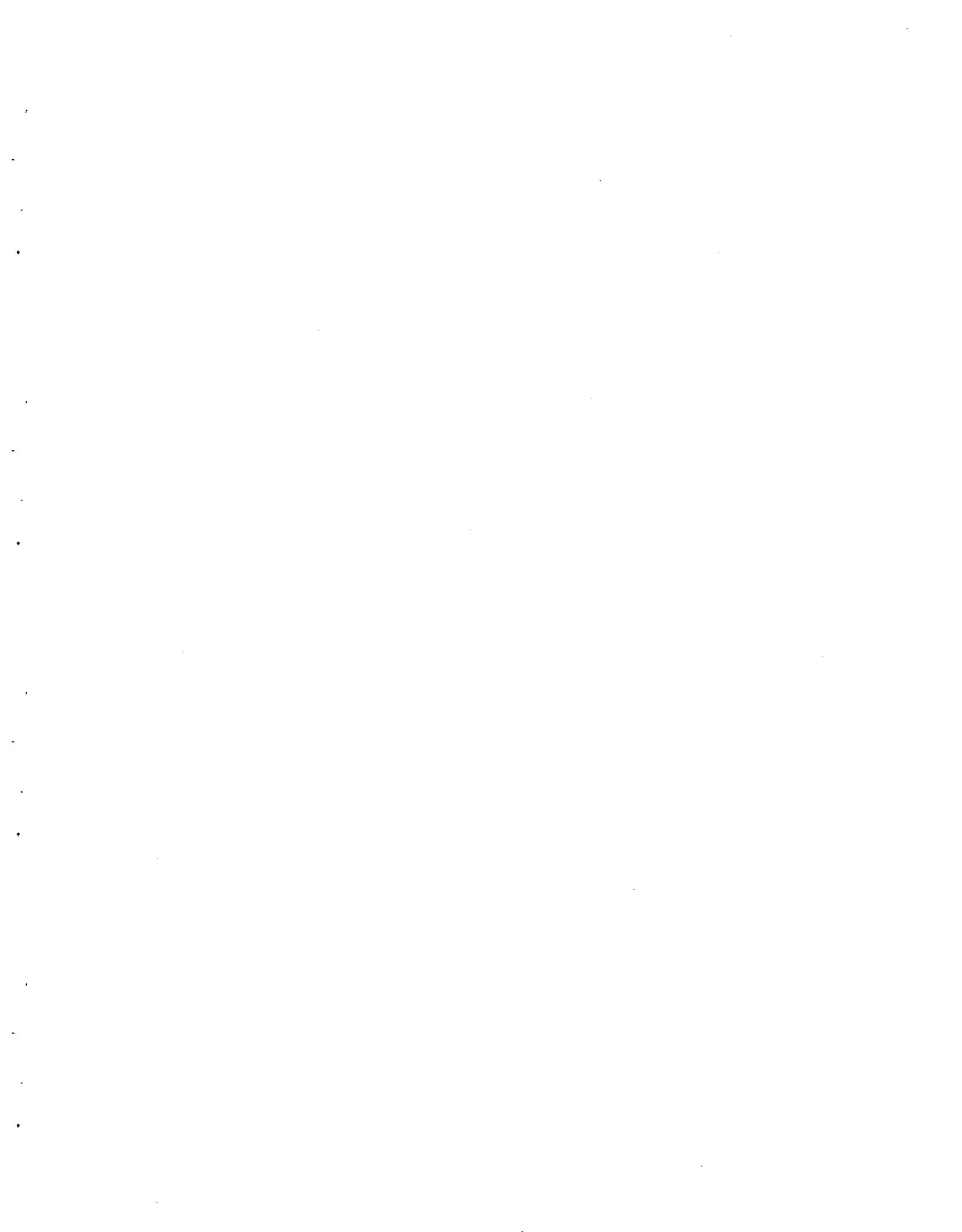


# Burin Peninsula Highway Zoning Plan

Province of Newfoundland  
and Labrador  
Municipal & Provincial Affairs  
1990



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PREFACE**1. DEPARTMENTAL RESPONSIBILITIES**

In 1959, the Protected Road Zoning Regulations were adopted in order to protect critical highways in this Province and maintain them as pleasing, safe, and convenient conveyors of traffic. In attempting to achieve these objectives, it is necessary to impose control over those factors which present a threat to highway safety and amenity including: the location, density, and visual characteristics of structural development; the location of highway service functions; and the location and alignment of accesses. Associated with these responsibilities, this Department is required to preserve the interests of the public and any concerned Governments, Departments, and Authorities and, as an integral component of the Department of Municipal and Provincial Affairs, enforce any applicable codes, regulations, and policies.

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

1. To restrict sporadic ribbon development along the highway.
2. To restrict the number of accesses along the highway, thus reducing the number of potential hazards and expediting the free flow of traffic.

3. 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.
4. To control the location of advertisements on the highway and to ensure that those permitted do not present an eyesore or pose a hazard to traffic by virtue of their lettering and design.
5. 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.
6. To ensure that highway service areas are developed along the highway in locations that will provide assistance to the travelling public in a safe and convenient manner.
7. To ensure that the standards of construction conform to the minimum requirements of the National Building Code of Canada.
8. To assist in the orderly development of the community.
9. 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, this Department has evolved several policies with regard to development control on Protected Roads. In general terms, these policies are:

1. To identify urban 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, this Department provides interim zoning.
2. To prohibit the erection of private advance - warning advertisements along the highway and in lieu of these erect standardized advance - warning signs for highway services which are of interest to the motoring public.
3. 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.
4. To identify desirable areas for the location of summer cottage development.

### 3. ESTABLISHMENT OF CONTROL AREAS

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

1. Within a Municipality, the Building Control Line shall extend one hundred (100) m either side of the centreline of a Protected Road.

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

Under the jurisdiction of these Regulations, this Department now controls 25 major trunk roads containing slightly more than 2,940 km of road and literally hundreds of communities.

#### **4. CONTROL PROCEDURE**

The established procedure for controlling development on Protected Roads consists of a dualistic system of pre-zoning the highway and a complex system of referrals. A zoning scheme consisting of up to eight (8) separate zones, each with prescribed permitted uses and specific conditions regarding uses, is applied to each highway. Applications occurring in the control area are then referred to appropriate Governments, Government Departments, and Authorities with regard to the suitability of the site applied for. Should the site be

approved, there is further review and referral of detailed plans to determine the suitability of the proposed development.

PART I

1. THE PROTECTED ROAD

(i) In September, 1967, the Burin Peninsula Highway (Route 210), from the Trans Canada Highway Junction into Marystown was declared a Protected Road. The Order (Number 2, 1967) is as follows:

"The Burin Peninsula Highway (Route 11\*) both existing and proposed for one quarter of a mile to either side of its centreline from the northern boundary of the Town of Marystown to the junction of Route 11 and the old Cabot Highway at Goobies, then following the route of the proposed highway to its junction with the Trans Canada Highway."

(ii) On October, 1979, the remaining section of Route 210 and the road from Grand Bank to Lewin's Cove (Route 220) were declared to be Protected Roads.

The Order (Number 3, 1979) is as follows:

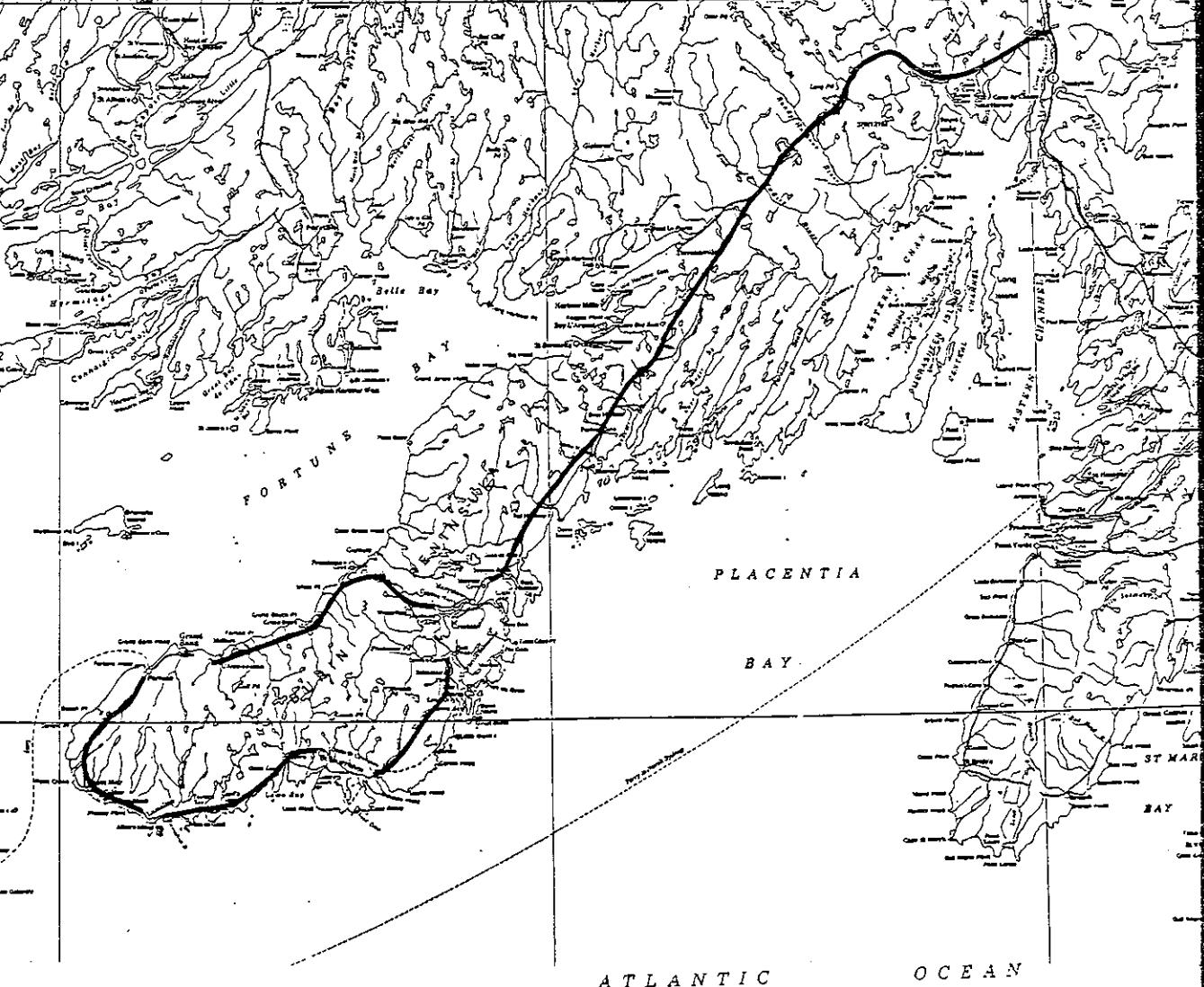
(a) The Marystown to Grand Bank Road (Route 210) as existing or proposed, from a point where the western municipal boundary of the Town of Marystown crosses Route 210 and extending to a point where the highway with the centreline of the eastern access to Grand Bank.

(b) The Grand Bank to Lewin's Cove Road (Route 220), as existing or proposed from a point 800 m west of Hayter Street in the Town of Fortune and extending to a point where the southern boundary of the Community of Lewin's Cove crosses Route 220, excluding those sections of highway conjoint with the Towns of Lamaline and St. Lawrence as per the following description:

\*Highway 11 is now Highway 210

- (1) Lamaline - commencing at a point 800 m west of the centreline of the road to Allen's Island and extending to a point where the centreline of the road to Muddy Hole intersects with Route 220.
- (2) St. Lawrence - commencing at a point where the eastern abutment of a Newfoundland Light and Power substation lies perpendicular to Route 220 and extending 1.1 km to a point 300 metres east of the centreline of Riverside Drive.

Protected Road



## 2. THE HIGHWAYS DESCRIBED

The highway from Burin to the Trans Canada Highway was opened in the early 1950's. Since then, a series of realignments and upgradings were done under a number of D.R.E.E. agreements. The interaction between the communities along the major highways have been significantly increased by the improved highway system. Not only have the communities along the two highways been affected, but those located off the highway have benefitted from the new efficient flow of goods, services and labour.

The Protected Road begins at Goobies on the Trans Canada Highway. With the exception of Goobies and Swift Current, this 140 km portion of the road to Marystown is free from urban development. Several cottage areas and a number of highway service facilities are the only other signs of permanent/seasonal habitation on the highway. The surrounding countryside consists of, for the most part, scrubby, wind-swept barrens.

The highway adopts a new character as it circumscribes the boot. Numerous fishing villages, natural pastureland, and the coastal scenery make travelling the highway a very pleasant experience. It is on this piece of highway where urban development is predominant, and limiting the community sprawl along the highway is becoming an increasingly difficult and unpopular task.

PART II

LAND USE

The Burin Peninsula has a variety of land uses and is extremely rich in natural resources, for example the fluorspar mines in St. Lawrence, the peat extraction industry on its southern tip, the sports fishery on its many scheduled and unscheduled rivers, lakes, and ponds, the agriculture potential in the Winterland area, and the aggregate resources found throughout the peninsula. Of course, the offshore facility at Mortier Bay and the shipbuilding industry at Marystown are major economic strongholds for the region as well.

The information contained here was compiled from the Land Use Atlas (Lands Branch), the Interdepartmental Land Use Committee, aerial photography, in-house records and several field investigations. This section deals with the resources, and land uses and how the Protected Road Zoning Regulations will aid in their protection.

AGRICULTURE

The Burin Peninsula, with the exception of Winterland, has limited potential for agriculture. Any development within the Agriculture Development Area of Winterland, or within the Point Crewe or Lamaline regional pastures, must be approved by the Agriculture Branch, Department of Forestry and Agriculture.

AGGREGATE RESOURCES

The Department of Mines & Energy has provided maps identifying areas of aggregate resource potential, and existing quarry permits. These maps can be obtained from the Department of Mines or viewed at the Dept of Municipal & Provincial Affairs. Applications

falling within these zones, or within 300 m of any quarry, must be referred to the Department of.

FISHERIES

The Department of Fisheries and Oceans noted the following scheduled rivers in the planned area:

Come by Chance River  
North Harbour River  
Black River  
Piper's Hole River  
Bay de L'eau River  
Red Harbour River, Northeast and Northwest Tributaries  
Tides Brook  
West Brook  
Salmonier River (Burin)  
Little St. Lawrence River  
Lawn River  
Taylor's Bay River  
Salmonier Lamaline River  
Piercey's Brook  
Grand Bank River

Many unscheduled rivers on the Burin Peninsula, which could be impacted by development along the highways, contain sea-run trout, eels and smelt. These are popular angling areas worthy of protection and include the following:

Rushoon River (also Atlantic salmon)  
Salmonier Brook (also Atlantic salmon)  
Inflow into Hay Pook Pond  
The Barasway  
High Beach (outflow)  
Lories Brook  
Short's Brook  
Snook's Brook  
L'Anse au-Loup Brook (also Atlantic salmon)  
Little Barasway Brook (also Atlantic salmon)  
Famine Brook (also Atlantic salmon)  
Clancey's Pond runout

Also, the drainage areas of Paradise (Dunn's) River and Sandy Harbour are crossed by the highway and both are under active consideration as salmon enhancement sites. The highway crosses other streams and borders many lakes and ponds other than those mentioned, and should be treated as fish habitat areas.

The Department of Fisheries and Oceans has made the following comments with respect to development near all scheduled and unscheduled rivers, lakes and ponds:

1. The Department of Fisheries and Oceans will scrutinize applications for development on all scheduled and unscheduled rivers, lakes and ponds on an individual basis. Any applications which constitute encroachment upon sensitive fish habitat, i.e. spawning areas, salmon pools, falls, etc., may be grounds for rejection of a particular application.
2. Should a development be approved a conditional recommendation of a 30 m buffer zone of undisturbed vegetation between the water body and the development would be attached.
3. On any development that is approved, the proponent would be required to install a sewage system that is in compliance with provincial health standards. Under no circumstances should raw sewage enter a watercourse. In addition, proponents will be required to store all petroleum products as per existing federal and provincial legislation.

In light of this, all applications for development on any of the scheduled salmon rivers or habitat areas are to be referred to the Department of Fisheries and Oceans.

#### FORESTRY

Between Swift Current and Long Pond are a number of young black spruce stands. Proposals for development within these stands will not be permitted without the prior authorization of the Department of Forestry & Agriculture.

#### HISTORIC RESOURCES

The Historic Resources Division has no significant recorded archeological sites within the planned area. However should any archeological remains be found, contact should be made with that Division. The following sections of the Historic Resources Act should be noted:

10(1) A person who discovers an archaeological object in, on or forming part of the land within the province shall report the discovery forthwith to the Minister stating the nature of the object, the location where it was discovered and the date of discovery.

10(2) No person, other than one to whom a permit has been issued under this Act, who discovers an archaeological object shall move, destroy, damage, deface, obliterate, alter, add to, mark or in any other way interfere with, remove or cause to be removed from the province that object.

11(1) The property in all archaeological objects found in, on or taken from the land within the province, whether or not those objects are in the possession of Her Majesty, is vested in Her Majesty.

#### MUNICIPAL BOUNDARIES

The communities of Goobies, Swift Current, and Salmonier are the only unincorporated communities on the Protected Road. Within a town's planning area boundary the Building Control Line is reduced to 150 m on both sides of the highway centreline, and to 100 m within its municipal boundary.

#### PARKS/CAMPGROUNDS

While there are several private and provincial campgrounds in the general region, none are located on the Protected Road. There are two provincial day-use parks - Piper's Hole River near Swift Current, and French Islands near Point May.

#### WASTE DISPOSAL SITES

The waste disposal sites are located as shown on the Land Use Map. Applications for development within 1.6 km of any site are to be referred to the Department of Environment and Lands.

#### WATERSHEDS

The protected water supply areas are indicated on the Land Use Map. Applications within a water supply are to be referred to the Department of Environment and Lands.

*Area reserved  
likely early 50s*

**MORTIER BAY DEVELOPMENT AREA**

The Mortier Bay Development Area is located within the Planning Area Boundary of Marystown on Route 210. Being within the Planning Area Boundary, the Building Control Line is reduced to 150 m on both sides of the highway centre line. In essence, this means that three governing agencies have control over development where the Development Area borders the highway:

1. The Minister of Development
2. The Urban & Rural Planning Division, Department of Municipal & Provincial Affairs
3. The Town Council of Marystown

The Mortier Bay Development Area is regulated by the Development Area (Lands) Act which is administered by the Minister of Development. Within the area shown on the Land Use Map, the Regulations state that no land transactions, building, or change of use can take place without the written permission of the Minister of Development. This action does not take away this Department's responsibility to control development.

