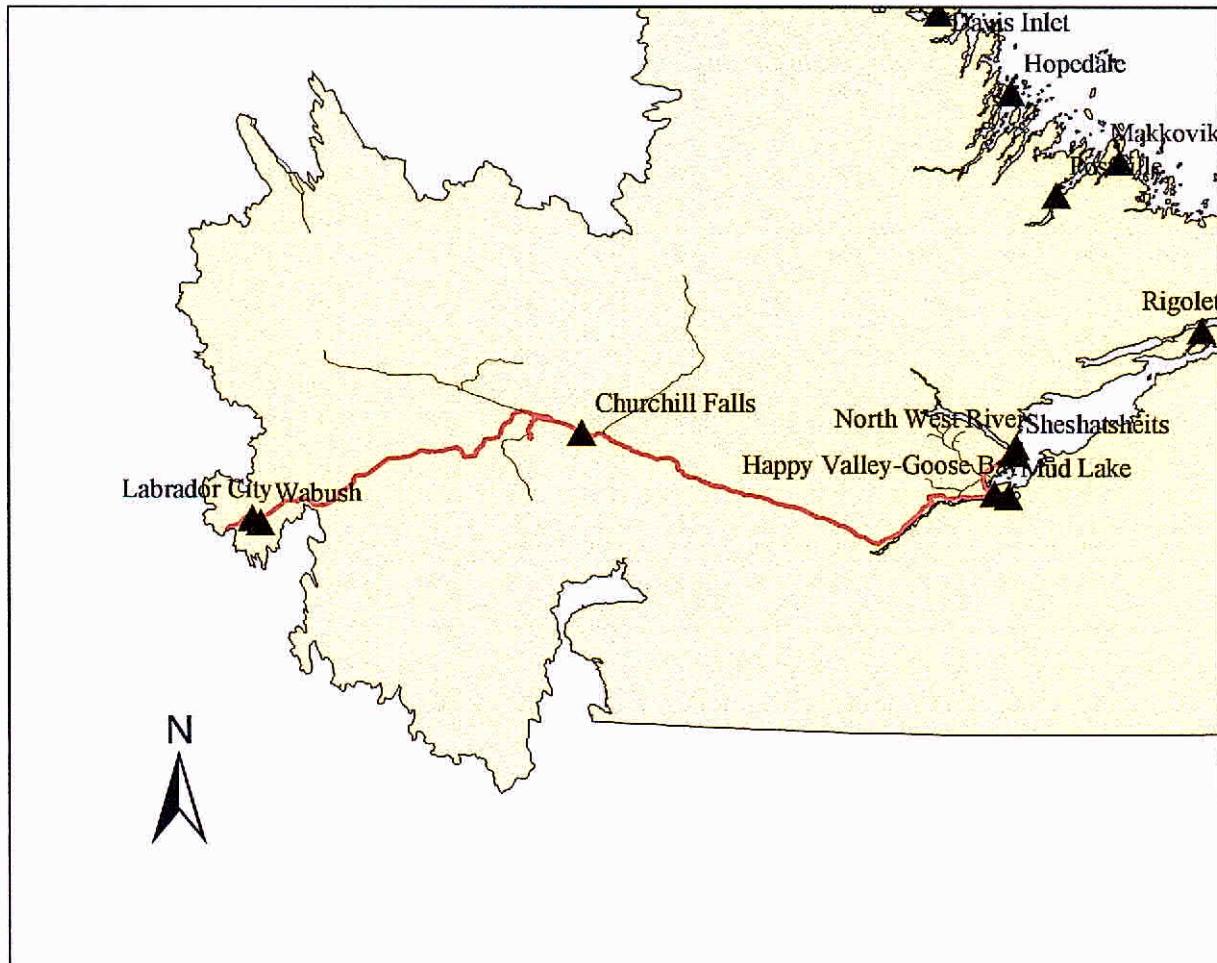


# Protected Roads Zoning Plan Trans Labrador Highway Happy Valley Goose Bay - Quebec Border (Route 500) 2004-2014



## URBAN AND RURAL PLANNING ACT

### NOTICE OF APPROVAL

#### TRANS LABRADOR HIGHWAY HAPPY VALLEY-GOOSE BAY TO QUEBEC BORDER PROTECTED ROAD ZONING PLAN

2004- 2014

I, Jack Byrne, Minister of Municipal and Provincial Affairs, under and by virtue of the powers conferred by the Urban and Rural Planning Act, do hereby approve the Trans Labrador Highway (Happy Valley-Goose Bay to Quebec Border) (Route 500) Protected Road Zoning Plan, 2004-2014.

Dated at St. John's this 10<sup>th</sup> day of February, 2006.

  
**JACK BYRNE**  
Minister  
Municipal and Provincial Affairs

Municipal Plan/Amendment	
<b>REGISTERED</b>	
Number	<u>PR500-2006-001</u>
Date	<u>13 Feb 06</u>
Signature	<u>John Byrne</u>

URBAN AND RURAL PLANNING ACT  
TRANS LABRADOR HIGHWAY  
PROTECTED ROAD ZONING PLAN  
HAPPY VALLEY GOOSE BAY – QUEBEC BORDER  
(ROUTE 500)  
2004-2014

CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

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

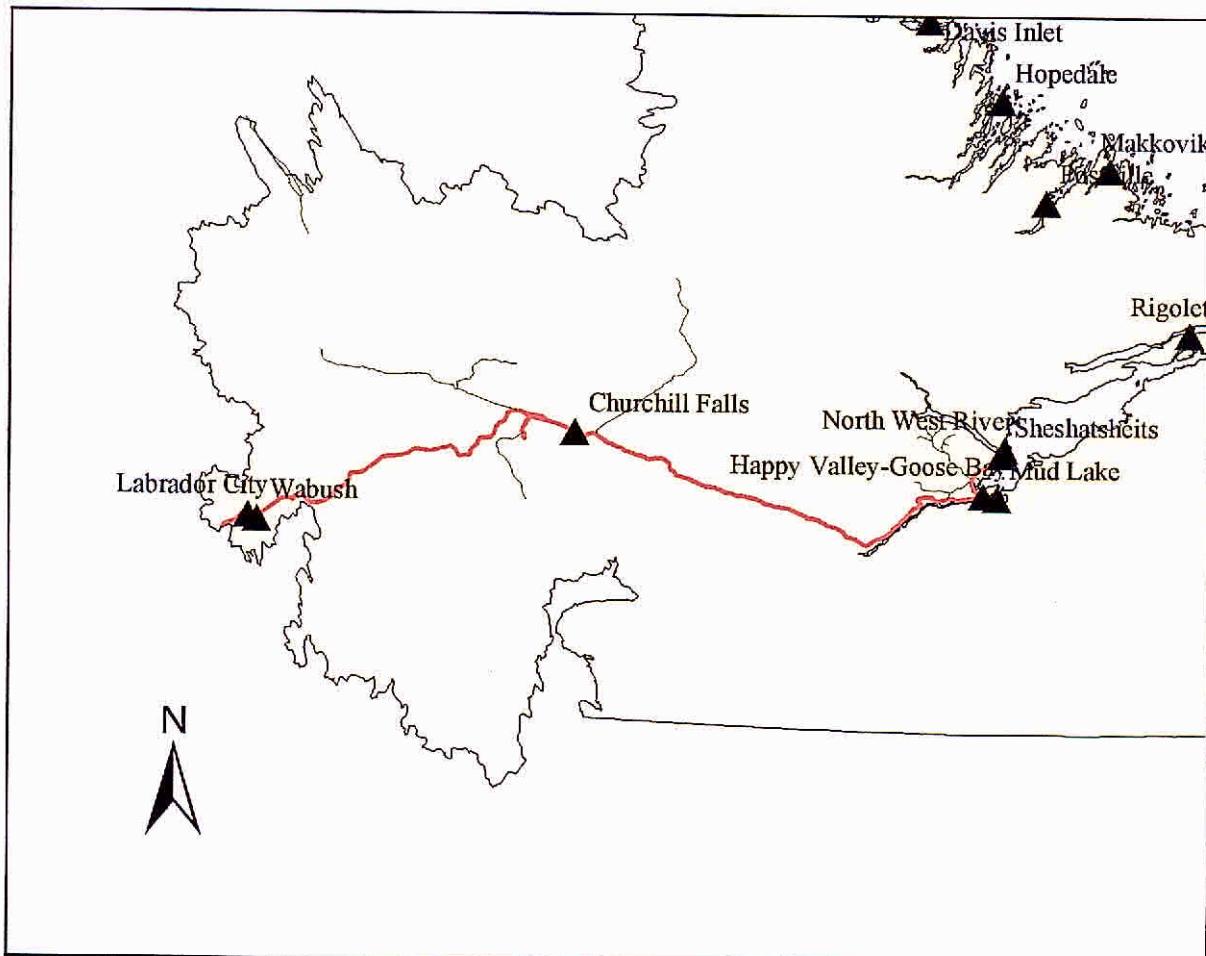
MCIP:

Corrie Davis



(MCIP Seal)

Protected Roads Zoning Plan  
Trans Labrador Highway  
Happy Valley Goose Bay - Quebec Border  
(Route 500)  
2004-2014



Urban and Rural Planning Division  
Department of Municipal and Provincial Affairs

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## TRANS LABRADOR HIGHWAY (ROUTE 500)

### HAPPY VALLEY/GOOSE BAY - QUEBEC BORDER

2003 - 2013

#### 1. FOREWORD

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

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

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 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.
5. To ensure that highway service areas are developed along the highway in locations that will provide assistance to the traveling public in a safe and convenient manner.
6. To ensure that the standards of construction conform to the minimum requirements of the National Building Code of Canada.
7. To assist in the orderly development of the communities adjacent to the highway.
8. To generally ensure that the amenity of the roadside is kept in a pleasing condition.

