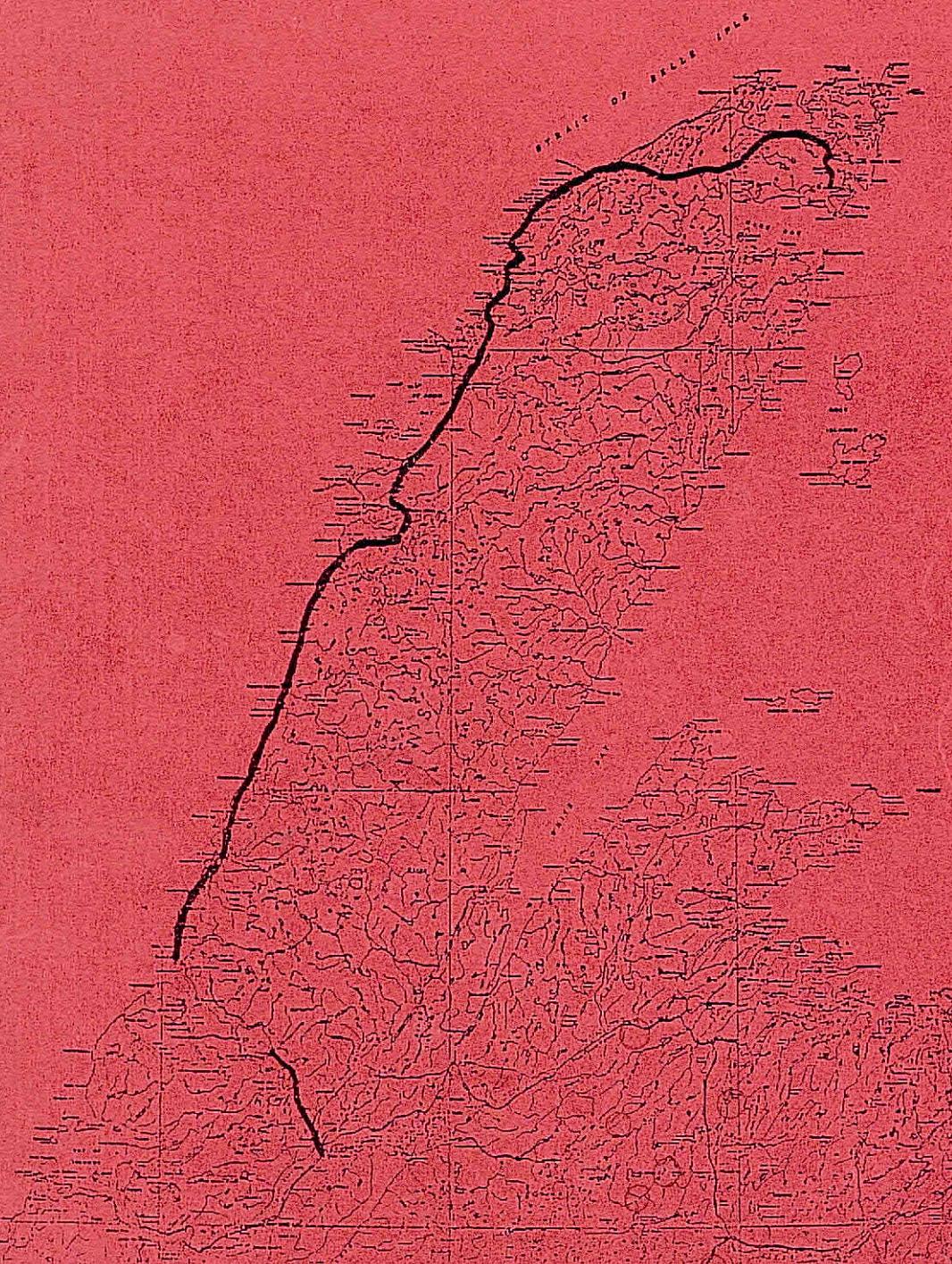


Route 430

GREAT NORTHERN PENINSULA HIGHWAY ZONING PLAN 1990



Urban & Rural Planning
Division

Dept. Municipal & Provincial
Affairs

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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 enforce any applicable codes, regulations and policies.

In view of the above requirements, nine (9) specific objectives have been identified as this Division'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 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 where that ability lies within this Department's terms of reference.

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 and fifty (150) m either 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 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-THE HIGHWAY DESCRIBED

1. THE PROTECTED ROAD

The Great Northern Peninsula Highway was declared a Protected Road on 67-5-16. On 73-6-19, the description in the original order was changed to allow for the exclusion of the Gros Morne National Park. The road is now described as:

"THE NORTHERN PENINSULA HIGHWAY (ROUTE 430) from its intersection with the Trans Canada Highway (Route 1) at Deer Lake to a point where the northern municipal boundary of the Town of St. Anthony crosses Route 430 but excluding those portions of the highway within the Gros Morne National Park."

2. REGIONAL SETTING

The Great Northern Peninsula Highway is located on the western side of the Great Northern Peninsula, on the province's west coast.

The 450 km highway not only provides a means of transporting goods and services to the peninsula's coastal and northern communities, but also provides a sea link to the communities of southern Labrador (L'Anse au Clair - Red Bay).

3. THE NEED FOR PROTECTION

Historically, the communities developed around the many small coves and inlets scattered along the coast. With the advent of the highway, designed in part to link together these fishing communities, the critical dependence of locating on the shoreline was somewhat lessened. Also, at this time, the economic spin off from the highway meant that a diversification of occupational type was now possible and the priority for the location of development shifted from the shoreline to the road. It soon became evident that the highway was losing its value as an efficient transportation route. First, as the highway followed the coast, it twisted its way along a rather deviated path, greatly reducing its efficiency and its prime function of a safe and convenient conveyor of traffic. Secondly, and possibly most important, ribbon development began to spread around the local communities and the highway became constricted in many areas by bands of concentrated development.

As the highway grew to become a regional transportation route, the necessity of upgrading the highway grew as well. During the mid and late 70's a series of realignments, improvements and construction of community bypasses were carried out. Today, the whole region is dependent upon the highway for the movement of the labor force, social interaction, economic trade, and services of all types.

Therefore, it can be easily demonstrated that the need for proper planning measures and control along the highway corridor is of paramount importance to the social and economic well being of the peninsula's residents.

PART II-LAND USE/NATURAL RESOURCES

Describing the land use and natural resources of a highway like the Great Northern Peninsula Highway in any kind of detail would be a formidable task. The mixture of rural activities combined with over 25 urban areas, could easily lead to a very lengthy and cumbersome analysis. This section then will give a very brief overview of the types and location of the major uses and resources within the region. It will also reflect the concerns of the various government departments and agencies.

FORESTRY

The Forestry Branch, Dept. of Forestry and Agriculture, identified 3 areas of concern - Productive Forest Areas, Silviculture Areas, and Forest Reserves. Maps identifying these areas can be viewed at the Dept. of Forestry and Agriculture, or the Western Regional Development Council Office.

Currently, there are no company operations occurring within the highway corridor. Any forestry activity in the area is mainly carried out by the peninsula's residents to satisfy the demand for firewood and sawlogs. In the Eddies Cove East/Big Brook Waters Area, some peatland afforestation with willow cuttings is proposed.

All applications falling within these areas are to be referred to the Department of Forestry and Agriculture for comments.

AGRICULTURE

The Agriculture Branch, Department of Forestry and Agriculture, identified 3 areas of concentrated agricultural activity. These are the Deer Lake/Bonne Bay Big Pond area, the Parson's Pond area (the peninsula's only regional pasture), and the Portland Creek/Daniel's Harbour area. There is a wide mixture of use in these areas, including livestock, vegetable and small fruit production, and a confinement operation. Also, the Northern Peninsula is noted for its roadside garden plots. This is a unique style of subsistence agriculture whereby local residents grow vegetables for their personal use in small plots along the right of way of Route 430. The size of these plots is usually less than 0.1 ha.

The Agricultural Development Area of the Humber Valley is another agricultural concern. This is found near the T.C.H. end of the Highway and has a mixture of farming uses.

AGGREGATE RESOURCES

The Department of Mines & Energy has identified a number of aggregate zones and mineral potential areas along the highway. Application's for development within these resource areas, or within 300 m of any active or inactive quarry, must be referred to the Dept. of Mines & Energy. These maps are available at the Department of Mines & Energy or the Western Regional Development Control Office.

HISTORIC RESOURCES

Many archaeological sites have been recorded along the west coast of the Great Northern peninsula, the majority of which are located along the coast or the shores of ponds near the coast. Evidence of occupation by prehistoric and European culture is found along the coastal areas.

All applications for development (outside the urban zones), are to be referred to the Historic Resource Division, Dept. of Municipal and Provincial Affairs. Any person discovering an archaeological site is to follow the standard reporting procedures as set forth by that Division.

FISHERIES

The highway crosses at least 17 scheduled salmon rivers. These are all located on the Land Use Map in the Appendix. These rivers are considered as sensitive habitat by the Department of Fisheries and Oceans, and will be offered protection through the referral process.

WASTE DISPOSAL SITES

As can be seen from the Land Use Map, there are numerous waste disposal sites along the route. In many cases each community has its own area, but there are examples of several communities sharing a common site. Because of the odour and rodent problem associated with these areas, each site has a 1.6 km buffer area. Proposals for development within the buffer will be screened by the Department of Environment and Lands.

DOMESTIC WATER SUPPLY AREAS

While the Land Use Map shows only 4 protected water supply areas, there are many more unprotected areas along the route. These incorporated water supplies include small streams, drilled wells and surface water.

PARKS

There are 3 Provincial Parks located in the region. These are the Arches (a natural scenic attraction), River of Ponds (camping and day-use), and Three Mile Lake (day use). North of Bellburns, bounded by the highway and the coast, is the Table Point Provincial Geological and Reserve. Here, a major fossil find is located and is to receive protection under the Wilderness and Ecological Reserves Act.

PART III - ZONING

The following is a result of several field investigations, review of development applications during the last 5 years, meetings with the municipal councils and development associations, and feedback from provincial and federal departments and agencies.

While some communities will have minor or no zoning changes since the 1979 Plan, others have some major changes. Also several new summer cottage zones and highway and service centres are added.

The urban and rural 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 common guidelines are used.

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

1. URBAN ZONING

The application of Urban Zones attempts to achieve the most effective compromise between realizing the objectives of this Department while considering the particular problems of the highway and those communities concerned. Although ribbon development is generally discouraged, a certain amount of leeway is built into the plans to accommodate the immediate growth requirements of the communities.

Section 7 of the Protected Road Zoning Regulations states, "where a Protected Road passes through an area controlled by an approved plan made under the provisions of Parts II, III, IV, V or 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 Municipal Plans of Deer Lake; Reidville, Cormack, Hawke's Bay and Port Saunders & St. Anthony are automatically applied.

In total, there are 24 communities on the Protected Road. These have varying degrees of development. Some are located on both sides of the highway, while some are on just one side or separated from the highway by a small strip of open land. Those communities that are incorporated are noted as such on the individual zoning maps.

The following is a brief description of the zones' objectives and how each is applied. A description of the permitted uses and standards are found in the Protected Road Zoning Regulations, in the Appendix.

Residential Zone

The objective of this zone is to designate areas within communities strictly for future residential purposes.

The Residential Zone is applied to areas within or immediately adjacent to communities. It is applicable to communities where a considerable demand has been demonstrated for residential growth on the Great Northern Peninsula Highway. This zone is applied only to those areas where this Department has been actively involved in designing and implementing residential subdivisions.

Mixed Zones

The objective of the Mixed Zone is to designate areas within or adjacent to communities that will allow for a wide variety of urban type uses.

The Mixed Zone is usually applied to that part of the community already having, or capable of supporting, a mixture of development types. A mixture of residential, commercial, public and light industrial uses may be permitted in a Mixed Zone. The minimum lot area and specific lot requirements are variable, depending on the type of services and type of development proposed.

Highway Commercial Zone

The objective of this zone is to reserve land within or near a community for highway commercial use.

It is usually applied to sites already having some type of highway commercial development which can be expanded, or to vacant areas of land where some interest has been expressed in developing a highway commercial site. The highway commercial zone allows for

a variety of highway commercial uses, including motels, restaurants, service stations, and tourist related activities.

Buffer Zone

The objective of the Buffer Zone is to establish a "green belt effect" between a highway and existing community development, so as to preserve the basic amenities of the highway.

It is applied to undeveloped areas between the highway and a community where it is desirable to keep the area free of development and private driveways. Only agriculture and limited recreational activity may be allowed in this zone.

Restricted Development Zone

The objective of the Restricted Development Zone is to identify areas where a hazard to development exists.

This zone is applied to lands within or adjacent to Urban Zones which would, due to their physical characteristics, require special management or upgrading to overcome the hazard. This includes flood prone areas, steep slopes, sections of hazardous highway, etc. Development can proceed in a Restricted Development Zone only after the hazard is overcome, and providing it conforms to the uses and standards contained in the Mixed Zone.

On the Protected Road, the Restricted Development Zone is applied only to the community of Parson's Pond. Here, a section of the community is designated by the Department of Environment and Lands and the Federal Department of Environment as a flood prone area. All proposals for development are now being funnelled into the new subdivision north of the community.