The Minister of Development has agreed that certain matters shall be deemed to be approved by him without further action. These are:

1. Repairs and extensions to existing buildings.
2. Extensions of existing buildings provided the floor area of the extension does not exceed 50% of the floor area of the existing building.
3. Demolition of structures required for public health and safety.

### PART III - ZONING

The following zoning is a result of several field investigations, review of development applications during the last five (5) years, meetings with the various town councils, and feedback from provincial and federal departments and agencies.

While some communities will have minor or no zoning changes since the 1981 Plan, others will have some major changes. Also several new summer cottage zones and highway service zones are added.

The individual plans in this Plan are prepared in accordance with Part VII of the Urban and Rural Planning Act, and relate solely to the strip of land along the Protected Road over which this Department has been given jurisdiction under Part VII of the Act. This control is more specifically defined under section 3 of the Protected Road Zoning Regulations.

Section 7 of the Protected Road Zoning Regulations states "Where a Protected Road passes through an area controlled by an approved plan under the provisions of Part II, III, IV, V and VI of the Act, the land included shall be used only in accordance with these Regulations and the approved land use plan". Therefore the provisions of the Official Plans of Marystow, Grand Bank, Fortune and St. Lawrence are automatically applied.

## 1. URBAN ZONING

### GOOBIES

Goobies is the first community on the Protected Road. For the most part, development is located on the old Cabot Highway. Due to bog and high water table conditions, it is unlikely that new development will be attracted to the Protected Road.

#### Building Control Line

The Building Control Line is reduced to 100 m on both sides of the highway centreline.

#### Zoning

The two residential units on the west side are zoned as Mixed. Further development within the Mixed Zone must be accessed from the old highway.

All other land within the Building Control Line is zoned as Rural Conservation. The Department of Transportation depot located immediately south of the community is an allowable use in a Rural Conservation Zone.

## GOOBIES

## Existing Land Use

Residential  
Public - Service

## Zoning

## — Building Control Line

### Mixed Zone

CABIN  
SPACES

# Rural

Conservation

#### SWIFT CURRENT

Located on an inlet of Placentia Bay is the community of Swift Current. Excessive slope and rock outcrop on the north side of the highway, and insufficient area on the south are presenting severe constraints to development.

In 1978, this Department prepared a land use study for the community. The study examined four areas to determine the extent of land suitable for future development. However, only Areas A and D (see zoning plan) have been identified as having a reasonably good potential for development. Access to Area D is already established since one residential unit is located at the edge of the plateau and access could be extended to service additional lots. Access to Area A can be via an established firebreak.

In 1983, a subdivision proposal for the eastern section of Swift Current was prepared as a result of a private land owner selling lots to the residents of that community. The subdivision plan shows the area is capable of supporting twelve lots fronting on the old highway, with the possibility of developing four to five extra sites (at some future date) to the rear (south) of the proposed lots. Lot number 7 is already developed.

Bogs and wet areas, intermixed with excessive slope have made some of the lots less than ideal for residential purposes. But with some site improvements, all should be adaptable to development.

The proposal is approved by the Provincial Planning Office, Department of Health, Department of Works, Services & Transportation, and the Federal Department of Fisheries. Further development is subject to the conditions as outlined in the "permit to subdivide" number 13387.

Building Control Line

The Building Control Line is maintained at 400 m throughout Swift Current.

Zoning

The Mixed and Restricted Zones are applied throughout the community. The Mixed Zone will take care of the urban related uses, while the Restricted Zone is applied to those areas where insufficient land and excessive slope are constraining factors to development.

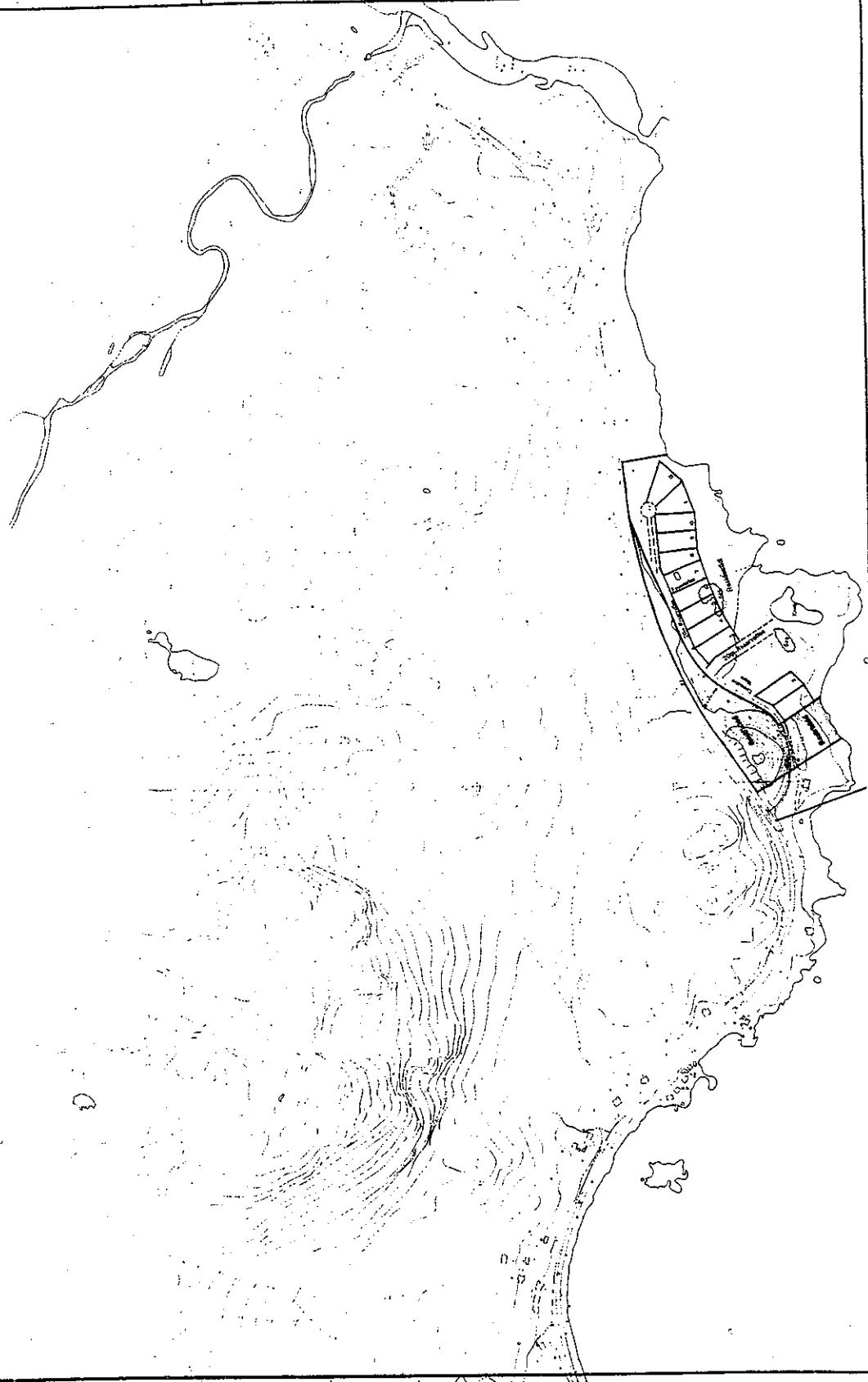
The subdivision previously referred to is zoned as Residential.

All other land is zoned as Rural Conservation.

DEPARTMENT OF MARITIME AFFAIRS,  
CHIEF ENGINEER'S OFFICE  
SWIFT CURRENT  
NEIGHBOURHOOD

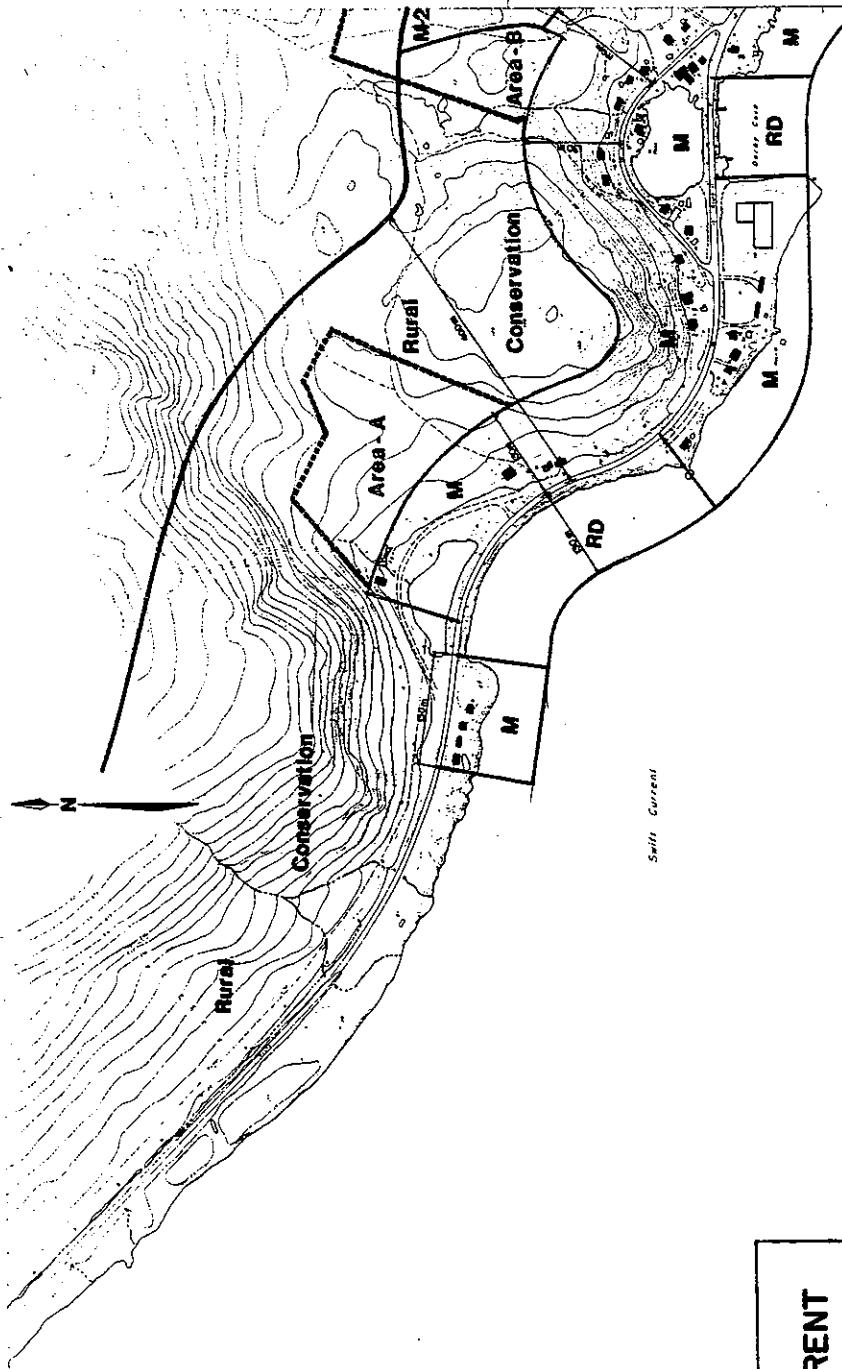
NOTE:  
Minimum Lot Size - 182C.R.  
Minimum Frontage of the Building  
Line - 30m  
Typical Lot Size - 24m x 62m.

1925





**SWIFT  
CURRENT**  
NEWFOUNDLAND



**SWIFT CURRENT**

**Existing Land Use**

- Residential
- Highway Commercial
- Public Commercial
- Fishing Accessory
- ☒ Abandoned

**Zoning**

- Building Control Line
- Mixed Zone
- Mixed Zone
- Restricted Development
- Residential Study Area

<b>BURIN PENINSULA HIGHWAY ZONING PLAN</b>			
DEVELOPMENT CONTROL DIVISION			
DEPARTMENT OF MUNICIPAL AFFAIRS			
PLAN NO. 1000	SCALE 1:4000	DATE NO. 107	REVISION NO. 1
NEWFOUNDLAND & LABRADOR GOVERNMENT ST. JOHN'S, NEWFOUNDLAND, CANADA			

SHEET NO. 3

SWIFT CURRENT			
1	2	3	4
5	6	7	

#### RED HARBOUR

The Community of Red Harbour is located approximately seven kilometres north of Marystow. While the community is well off the Protected Road, development is progressing along its access road towards the Protected Road. However, adverse physical conditions will prevent development from encroaching upon the highway.

#### Building Control Line

The Building Control Line is set at 100 m from the highway centreline throughout the Town's Municipal Boundary.

#### Zoning

All land is zoned as Rural Conservation.

## MARYSTOWN

Boasting a population of just over 6,500, Marystow is by far the largest community on the Protected Road. Often referred to the "hub of the peninsula", it is the regional node on the Peninsula for providing employment, goods, service and information

### Building Control Line

The protected portion of the road stops at the town's easternmost municipal boundary. Within the Town's Planning Area Boundary, the Building Control Line extends to within 150 m on either side of the highway centreline.

### Zoning

Zoning is as per the Marystow Town Plan (1984).

## WINTERLAND

The Community of Winterland and its environs is known for its agricultural potential and has proved to be a definite asset to the local and regional economy. The settled portion of Winterland is located just off the Protected Road.

### Building Control Line

The municipal and planning area boundaries are conjoint and therefore the Building Control Line is reduced to 100 m on either side of the highway centreline throughout Winterland.

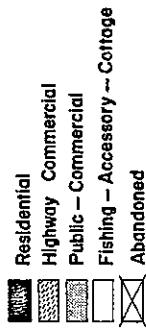
### Zoning

Between Winterland and Grand Bank there are a number of cabins that were constructed prior to the highway being declared a Protected Road. The concentration around Northwest Brook is zoned as Summer Cottage (see section on Summer Cottage Zoning) while the remaining scattered cabins are non-conforming uses in a Rural Conservation Zone.

All other land is zoned as Rural Conservation.

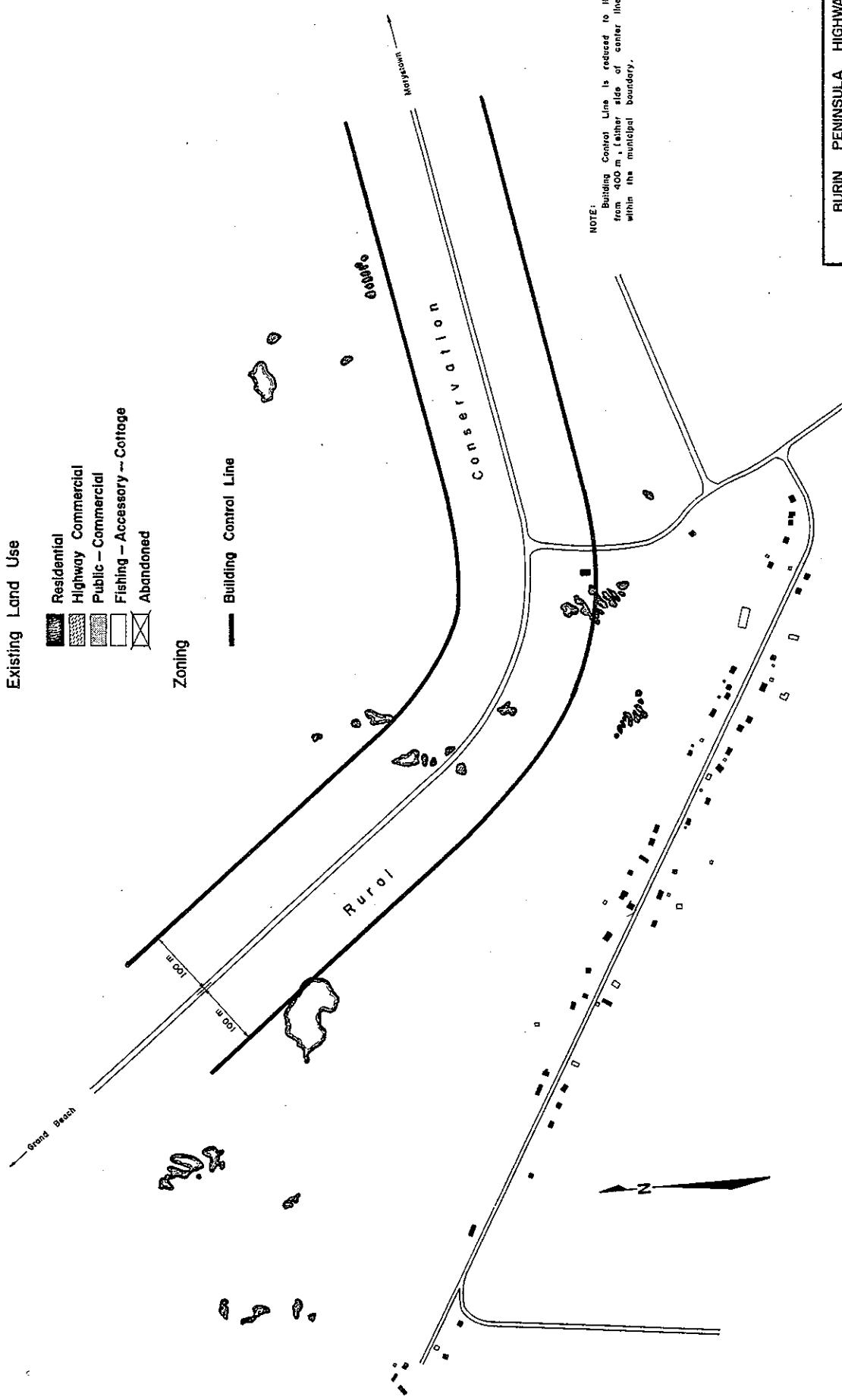
# WINTERLAND

## Existing Land Use



## Zoning

Building Control Line



NOTE: Building Control Line is reduced to 100 m, from 400 m (either side of center line), within the municipal boundary.

BURIN PENINSULA HIGHWAY ZONING PLAN			
DEVELOPMENT CONTROL DIVISION			
DEPT. OF MUNICIPAL AFFAIRS & HOUSING	PLANNING	ENV.	LN.
STATE (GPO) 1971 1:2500	69-01-Q1	BP-01 (1971)	



#### GARNISH

The fishing community of Garnish is located well off the Protected Road. However, the highway passes through an area under control of Garnish where the municipal and planning area boundaries are common. This part of the highway is free from development.