## 2. DEPARTMENTAL POLICIES

The Department of Municipal and Provincial Affairs has developed several policies with regard to development control on Protected Roads. In general terms, these policies are:

1. To identify and quasi-urban areas and provide reasonable limits to their growth adjacent to highways. Where these areas are not presently regulated by land use controls, the Department provides interim zoning.
2. 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.
3. To identify desirable areas for the location of summer cottage development.

## 3. ESTABLISHMENT OF CONTROL AREAS

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

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 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.

#### 4. CONTROL PROCEDURE

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

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

## **PART TWO - PUBLIC CONSULTATION**

The consultation process included referrals to the stakeholder departments within the Federal and Provincial governments. This was followed by written notice to the Municipal Councils and zonal boards in the region, and the Churchill Falls Authority. Public Notices were also published in the Telegram, the Aurora, and the Labradorian.

Subsequent to these notices, staff of the Department of Municipal and Provincial Affairs, Government Service Centre, and the Department of Labrador and Aboriginal Affairs met with the Councils of Happy Valley-Goose Bay, Labrador City, and Wabush, and the Churchill Falls Authority. The purpose of these meetings was to brief the various authorities on the implications of the highway being designated a Protected Road, and to gather information for the preparation of the Protected Road Zoning Plan.

### **PART THREE - THE HIGHWAY DESCRIBED**

On March 6, 2001, the Trans Labrador Highway from Happy Valley-Goose Bay to the Quebec border was designated as a Protected Road. The road is described as:

*Route 500 from the Newfoundland-Quebec border to its intersection with Hamilton River Road in the Town of Happy Valley-Goose Bay, but excluding that portion of the highway within the planning areas of the Town of Labrador City and Wabush.*

## PART FOUR - ZONING

### 1. URBAN ZONING

The Protected Road begins in the planning jurisdiction of Happy Valley-Goose Bay. Section 10 of the Protected Zoning Regulations states "That where a protected road passes through an area covered by an approved plan made under provisions of Part II, III, IV, V, or VI of the Act, the land included shall be used only in accordance with the approved plan and associated regulations. The Town of Happy Valley-Goose Bay has an approved Municipal Plan and therefore the provisions of that Municipal Plan are automatically applied.

The Towns of Labrador City and Wabush are exempt from the protected Road Zoning Regulations.

The unincorporated community of Churchill Falls borders the roadside, but right of way occupation by urban related uses is non-existent and none will be permitted. Uses in this area are mainly those of a light and general industrial type. On the highway adjacent the community, the building control line has been reduced to 100 meters on both sides of the highway centre line. All uses within the building control line must conform to the uses and standards in the Rural Conservation Zone.

### 2. RURAL ZONING

Rural Zones were developed to assist in the implementation of the Department's objectives in sparsely developed areas. This is achieved by the application of blanket performance standards on rural areas and the designation of specified lots of land for comprehensive summer cottage developments, highway service activities, and rural residential uses. The Protected Road Zoning Regulations allow for the implementation of four rural zones- Highway Service, Summer Cottage, Rural Residential, and Rural Conservation.

Only two of these zones are applied on the Protected Road, the Summer Cottage Zone and the Rural Conservation Zone. For a description of the uses permitted within these zones, the standards and conditions that apply, refer to the Zone Tables in Schedule 'A'.

#### 2.1 Summer Cottage Zoning

There are fifteen Summer Cottage zones within the 800 meter controlled corridor of the

highway. These zones are applied to existing areas of concentrated summer cottage activity. Within these areas, new cottages may be permitted, but individual accesses to the highway are prohibited. New accesses to the highway will only be permitted in these zones with the provision that it will serve a minimum of four cottage lots.

While these zones represent areas of existing cottages having a potential (in most cases) for new development, many more isolated pockets of cottages can be found within the building control lines. These isolated cottages are considered as non-conforming uses having a legal right to exist, but have restrictions in areas of expansion and replacement.

## **2.2    Rural Conservation Zoning**

All land not zoned Summer Cottage or located outside the Town of Happy Valley-Goose Bay planning area is zoned Rural Conservation. The Rural Conservation Zone allows for uses related to resource extraction, certain tourism uses, and rural industrial developments.

## **SCHEDULE 'A'**

## **ZONING TABLES**

## RURAL CONSERVATION ZONE

### Code (RC)

#### Permitted Uses and Requirements:

##### Agricultural Use

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

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

Forestry Use

2. (1) Any use directly associated with the harvesting of timber may be permitted in a rural conservation zone.
- (2) Residences ancillary to the main use may conditionally be permitted in accordance with the requirements of Section 21, while all other uses will be restricted to in excess of 90 metres from the highway centreline.
- (3) Development shall, where possible, be screened from highway view to the satisfaction of the Authority and, where excessive noise is generated, it shall be located a minimum of 90 metres from any other development.

Fisheries Use

3. (1) Any development associated directly with the harvesting of fish may be permitted in a rural conservation zone.
- (2) Structures shall not be located within 45 metres of the highway centre line.

Mining and  
Quarrying Use

4. (1) Any development associated with mineral extraction may be permitted in a rural conservation zone.
- (2) All developments of this nature shall be maintained at a distance of 90 metres from the highway centre line, and shall be screened from highway view to the satisfaction of the authority.
- (3) Upon conclusion of operations, all refuse shall be removed, rough landscaping carried out and all accesses removed.

Public Recreation  
Use

5. The following developments may be permitted in a rural conservation zone:
  - (a) provincial and municipal parks may contain rest and camping parks, marinas, public conveniences and accessory buildings;
  - (b) recreational clubs, including golf courses, ski clubs, boating, swimming and those structures associated directly with recreational clubs and where essential, dwelling units and accessory buildings may be permitted;
  - (c) public rest parks, may include natural reserves, historical sites and monuments, scenic routes, viewpoints, picnic tables, fireplaces and public conveniences; and
  - (d) natural reserves may only have scenic routes and viewpoints.

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

Commercial

recreational Uses

6. (1) Uses which, because of their nature and large land requirements, would not normally be compatible with urban uses of highway service centre developments may be permitted in this zone, including travel trailer parks, golf courses and driving ranges, ski slopes, recreational resorts, theme parks, including amusement parks, etc.
- (2) Amusement parks must have a minimum of 3 attractions, i.e. bumper boats, go cart tracks, mini golf, etc.
- (3) Developments in these classes shall be set back on a minimum of 55 metres from the centre line of the highway, and adequate parking shall be provided.

Rural Industrial Uses

7. (1) Only industrial developments which, because of their nature, would be considered hazardous and incompatible to urban uses will be permitted in this zone.
- (2) Developments of a rural industrial nature shall be set back a minimum of 100 metres from the centre line of the highway with a tree screen of not less than 50 metres, and shall be separated from adjacent incompatible developments by a minimum of 150 metres with a tree screen of not less than 100 metres.
- (3) Development located in these areas shall be so designed and located as to preserve the natural amenities of the area, and adequate parking, as prescribed by the Authority, shall be provided.

Private Recreational  
Travel Trailer Parks

8. (1) Only travel trailers as defined in these regulations may be permitted in these areas.
- (2) There shall be a minimum of 10 trailer lots in a park and a maximum of 100 and each trailer owner shall be assigned a specific lot.
- (3) Lots shall be of a size approved by the Department of Health, and not inconsistent with lot sizes associated with commercial travel trailer parks or sites within provincial parks.
- (4) Each park shall have adequate bathroom facilities, suitable children's playgrounds and a road network acceptable to the Authority, and any other concerned departments and waste disposal shall be as per conditions specified by the Dept. of Environment.
- (5) Travel trailer lots shall be set back a minimum of 60 metres from the centre line of the highway, and adequate screening must be provided between the highway and all sites.