NORTHERN PENINSULA HIGHWAY ZONING PLAN

Willowdale

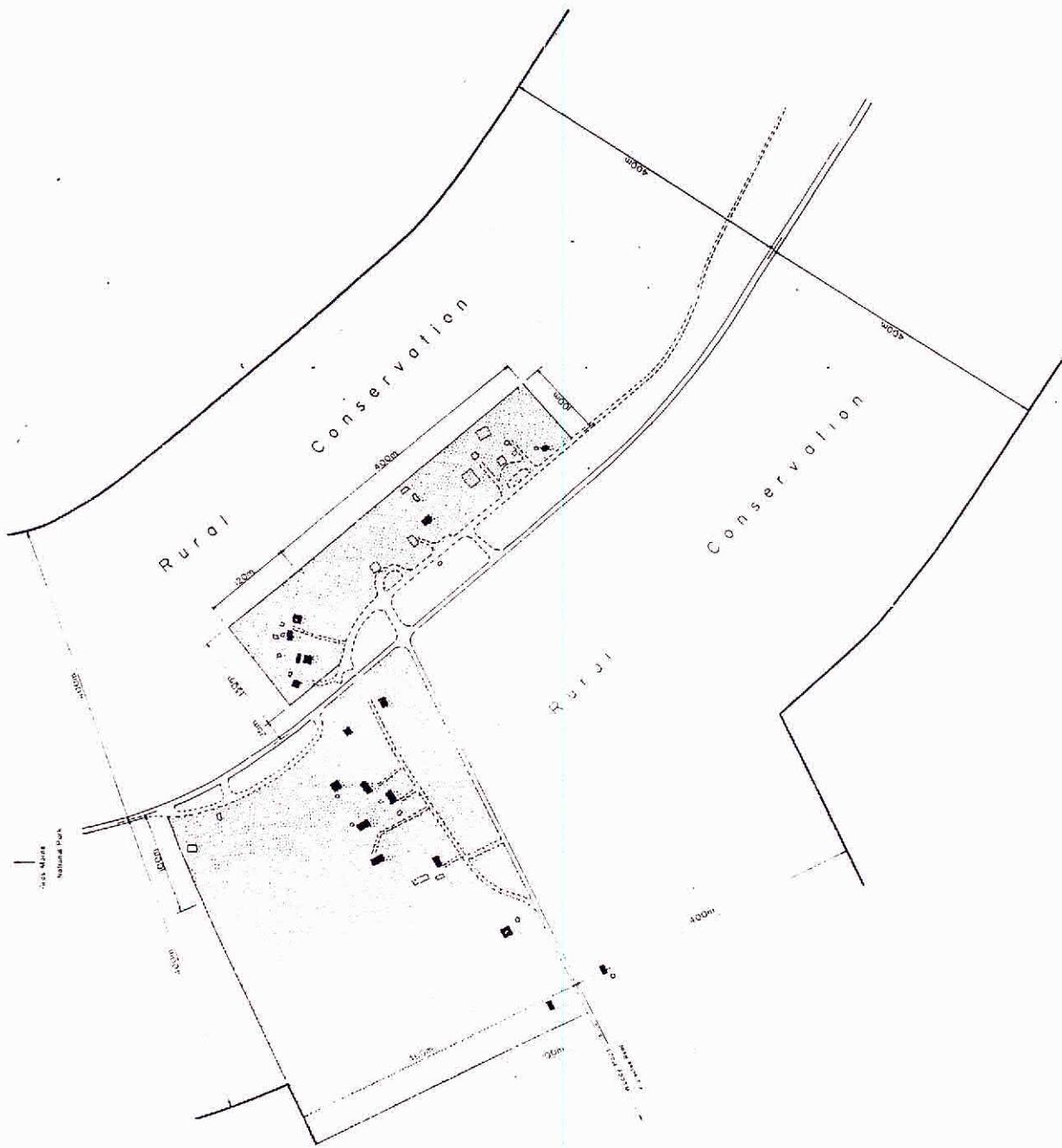
EXISTING LAND USE

- ```

graph TD
 BC[Building Control Line] --> HC[Highway Commercial]
 HC --> R[Residential]
 HC --> P[Public]
 HC --> C[Commercial]
 HC --> F[Fishing]
 HC --> A[Abandoned]
 BC --> Z[ZONING]
 BC --> MZ[Mixed Zone]

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Stocks 17-2500



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NORTHERN PENINSULA  
HIGHWAY ZONING PLAN  
Three Mile Rock

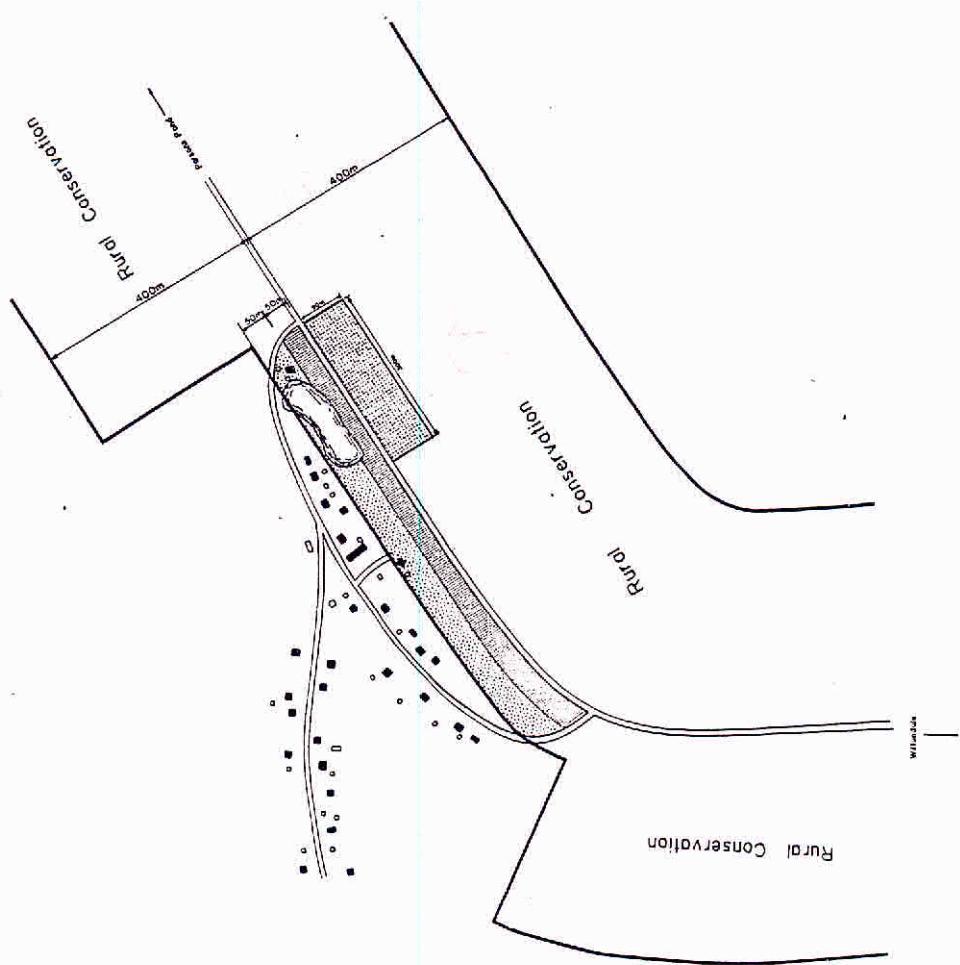
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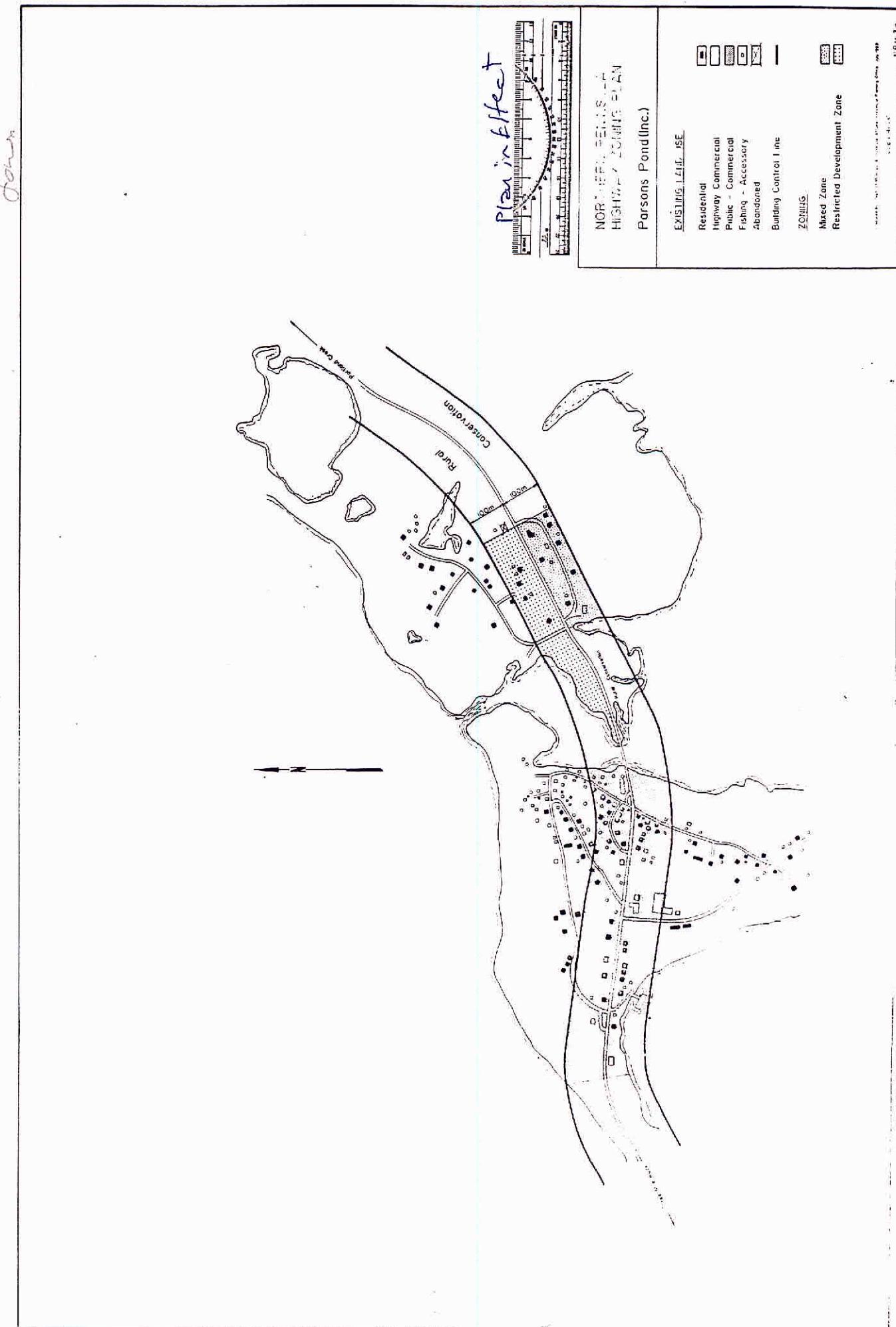
- Residential
- Highway Commercial
- Public - Commercial
- Fishing - Accessory
- Abandoned
- Building Control Line

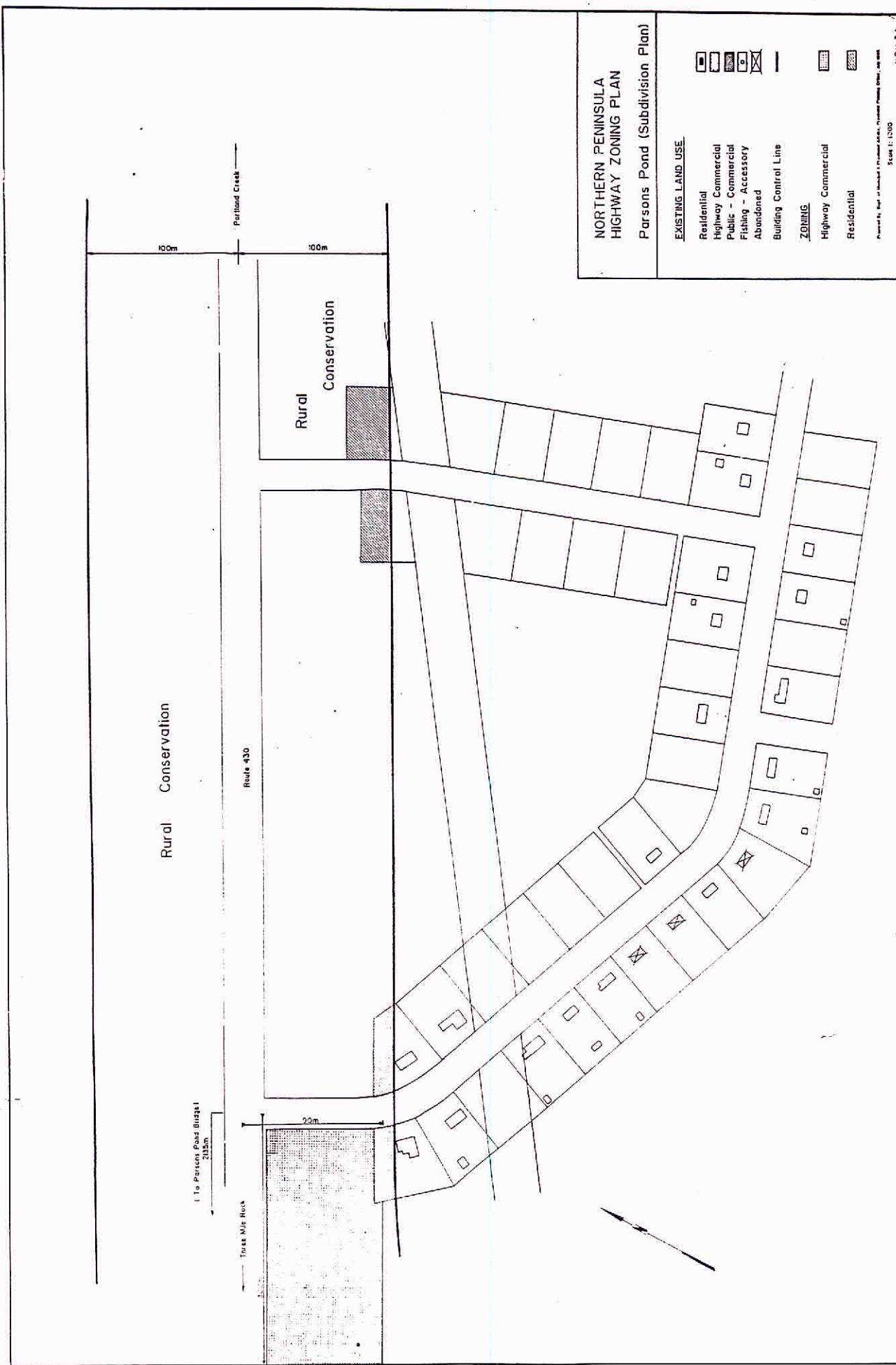
ZONING

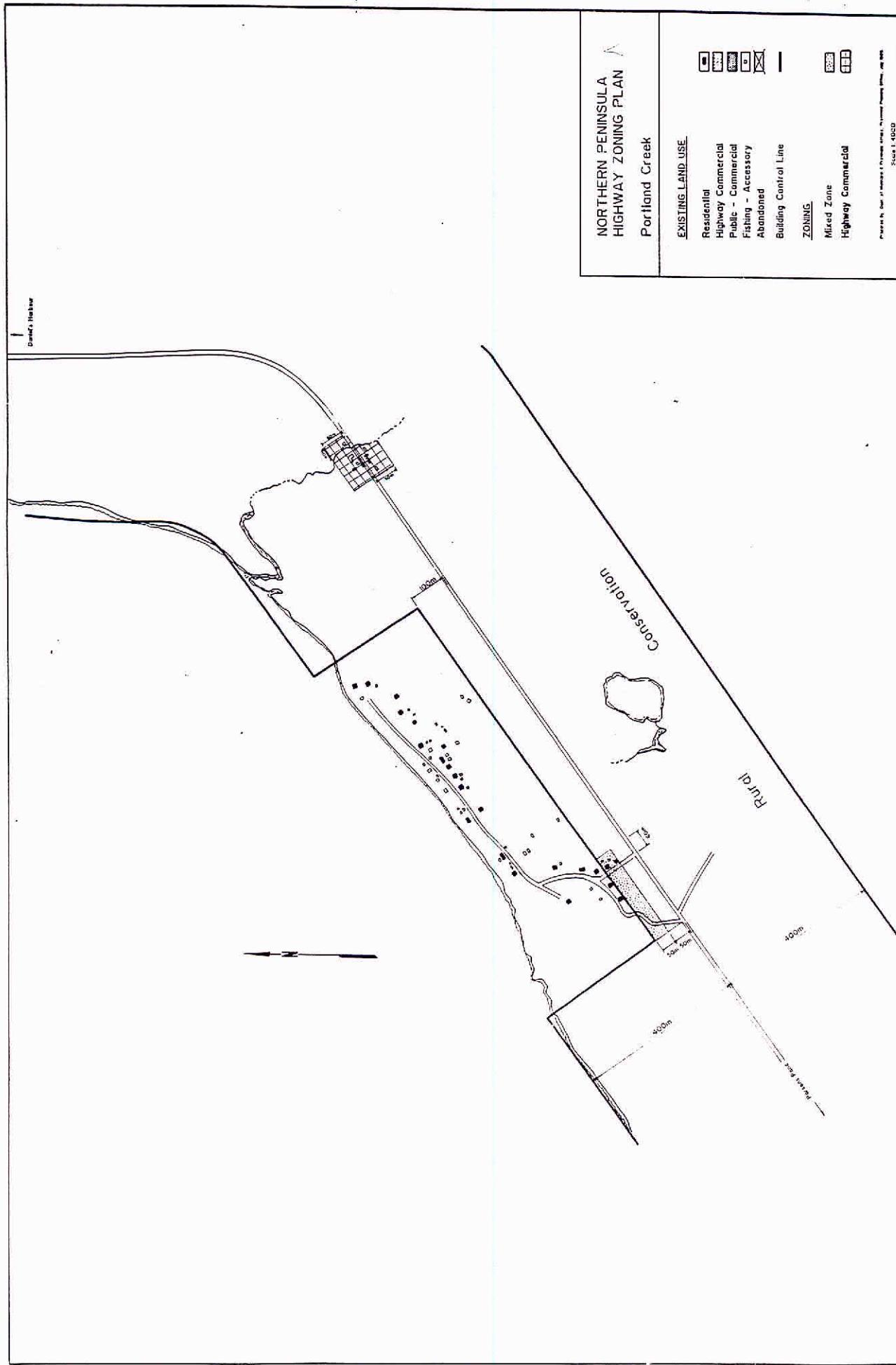
- Mixed Zone
- Buffer Zone
- Highway Commercial

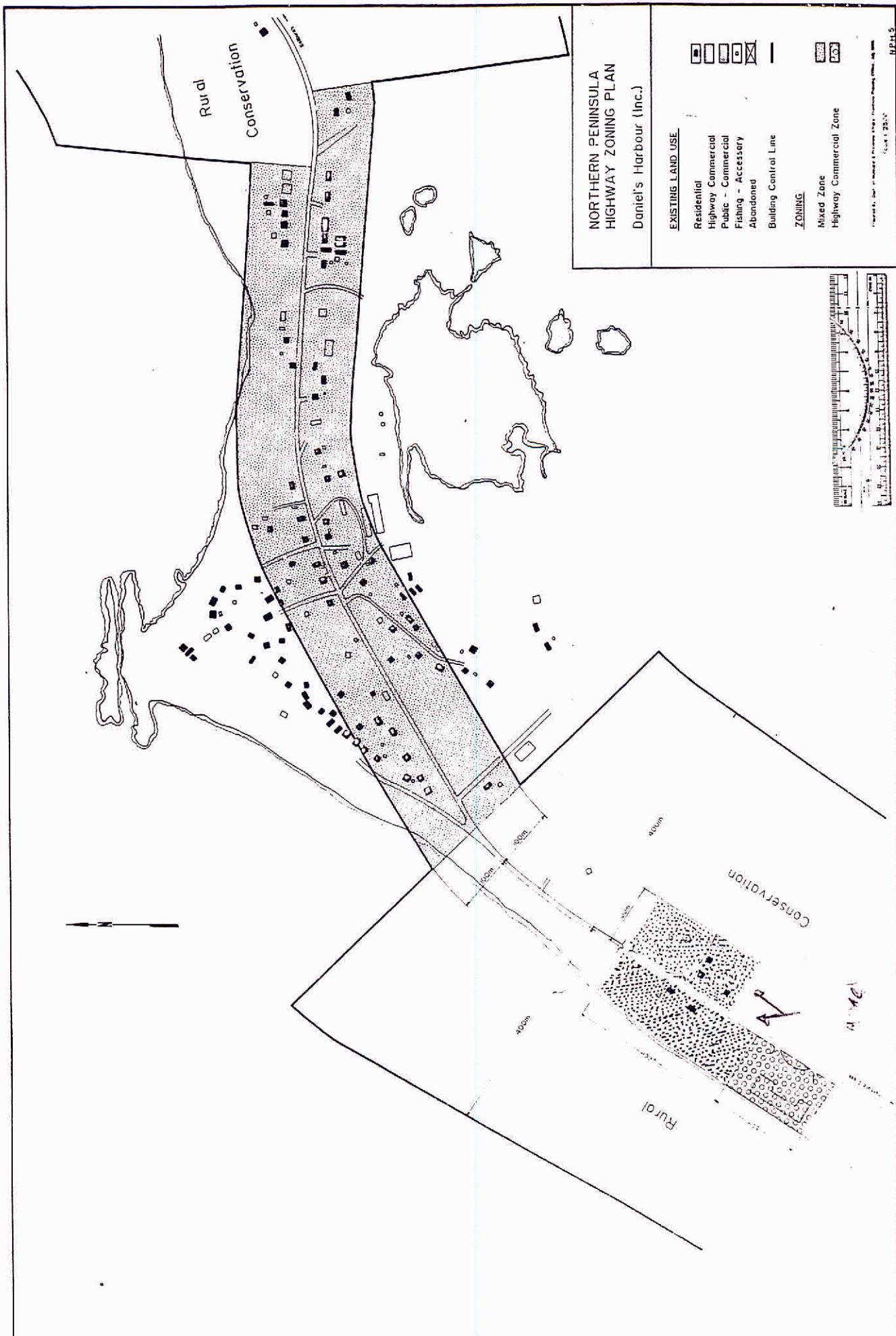
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Scale 1:40,000  
N.D. 2

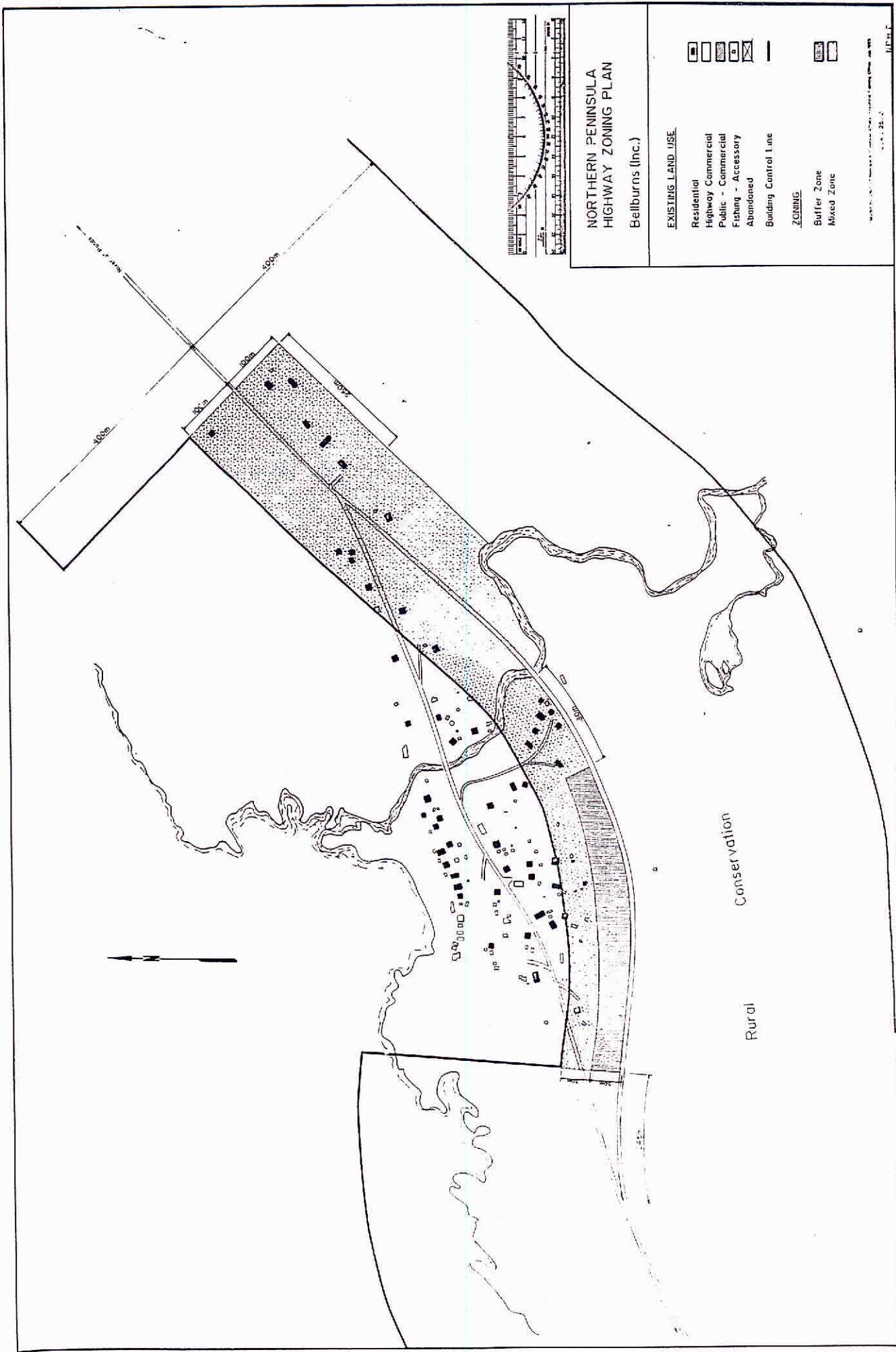












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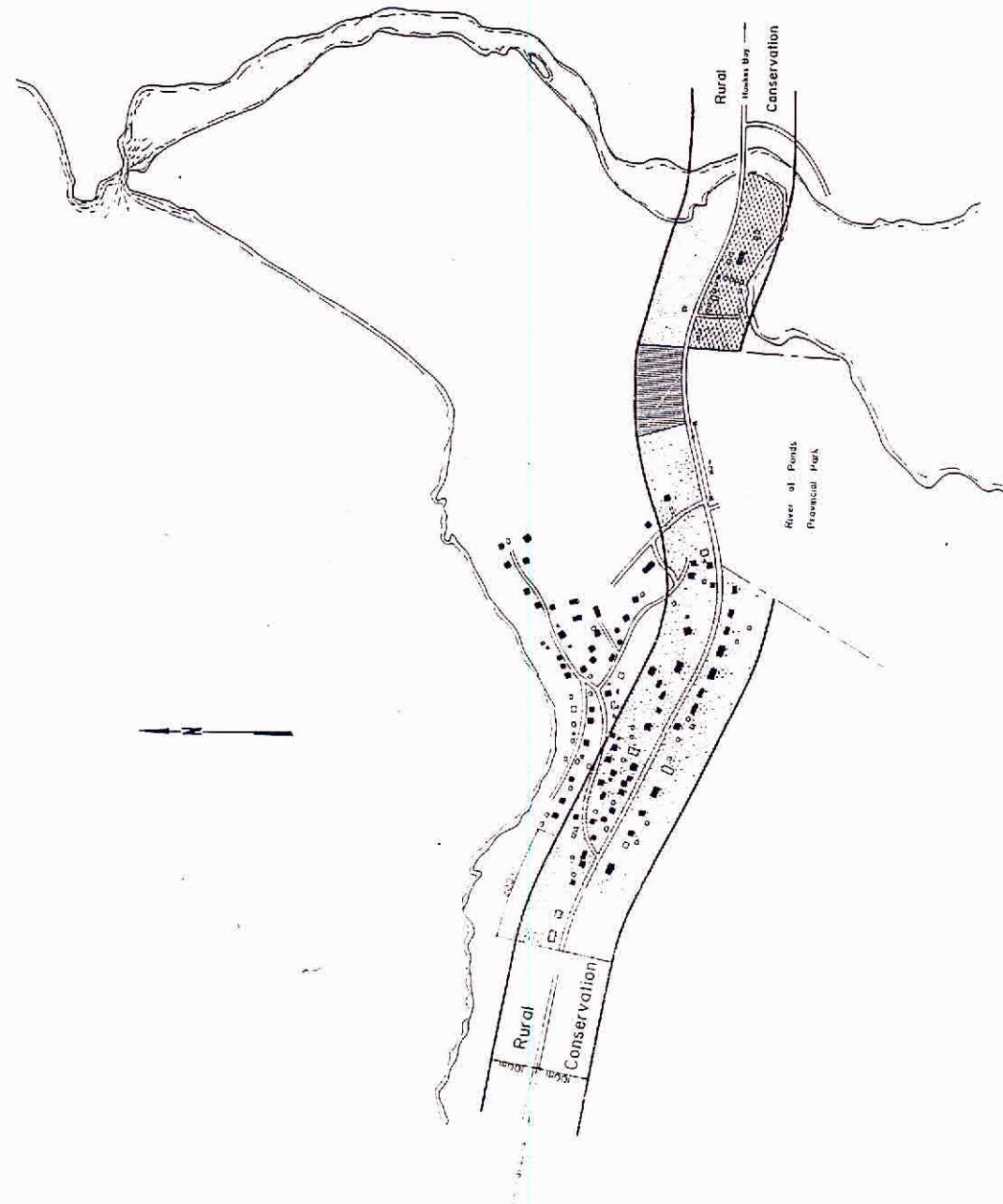
NORTHERN PENINSULA  
HIGHWAY ZONING PLAN  
River of Ponds (Inc.)

EXISTING LAND USE

- Residential
- Highway Commercial
- Public - Commercial
- Fishing - Accessory
- Abandoned
- Building Control Line

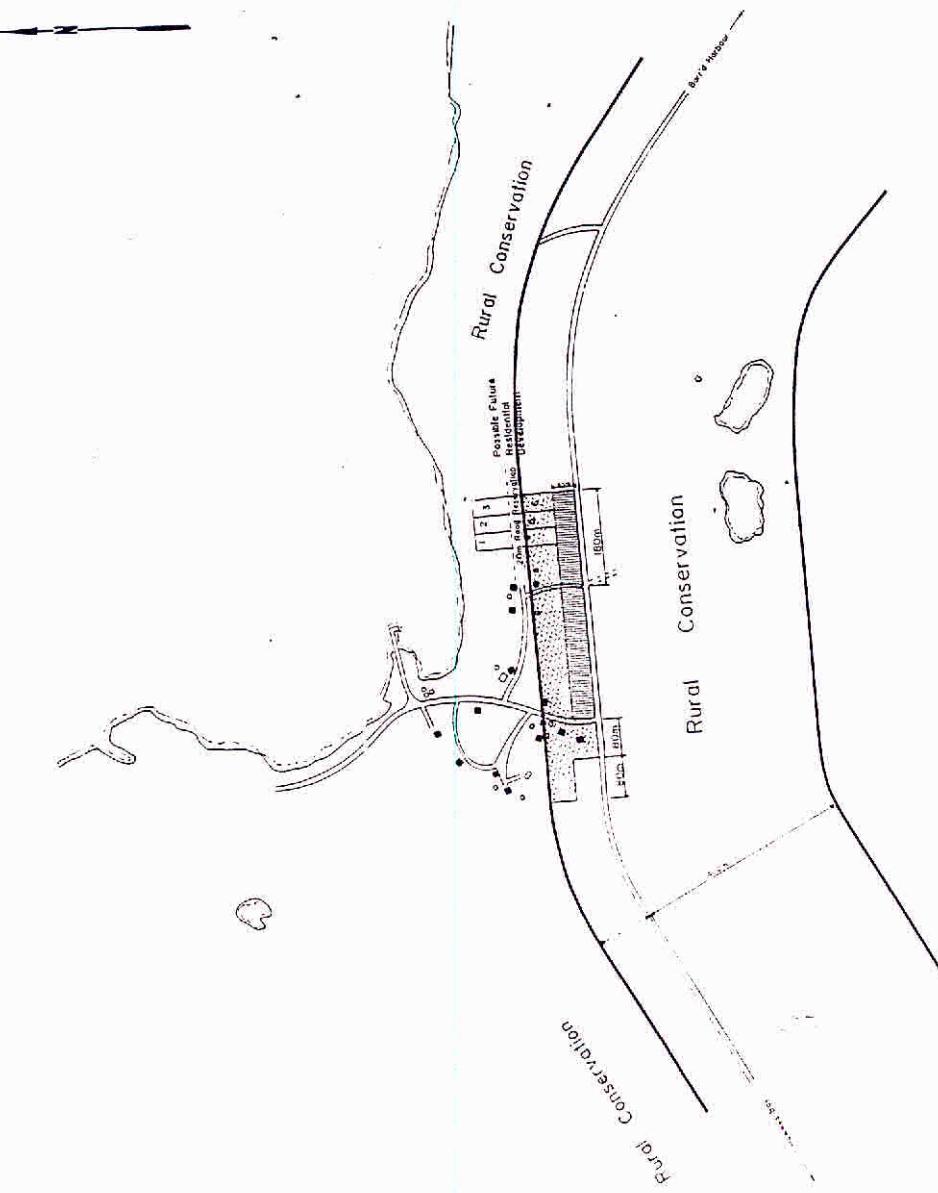
ZONING

- Mixed Zone
- M131 & M141 - Commercial
- Buffer
- Highway Commercial



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## NORTHERN PENINSULA HIGHWAY ZONING PLAN

Eddies Cove West

#### EXISTING LAND USE

Residential  
Highway Commercial  
Public - Commercial  
Fishing - Accessory  
Abandoned

Building Control Line

**Buffer Zone**  
**Mixed Zone**

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NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

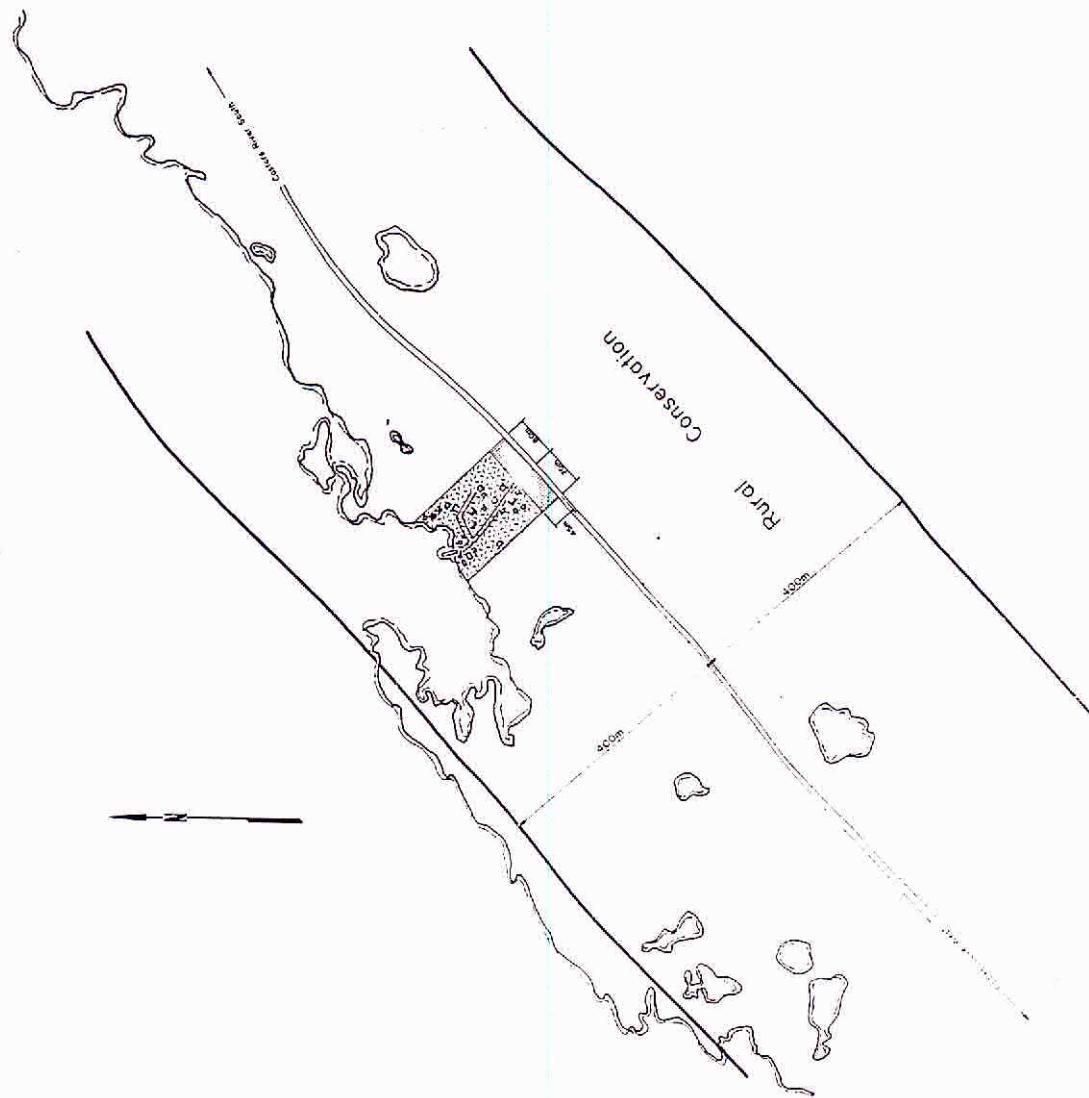
Barr'd Harbour

EXISTING LAND USE

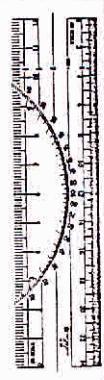
Residential  
Highway Commercial  
Public - Commercial  
Fishing - Accessory  
Abandoned

Building Central Line

ZONING  
Buffer Zone  
Mixed Zone



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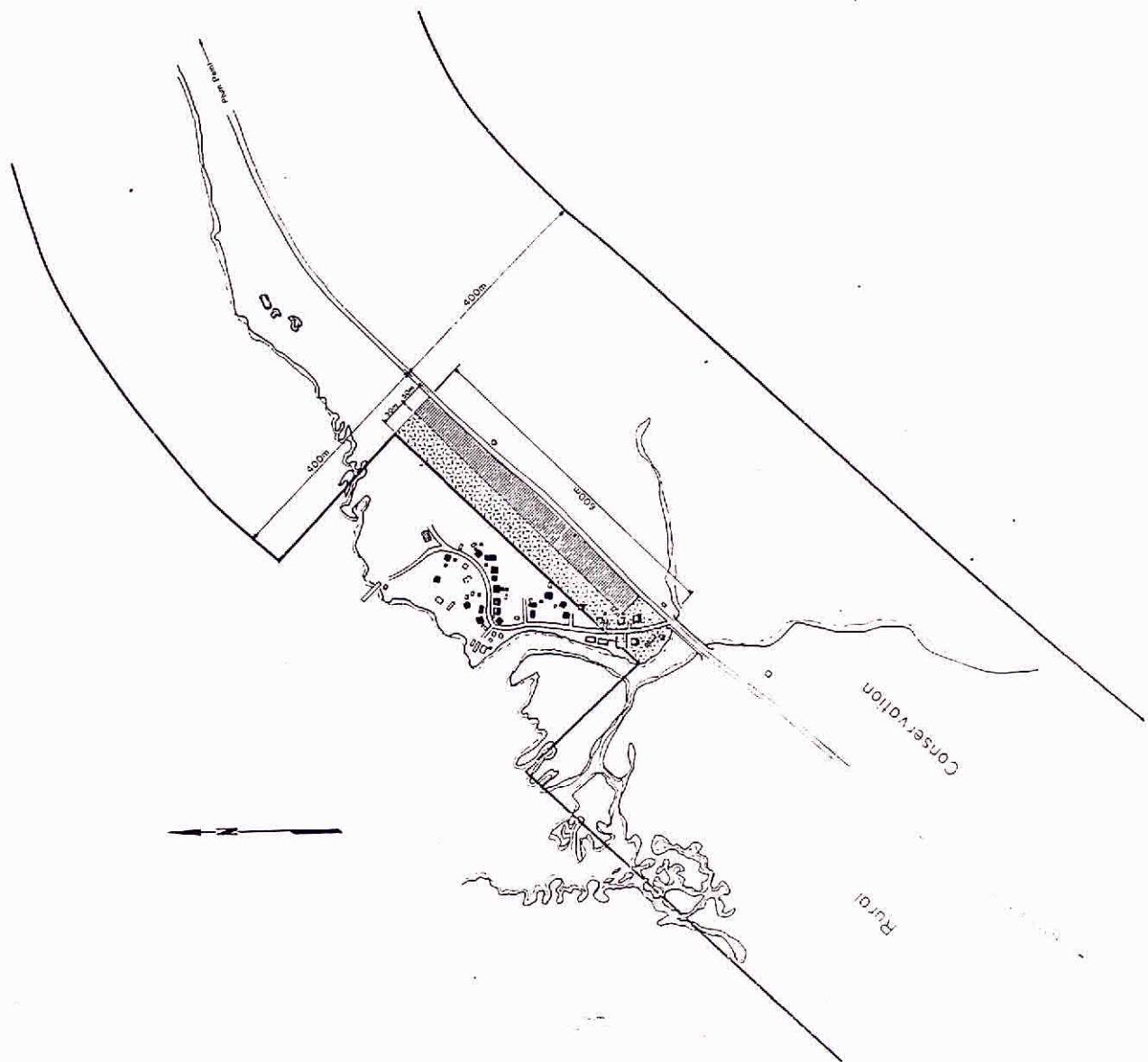
NCER - NCER 2  
H. 314 - NCER 3  
Casters River South

EXISTING LAND USE

- Residential
- Highway Commercial
- Public - Commercial