A Draft Plan was prepared for Garnish in 1975, but was not adopted.

#### Building Control Line

The Building Control Line is set at 100 m on either side of the highway centreline.

#### Zoning

This area is zoned as Rural Conservation.

#### FRENCHMAN'S COVE

This is another fishing community located well off the highway. As with Garnish, the highway passes through the town municipal boundary. This portion of the highway is free from development.

#### Building Control Line

The Building Control Line is set at 100 m on either side of the highway centreline.

#### Zoning

All land within the Building Control Line is zoned as Rural Conservation.

#### GRAND BEACH

The community of Grand Beach is located within the planning area boundary of Grand Bank, and for the most part, is located off the Protected Road.

#### Building Control Line

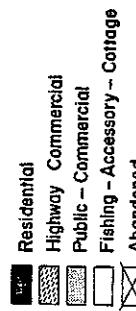
The Building Control Line is set at 150 m on either side of the highway centreline within the planning area boundary.

#### Zoning

Zoning is as per the Grand Bank Plan (1985).

# GRAND BEACH

## Existing Land Use



## Zoning

### Building Control Line



**NOTE:**  
 - Building Control Line is reduced to 100 m within the municipal boundary and to 150 m within the municipal planning area boundary, from 400 m. (either side of control line).  
 - Future land use as per Grand Beach Plan.

DETAILS

BURN PENINSULA HIGHWAY ZONING PLAN		DEVELOPMENT CONTROL DIVISION		D	
DEPT. OF MUNICIPAL AFFAIRS & HOUSING		PLANNING		PERMITTING	
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#### GRAND BANK

The protected portion of the road stops at the easternmost access to the Town of Grand Bank and begins again at a point 800 m west of Hayter Street in the Town of Fortune.

#### Building Control Line

The Building Control Line extends 100 m on either side of the highway centreline within the Town's municipal boundary, and 150 m within its planning area boundary.

#### Zoning

The zoning is as per the Grand Bank Official Plan (1985).

FORTUNE

The Town of Fortune has its own Official Plan (1985). Control through Fortune is dropped and begins at a point 800 m west of Hayter Street in the southern end of Fortune.

Building Control Line

The Building Control Line extends 100 m on either side of the highway centreline within the Town's municipal boundary, and 150 m within its planning area boundary.

Zoning

Zoning is as per the Fortune Plan (1985).

#### POINT MAY

The communities of Lories, Calmer and High Beach are now part of the Town of Point May.

Development has occurred in two areas along the highway - at Point May proper and Lories. The Town has submitted a proposal for a serviced subdivision at the western end of the town. When implemented, it should take care of the town's residential development needs for the next 10-20 years.

#### Building Control Line

Throughout Point May the building control line is set at 100 m from the highway centreline.

#### Zoning

There are two areas of urban development here, and both are zoned as Mixed. These are separated by approximately 1,000 m of rural land. Most of this land is boggy or has a high water table. Since there remains infilling lots within the urbanized areas, and there is a proposed subdivision for the town, there is no need to open this 1,000 m of rural land for sporadic development.

All other land is zoned as Rural Conservation.

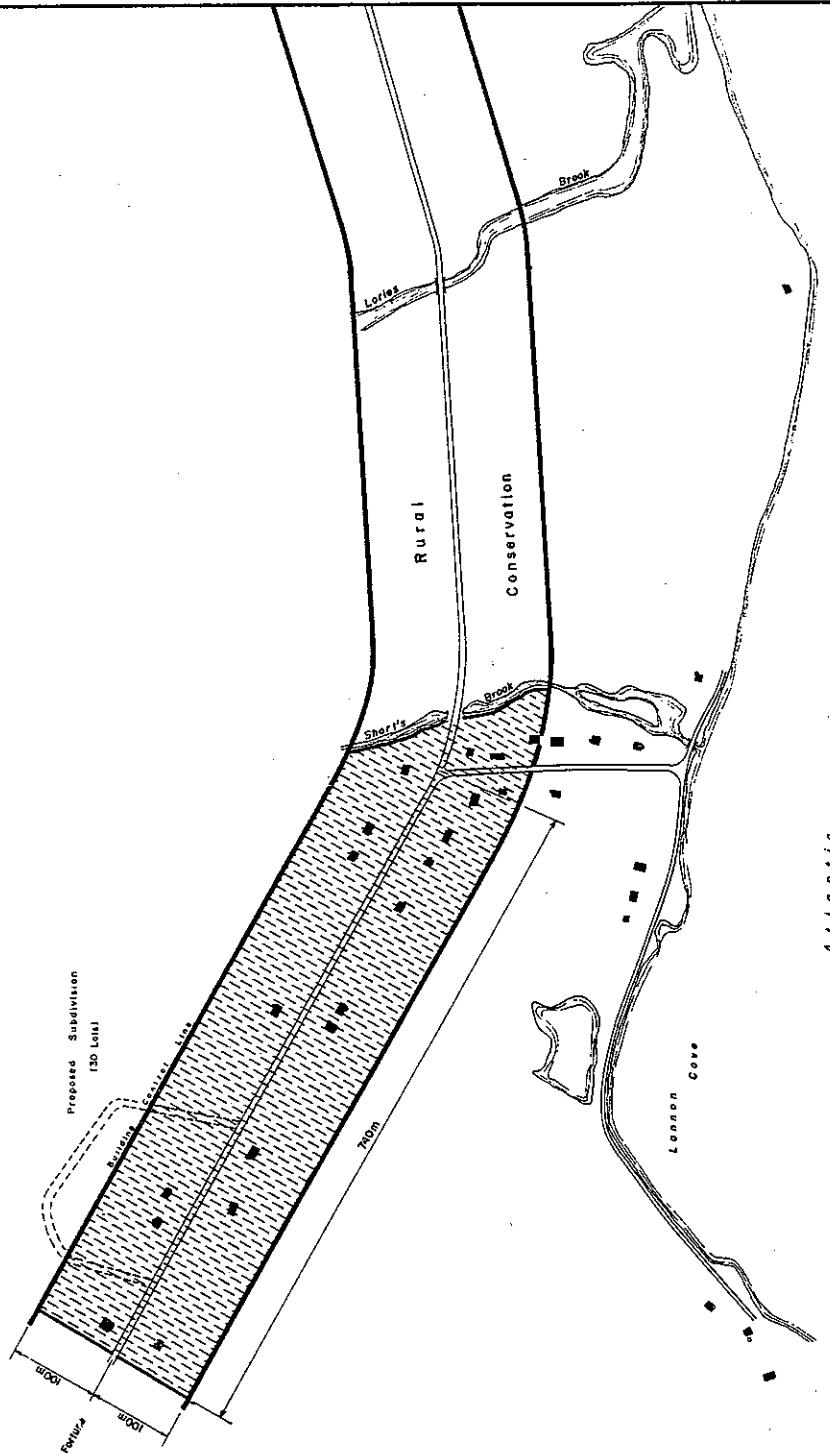
## POINT MAY

### Existing Land Use

- Residential
- Public - Commercial

### Zoning

- Building Control Line
- Mixed Zone



## BURIN PENINSULA HIGHWAY ZONING PLAN

DEVELOPMENT CONTROL DIVISION  
DEPT. OF MUNICIPAL AFFAIRS & HOUSING

DATE:

1986-04-07

DRAWING NO.:

1-2500

RG:

Sheet 1 of 2

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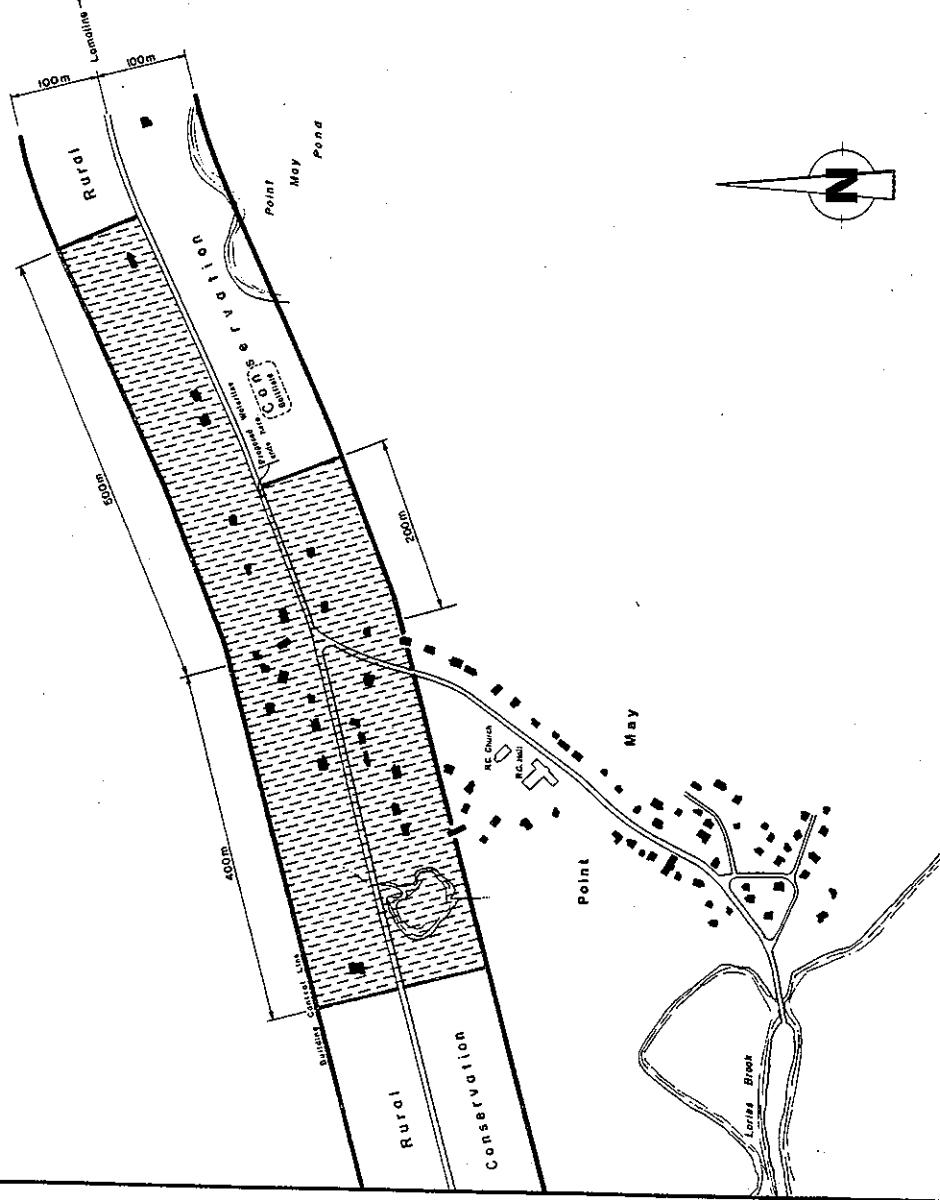
# POINT MAY

## Existing Land Use

- Residential
- Public - Commercial

## Zoning

- Building Control Line
- Mixed Zone



## BURIN PENINSULA HIGHWAY ZONING PLAN

DEVELOPMENT CONTROL DIVISION  
G.S.P.T. OF MUNICIPAL AFFAIRS & HOUSING

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## LAMALINE

Control within the urbanized section of Lamaline was reduced when the road was first declared a Protected Road in 1979. Control is dropped from a point 800 m west of the centreline of the road to Allen's Island and extending to a point where the centreline of the road to Muddy Hole intersects Route 220.

A Draft Plan was referred to Council in 1966, but was not adopted.

### Building Control Line

The Building Control Line extends 100 m on both sides of the highway centreline within the Town municipal boundary and within 150 m within its Planning Area Boundary.

### Zoning

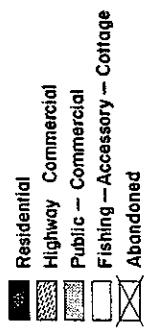
Because of a health and construction hazard created by the presence of a very high water table throughout the core of Lamaline, development is permitted on the eastern end of the community, east of the Muddy Hole intersection. Here, the Mixed Zone and the Residential Zone is applied to the existing development and any land that can accommodate new growth.

A Restricted Zone has been imposed where the high water table makes conditions marginal for development. Within the Restricted Zone, only uses qualifying for a Mixed Zone will be allowed, providing the hazard is overcome.

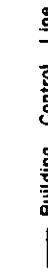
All other land is zoned as Rural Conservation.

## LAMALINE (1 of 2)

### Existing Land Use



### Zoning

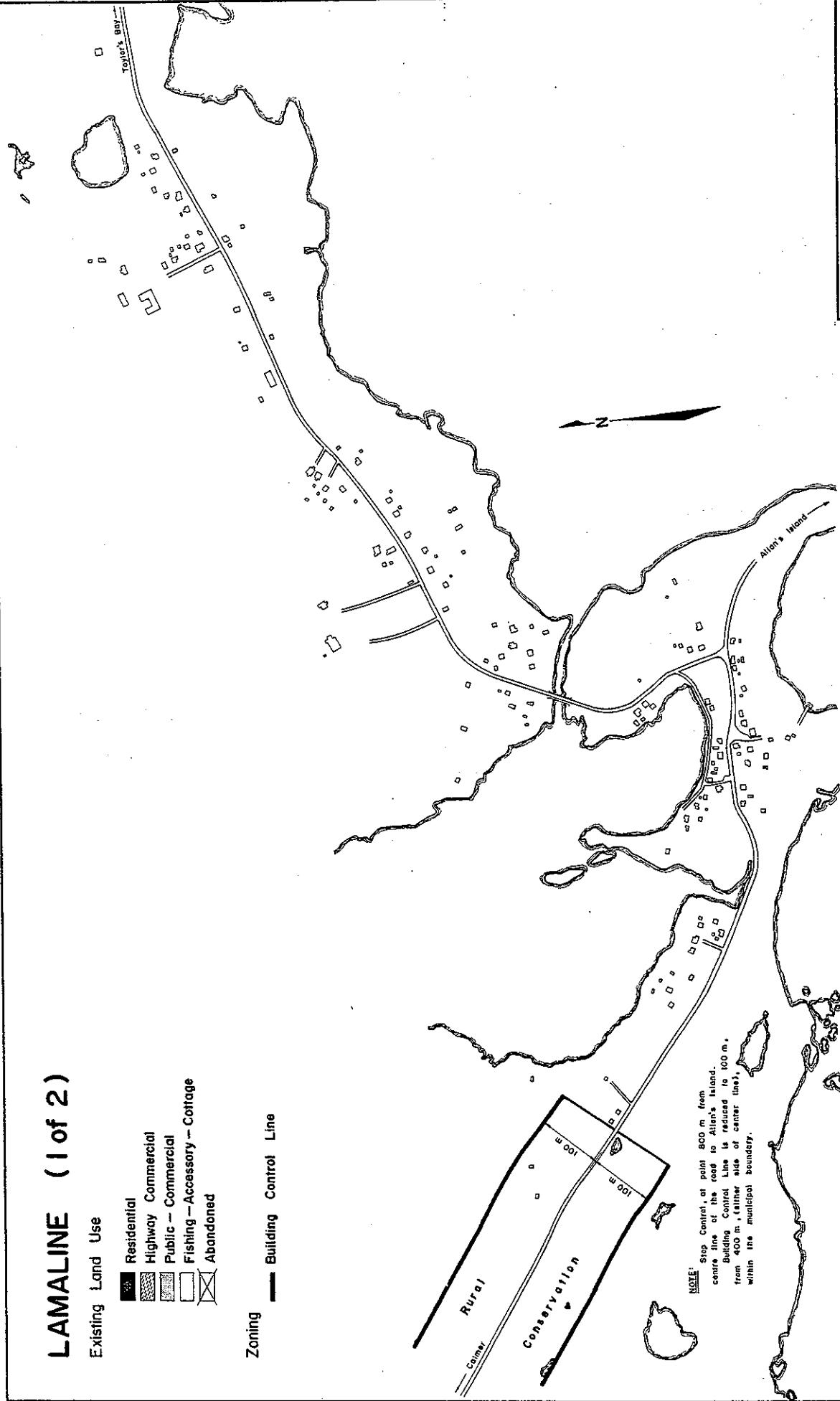


Rural

Commercial

Conservation

NOTE: Site Control at point 800 m from  
centre line of the road to Alton's Island.  
Building Control Line is reduced to 100 m.  
from 400 m. (either side of center line),  
within the municipal boundary.