Cemeteries

9. Cemeteries

## COTTAGE ZONE

### Code (C)

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

**SCHEDULE 'B'**

**PLANNING AREA BOUNDARIES**

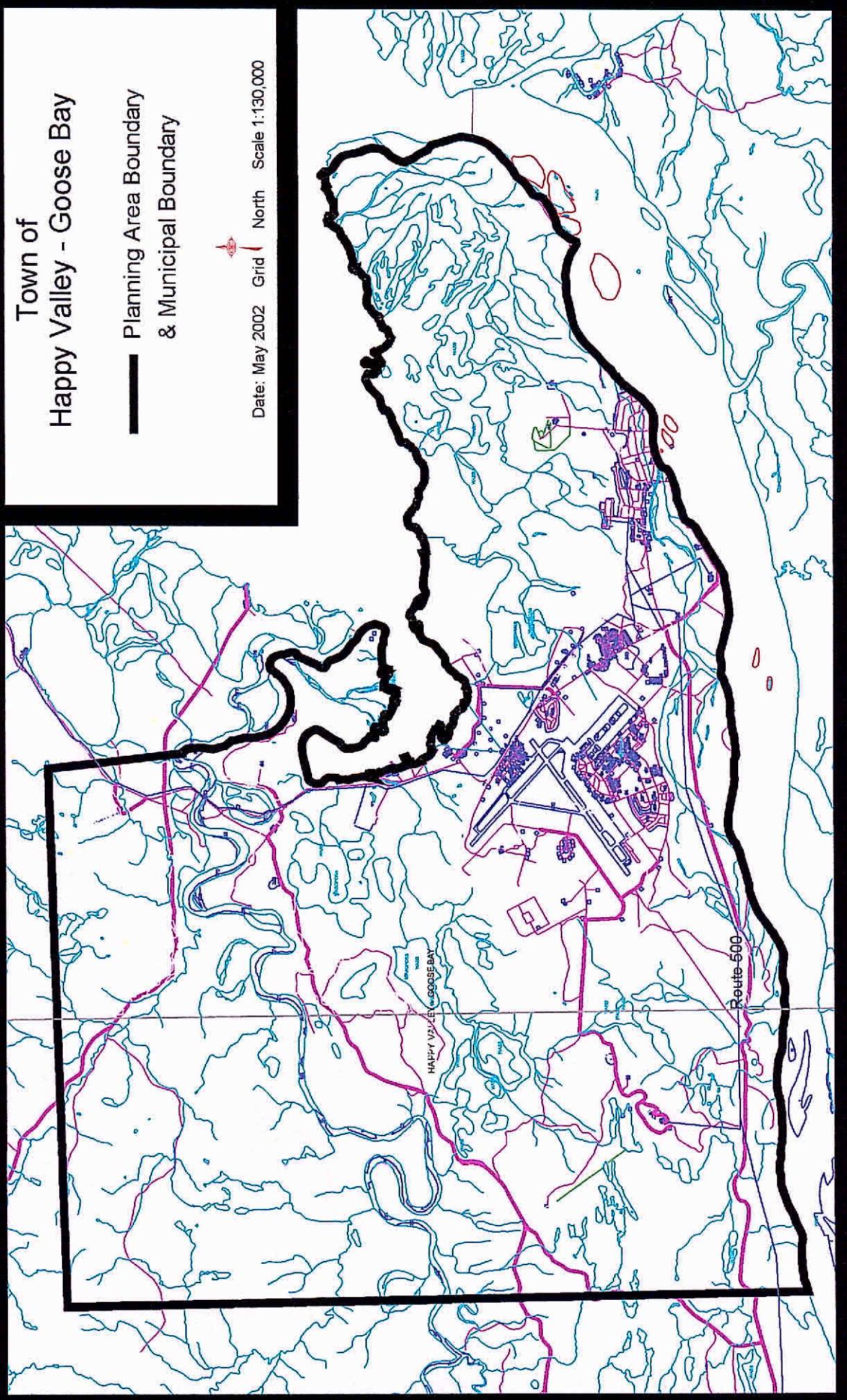
**AND**

**MUNICIPAL BOUNDARIES**

**Town of  
Happy Valley - Goose Bay**

— Planning Area Boundary  
& Municipal Boundary

