 1N02 NTS Map Sheet

**Municipal/Planning
Area Boundary of
Cape Broyle**



SUMMER COTTAGE DEVELOPMENT

CLAM POND

All Lots Approx. 4000 m²

Rural Conservation

400 Metres

CLAM
POND

Rural Conservation

Rural Conservation

BURNT WOOD

POND

400 Metres

400 Metres

Gravel
Pit

140m

115m

110m

50m

40m

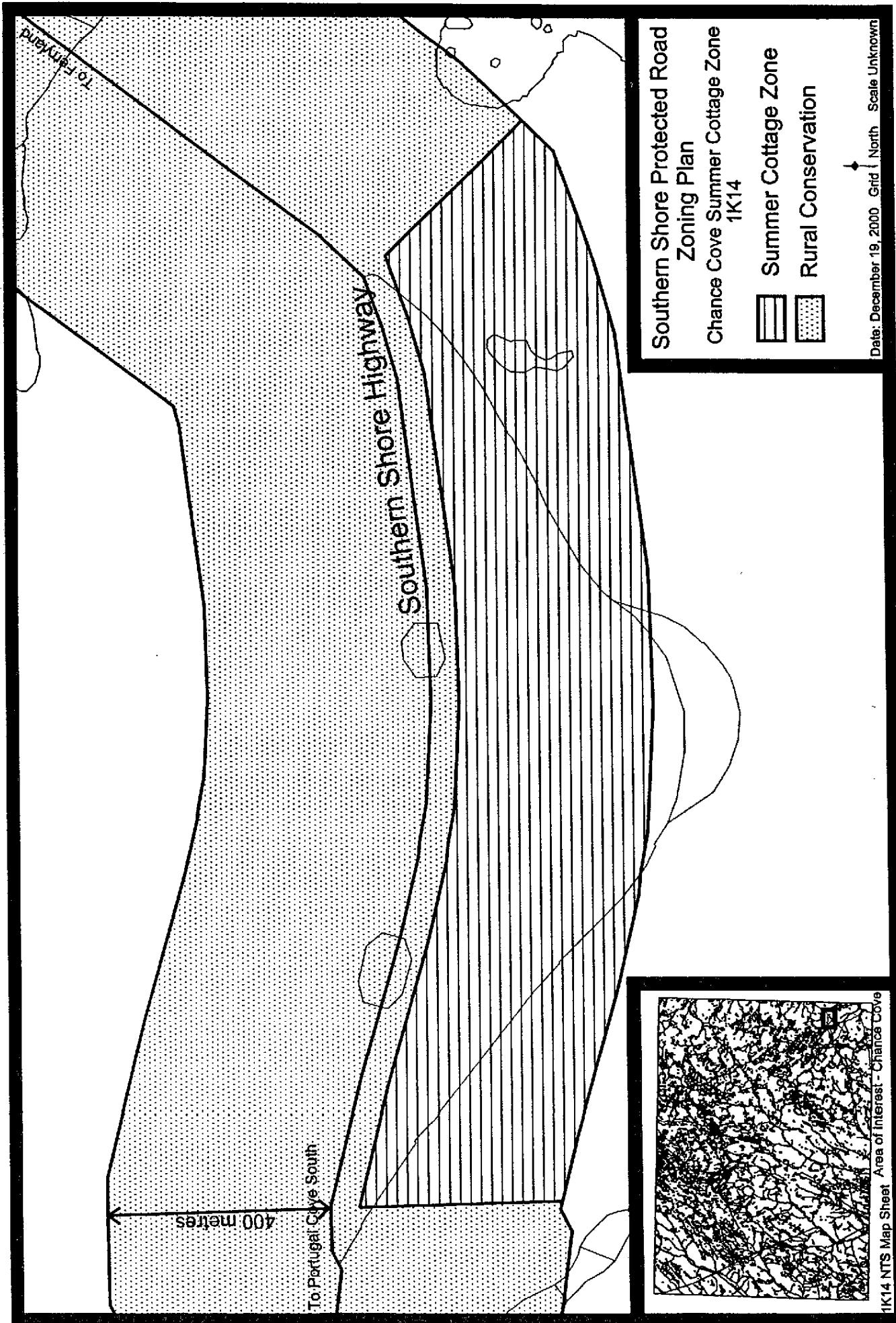
400 Metres

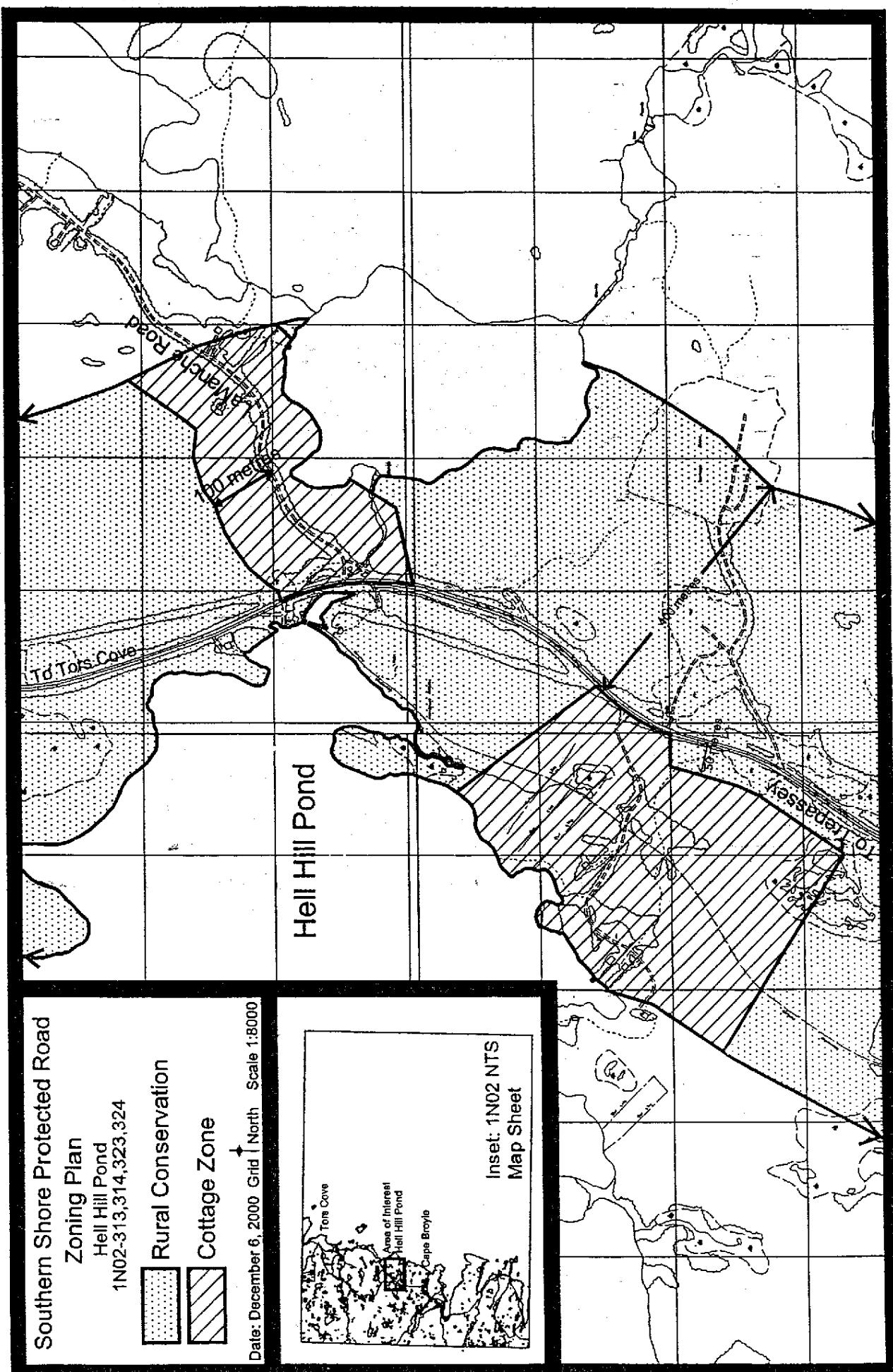
Southern Shore
Protected Road Zoning Plan
Summer Cottage Development
Clam Pond