BURIN PENINSULA HIGHWAY ZONING PLAN	
DEPARTMENT OF MUNICIPAL AFFAIRS & HOUSING	
DATE: 08-08-01	STAFF: (Signature)
DRAWN BY: (Signature)	REVIEWED BY: (Signature)
BP-085 (1 of 2)	1:250,000

©

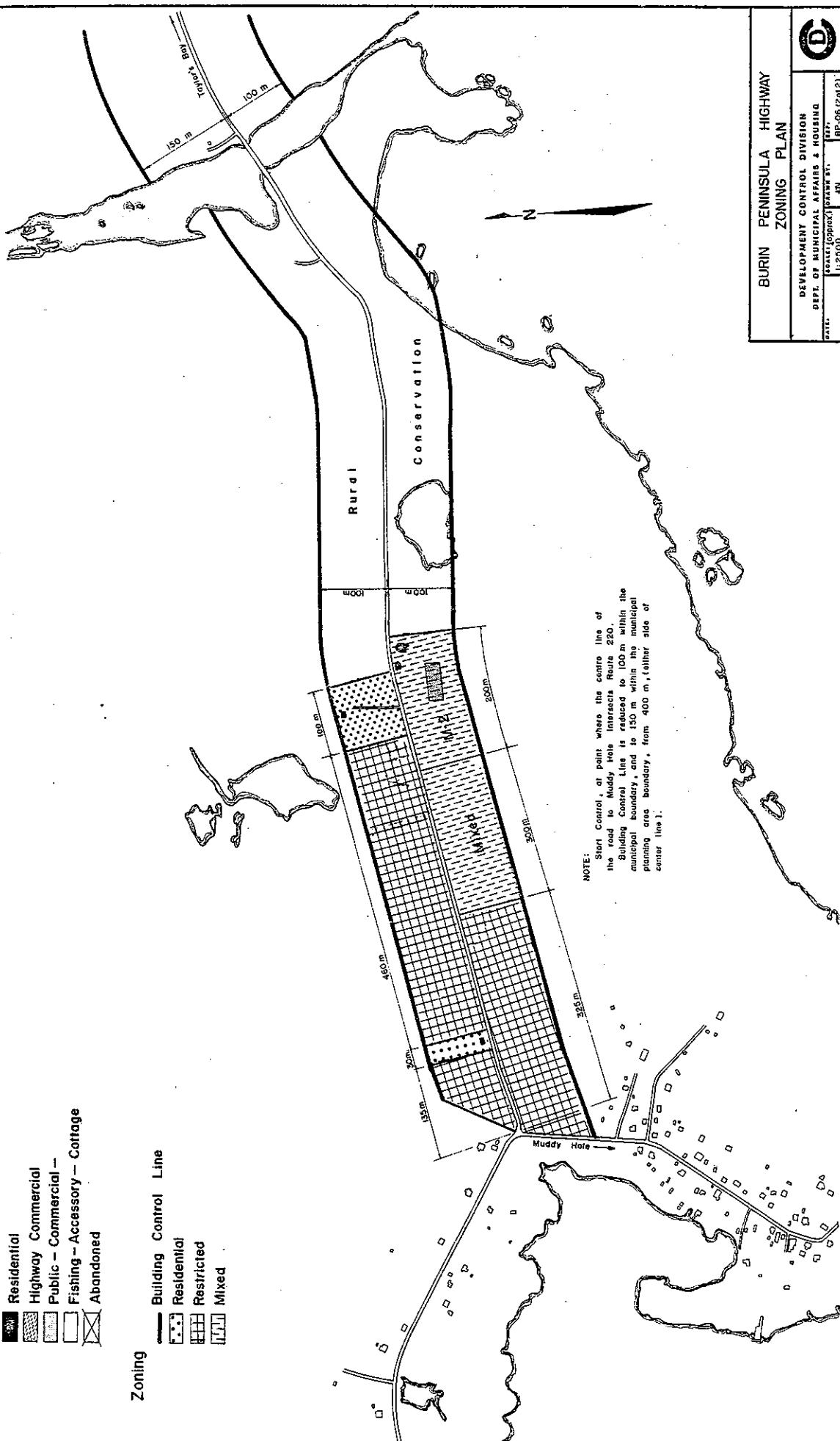
## LAMALINE (2 of 2)

### Existing Land Use

Residential	Highway Commercial
Residential	Public - Commercial
Residential	Fishing - Accessory - Cottage
Abandoned	

### Zoning

Building Control Line
Residential
Residential
Residential
Mixed



POINT AU GAUL

The built up portion of Point au Gaul lies well off the highway and outside this Department's control. With the exception of a lounge at the intersection of Route 220 and the access to the community, the road is free from urban development.

Building Control Line

The building control line extends to 100 m on the southside of the highway within its town boundaries and 150 m on the northside of the highway within its planning area boundary.

Zoning

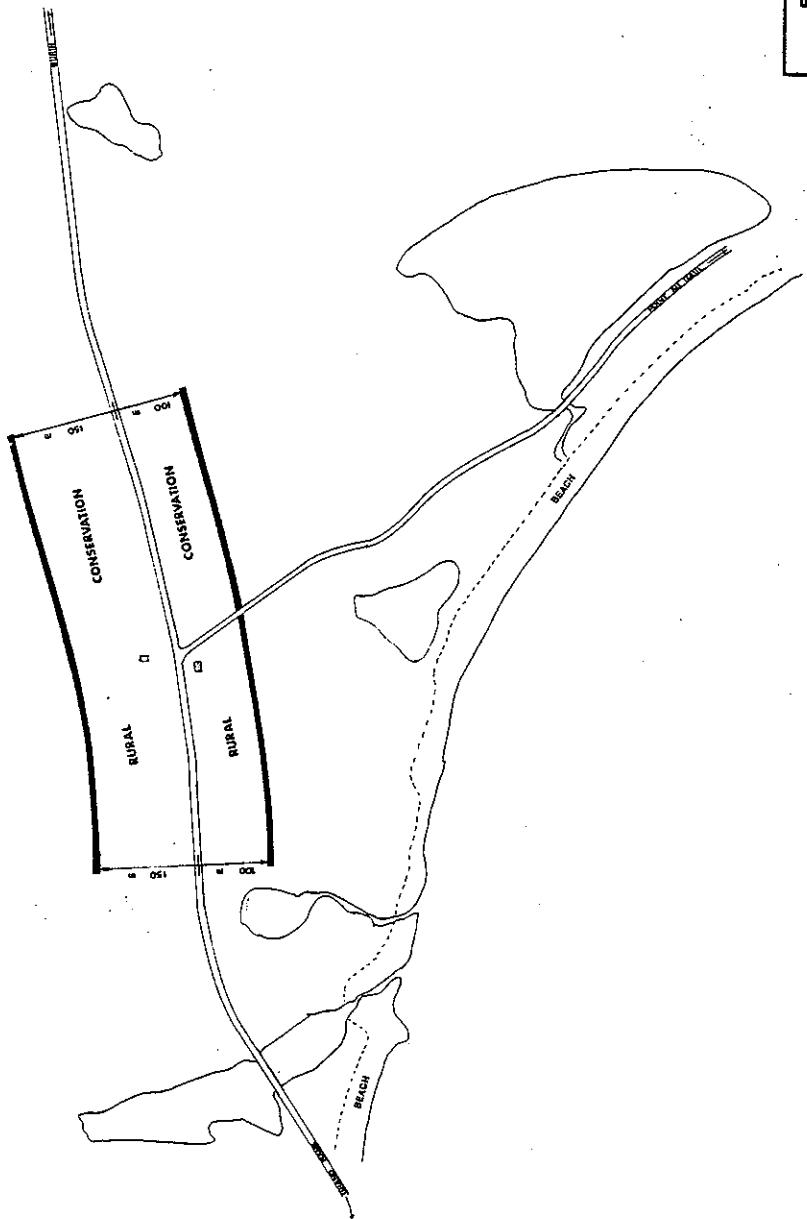
All land is zoned as Rural Conservation.

# POINT AU GAUL

## Existing Land Use

- Public - Commercial
- Fishing - Accessory - Cottage

Zoning — Building Control Line



BURN PENINSULA HIGHWAY	
ZONING P.L.A.	
DEVELOPMENT CONTROL DIVISION	
DEPT. OF MUNICIPAL AFFAIRS & HOUSING	
SCALE	1:24000
DATE	8-1-75
PLAT	22
STY.	1

**D**

#### TAYLOR'S BAY

Taylor's Bay is an unincorporated community. Population statistics show that since 1966, Taylor's Bay has been experiencing a steady decrease in population, and therefore should not require substantial land for development, especially along the highway.

#### Building Control Line

The building control line is 400 m from the highway centreline on both sides of the highway except for a narrow section of approximately 400 m in the built-up section of the community where the building control line is reduced to 100 m on the seaward side of the highway.

#### Zoning

Two Mixed Zones are used here. The zone on the landward side of the highway does not provide for extensive infilling. On the seaward side of the highway, where the community is concentrated, is the second zone and it is separated from the highway by a 30 m buffer zone. Should the demand for land increase, the two accesses located within this zone and leading to the coast have a suitable land base to support a minimum of 15-20 residential lots.

All other land is zoned as Rural Conservation.

#### LORD'S COVE

Route 220 now bypasses much of Lord's Cove, thereby reducing the area of control. Within the controlled area there is a mixture of uses, with residential being the predominant use.

#### Building Control Line

Throughout the Community of Lord's Cove, the Building Control Line extends 100 m on both sides of the highway centreline.

#### Zoning

In the western end of the community is a Highway Commercial Zone extending 170 m along the southside of the highway. Towards the centre of the community, where the highway to Lawn has been rerouted, there is a 30 m buffer zone on the east side of the highway. This is to prohibit the construction of new accesses to the new section of highway. The remaining urban land is zoned as Mixed.

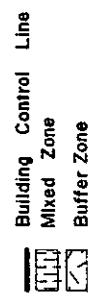
All other land is zoned as Rural Conservation.

# TAYLOR'S BAY

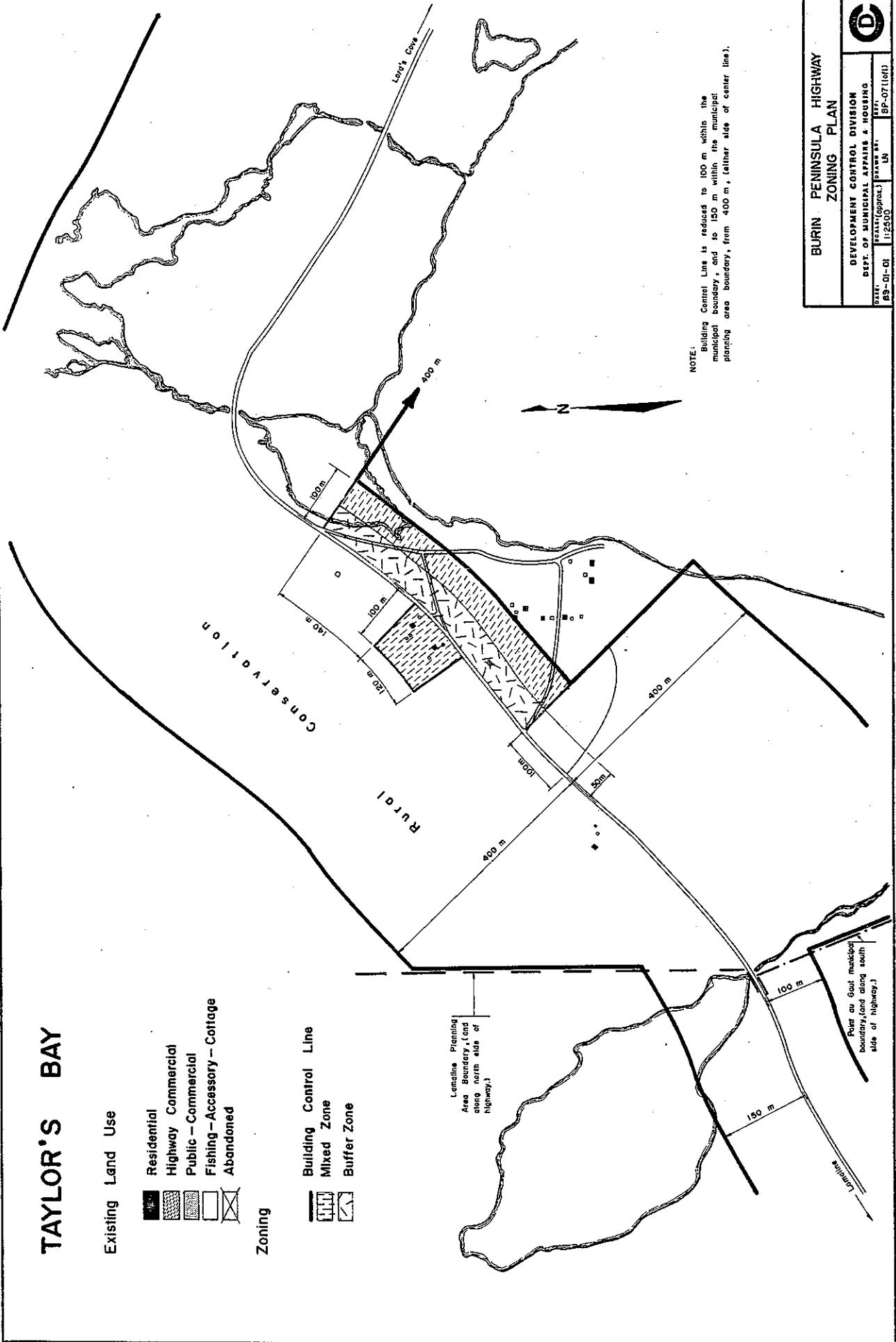
## Existing Land Use



## Zoning

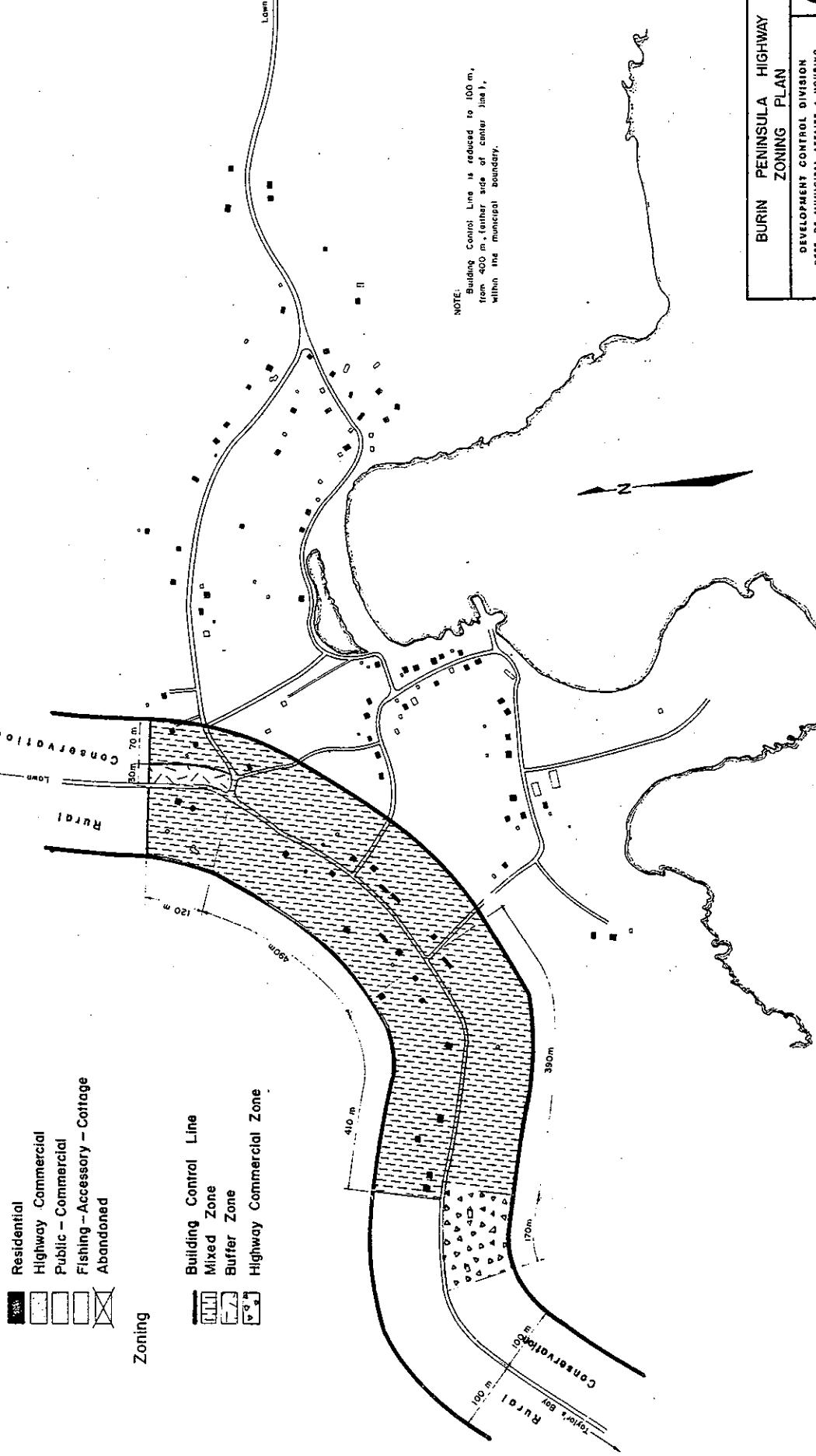


Lameline Planning  
Area Boundary (land  
along north side of  
highway.)



## LORD'S COVE

### Existing Land Use



LAWN

The town of Lawn is located at the head of Great Lawn Harbour. Residential and commercial development has taken place on both sides of the highway with some pockets of land being very densely developed. The Protected Road affects only that part of the town lying on the west and north shore of the Harbour.

A Draft Plan for Lawn was referred to the town in 1967, but was not adopted.

Building Control Line

Within the municipal boundary of Lawn, the Building Control Line extends to 100 m on both sides of the highway, and to 150 m within its planning area boundary.

Zoning

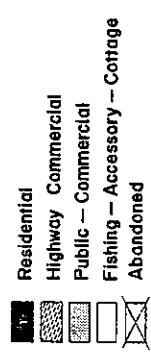
The built up area within the Building Control Line is zoned as mixed.

A Restricted Zone is imposed on a piece of land at the northern end of the community, where the land is too steep for development.

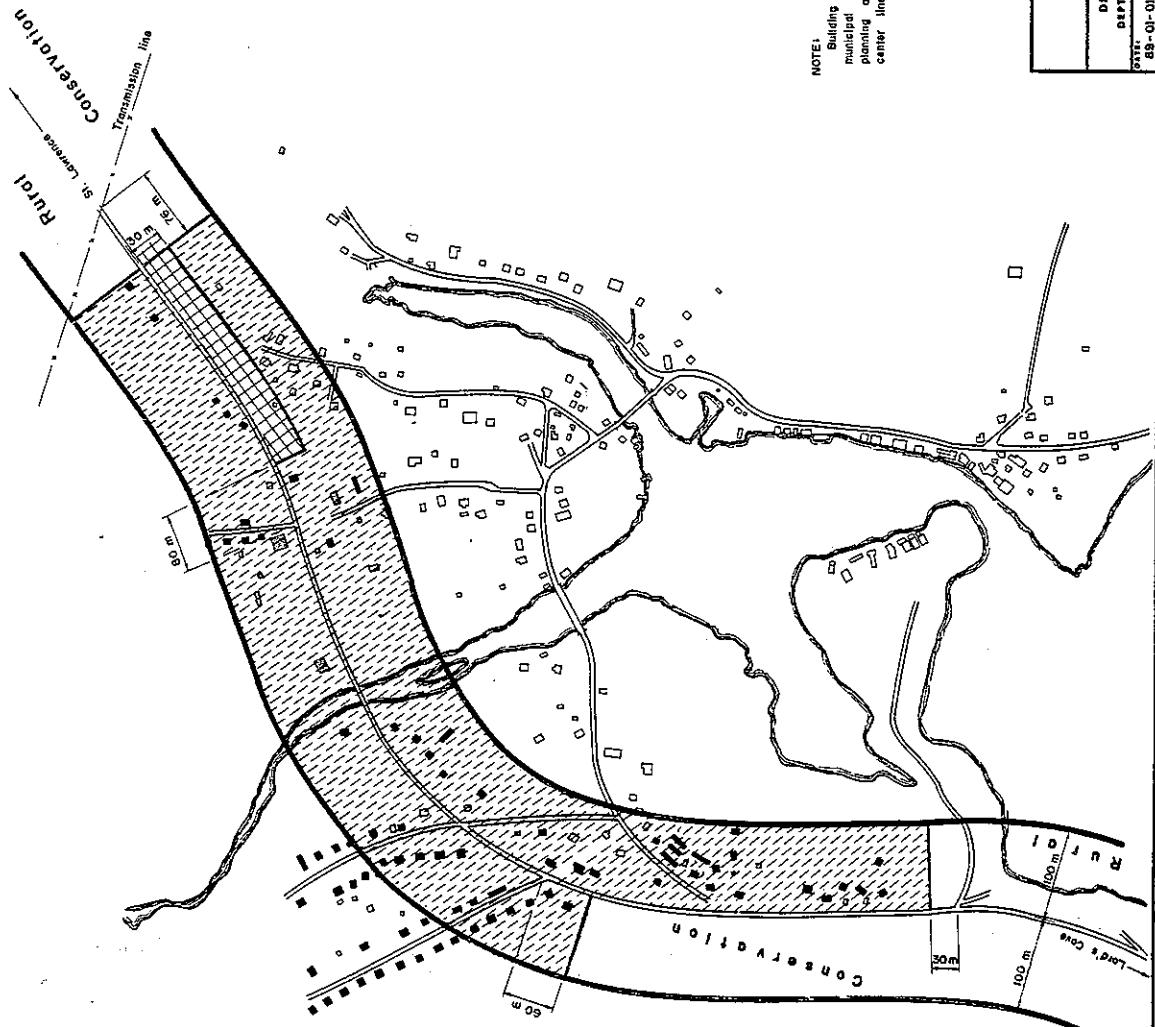
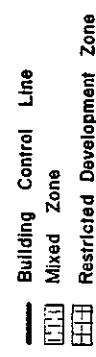
All other land is zoned as Rural Conservation.