Date: May 2002 Grid North Scale 1:130,000

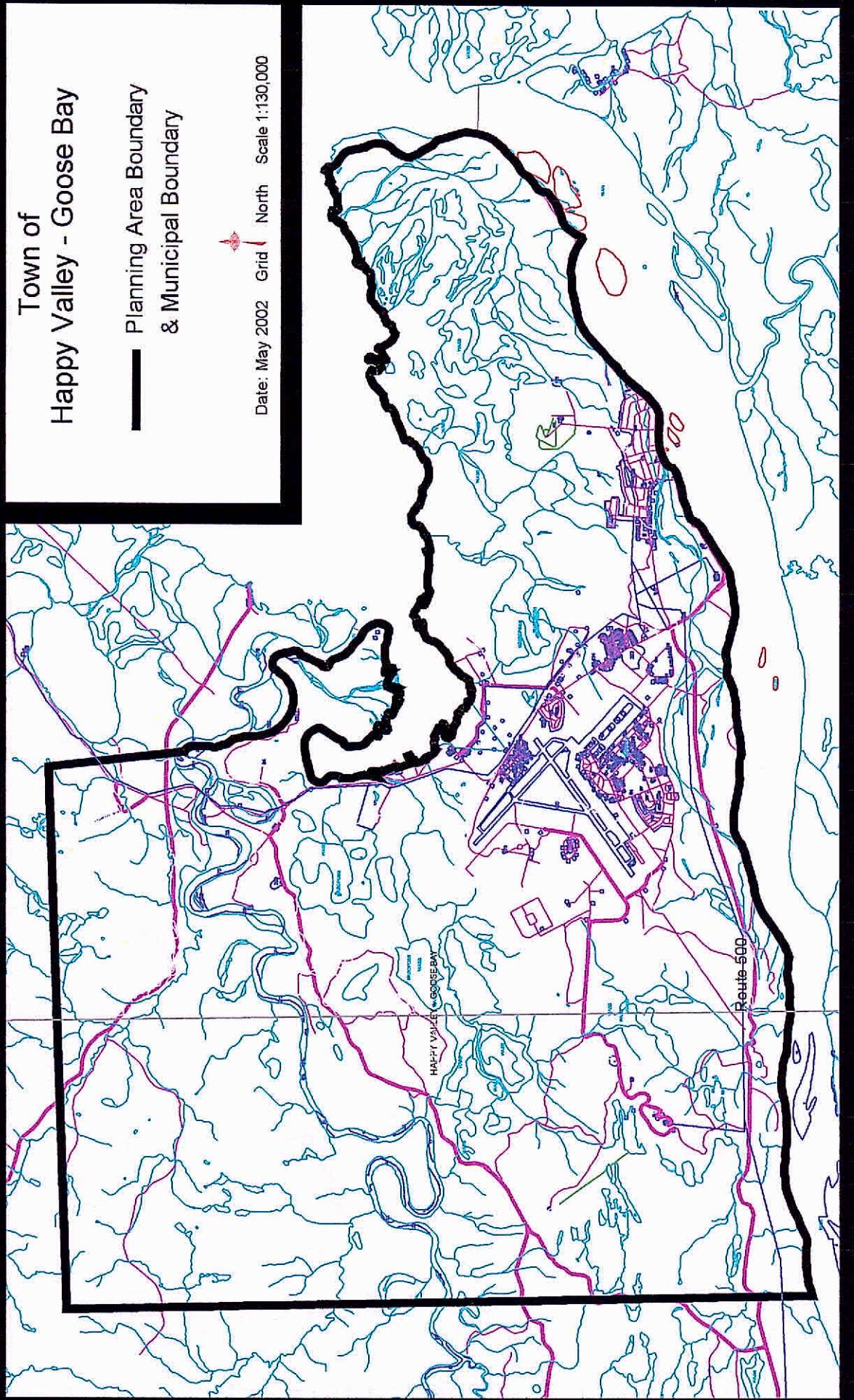




**Town of  
Happy Valley - Goose Bay**

— Planning Area Boundary  
& Municipal Boundary

Date: May 2002 Grid North Scale 1:130,000



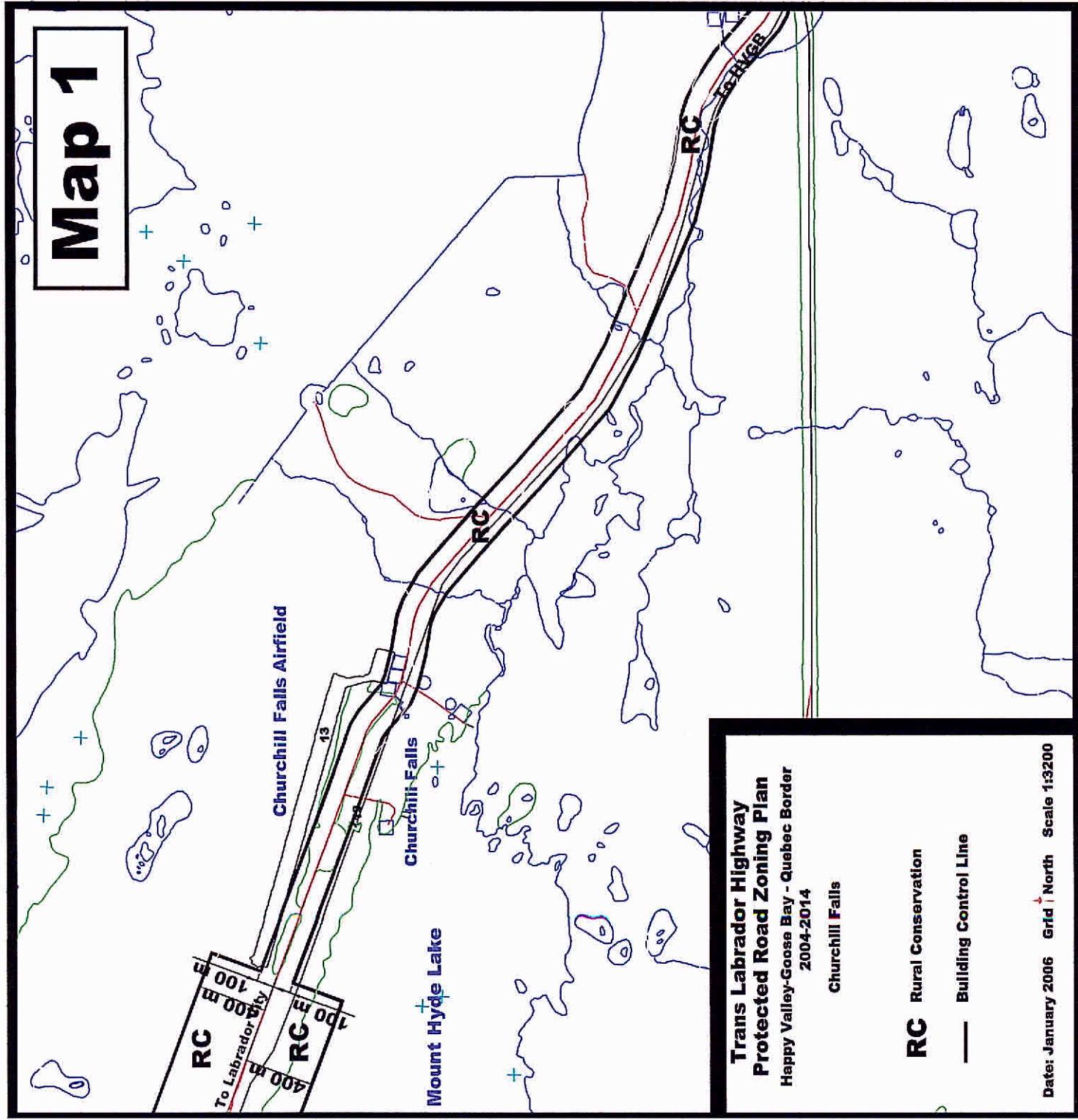
## **SCHEDULE 'C'**

## **ZONING MAPS**

URBAN

ZONING