- Fishing - Accessory
- Abandoned
- Building Control Line

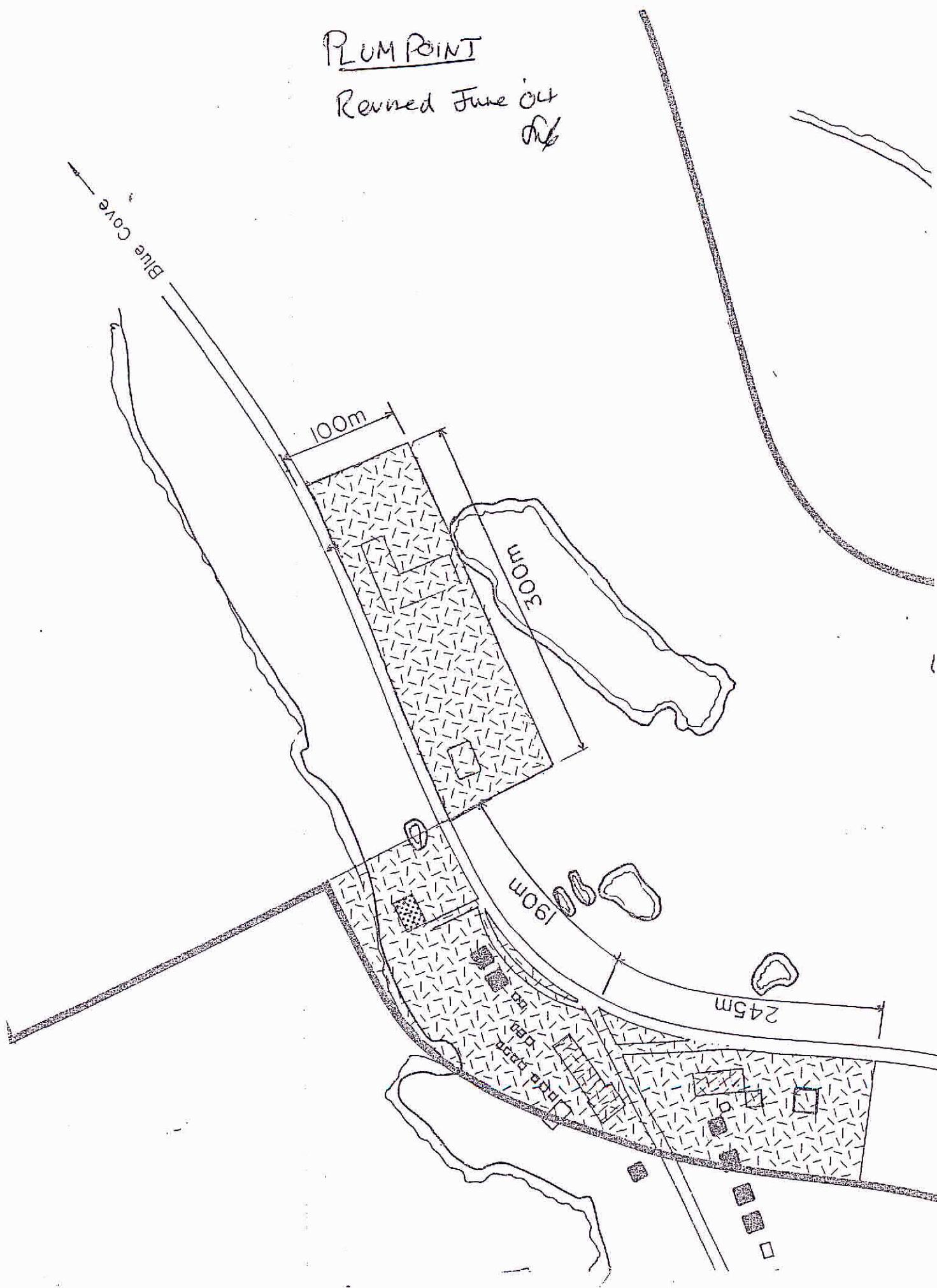
ZONING

- Buffer Zone
- Mixed Zone



PLUM POINT

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NORTHERN PENINSULA  
HIGHWAY ZONING PLAN  
Plum Point

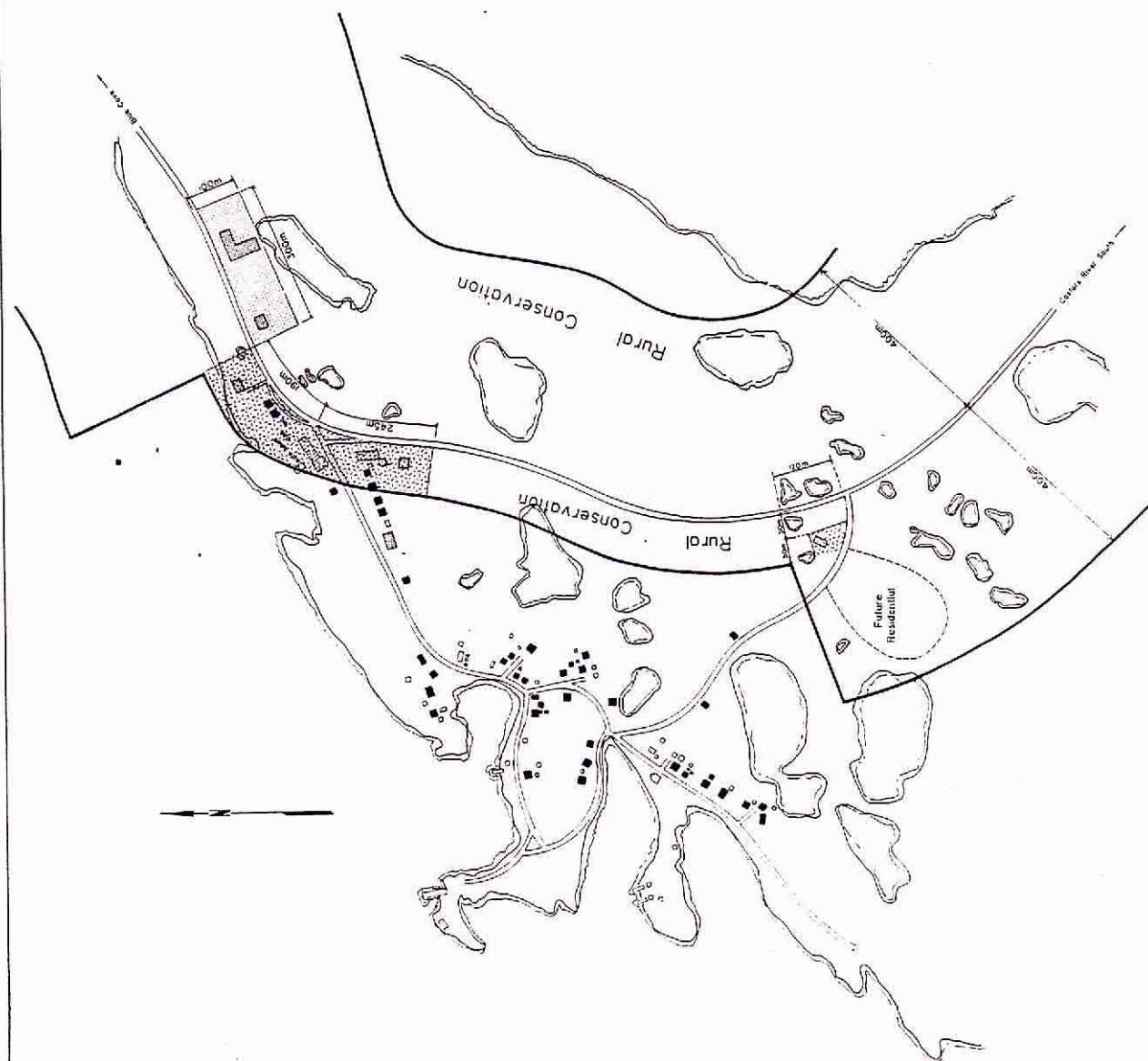
EXISTING LAND USE

|                       |  |
|-----------------------|--|
| Residential           |  |
| Highway Commercial    |  |
| Public - Commercial   |  |
| Fishing - Accessory   |  |
| Abandoned             |  |
| Building Control Line |  |

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12 POC  
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NORTHERN PENINSULA  
HIGHWAY ZONING PLAN  
Blue Cove

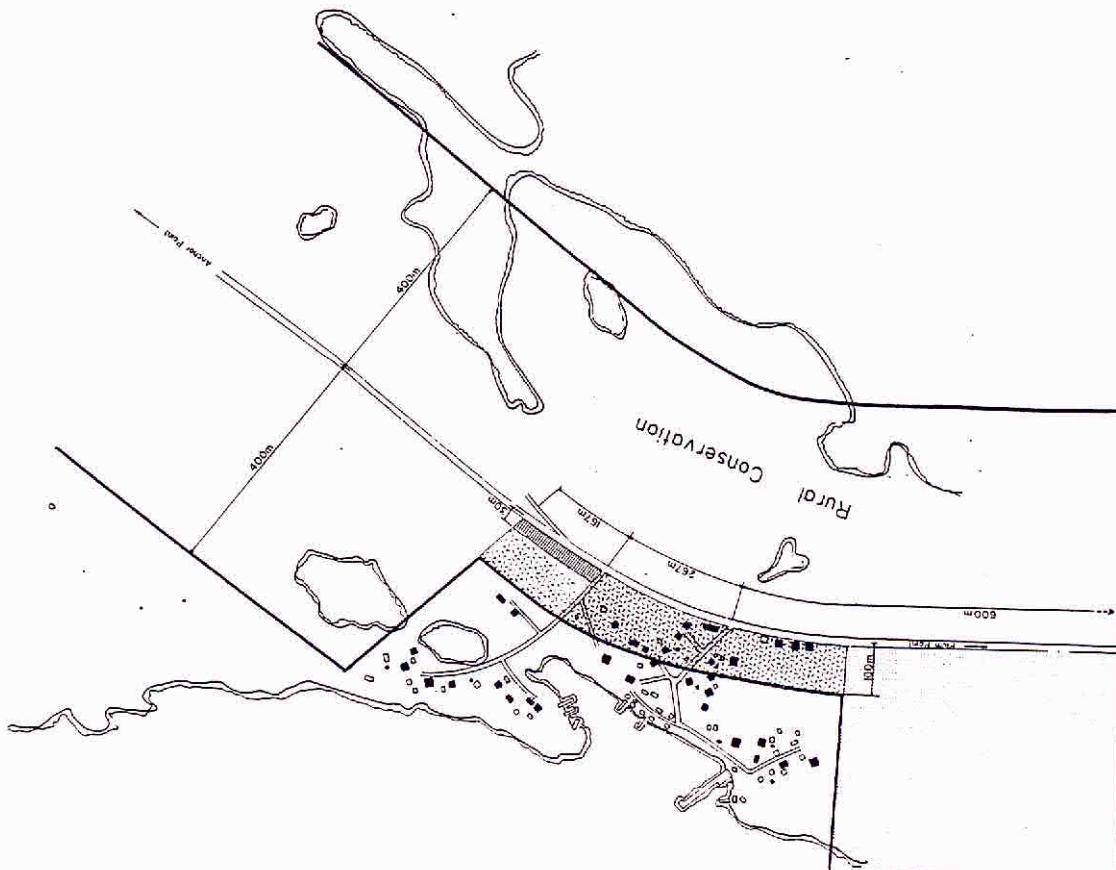
EXISTING LAND USE

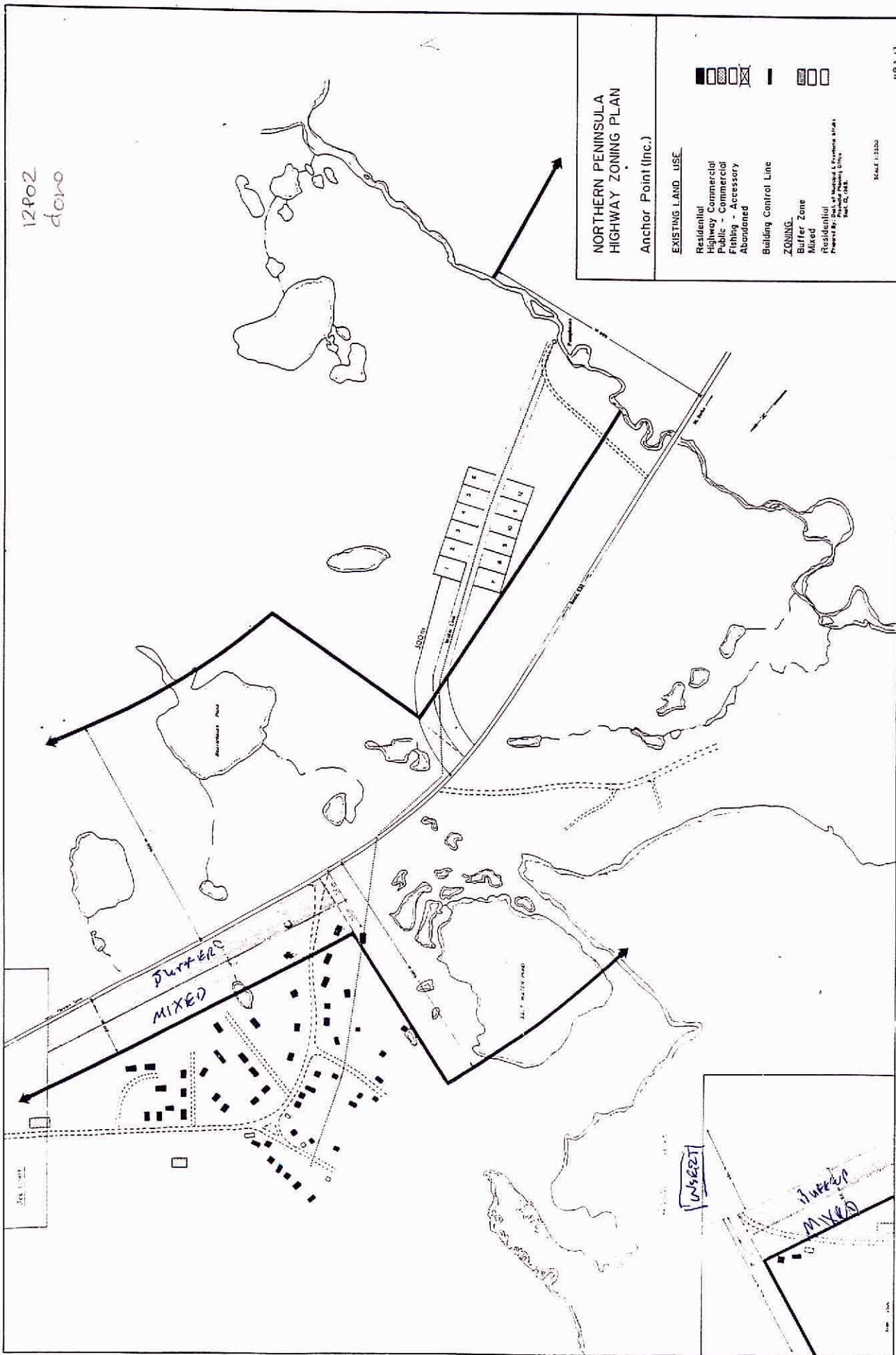
Residential  
Highway Commercial  
Public - Commercial  
Abandoned  
Building Control Line

ZONING

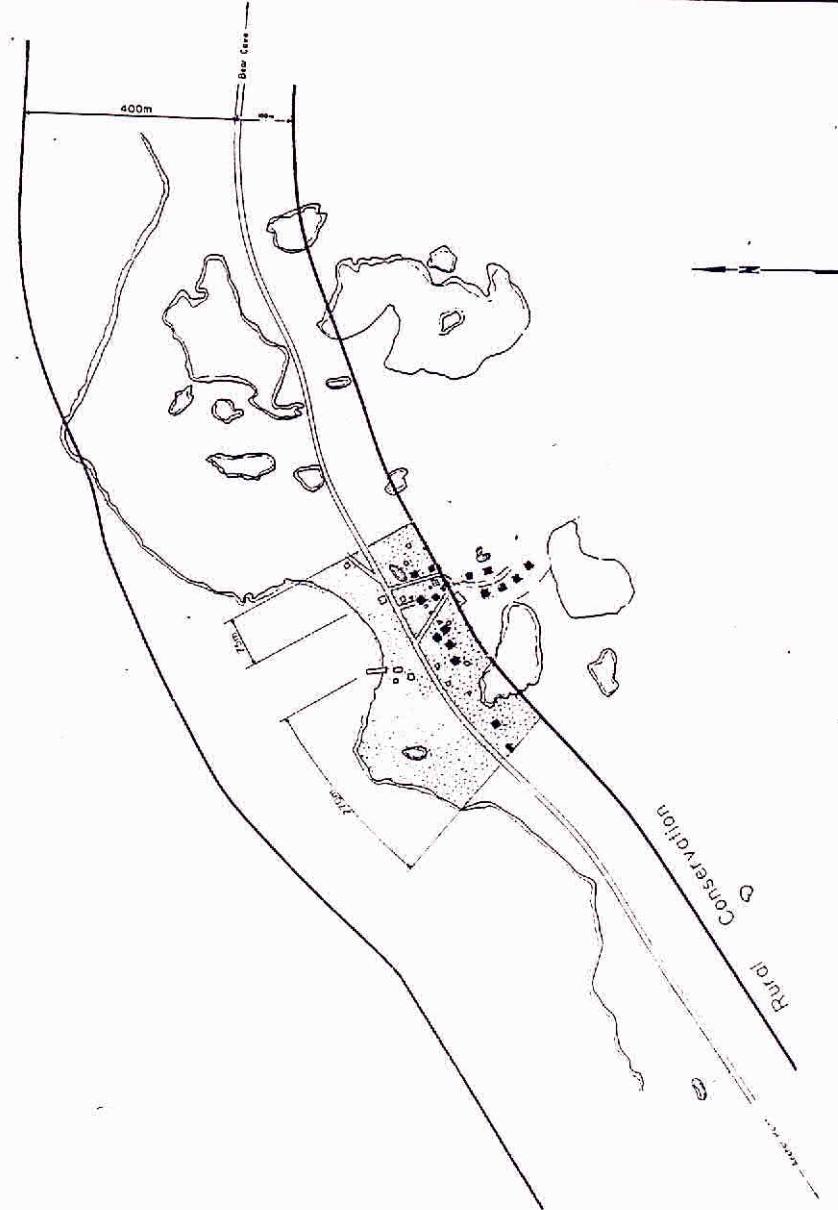
Buffer Zone  
Mixed Zone  
Future Residential

Scale 1:4000  
N.P.H.12





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NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

Deadman's Cove

EXISTING LAND USE

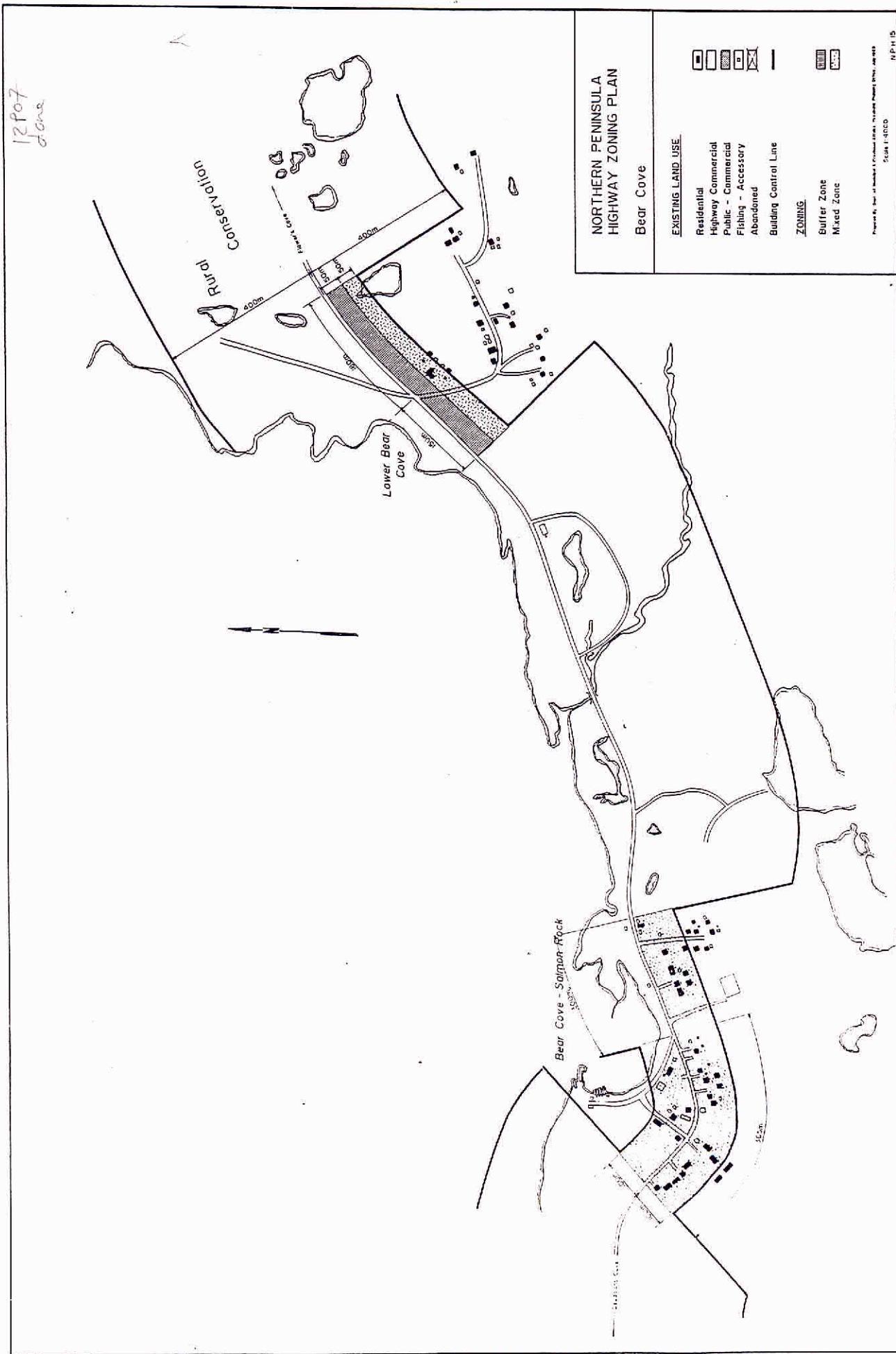
- Residential
- Highway Commercial
- Public - Commercial
- Fishing - Accessory
- Abandoned
- Building Control Line

ZONING

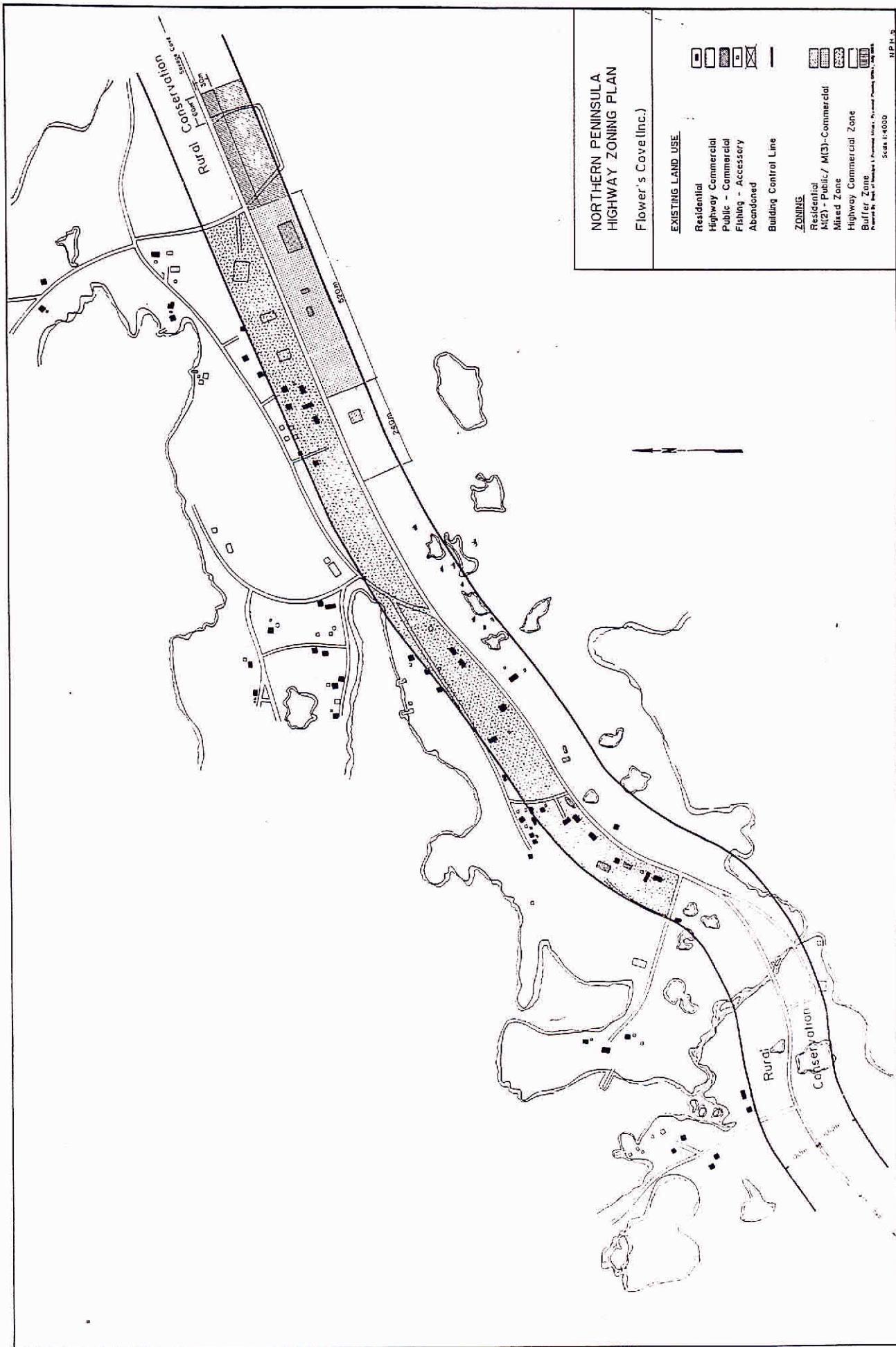
- Mixed Zone

Map prepared by the Northern Peninsula Zoning Committee  
C. & G. G. C. C. P. 1.4

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## NORTHERN PENINSULA HIGHWAY ZONING PLAN

Savage.Cove

#### EXISTING LAND USE

**ZONING** 200

Prepared by Dept. of Geodetic & Survey Sciences, Princeton University, 1964

**NORTHERN PENINSULA HIGHWAY ZONING**  
**Savage Cove**

EXISTING LAND USE

- Residential
- Commercial
- Public - Commercial
- Fishing - Accessory
- Abandoned
- Building Control Line
- ZONING
- Mixed Zone

Scale 1:2000

North

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clone

## NORTHERN PENINSULA HIGHWAY ZONING PLAN

EXISTING LAND USE

### EXISTING LAND USE

Residential Highway Commercial Public - Commercial Fishing - Accessory Abandoned Building Control Line

ZONING      Mixed Zone      Future Residential