# LAWN

## Existing Land Use



## Zoning



NOTE: Building Control Line is reduced to 100 m within the municipal boundary, and to 150 m within the municipal planning area boundary, from 400 m, either side of center line.

BURN PENINSULA HIGHWAY ZONING PLAN	
DEVELOPMENT CONTROL DIVISION	
DEPT. OF MUNICIPAL AFFAIRS & HOUSING	
DATE: 08-01-01	STAFF: (Signature)
SCALE: 1:25000	MAP: (Signature)
UN:	BP-001 (lot 1)

ST. LAWRENCE

Zoning for St. Lawrence is as per the St. Lawrence Municipal Plan (1977). Control is dropped from a point where the eastern abutment of the Newfoundland Light and Power substation lies perpendicular to the highway, to a point 300 m east of the centreline of Riverside Drive.

ST. LAWRENCE IS UNIMINDED  
PROTECTED ROAD DESCRIPTION

## SALMONIER

Salmonier is an unincorporated community on the Burin Inlet, having a population only 50 (1981). There is little room for new development due to excessive slope throughout the community.

### Building Control Line

The Building Control Line extends for 400 m on both sides of the highway centreline.

### Zoning

There are four pockets of development here. All are zoned as mixed. A Restricted Zone is established between the two pockets of development on the seaward side of the highway, where there is moderate to excessive sloping conditions towards the shoreline. With some financial investment, isolated sites can be developed. On the northside of the highway, excessive slope prevents expansion of the community other than the three pockets already settled.

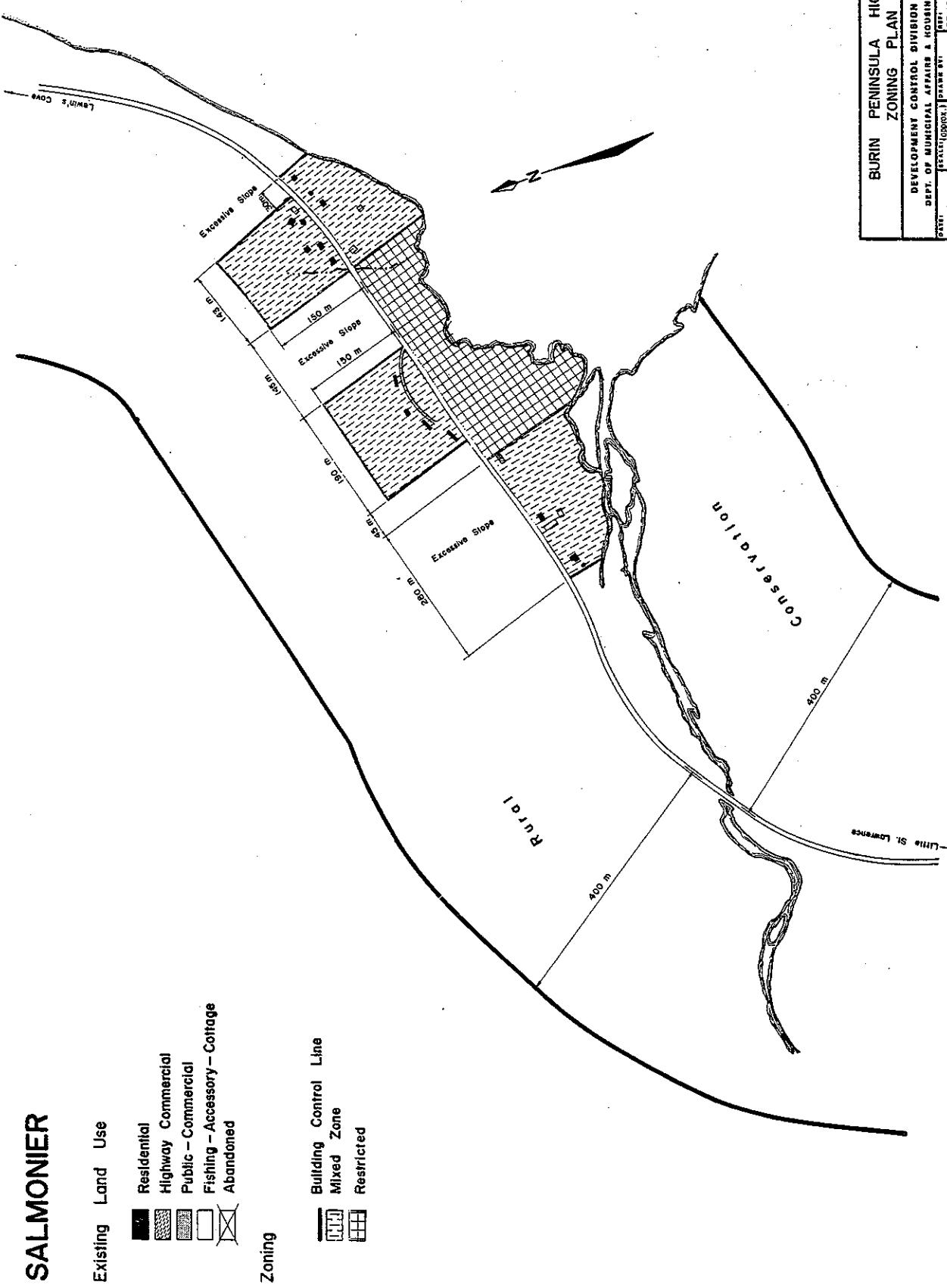
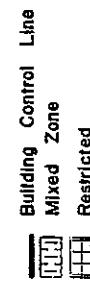
All other land is zoned as Rural Conservation.

# SALMONIER

## Existing Land Use



## Zoning



BURN PENINSULA HIGHWAY ZONING PLAN	
DEVELOPMENT CONTROL DIVISION	(D)
DEPT. OF MUNICIPAL AFFAIRS & HOUSING	BP-12 (1 of 1)
DATE	11/25/00
TELEPHONE NO.	1-519-632-1111
IN	BP-12 (1 of 1)

## 2. RURAL ZONING

### SUMMER COTTAGE

As can be seen from the following summer cottage map, cottage development along the highway is concentrated in eight main areas - North River, Long Pond, Landwash Pond, Northwest Brook, Barachois, Grand Bank, Fortune and Salmonier Pond. The Fortune, Grand Bank and Salmonier Pond areas are accounted for in Fortune and Grand Bank Municipal Plans, and development will be as per these Plans.

#### North River

The first cottage zone is located on the old section of road <sup>OVERSIZED ROAD (MAINTAINED 2.5 M. WIDE)</sup> south of Goobies. Approximately 25 cabins are within the 400 m building control line. All suitable Crown Land has been leased or granted. The abandoned quarry near the intersection may appeal to some, but development here must be approved by the Department of Mines and Energy and the Department of Works, Services and Transportation.

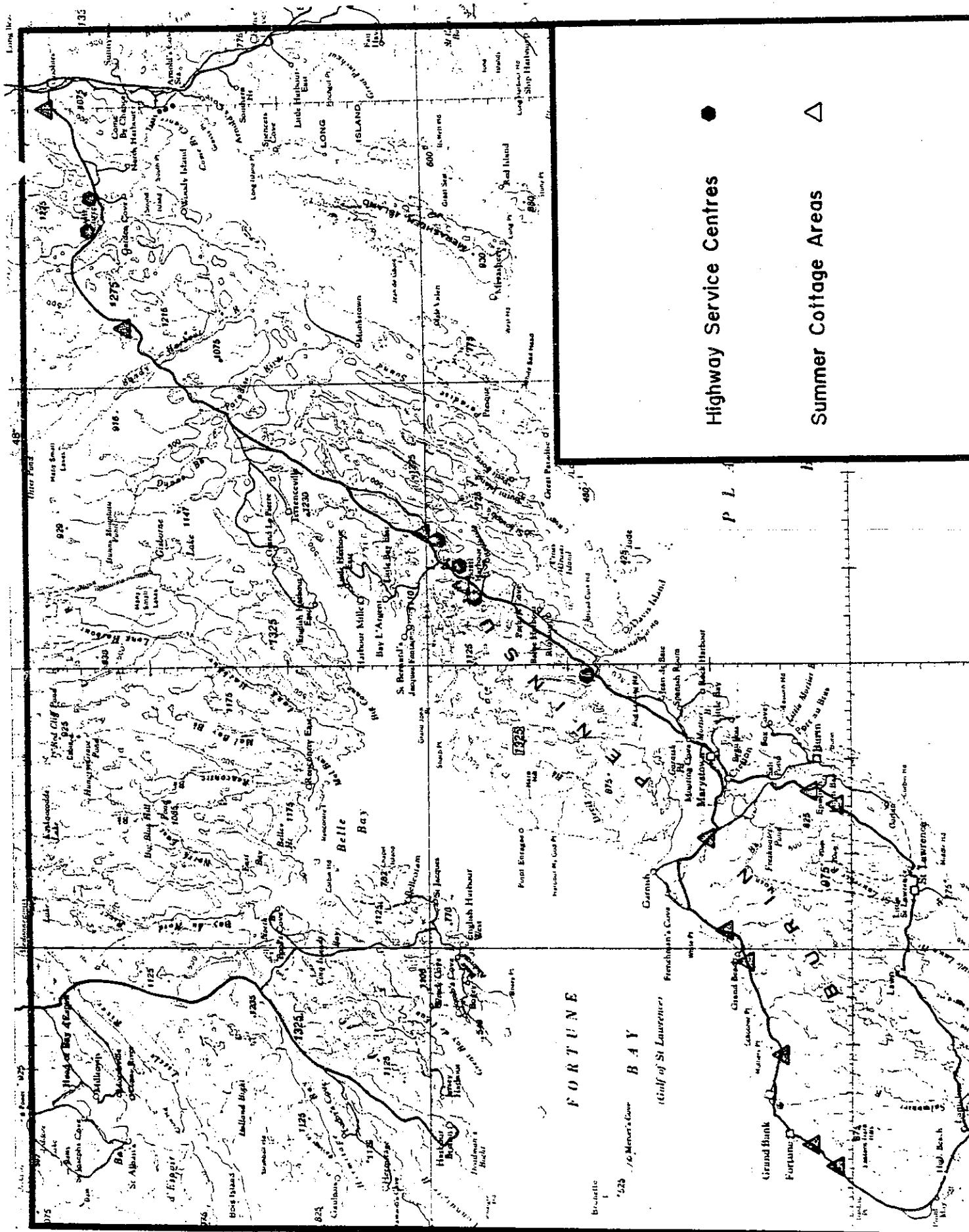
Some of the water bodies outside the Building Control Line are suitable for development, and the demand for cottage land in the general area can be lessened if some of these water bodies were properly planned. Being outside this division's jurisdiction, any planning to be carried out is the responsibility of the Lands Branch, Department of Environment and Lands.

#### Long Pond

The cottage zone at Long Pond is located approximately 20 kilometres south of Swift Current. There are a total of twelve lots here, with five already developed.

#### Landwash Pond

Several kilometres north of the Bay L'Argent intersection (and



adjacent to the highway service centre) is a concentration of eight cabins. These are located between the old highway and Landwash Pond. Further development is not possible due to the unavailability of land.

#### Northwest Brook

The Northwest Brook cottage zone is located on both sides of the highway between Marystow and Grand Bank, and within the municipal boundary of Winterland. Only one or two infilling sites remain among the twelve existing cottages.

#### Barachois

Just north of Grand Beach there are three sections of cottage activity on the seaward side of the highway. Infilling may proceed providing direct access is not required off the highway. Further development in the zone on the opposite side of the highway is prohibited due to insufficient area.

#### Grand Beach

Between the community of Grand Beach and town of Grand Bank is the heaviest concentration of cottages on the Protected Roads. Development has proceeded mainly on the portions of the old road that was by-passed by the new highway. The L'anse au Loup area is especially congested and some planning measures need to be implemented soon in order to avert a serious problem. This Division's planning responsibility extends only to the 150 m Building Control Line. Beyond that, it is the responsibility of the Town of Grand Bank, Lands Branch, and/or the Provincial Planning Office.

The Grand Bank Plan has zoned the general area as Summer Cottage. New development requiring direct access off the highway is prohibited.

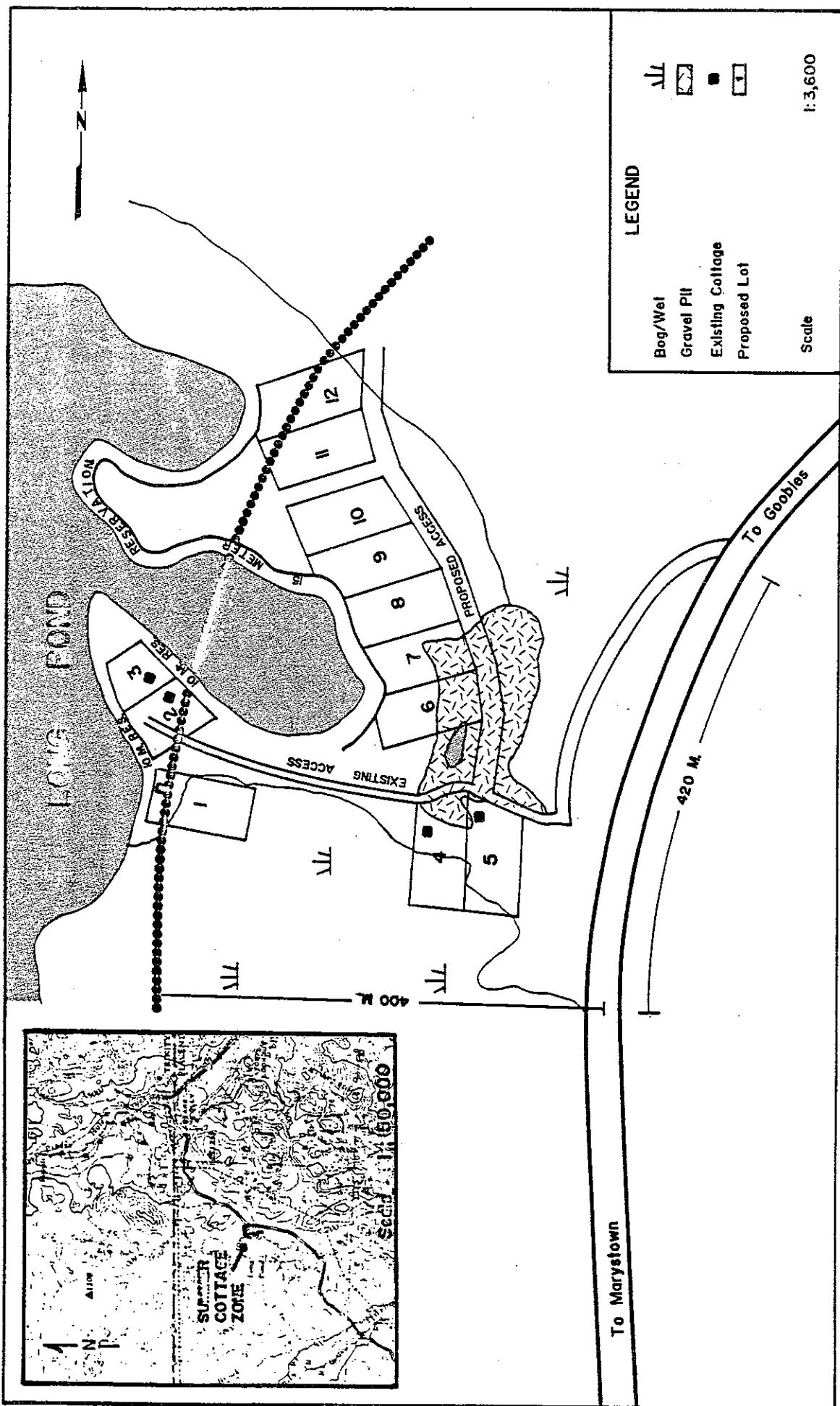
#### Fortune

Leaving Fortune (towards Point May), there is a 5 kilometre stretch of sporadic summer cottage development. Much of the development is located on sections of the old road, but many sites have direct access to the highway.