# Map 1



**Trans Labrador Highway  
Protected Road Zoning Plan**  
Happy Valley-Goose Bay - Quebec Border  
2004-2014

Churchill Falls

**RC** Rural Conservation

— Building Control Line

Date: January 2006 Grid North Scale 1:3200

# Map 2

Whitefish Lake

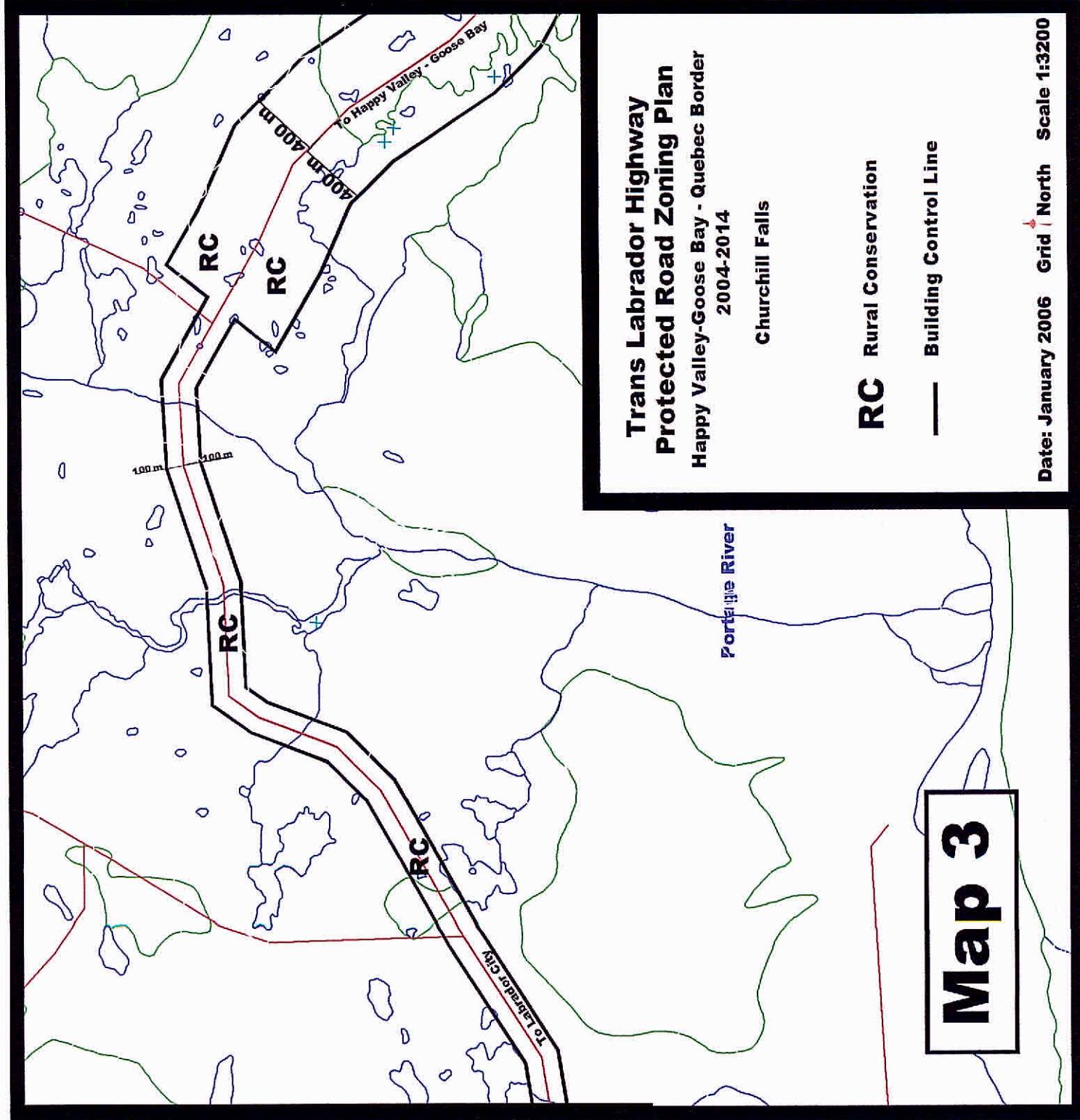
Diver Pond

Churchill Falls

To Labrador City

To HVGGB