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Map showing land use and future development in a coastal area. The map includes a legend, a north arrow, and several scale bars (400m, 100m). It shows a mix of 'Rural' and 'Conservation' land, with a proposed 'Future Residential' area marked by an arrow.

**Legend:**

- NO
- Hig
- Sa
- Exhi
- Resi
- High
- Pub
- Fish
- Abu
- Built
- Zon
- Mix

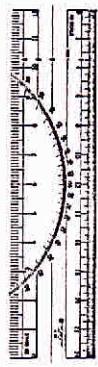
**Scale:**

- 400m
- 100m
- 400m
- 100m
- 400m
- 100m
- 400m
- 100m

**Annotations:**

- Conservation
- Rural
- Future Residential
- Exhi
- Resi
- High
- Pub
- Fish
- Abu
- Built
- Zon
- Mix
- NO
- Hig
- Sa
- Exhi
- Resi
- High
- Pub
- Fish
- Abu
- Built
- Zon
- Mix

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NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

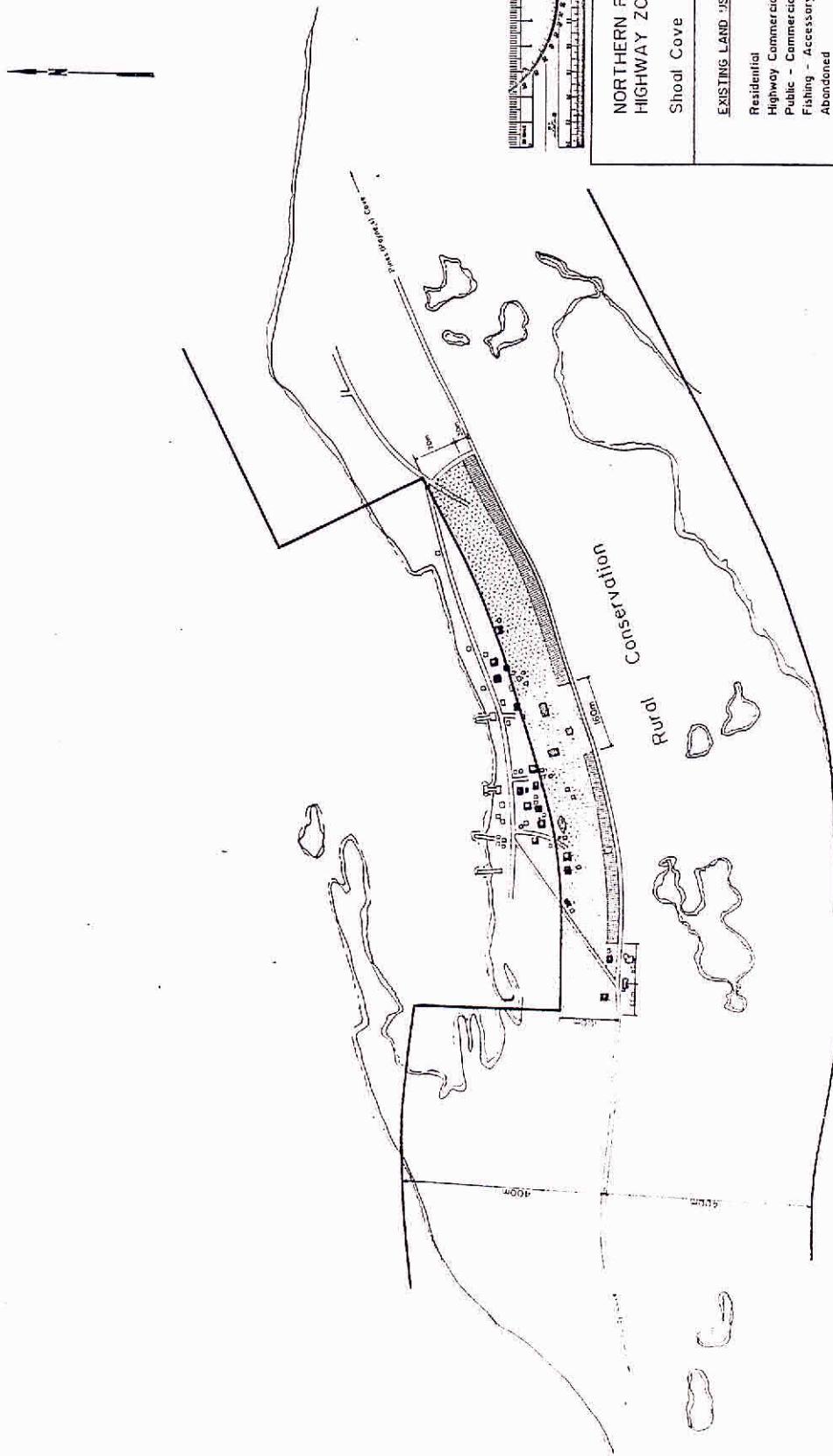
Shoal Cove

EXISTING LAND USE

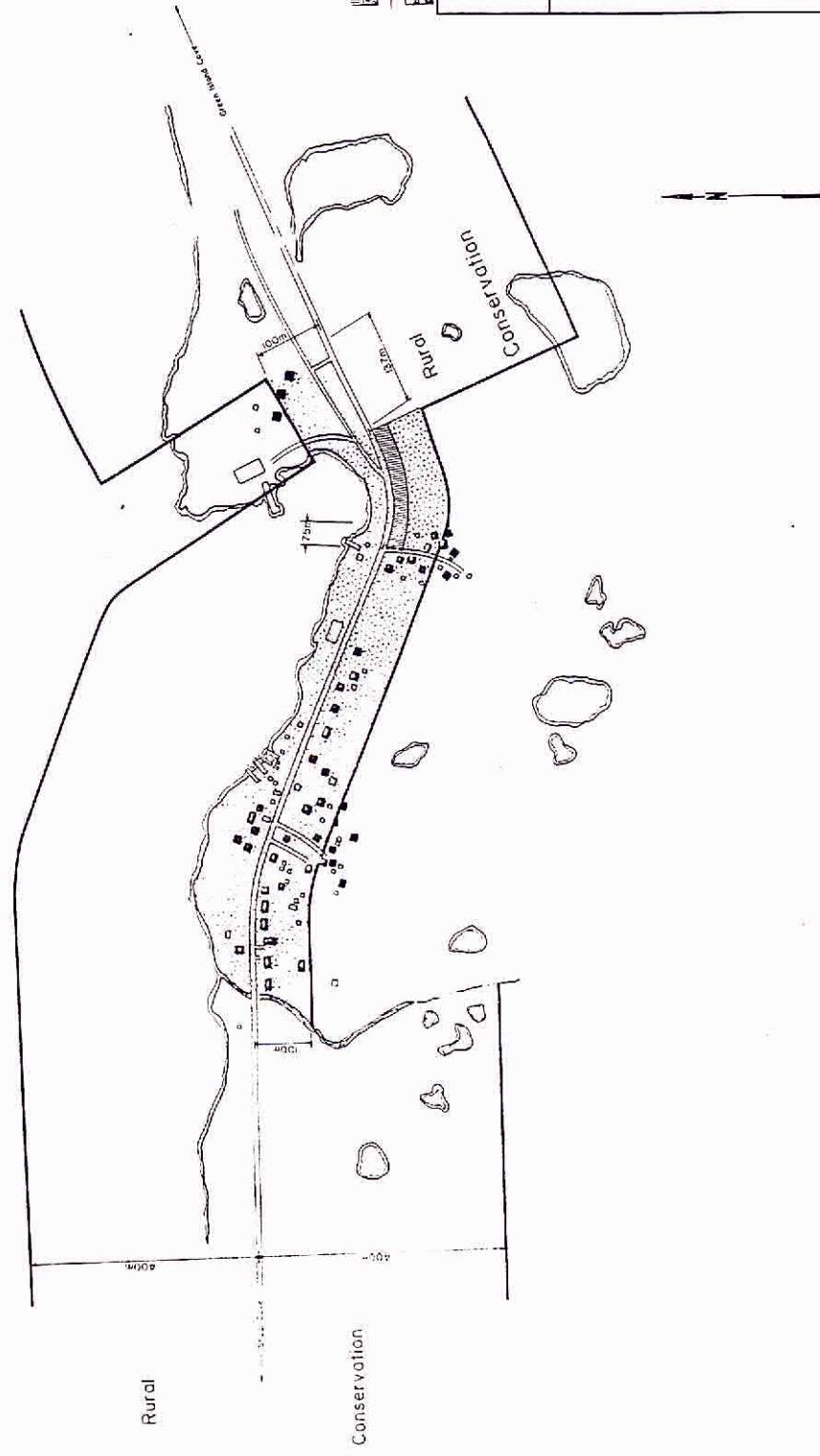
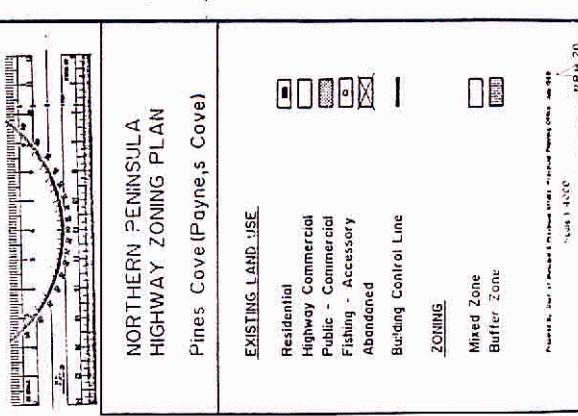
|                       |                                              |
|-----------------------|----------------------------------------------|
| Residential           | [Symbol: solid square]                       |
| Highway Commercial    | [Symbol: solid rectangle]                    |
| Public - Commercial   | [Symbol: solid rectangle with diagonal line] |
| Fishing - Accessory   | [Symbol: open square with diagonal line]     |
| Abandoned             | [Symbol: open square]                        |
| Building Control Line | [Symbol: dashed line]                        |

ZONING

|             |                           |
|-------------|---------------------------|
| Buffer Zone | [Symbol: solid rectangle] |
| Mixed Zone  | [Symbol: open rectangle]  |



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zoned Residential  
by Long Side major  
map

NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

Green Island Cove

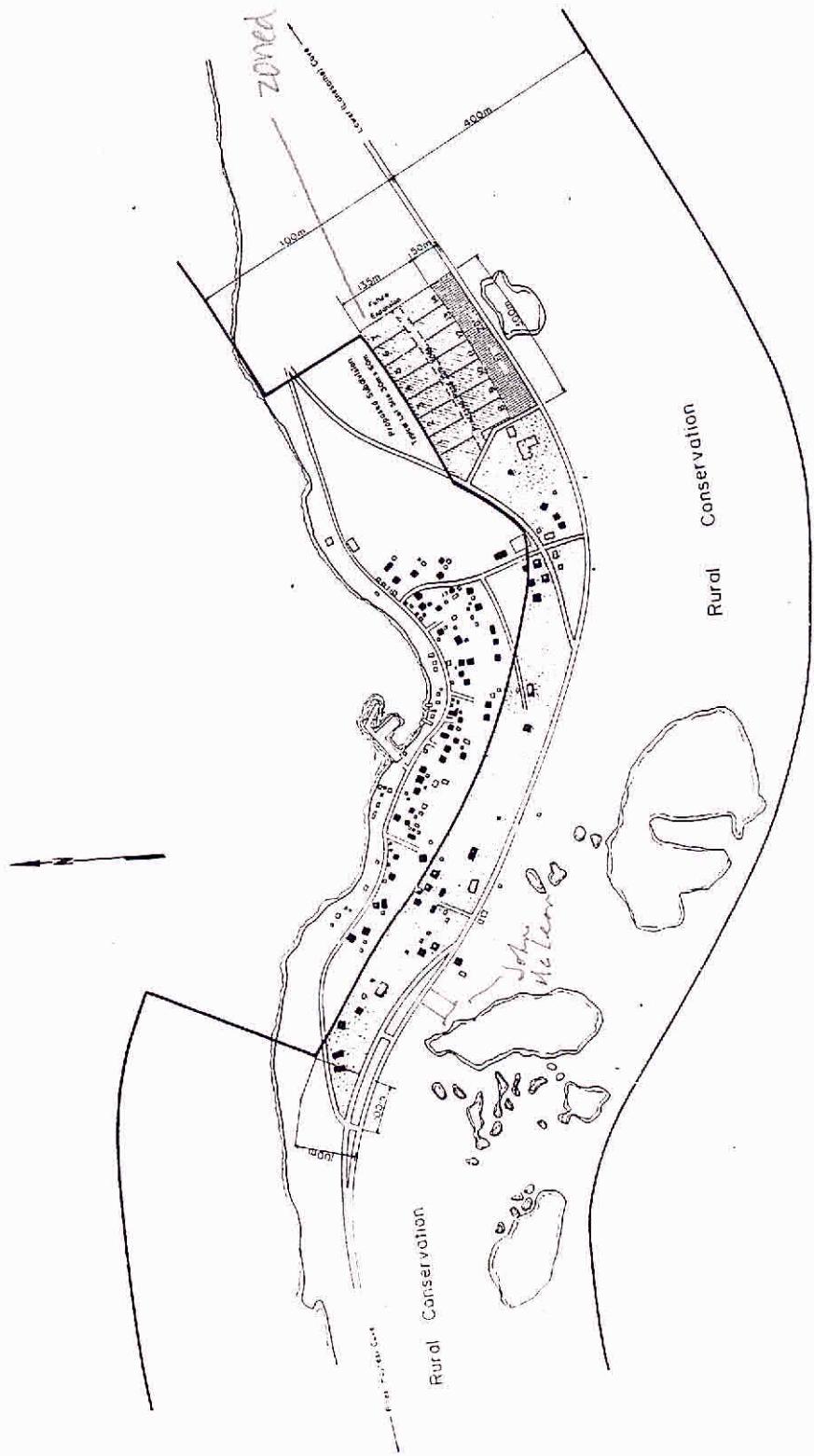
EXISTING LAND USE

- Residential
- Highway
- Commercial
- Public - Commercial
- Fishing - Accessory
- Abandoned
- Building Control Line

ZONING

- Buffer Zone
- Mixed Zone
- Residential

1:60,000  
1.6 mi. 2.6 km



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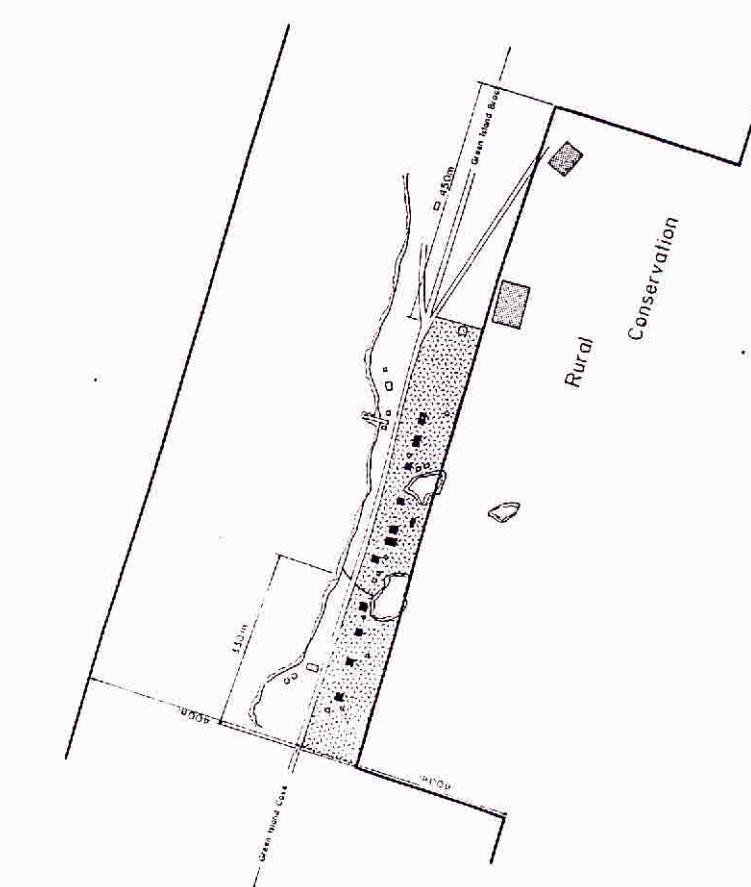
NORTHERN PENINSULA  
HIGHWAY ZONING PLAN  
Lower Cove (Lonesome Cove)

EXISTING LAND USE

- Residential
- Highway
- Commercial
- Public - Commercial
- Fishing - Accessory
- Abandoned
- Building Control Line

ZONING

- Mixed Zone



12 P 07-  
Done