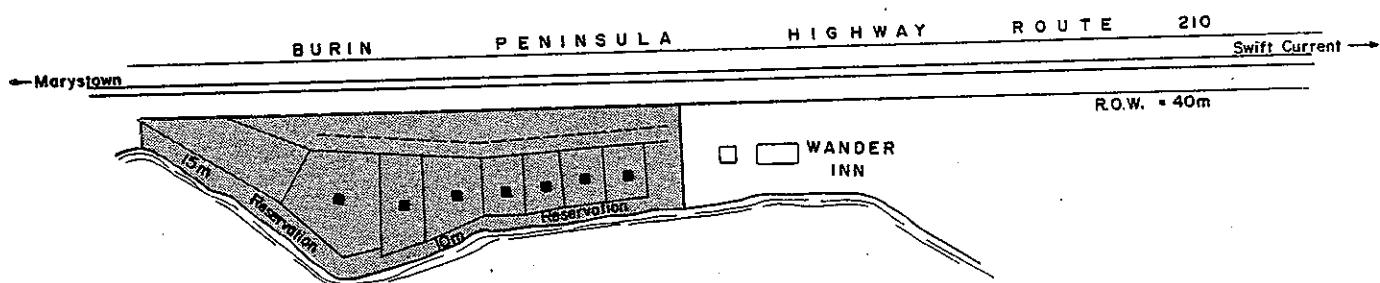
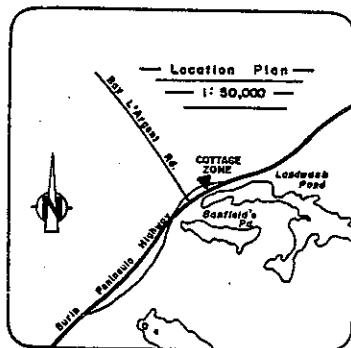
The general area is zoned as Summer Cottage in the Fortune Plan. New development requiring direct access off the Protected Road is prohibited.

#### Salmonier Pond

The St. Lawrence Municipal Plan has identified two areas at Salmonier Pond where cottage development can proceed. Existing development outside these two areas is considered as non-conforming uses.



# SUMMER COTTAGE ZONE LANDWASH POND



LANDWASH

POND

## BURIN PENINSULA HIGHWAY ZONING PLAN

DEVELOPMENT CONTROL DIVISION DEPT. OF MUNICIPAL AFFAIRS & HOUSING		
DATE: 1989-02-02	SCALE: 1: 2500	DRAWN BY: R.J.G. REF:



# SUMMER COTTAGE ZONE NORTH WEST BROOK

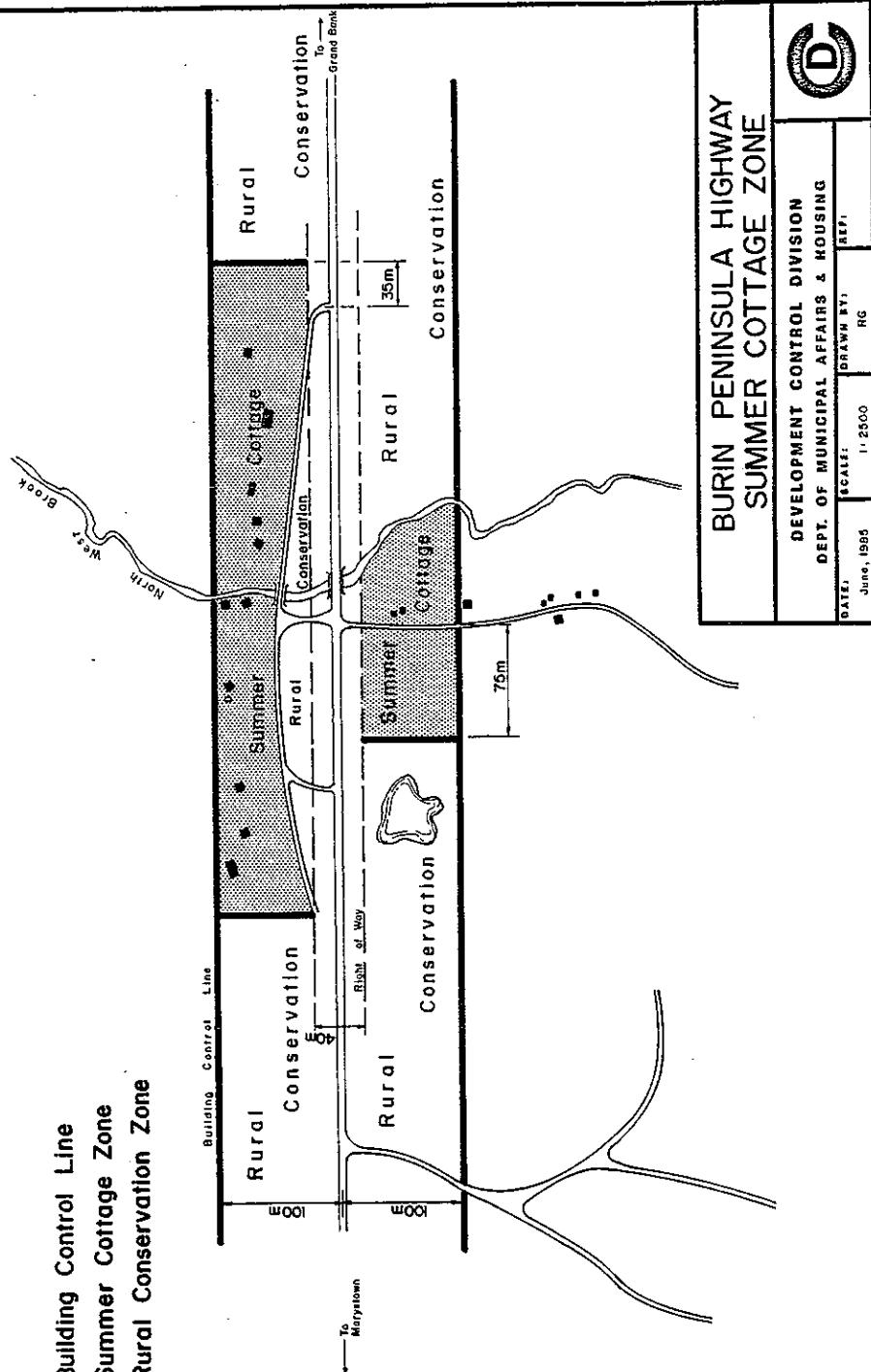
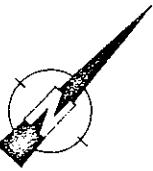
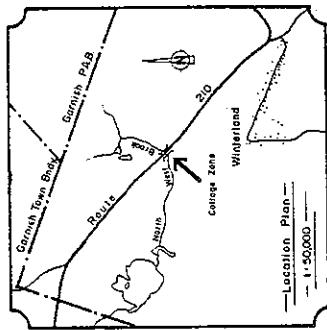
## Existing Land Use



- Summer Cottage
- Rural Conservation Zone

## Zoning

- Building Control Line
- Summer Cottage Zone
- Rural Conservation Zone



## BURIN PENINSULA HIGHWAY SUMMER COTTAGE ZONE

DEVELOPMENT CONTROL DIVISION  
DEPT. OF MUNICIPAL AFFAIRS & HOUSING

DATE: June, 1986      SCALE: 1:25000      DRAWN BY: RG  
REF:



## SUMMER COTTAGE ZONE BARACHOIX

## Existing Land Use

Summer Catalog

Zoning

Building Control Line  
Summer Cottage  
Burgal Conservatory

Fortune Bay

A detailed geological map of the Messel Pit area. The map shows a central rectangular area labeled 'Messel Pit' with a scale bar of 1:50,000. To the west, a large, irregularly shaped area is labeled 'Frasern' and 'Frasern Bay'. To the east, a series of hills or ridges are labeled 'Kalkberge' (Kalkberge). A dashed line labeled 'Kalkberge' runs diagonally across the map. A north arrow is located in the upper left corner. The map is framed by a thick black border.

**BURIN PENINSULA HIGHWAY  
SUMMER COTTAGE ZONE**

<b>DEVELOPMENT CONTROL DIVISION</b>	
<b>DEPT. OF MUNICIPAL AFFAIRS &amp; HOUSING</b>	
DRAWN BY:	RECEIVED BY:
DATE:	STAMP:

#### HIGHWAY SERVICE ZONES

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

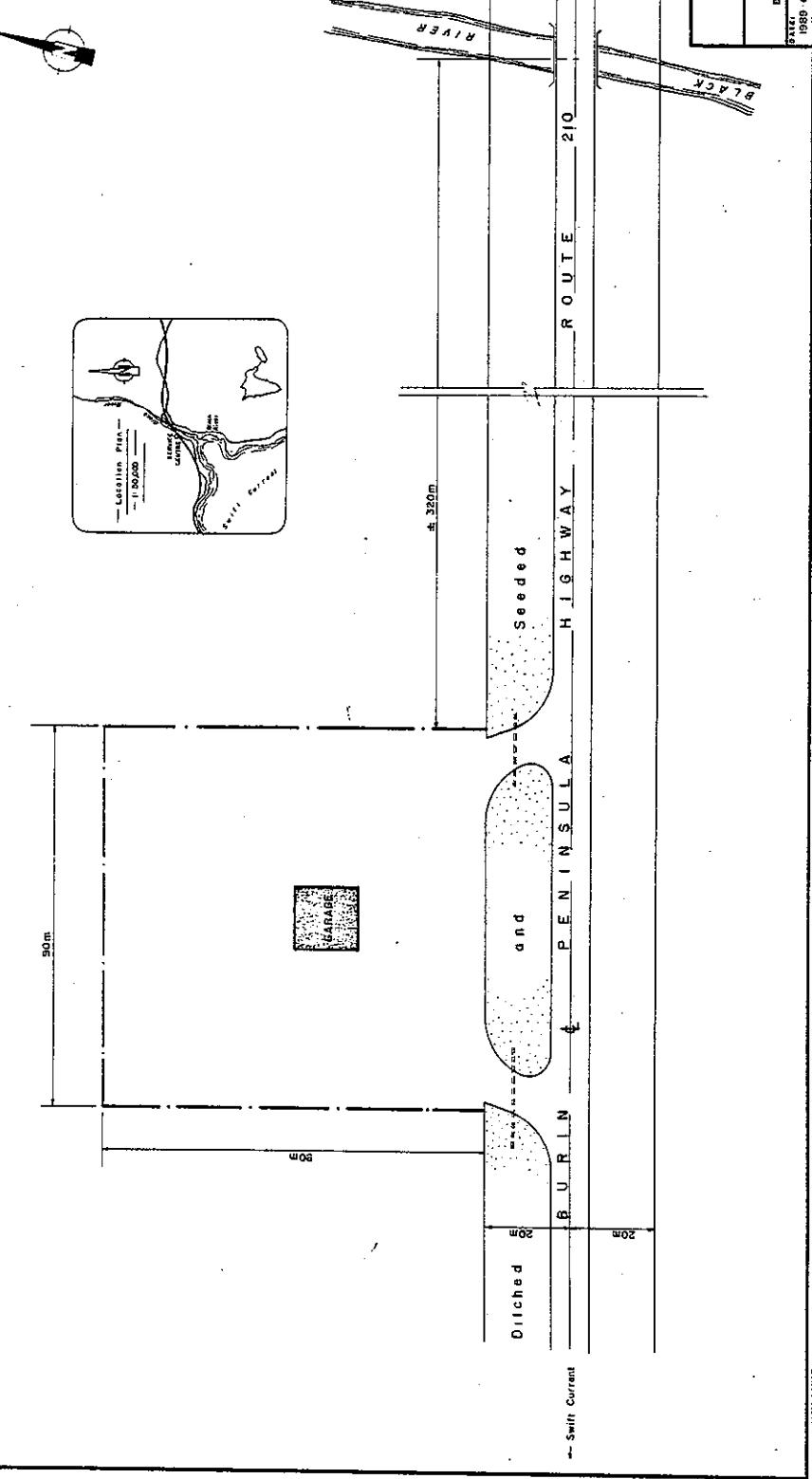
The only Highway Service Zones on the Protected Roads are located on Route 210, between Marystowm and the Trans Canada Highway. There are many other highway service facilities but these are located within the urban areas and for the purposes of the Protected Road Zoning Regulations are not considered as Highway Service Zones.

The developed service centres at Swift Current (Beck's) and Bay L'Argent (Wander Inn and Pat's Place) are the only ones equipped to accommodate the overnight traveller. However, the Swift Current site is reaching a deteriorated condition and its future as a highway service centre is unknown. The sites at Bay L'Argent also have vehicle repair facilities and gas bars.

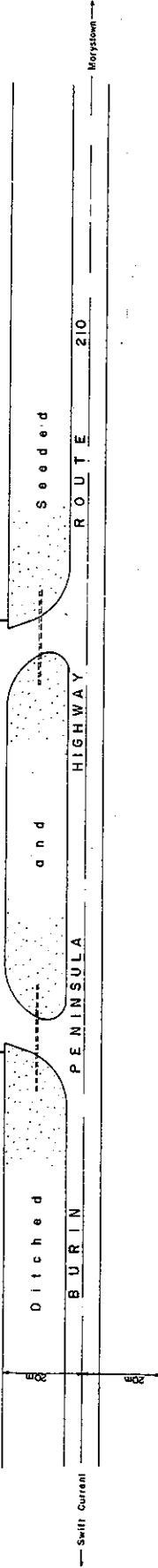
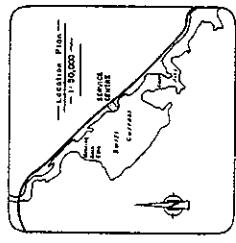
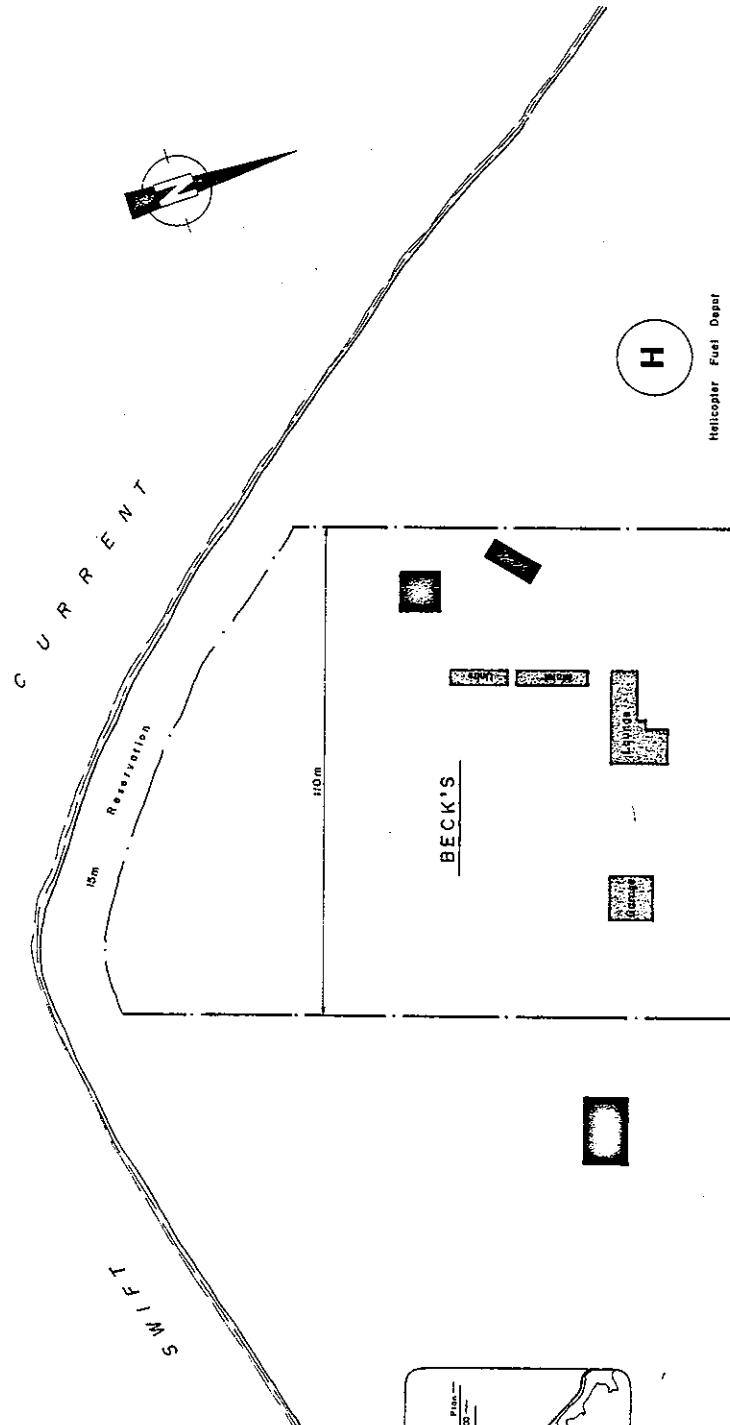
The service centre at Boat Harbour (Pondside Lounge Limited) consists of a service bay, gas bar, and lounge.

The sites at Black River and Red Harbour are inactive, but are zoned as Highway Service in the event interest is expressed in developing the sites at some future date.