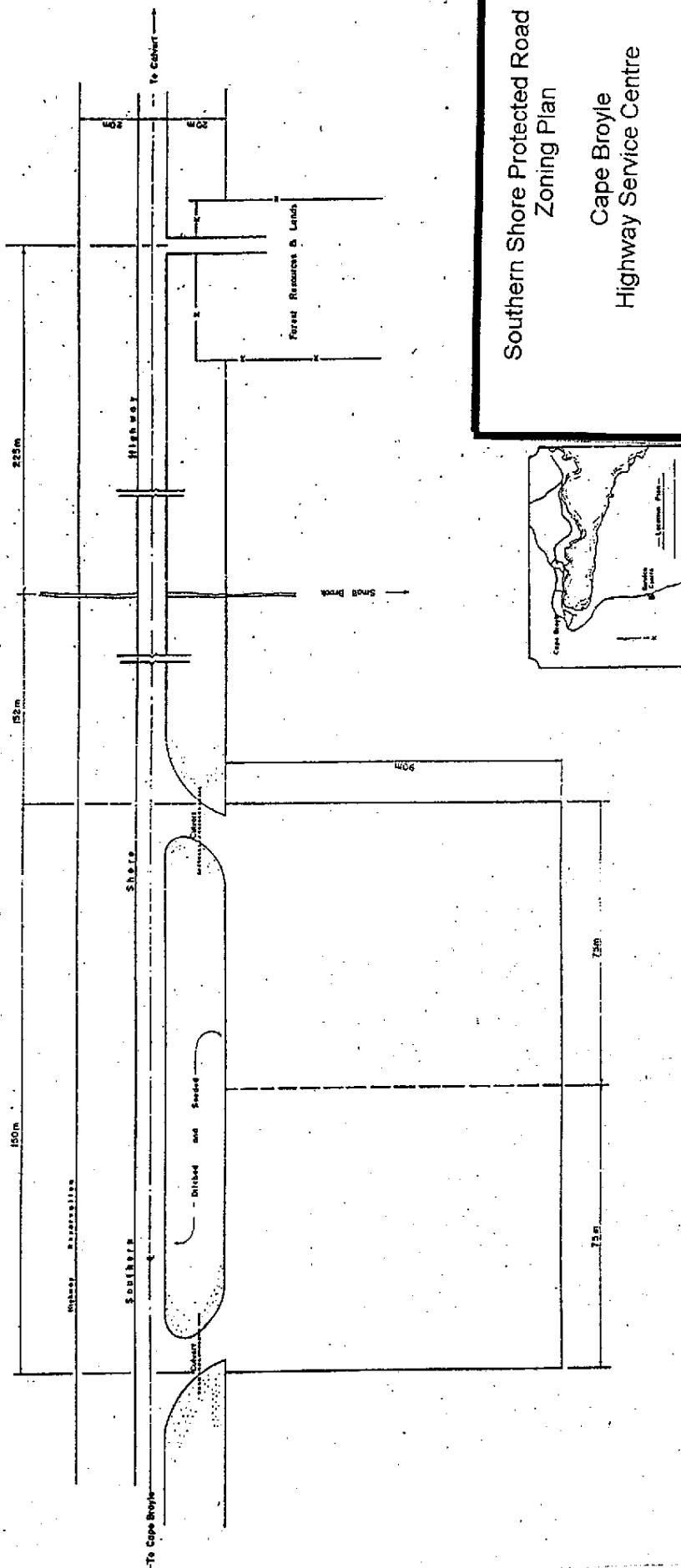


Summer Cottage Development
Date: December 13, 2000 Scale 1:5000

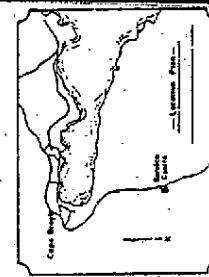
N







Southern Shore Protected Road
Zoning Plan



Cape Broyle
Highway Service Centre

Date: 12-18-2000 Not to Scale