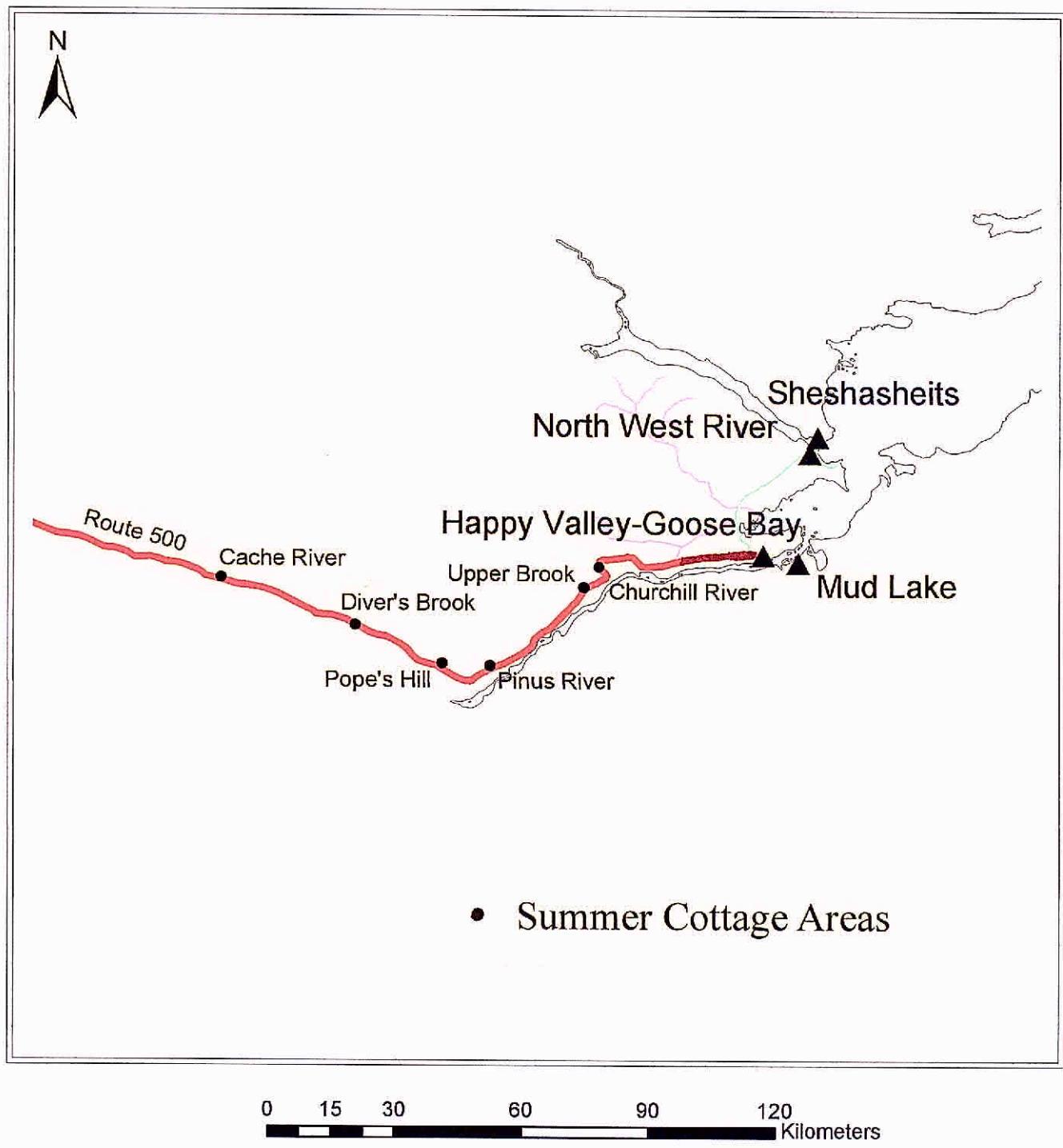
**RC**



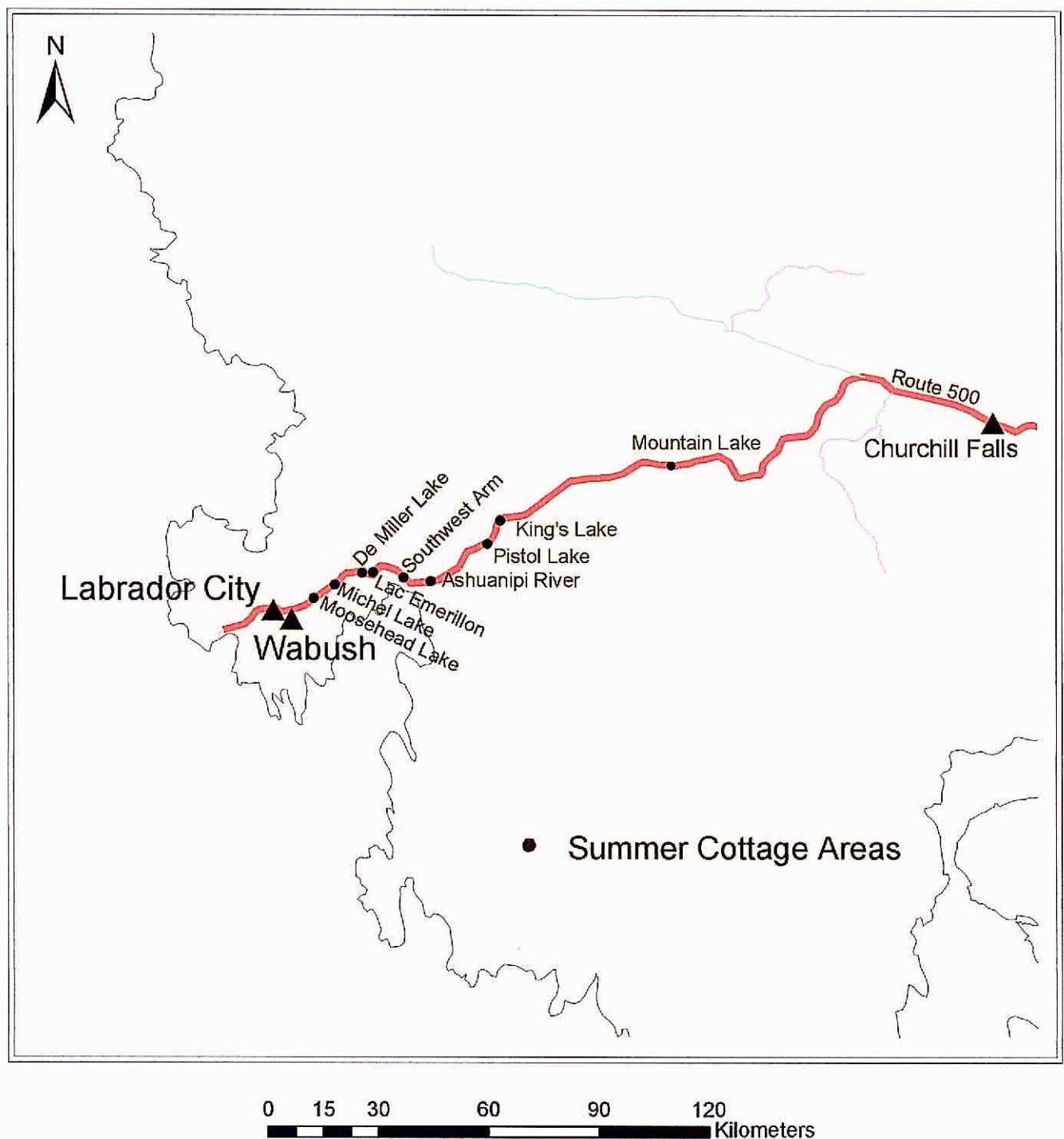
**SUMMER COTTAGE**

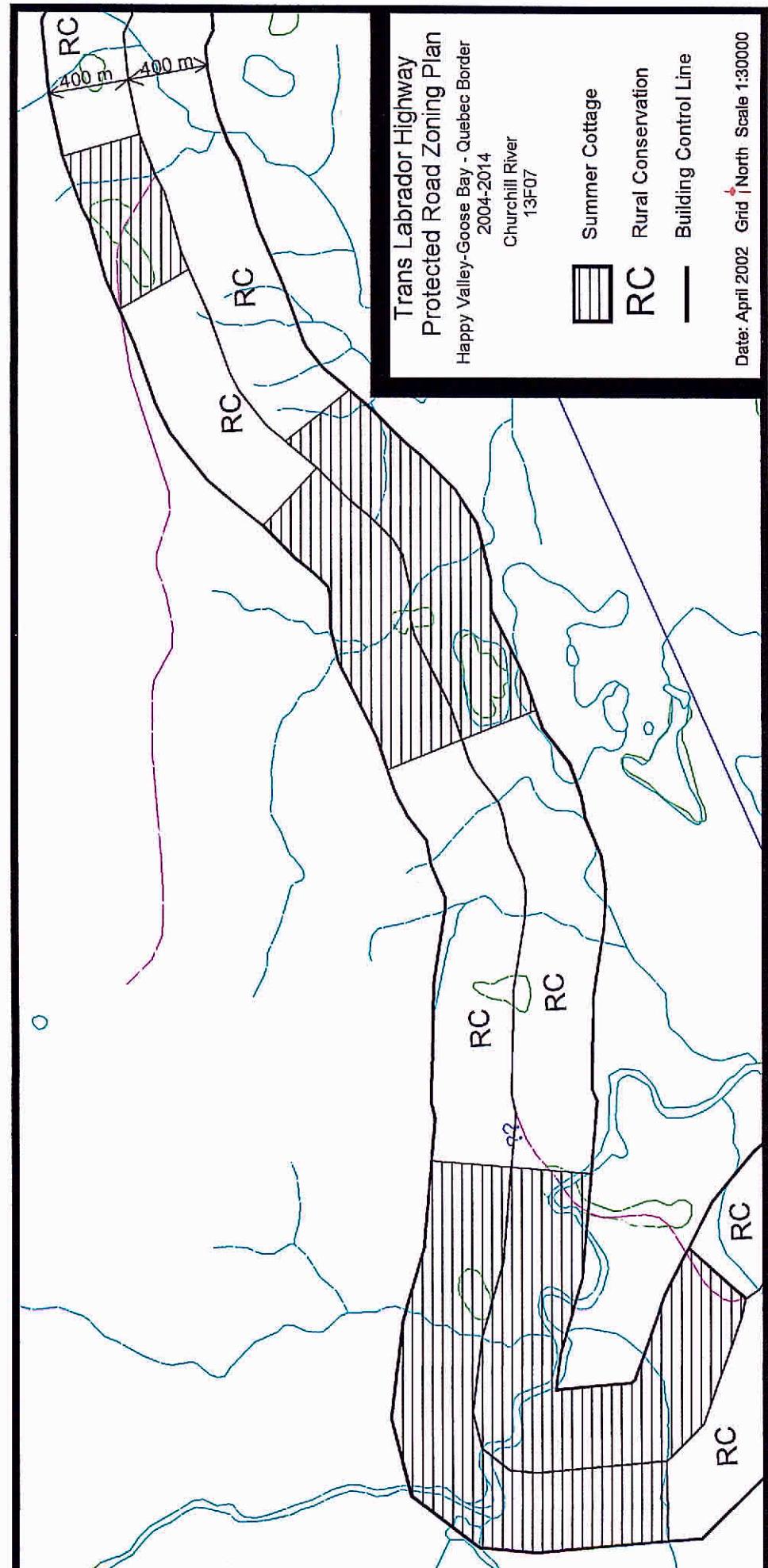
**ZONES**

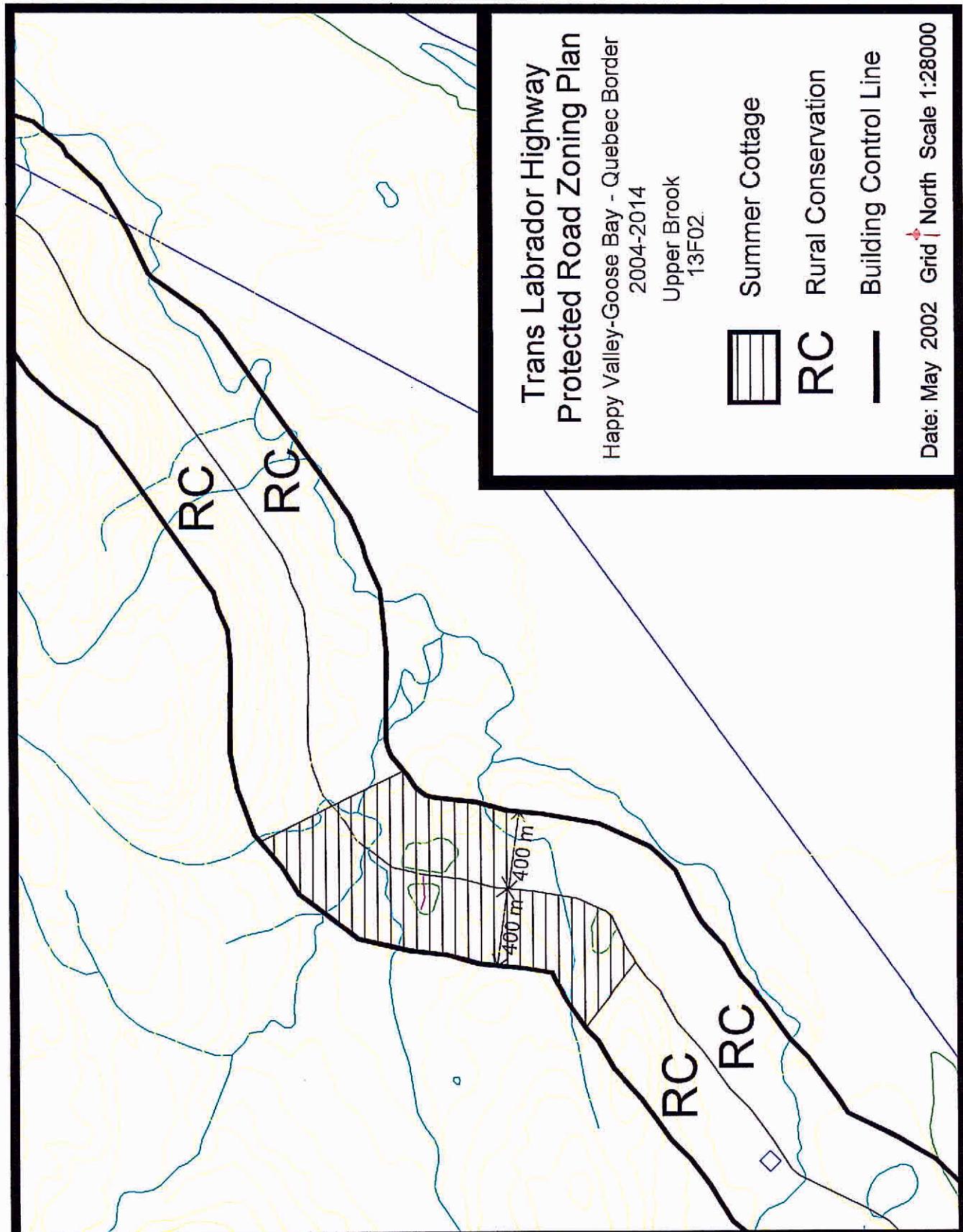
Summer Cottage Zones  
Trans Labrador Highway  
Protected Road Zoning Plan  
Happy Valley / Goose Bay - Quebec Border  
2004-2014