**HIGHWAY SERVICE CENTRE  
BLACK RIVER**



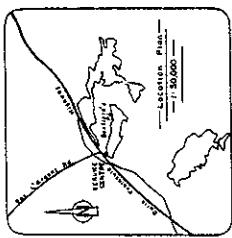
# HIGHWAY SERVICE CENTRE SWIFT CURRENT



**D**

DEPT. OF MUNICIPAL AFFAIRS & HOUSING	DEVELOPMENT CONTROL DIVISION
1988-01-09	1:500
1:500	1:500
1:500	1:500

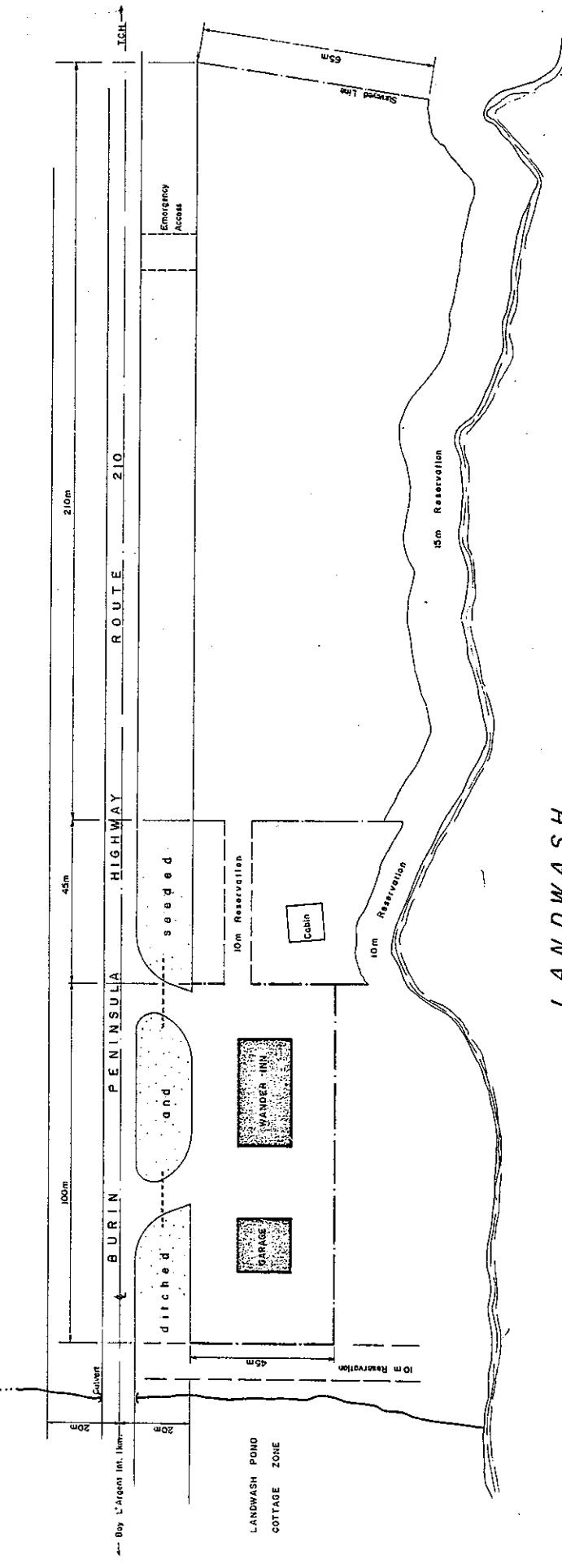
## HIGHWAY SERVICE CENTRE BAY L'ARGENT INTERSECTION



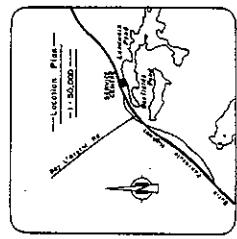
**BURIN PENINSULA HIGHWAY  
ZONING PLAN**

111

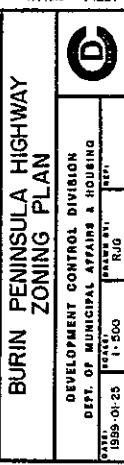
# HIGHWAY SERVICE CENTRE LANDWASH POND



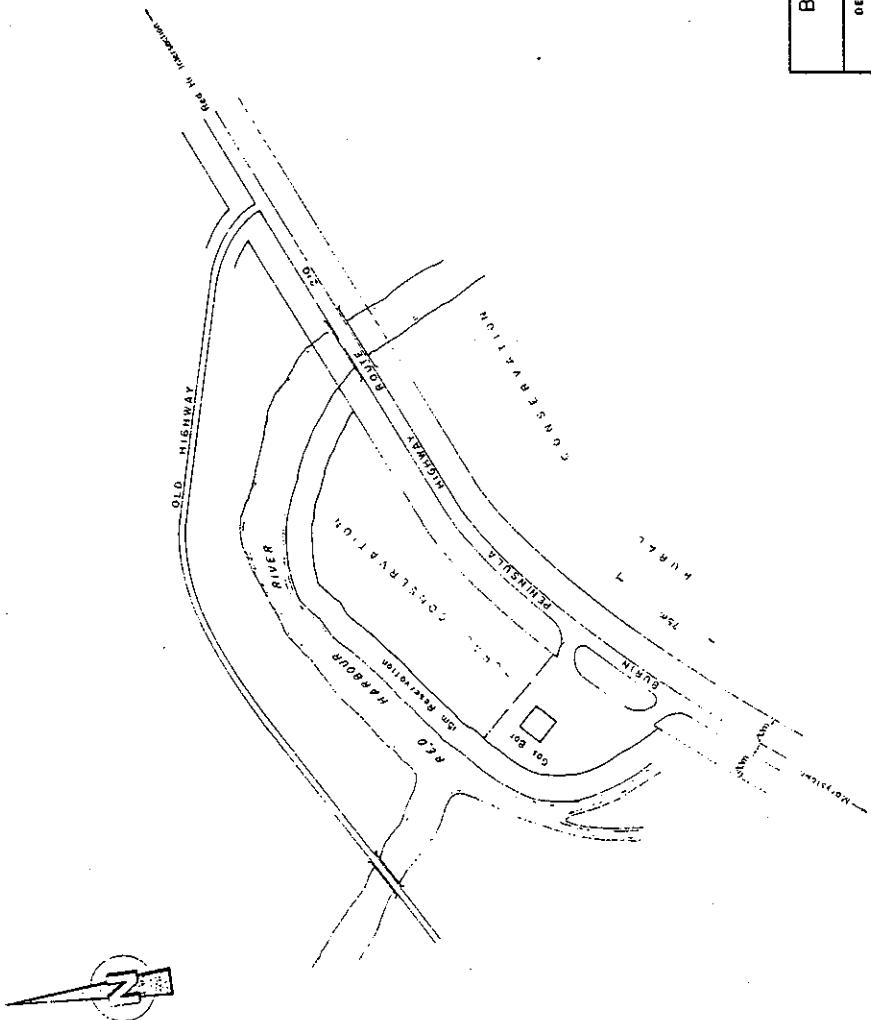
LANDWASH POND



LANDWASH POND



HIGHWAY SERVICE CENTRE  
RED HARBOUR RIVER

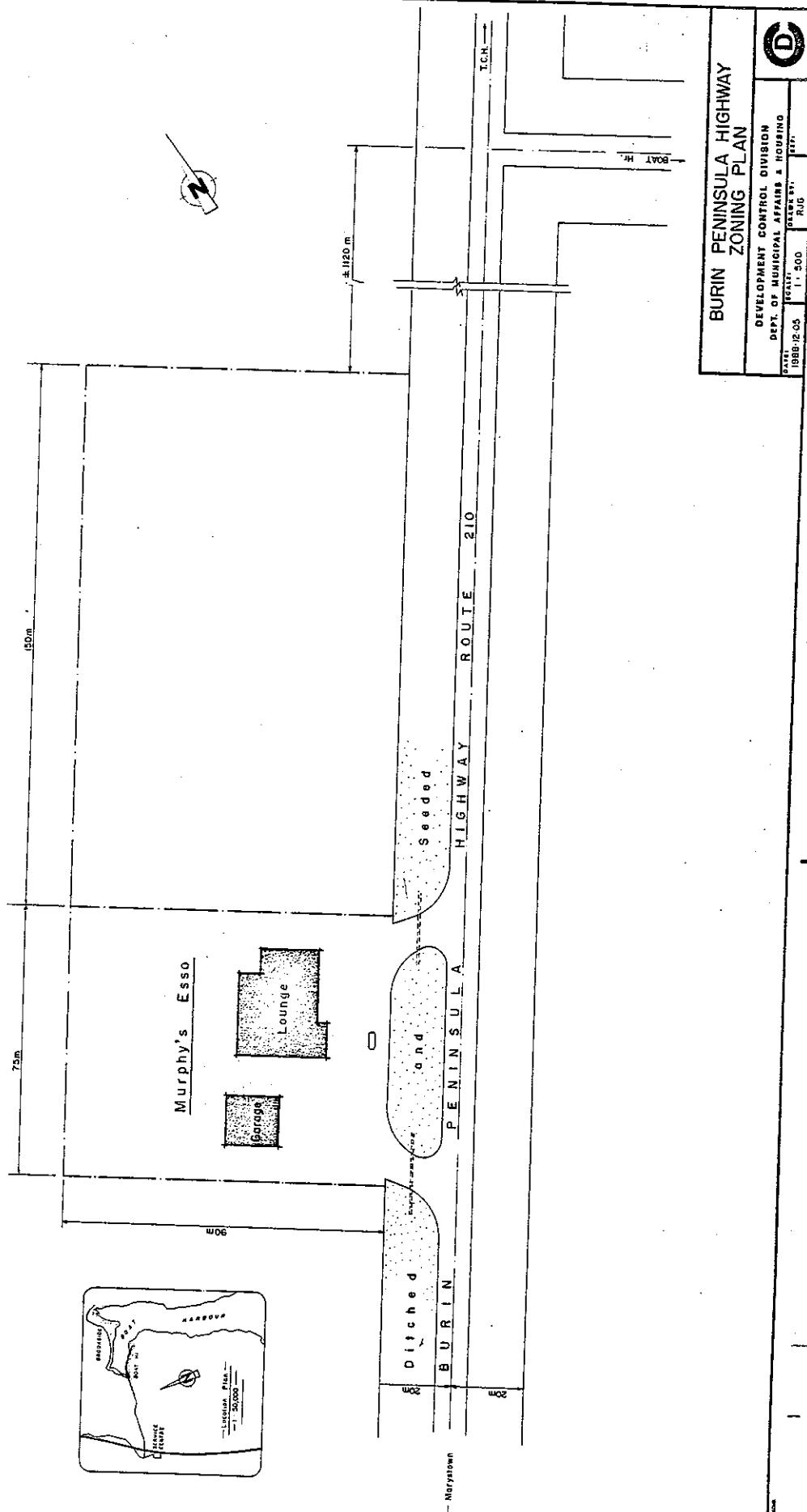


BURIN PENINSULA HIGHWAY  
ZONING PLAN

DEVELOPMENT CONTROL DIVISION		
DEPT. OF MUNICIPAL AFFAIRS & HOUSING		
DATE	1989 Oct 10	1250
SCALE	1:250	1:10,000

(D)

HIGHWAY SERVICE CENTRE  
BOAT HARBOUR JUNCTION



PART IV: RECOMMENDATIONS AND SUMMARY

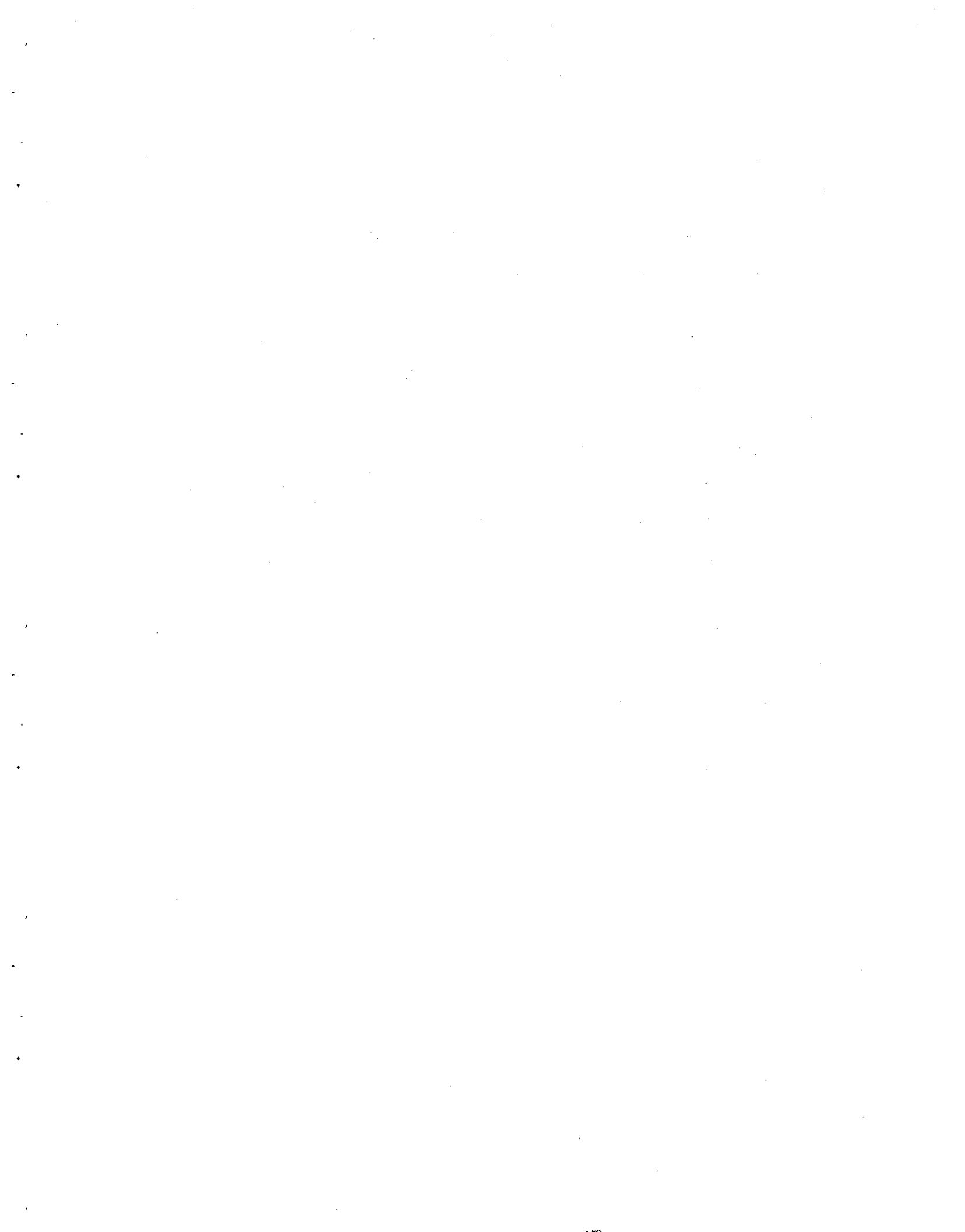
1. RECOMMENDATIONS

1. Access to all quarries be closed when operations are abandoned.
2. The Towns of Garnish, Lamaline, and Lawn be encouraged to have their Draft Plans updated and adopted.
3. The Department of Environment and Lands encourage communities to select sites for waste disposal other than adjacent to the Protected Road, or sites that would require long distance hauls over the Protected Road.
4. The Department of Environment and Lands undertake a study of the water bodies beyond the 400 m building control line at North River to determine their suitability for cottage development. If some of these can be properly planned it would help take the pressure off the Protected Road.
5. Cottage development in the Lanse au Loup area is reaching a congested condition. Some sound planning measures need to be adopted soon in order to avert a serious environmental problem. Since this Plan deals only with land within the 150 m building control line, any planning beyond this is the responsibility of the Lands Branch, and the Town of Grand Bank.
6. This Department, along with other government departments and agencies should facilitate and encourage the development of the regions tourist potential.

## 2. SUMMARY

This five year review was done in consultation with other government departments, the Interdepartmental Land Use Committee, and the many municipal authorities who are affected by the Protected Road. The various land use designations, natural resources and urban and rural zoning of the 1982 Plan were examined in light of the Plan's past performance, and changes were made where necessary.

While this Plan is scheduled for review in 1993, it is open to amendments before then. Since the Plan deals with over 450 kilometres of Protected Road, it was impossible to zone every piece of land for all potential uses that may arise within the next five year period. Therefore, the Plan is flexible enough to allow for amendments within this time period. Any desired changes must be channelled through the Provincial Planning Office, Department of Municipal and Provincial Affairs.



# **AMENDMENTS**



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**BURIN PENINSULA HIGHWAY  
PROTECTED ROAD ZONING PLAN (1990)**

**AMENDMENT No. 1, 2008**

**July 2008**

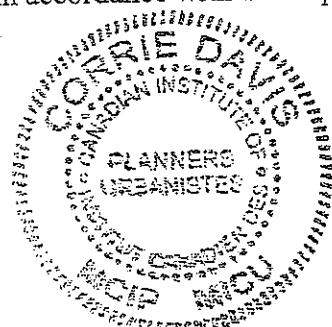
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## URBAN AND RURAL PLANNING ACT

### CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

I certify that the attached Burin Peninsula Highway Protected Road Zoning Plan (1990) Amendment No. 1, 2008 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act*.

MCIP: Conn Danks



(MCIP Seal)

Municipal Plan/Amendment  
**REGISTERED**

Number PR 210-2008-001

Date July 11, 2008

Signature MCIP

---

## BURIN PENINSULA HIGHWAY PROTECTED ROAD ZONING PLAN (1990)

### AMENDMENT No. 1, 2008

#### **BACKGROUND**

The Minister of Municipal Affairs wishes to amend the Burin Peninsula Highway Protected Road Zoning Plan (1990). There is an existing cottage development along the Burin Peninsula Highway that is not recognized by the zoning implemented through the Burin Peninsula Highway Protected Road Zoning Plan.

There are a number of cottages within the Town of Frenchman's Cove located at an area commonly referred to as "Muddy Hole" adjacent to the Burin Peninsula Highway. The Town of Frenchman's Cove does not have a Municipal Plan, and therefore the policies and regulations outlined by the Burin Peninsula Protected Road Zoning Plan have legal effect within 100m of the centre line of the Burin Peninsula Highway at Muddy Hole.

Muddy Hole is currently zoned as Rural Conservation (RC). The Protected Road Zoning Regulations (PRZR) do not provide for cottage development in the RC Zone. The existing cottages are therefore considered as legal non conforming uses, which limits future expansion of those cottages. Furthermore, several other potential cottage lots exist in the area, and the Town of Frenchman's Cove and the Regional Lands Office (Crown Lands) have indicated support for future cottage development in the area.

A change in zoning from "Rural Conservation" to "Cottage" will recognize the existing development such that it is no longer considered legal non conformities, therefore removing a level of uncertainty for property owners. The proposed re-zoning will allow for the infill development of additional cottages.

#### **PUBLIC CONSULTATION**

During the preparation of this amendment, the Minister of Municipal Affairs undertook a number of initiatives so that individuals and groups could provide input. An advertisement noting the proposed change was published in the April 15, 2008 edition of *The Southern Gazette*. The Minister also invited direct input from the Town of Frenchman's Cove, and other departments of the provincial government through direct contact and referral of the proposed amendment to the Intergovernmental Land Use Committee.