NORTHERN PENNSYLVANIA  
HIGHWAY ZONING PLAN

Green Island Brook

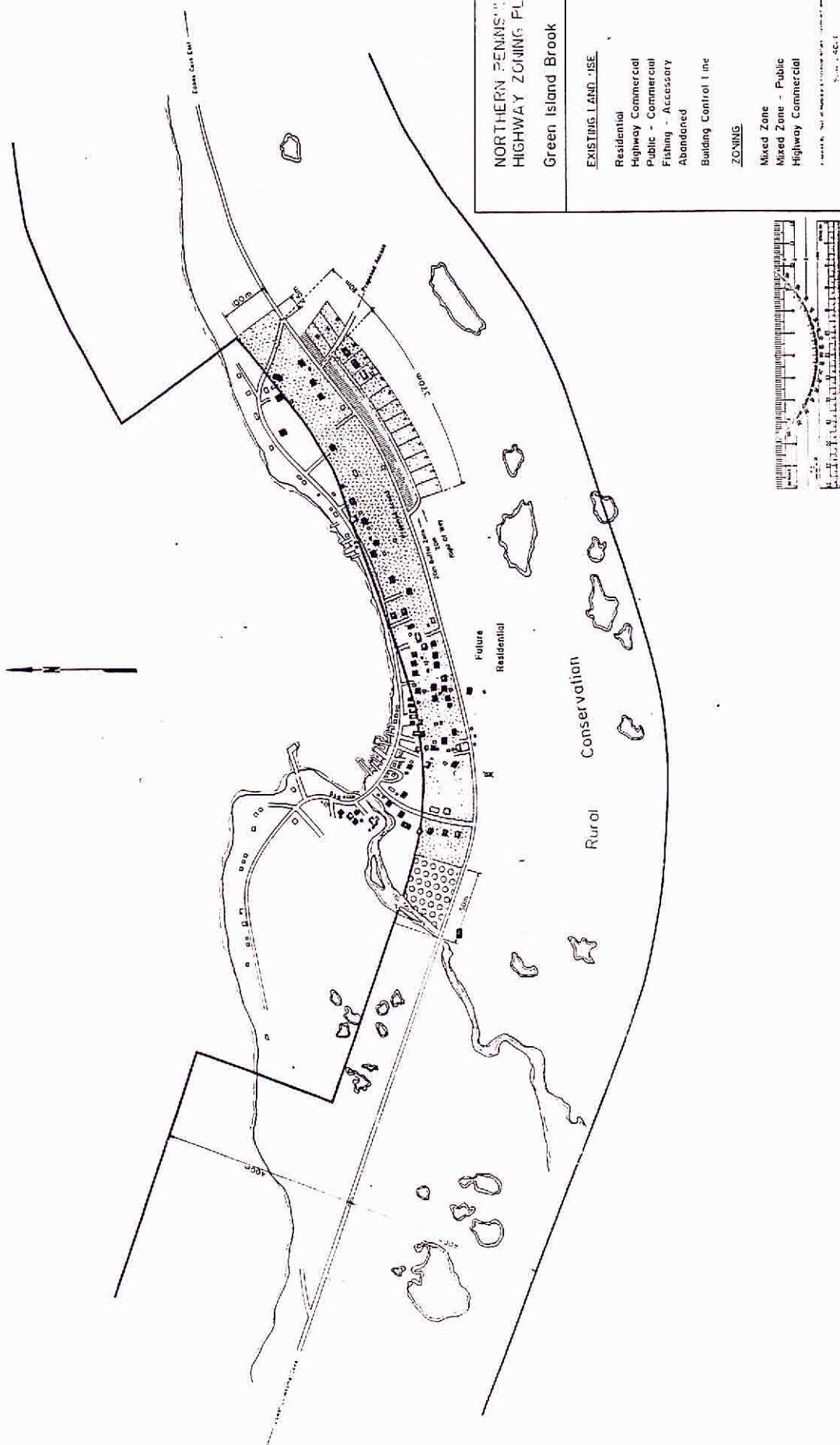
EXISTING LAND USE

- Residential
- Highway Commercial
- Public - Commercial
- Fishing - Accessory
- Abandoned
- Building Control Line

ZONING

- Mixed Zone
- Mixed Zone - Public
- Highway Commercial

Source: State of Pennsylvania, Department of Transportation  
Scale: 1:40,000  
N.P. 123



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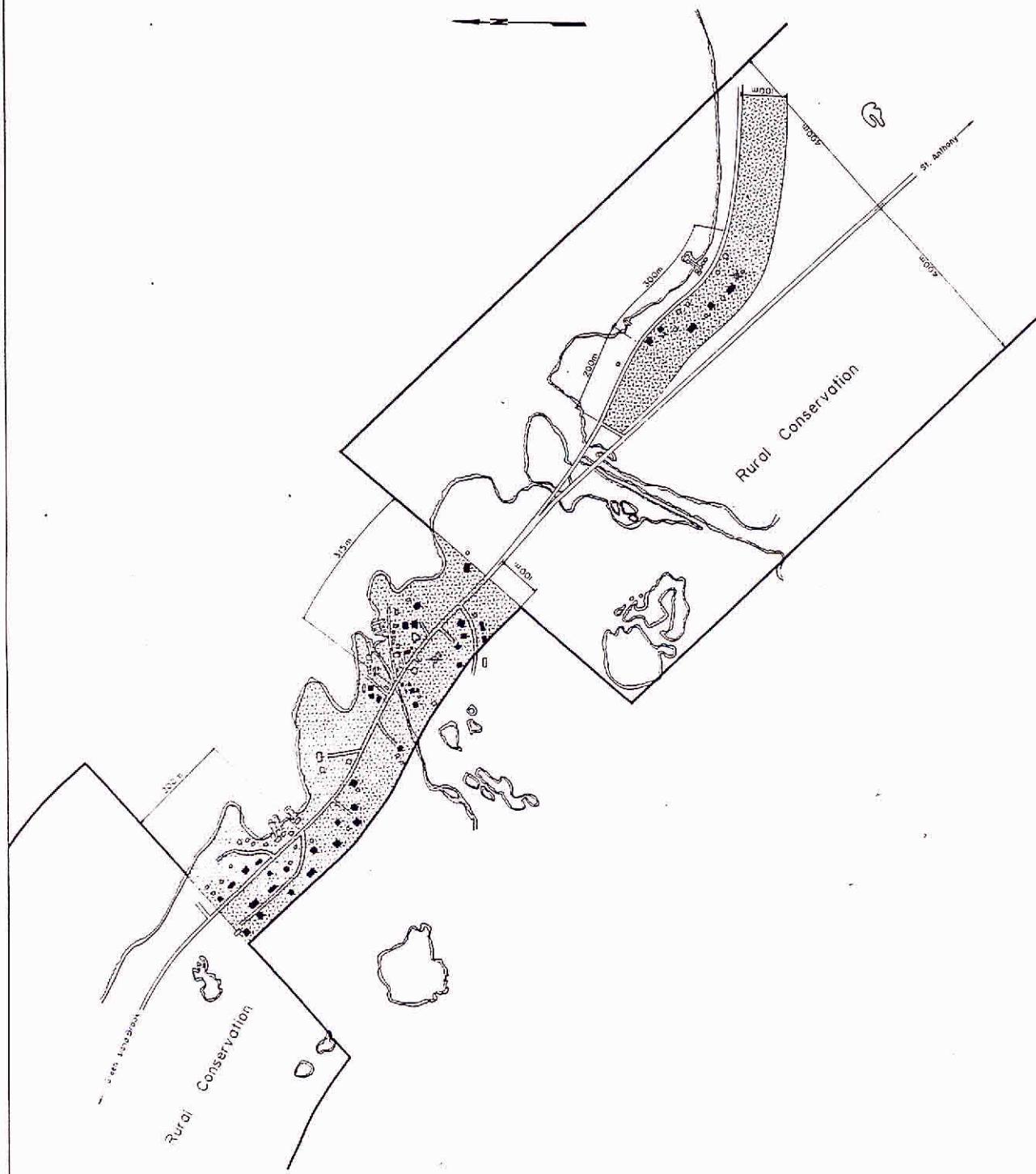
**NORTHERN PENINSULA  
HIGHWAY ZONING PLAN**

EXISTING LAND USE

Residential  
Highway Commercial  
Public - Commercial  
Fishing - Accessory  
Abandoned

## ZONING

Produced by Data of Knowledge & Information Systems Engineering Division, Nanyang Technological University



#### RURAL ZONING

Rural Zones were developed in order to guide development in sparsely developed or undeveloped areas. This is achieved by the application of blanket performance standards in rural areas and the designation of specified lots of land for summer cottage and highway service activities.

The Protected Road Zoning Regulations allow for the use of three zones - Highway Service Zone, Summer Cottage Zone, and the Rural Conservation Zone. All three are incorporated in this plan.

##### Summer Cottage Zone

The objective of this zone is to satisfy the demand for cottage development by allocating areas where this form of development may occur in a planned and controlled manner.

This zone is applied to relatively small parcels of land usually near a body of water, and where a substantial demand for cottage development is evident.

On the Great Northern Peninsula Highway, there are three Summer Cottage Zones. The southernmost zone at Bonne Bay Big Pond is separated from the remaining three at the tip of the peninsula by nearly 300 km. Cottage development within this 300 km section of highway is non-existent and the potential for development is low because of the rugged and exposed nature of the coastline. The Cottage Zones at Northern Arm and Milan Arm are all located on saltwater.

The following plans show the detailed zoning of each area, and its location in relationship to the highway and the general region.

#### **Highway Service Zone**

The objective of a Highway Service Zone is to allocate areas for grouped highway commercial activities, in the rural areas, in required and appropriate locations.