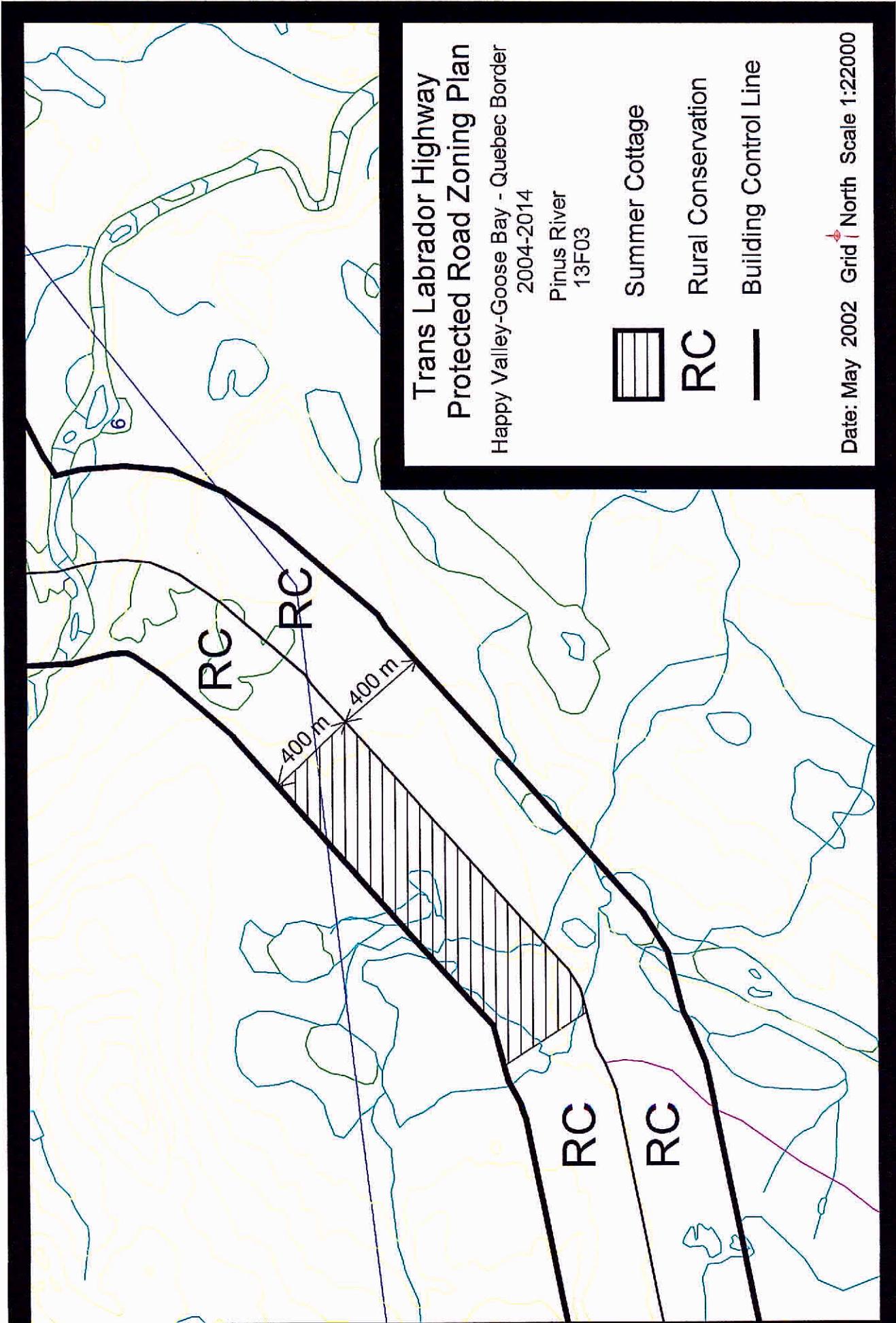


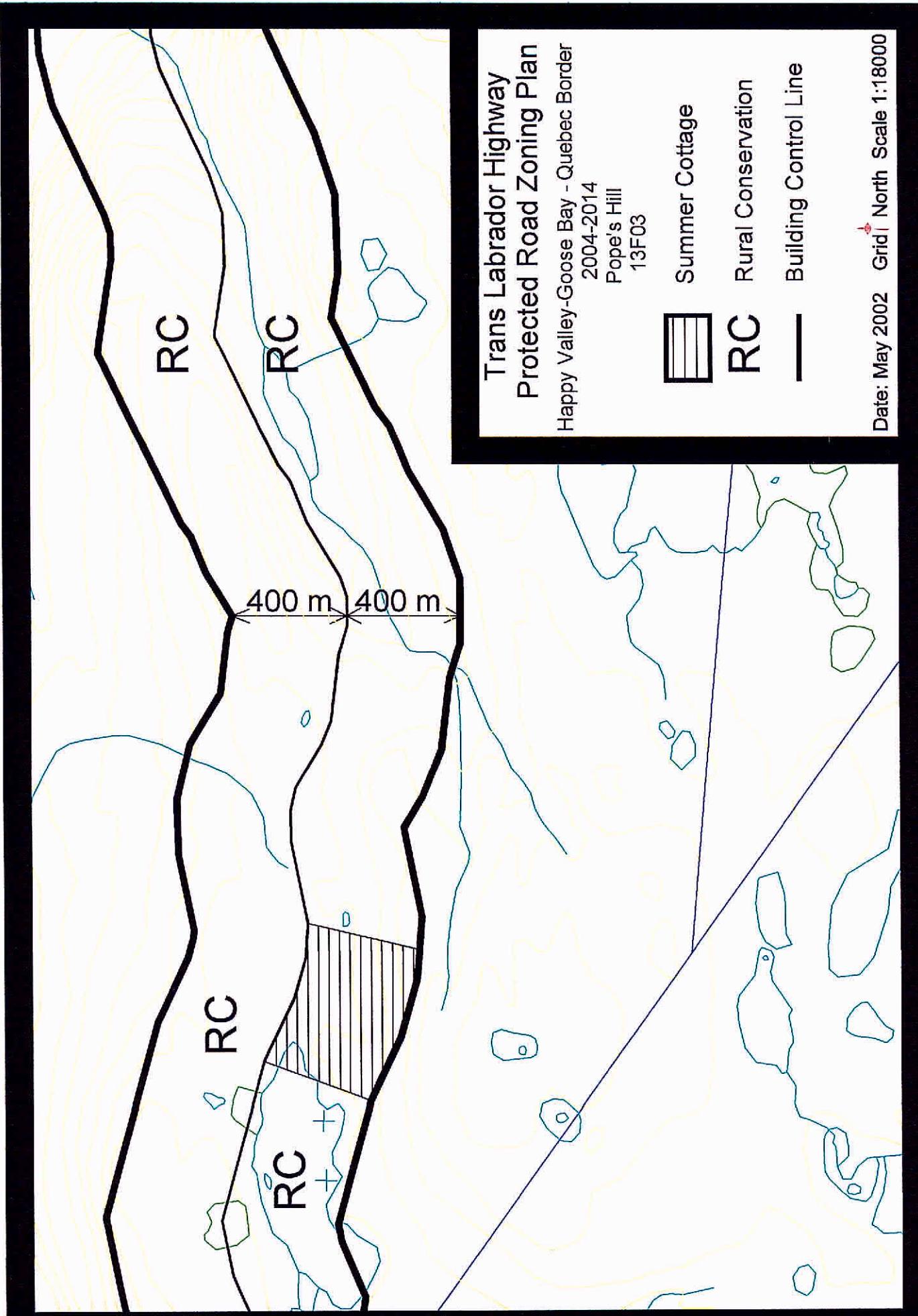
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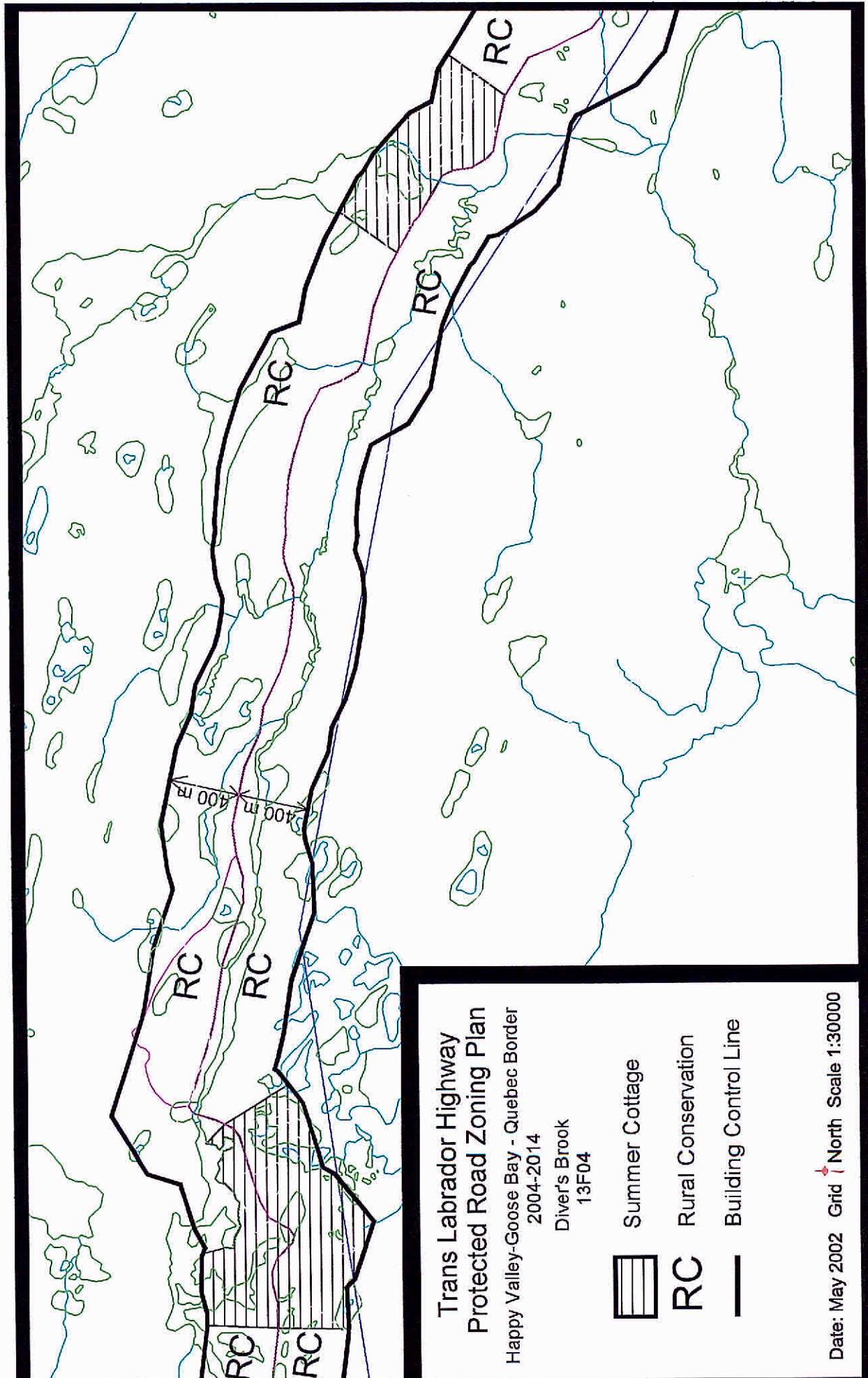