---

## AMENDMENT No. 1, 2008

The Burin Peninsula Highway Protected Road Zoning Plan (1990) is amended as follows:

1. Section 1, Frenchman's Cove, page 17, that currently states:

*"This is another fishing community located well off the highway. As with Garnish, the highway passes through the town [sic] municipal boundary. This portion of the highway is free from development."*

### Building Control Line

*The Building Control line is set at 100 m on either side of the highway centerline.*

### Zoning

*All land within the Building Control Line is zoned as Rural Conservation"*

Is amended to state (~~strikeouts~~ indicate text to be deleted whereas **bold** indicates where text shall be added to the policy statement):

*"~~This is another fishing community of~~ The Town of Frenchman's Cove is located well off the highway. As with Garnish, the highway passes through the ~~town~~ municipal boundary of Frenchman's Cove. This portion of the highway is free from development with the exception of sporadic rural uses and a cottage area at Muddy Hole."*

### Building Control Line

*The Building Control line is set at 100 m on either side of the highway centerline.*

### Zoning

*All land within the Building Control Line is zoned as Rural Conservation with the exception of the cottage area at Muddy Hole which is zoned as Cottage"*

2. Section 2 Rural Zones, Summer Cottages (p. 29) that currently states:

*"As can be seen from the following summer cottage map, cottage development along the highway is concentrated in eight main area - North River, Long Pond Landwash Pond, Northwest Brook, Barachoix, Grand Bank, Fortune and Salmonier Pond. The Fortune, Grand Bank and Salmonier Pond areas are accounted for in the*

---

*Fortune and Grand Bank Municipal Plans, and development will be as per these plans.*"

Is amended to state (**bold** indicates where text shall be added to the policy statement):

*"As can be seen from the following summer cottage map, cottage development along the highway is concentrated in eight main area – North River, Long Pond Landwash Pond, Northwest Brook, Barachoix, **Muddy Hole**, Grand Bank, Fortune and Salmonier Pond. The Fortune, Grand Bank and Salmonier Pond areas are accounted for in the Fortune and Grand Bank Municipal Plans, and development will be as per these plans.*

*Notwithstanding Regulation 23 of the Protected Road Zoning Regulation, infill cottage development may be permitted on an existing road that is not maintained by a public agency where an agreement and / or covenants exist to provide for the maintenance of the road by the individual cottage owners."*

3. The following statement is added between the first and second paragraphs on page 30 in Section 2, Rural Zones, Summer Cottages:

*"The Muddy Hole cottage zone is located on the north side of the Highway immediately west of an existing agricultural operation (cranberry farm). The Muddy Hole cottage zone is located within the municipal boundary of the Town of Frenchman's Cove and has limited capacity for future infill cottage development."*

4. The map found between pages 29 and 30 of the Burin Peninsula Highway Protected Road Zoning Plan (1990) is deleted and the maps found at Schedule "A" of this amendment are inserted in its place.
5. The map found at Schedule "B" of this amendment is added to Section 2, Rural Zones, Summer Cottages, immediately preceding Page 32.

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**BURIN PENINSULA HIGHWAY  
PROTECTED ROAD ZONING PLAN (1990)**

**AMENDMENT No. 1, 2008**

**Schedule "A":**

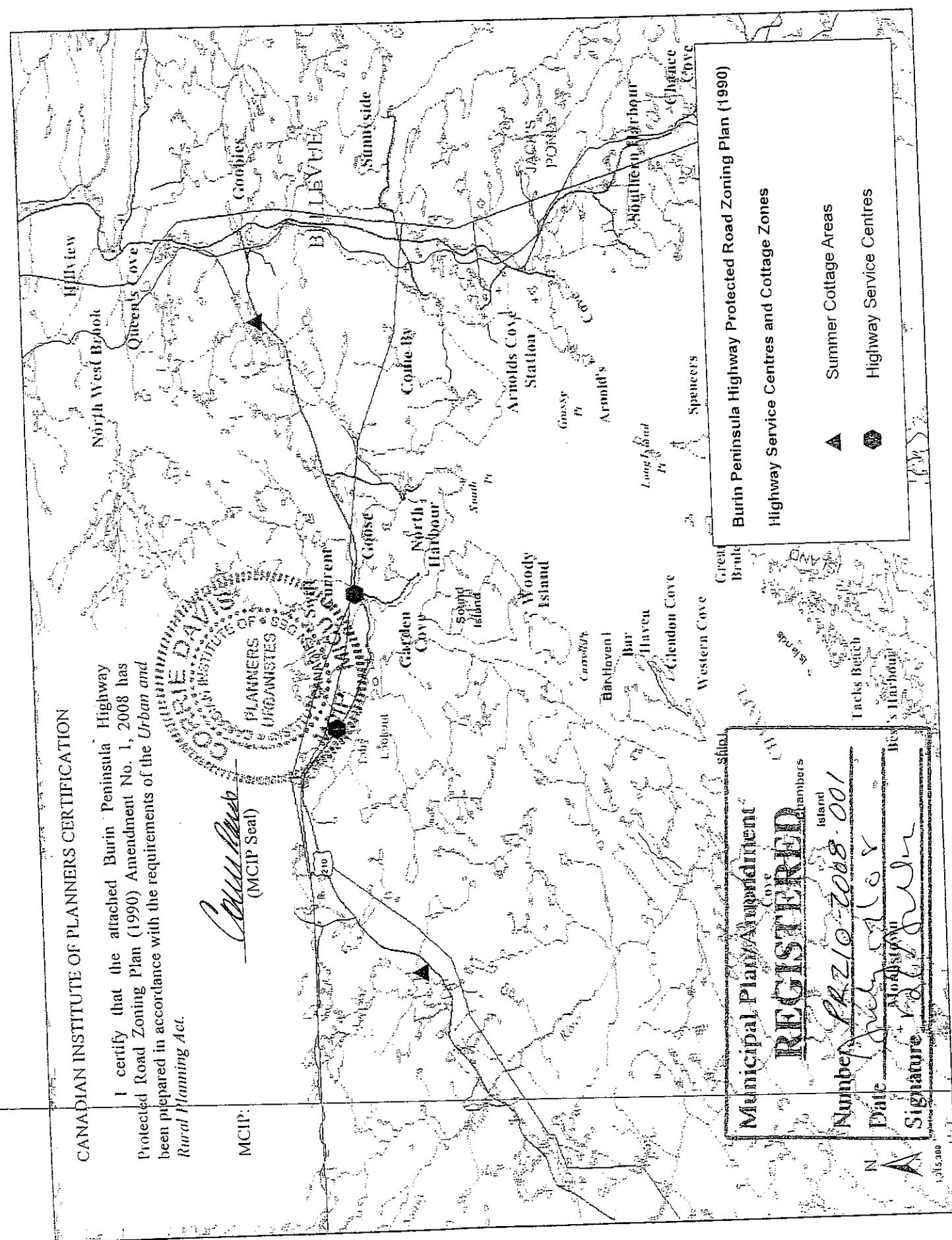
*"Burin Peninsula Highway Protected Road Zoning Plan (1990)  
Highway Service Centres and Cottage Zones"*

CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

I certify that the attached Burin Peninsula Highway Protected Road Zoning Plan (1990) Amendment No. 1, 2008 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act*.

*Colby French*  
(MCIP Seal)

MCIP:

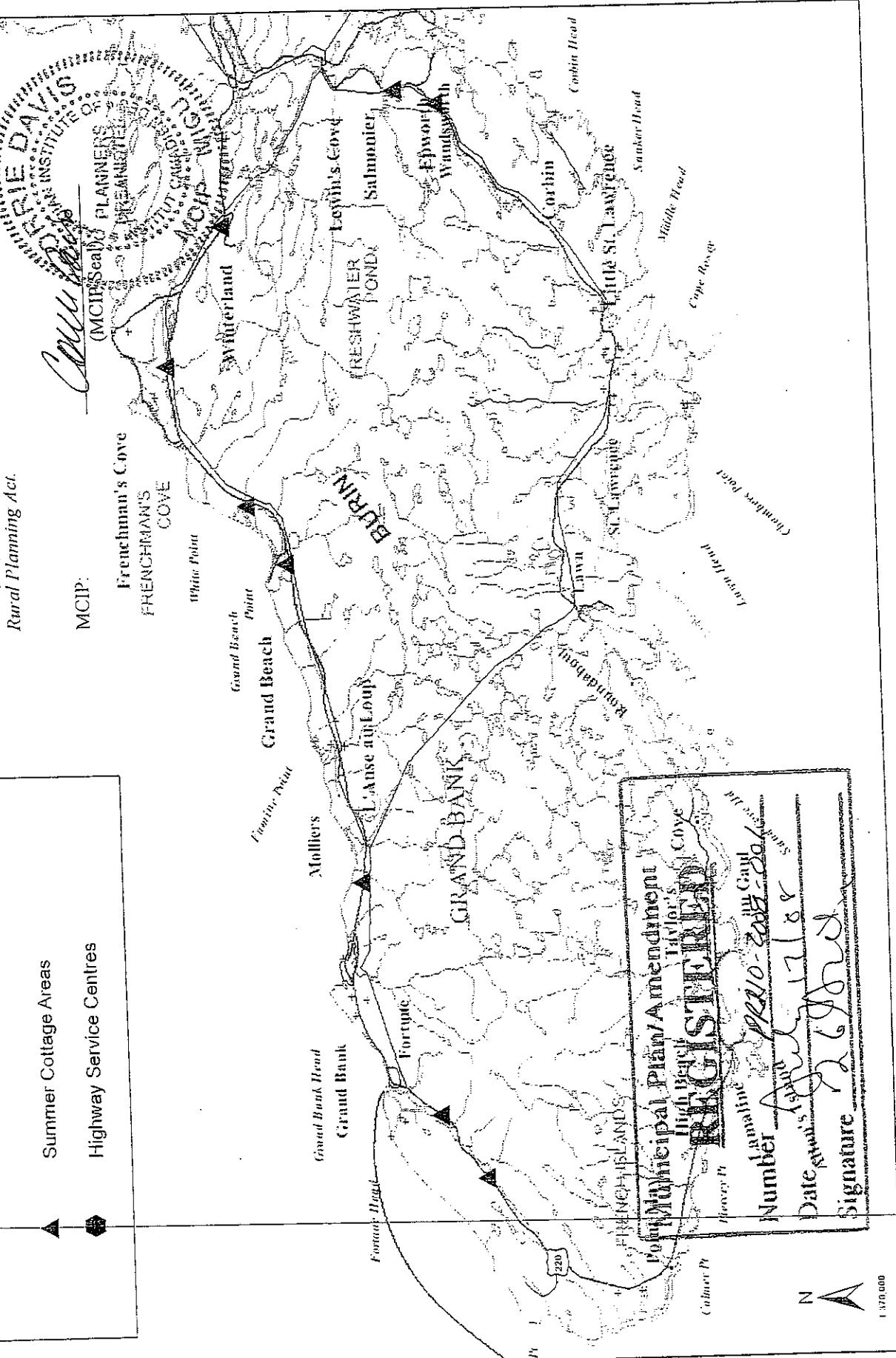




CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

## Burin Peninsula Highway Protected Road Zoning Plan (1990) Highway Service Centres and Cottage Zones

I certify that the attached Burin Peninsula Highway Protected Road Zoning Plan (1990) Amendment No. 1, 2008 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act*.



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BURIN PENINSULA HIGHWAY  
PROTECTED ROAD ZONING PLAN (1990)

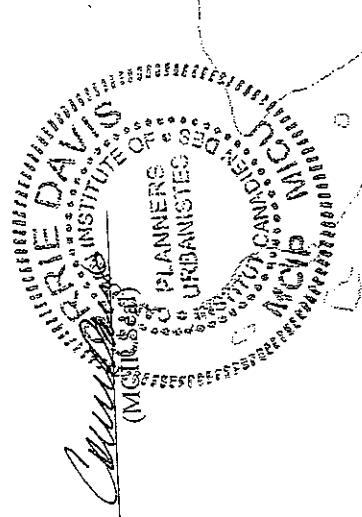
AMENDMENT No. 1, 2008

Schedule "B":

*"Burin Peninsula Highway Protected Road Zoning Plan (1990)  
Summer Cottage Zone – Muddy Hole"*

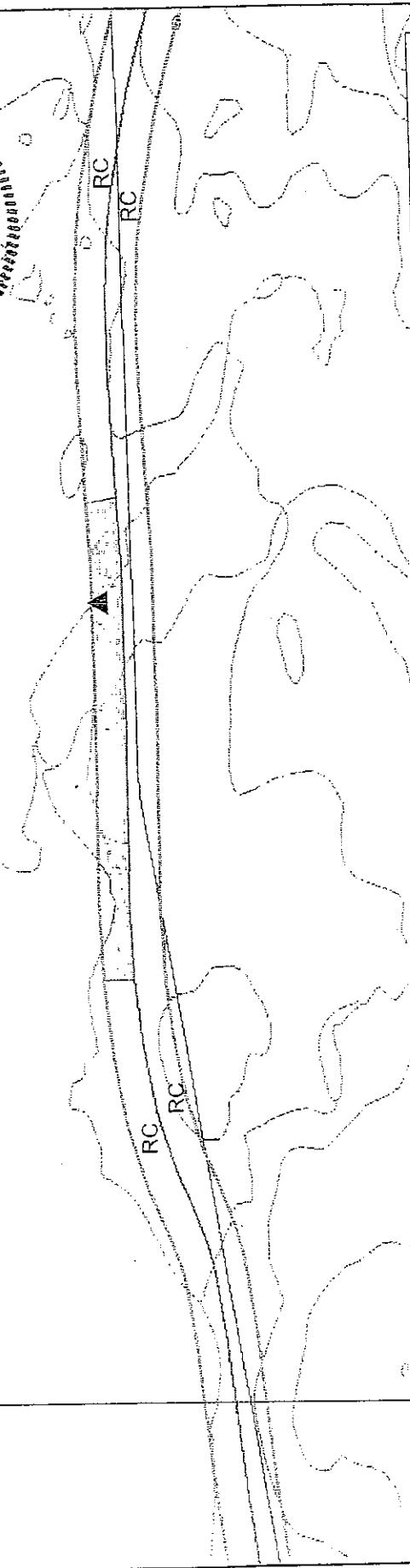
CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

I certify that the attached Burin Peninsula Highway Protected Road Zoning Plan (1990) Amendment No. 1, 2008 has been prepared in accordance with the requirements of the *Urban and Rural Planning Act*.



MCIP:

Frenchman's Cove Barasway



<b>Municipal Plan/Amendment REGISTERED</b>		
Number	1990-2008-001	Signature
Date	July 17, 2008	
Signature: [Handwritten signature]		

<b>Burin Peninsula Highway Protected Road Zoning (1990) Summer Cottage Zone Muddy Hole</b>		
▲	Summer Cottage Zone	
RC	Rural Conservation	
	Building Control Lines	
	Cottage Zone	

1:20,000

PRIN

Conservation

## DEVELOPMENT ZONE NEW MIXED

## Burin Peninsula Highway protected Road Zoning plan (Swift Current)

Change from:  
“Rural Conservation” to “Mixed”

Scale 1:2400

# Burin Peninsula Highway Zoning Plan Land Use Map 2

## Agriculture (A.D.A.) Proposed

## Desalinated Watershed

## Waste Disposal Site

## Provincial Park

## Mortier Bay Development Area

Scale 1:250,000

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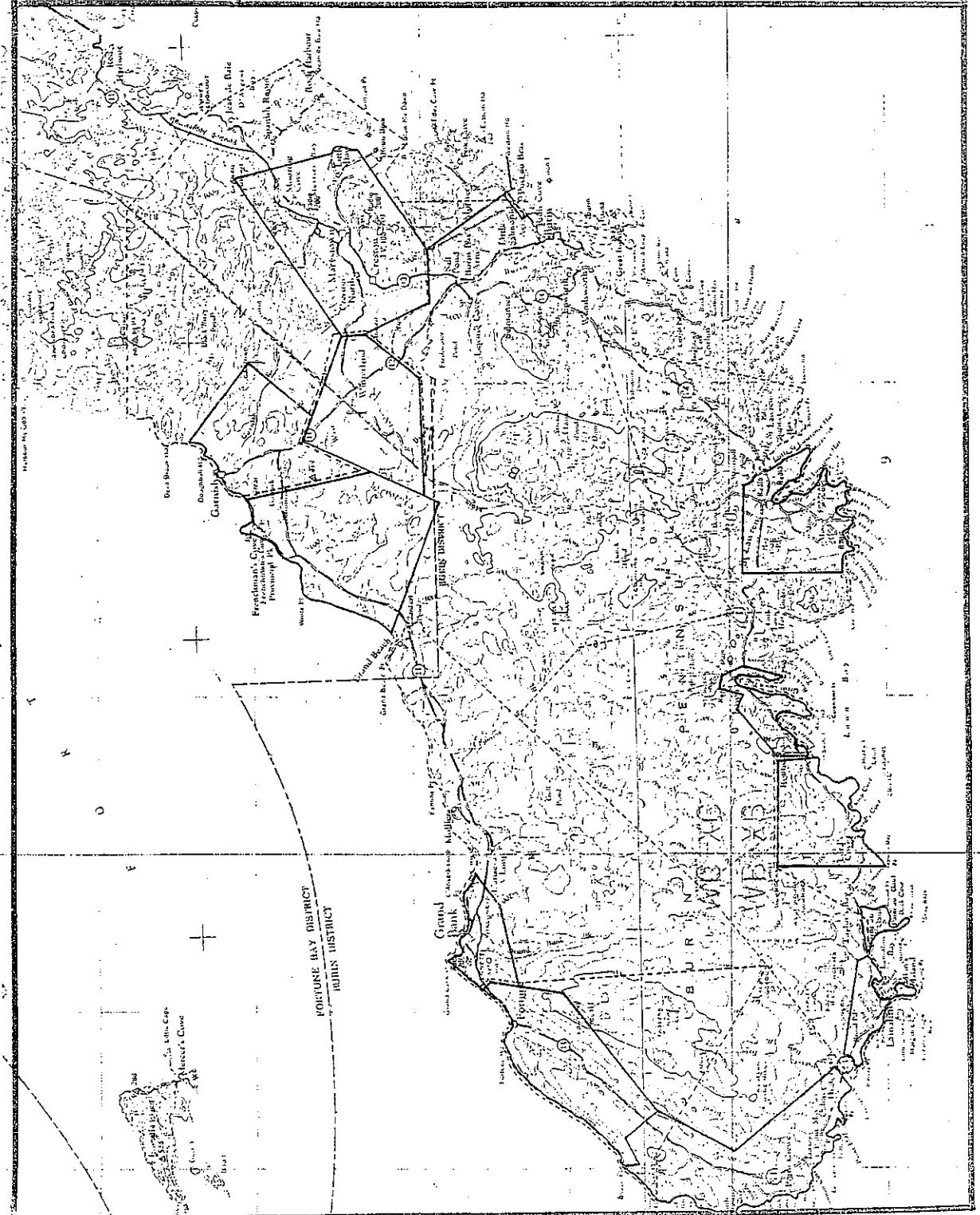
104

Burin Peninsula Highway  
Zoning Plan  
Land Use Map I

Municipal Boundary  
Planning Area Boundary

Grid North

Scale 1: 250,000



Burin Peninsula Highway  
Zoning Plan  
Land Use Map 2