This zone is applied to specified lots of land identified for their potential in supporting highway commercial development. Areas reserved for development will be made available as demand dictates, in a controlled and planned manner, according to the prescribed plan.

There are nine Highway Service Zones on the Great Northern Peninsula Highway. These do not include the highway commercial uses found within a community, as they are identified in the individual community plans. Also, it does not include the highway commercial development found within the Hawke's Bay and Cormack Municipal Plans.

Detailed zoning for the nine zones follows. Each plan depicts its location in relationship to the highway and the nearby communities. Although not all are developed, many are subject to applications and numerous inquiries.

#### **Rural Conservation Zone**

All land not zoned for urban, summer cottage, or highway uses, is zoned as Rural Conservation.

The purpose of the Rural Conservation Zone is to provide a medium for the conservation or managed production of natural resources while preserving the natural character of the highway corridor in undeveloped areas. In general terms, open space is to be preserved by access control, general siting requirements, and any standards generated through the referral system.

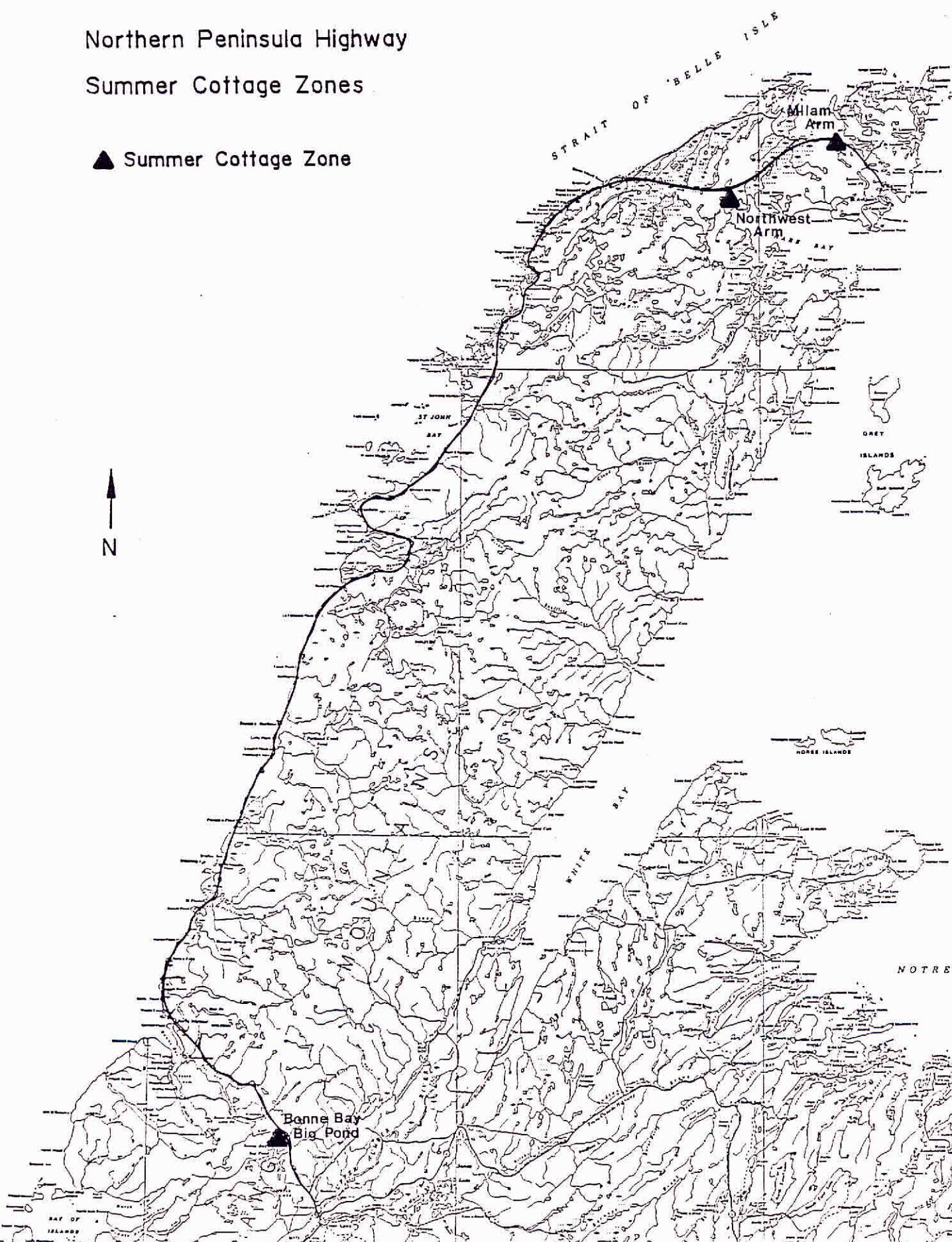
The uses which may be permitted in this zone will be those related to the conservation or utilization of natural resources, and uses which are not conducive to an urban setting. (Refer to the Protected Road Zoning Regulations in the Appendix.)

## Northern Peninsula Highway

### Summer Cottage Zones

▲ Summer Cottage Zone

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Rural Conservation

Rural

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Rural Conservation

Rural Conservation

Rural Conservation

10

Bonne Bay Bay Pond

## NORTHERN PENINSULA HIGHWAY ZONING PLAN

COTTAGE DEVELOPMENT

Bonne Bay Big Pond  
Cottage Zone A  
ZONING

Cottage Development Area

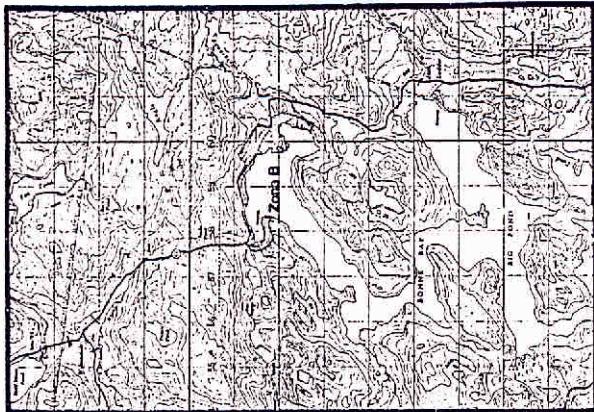
Building Control Line

DEER LAKE —

— 400m

Prepared by Capt of Marinel & Printed Atmst, 1st Ed. 1910  
SCALE 1:2500

SCALE 1:2500



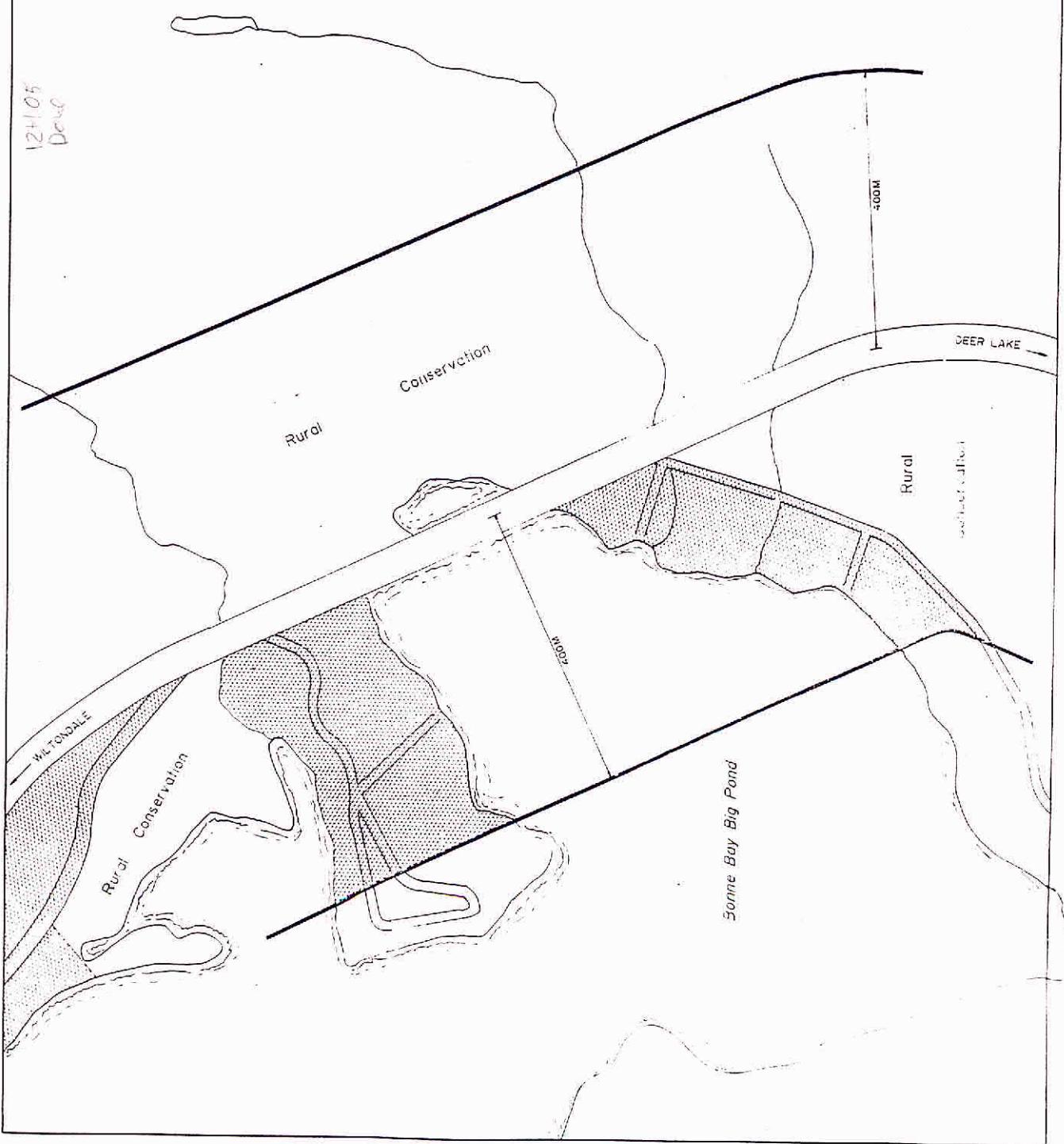
## NORTHERN PENINSULA HIGHWAY ZONING PLAN

Bonne Bay Big Pond  
Cottage Zone B (Map 1)

Cottage Development Area

Burgess Central Line

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## Rural Conservation

DEER

Conclusion

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NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

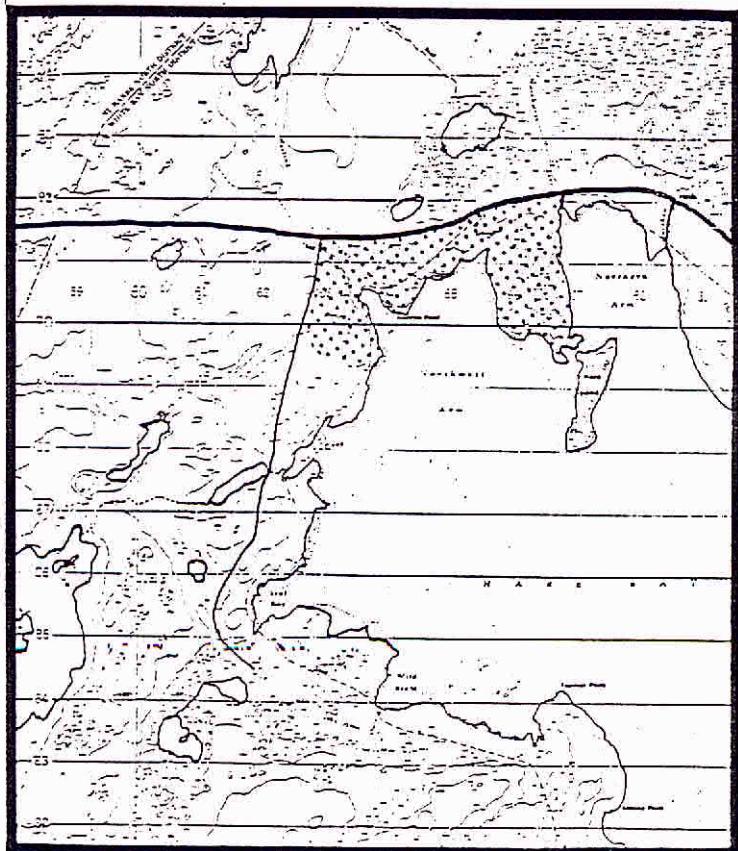
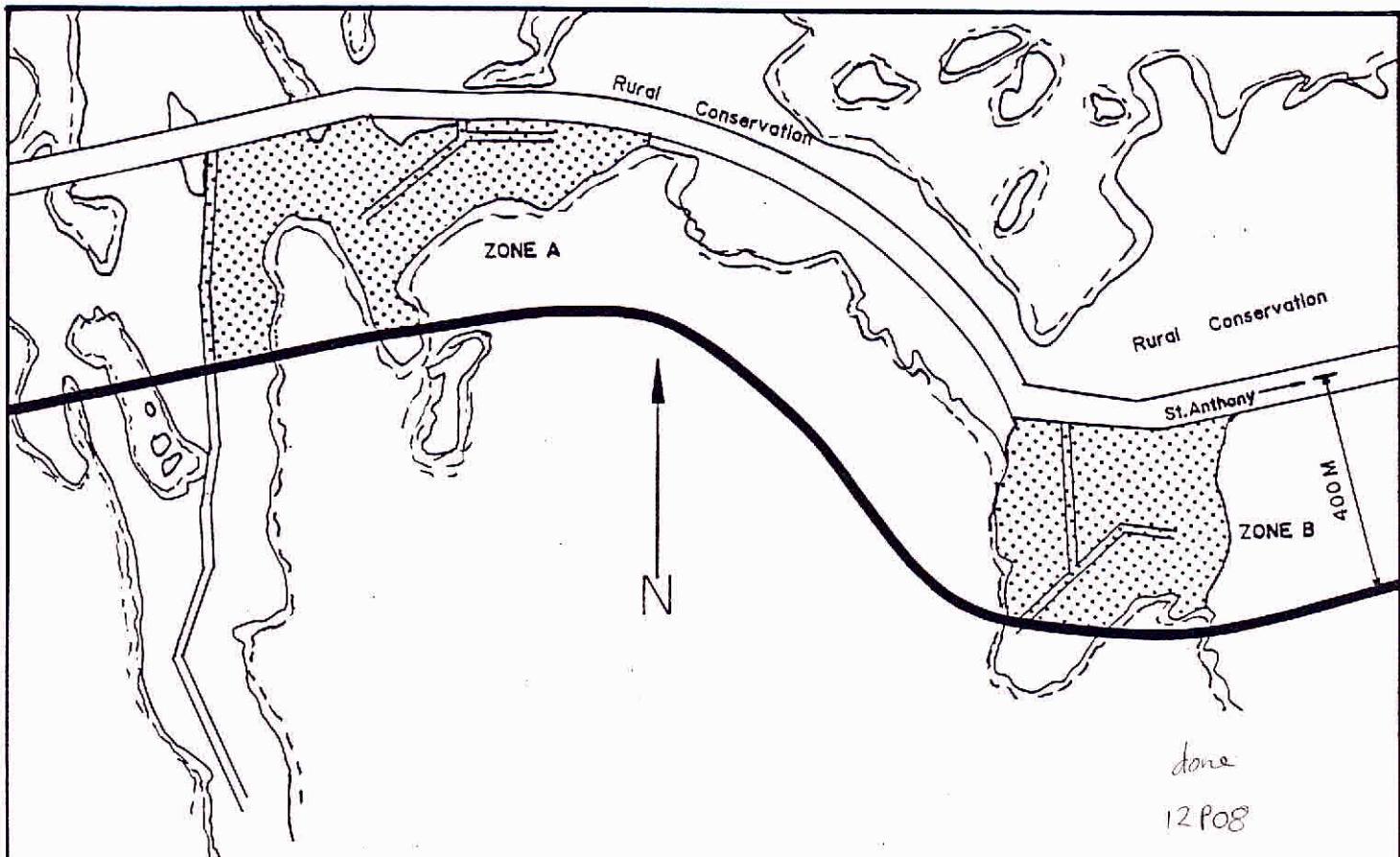
COTTAGE DEVELOPMENT

Bonne Bay Big Pond  
Cottage Zone B (Map 2)  
ZONING

Cottage Development Area

Building Control Line

*Bonne Bay Big Pond*



**NORTHERN PENINSULA  
HIGHWAY ZONING PLAN  
COTTAGE DEVELOPMENT**

**Northwest Arm**

**ZONING**

Cottage Development Area

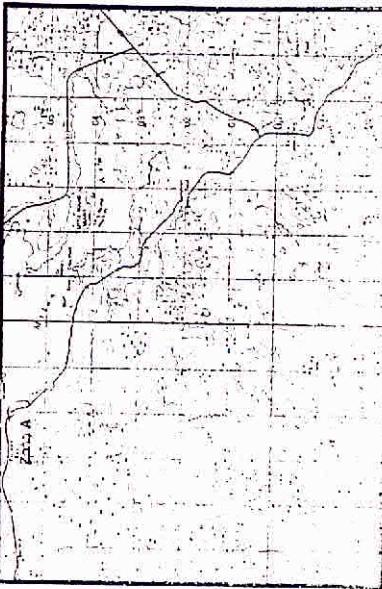
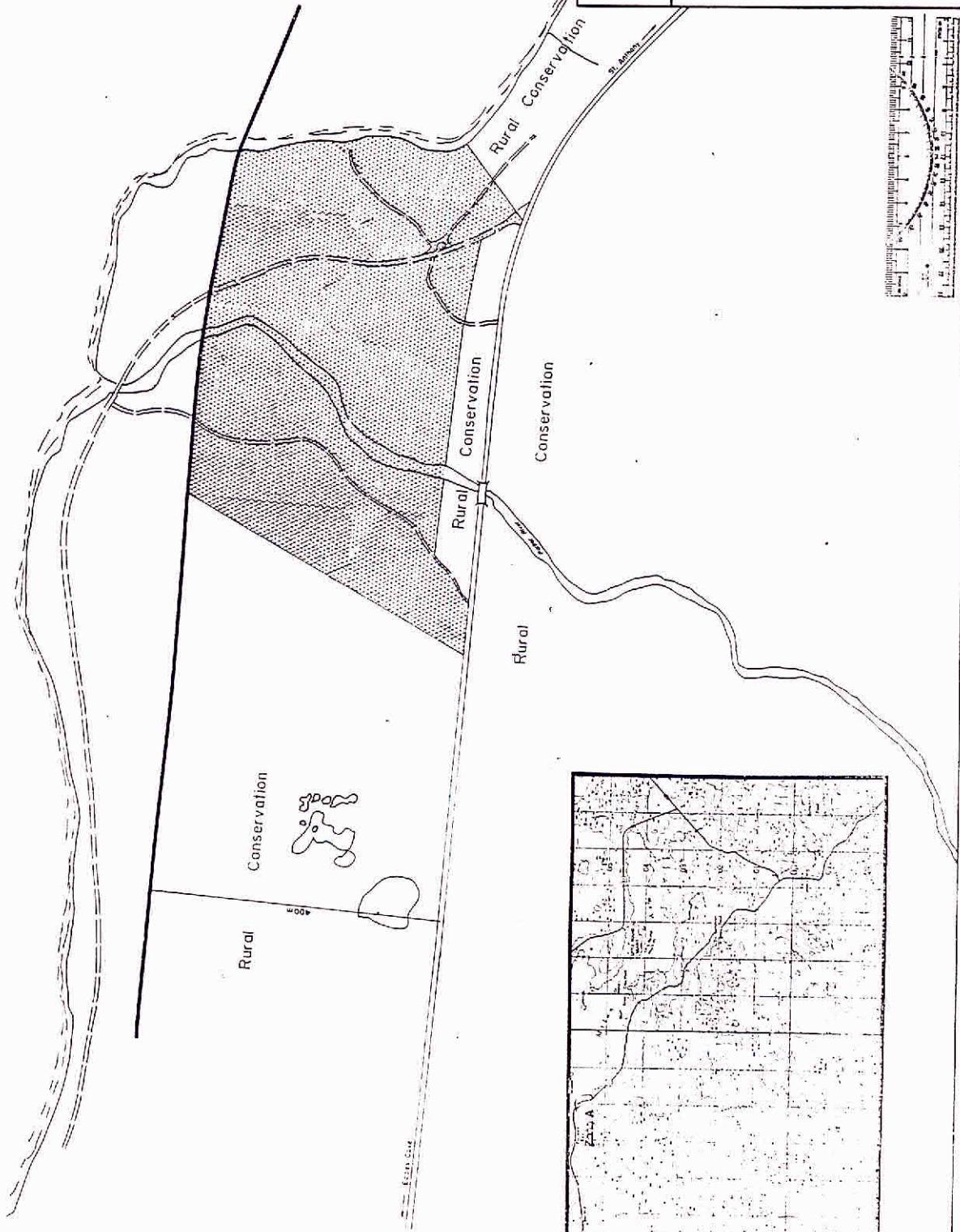


Building Control Line

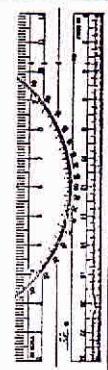
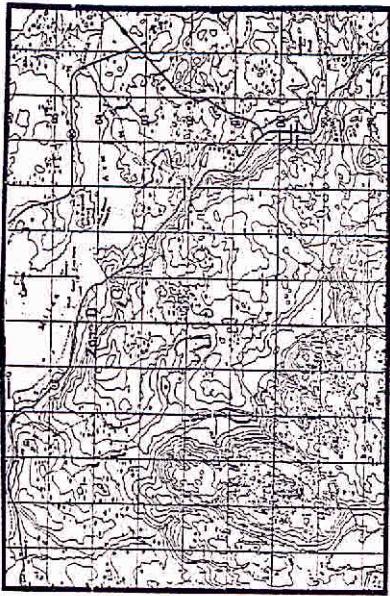
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Pistolet Bay



Prepared by Department of Natural & Protected Areas, P.E.I.  
SCALE 1:2500



**NORTHERN PENINSULA  
HIGHWAY ZONING PLAN  
COTTAGE DEVELOPMENT**

Milan Arm  
Cottage Zone B  
ZONING

College Development Area

Building Control Line

Prepared by: Dept. of Natural Resources & Protection, M.R.C. 1970  
SCALE 1:25000

Cross Point

Rural

Conservation

400 m

Conservation

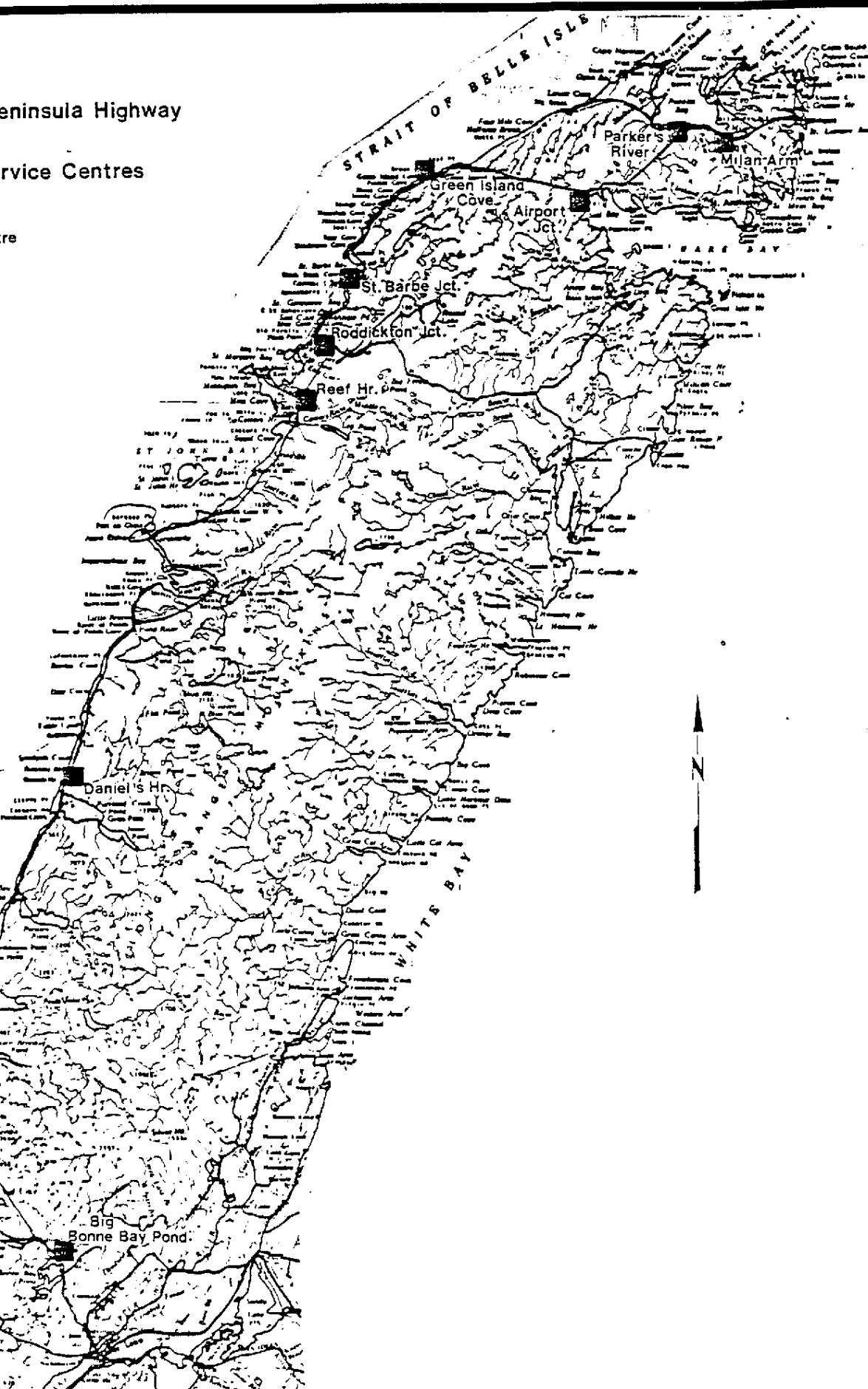
Rural

Forest Cover

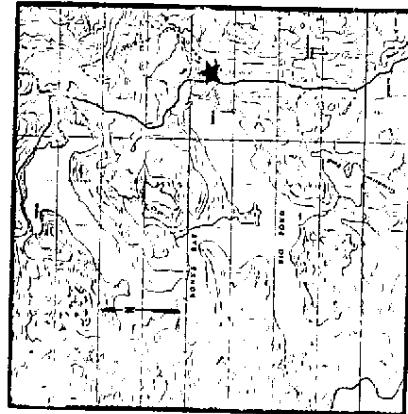
## Northern Peninsula Highway

### Highway Service Centres

■ Service Centre



2405  
done



NOTE: Highway Service Department will be responsible in the area of the Service Station  
and other areas of Highway Department have been checked.

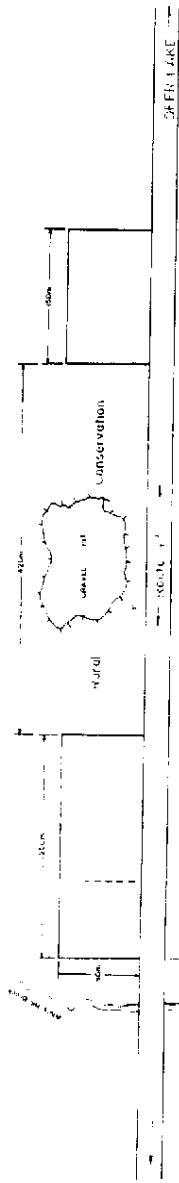


### NORTHERN PENINSULA HIGHWAY ZONING PLAN

#### HIGHWAY SERVICE CENTRE

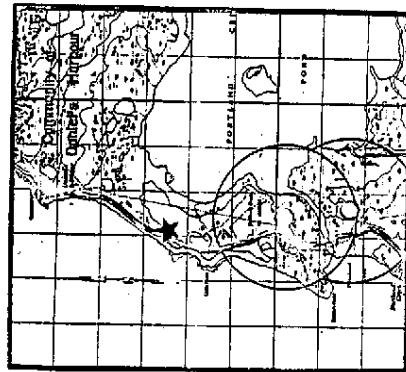
Bonne Bay Big Pond

Site Location



Scale 1:2500  
S.P.H.

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Done

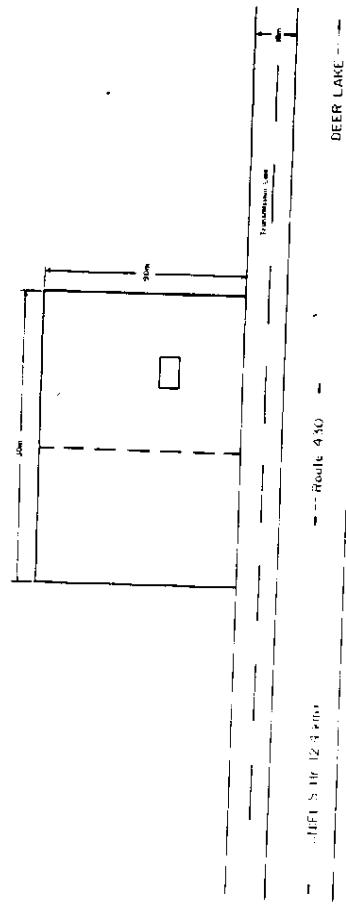


NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

HIGHWAY SERVICE CENTRE

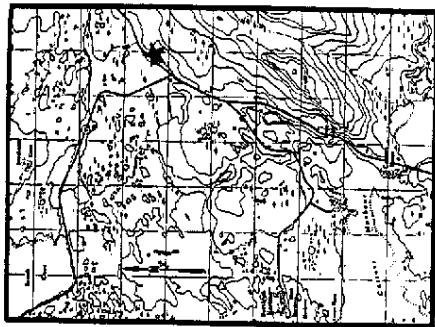
Domier's Hr.

★ Site Location



Map prepared by: [unclear]  
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## NORTHERN PENINSULA HIGHWAY ZONING PLAN

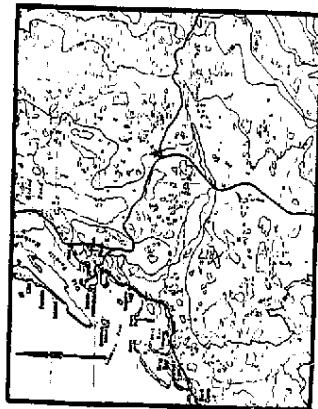
**HIGHWAY SERVICE CENTRE**  
Reef's Harbour

ST ANTHONY —

Route 430 —

ELIE'S HARBOR

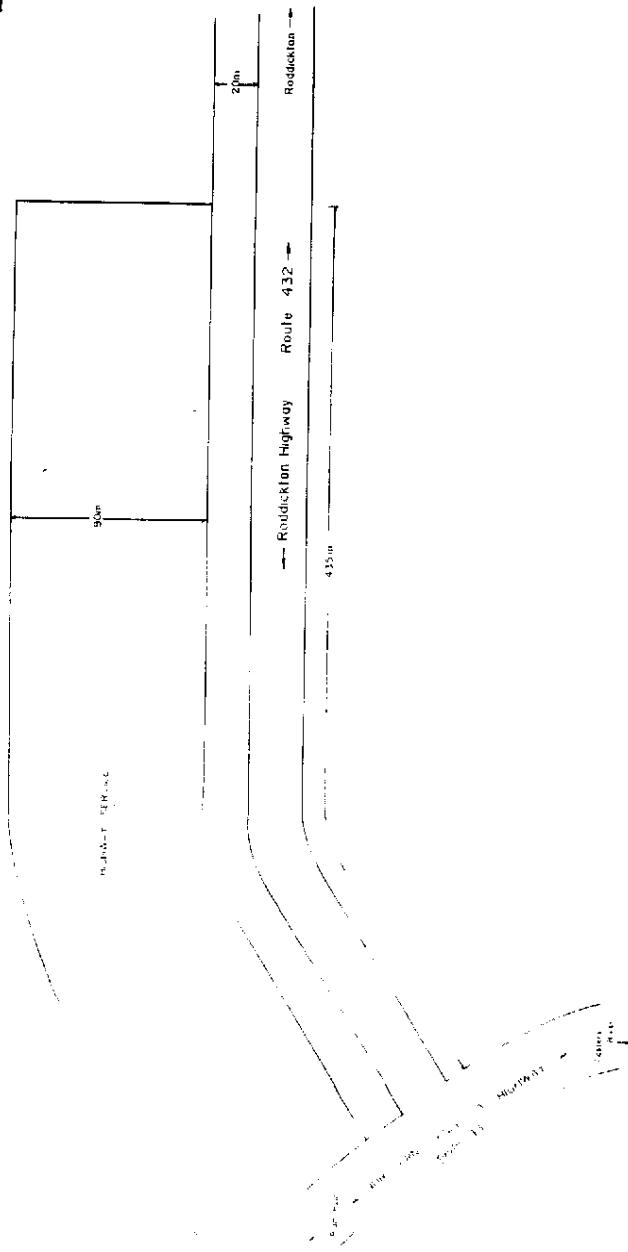
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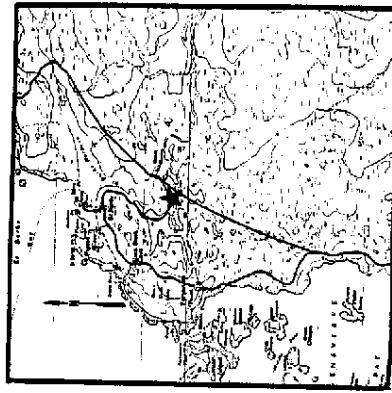
NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

HIGHWAY SERVICE CENTRE  
Roddickton Lst.  
★ Site Location

Map scale: 1:250,000  
Scale 1: 000  
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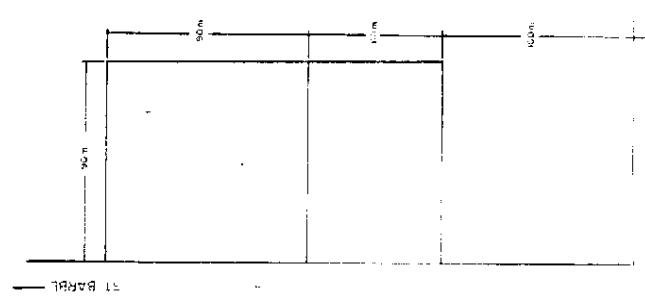


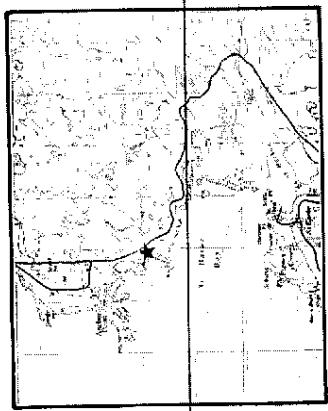
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## NORTHERN PENINSULA HIGHWAY ZONING PLAN

HIGHWAY SERVICE CENTRE





NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

SCANCET  
HIGHWAY SERVICE CENTRE

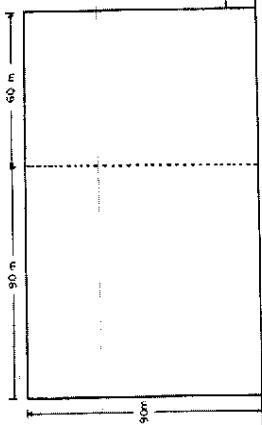
Anchor Point

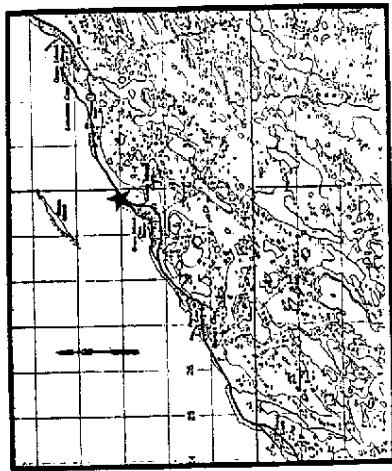
★ Site Location

ST ANTHONY

12 km to southern access to Anchor Point

ROUTE 430

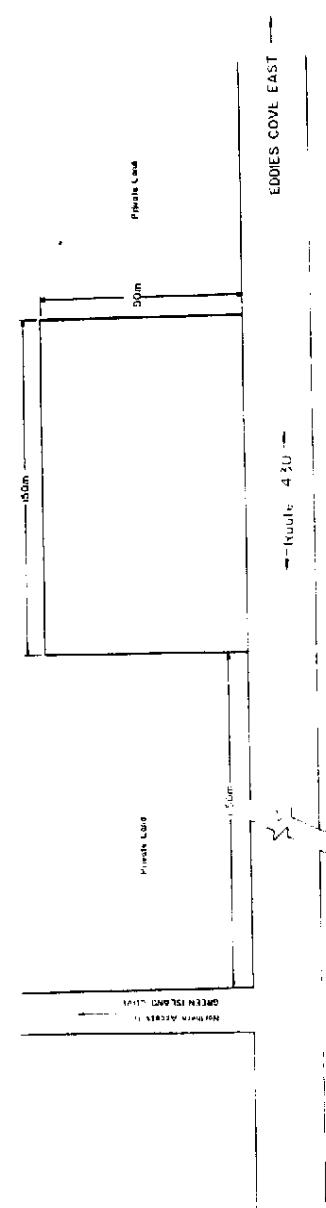




NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

HIGHWAY SERVICE CENTRE  
Green Island Cove  
★ Site Location

Scale 1:10,000  
N.P.H.





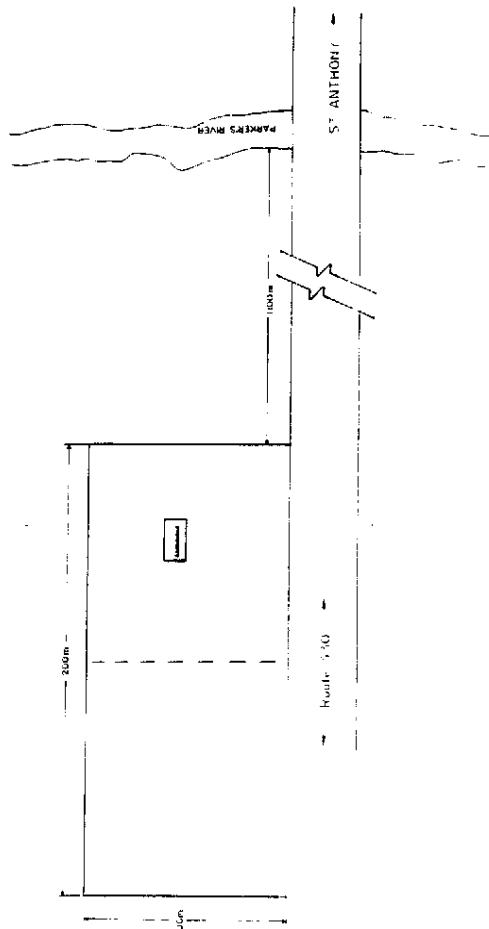
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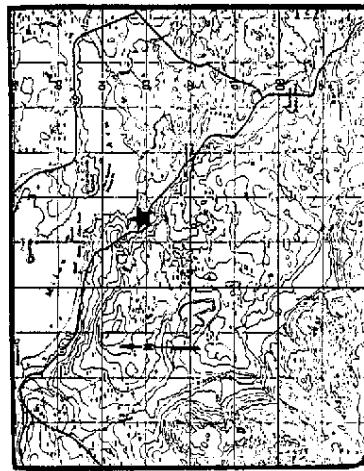
NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

HIGHWAY SERVICE LINE

Parker's River  
★ Site Location



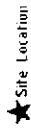
MAPS  
1:200,000



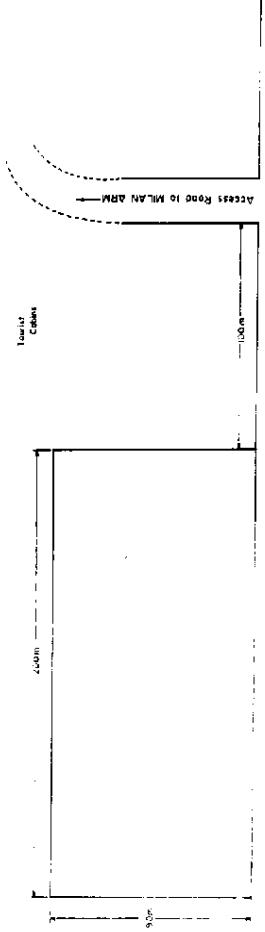
NORTHERN PENINSULA  
HIGHWAY ZONING PLAN

HIGHWAY SERVICE CENTER

Milan Area



SI ANTHONY



PART IV - SUMMARY

The Great Northern Peninsula Highway had its first highway zoning plan completed in 1979. This review updated the existing land uses and amended zoning to allow for changes in the rural areas and in community structure and growth. The plan was prepared after consultation with various government departments and the peninsula's municipal authorities and development associations.

Since the condition of the highway corridor may change during the plan period (5 years), amendments to the plan may be necessary. Plan amendment(s) must be channelled through the Provincial Planning Office and shall be read together with a form part of this plan.

Furthermore, the Plan shall be reviewed and, if necessary, revised on the expiration of every 5 years from the date on which this plan comes into effect, in accordance with the developments which can be foreseen during the next 10 years.

Amendment and review of this plan shall be carried out in the same manner as it was brought into effect.