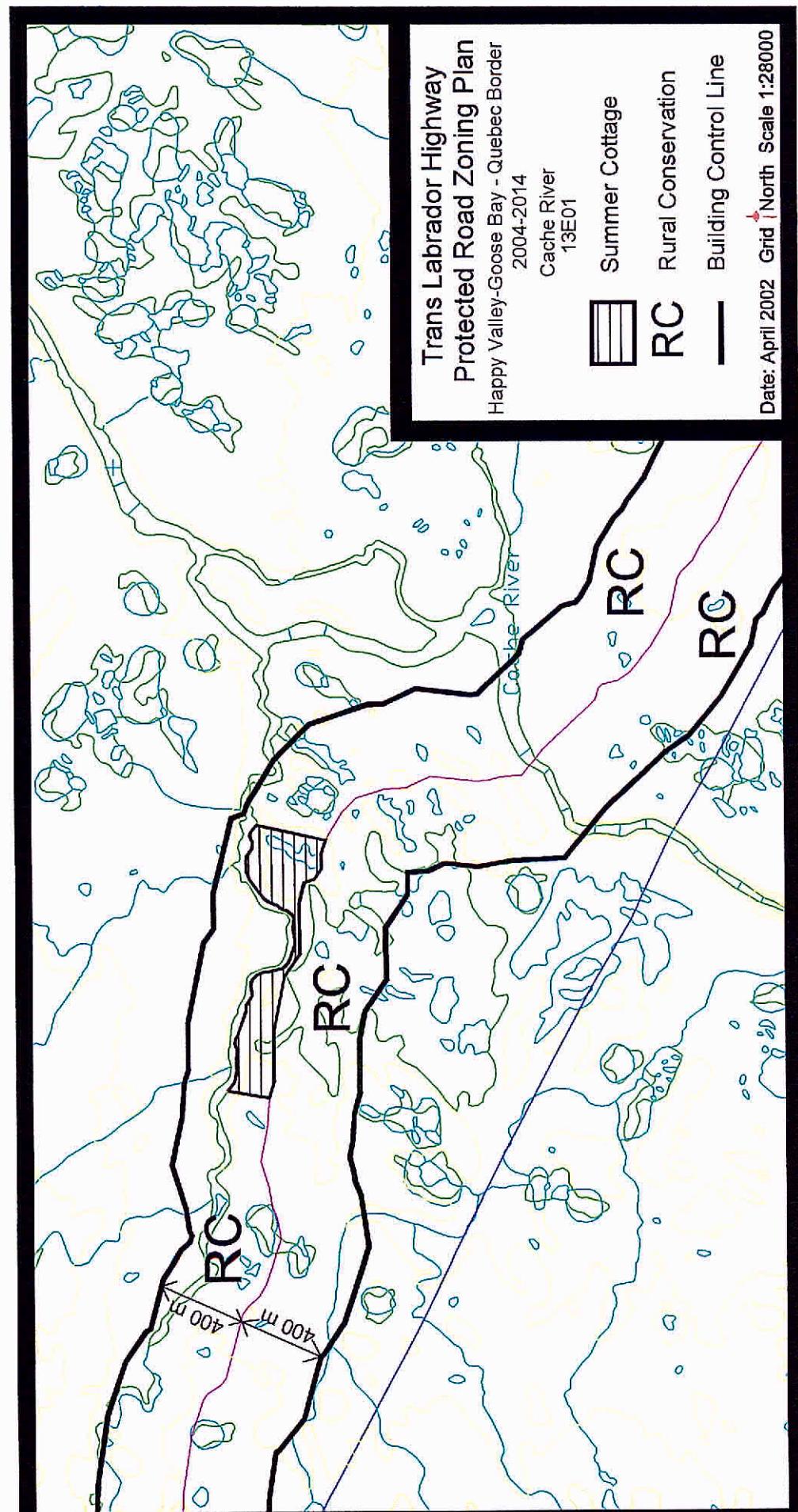


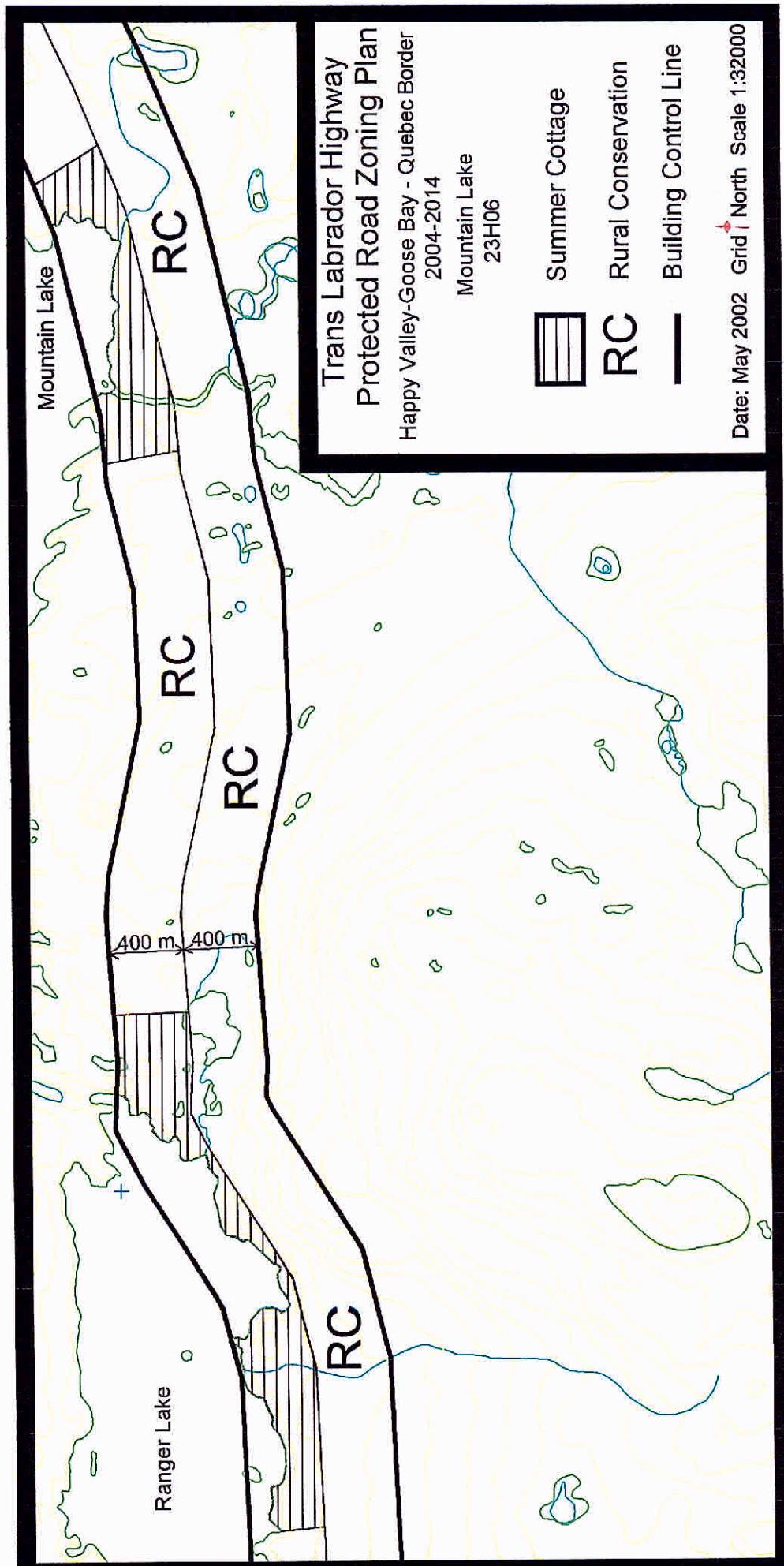


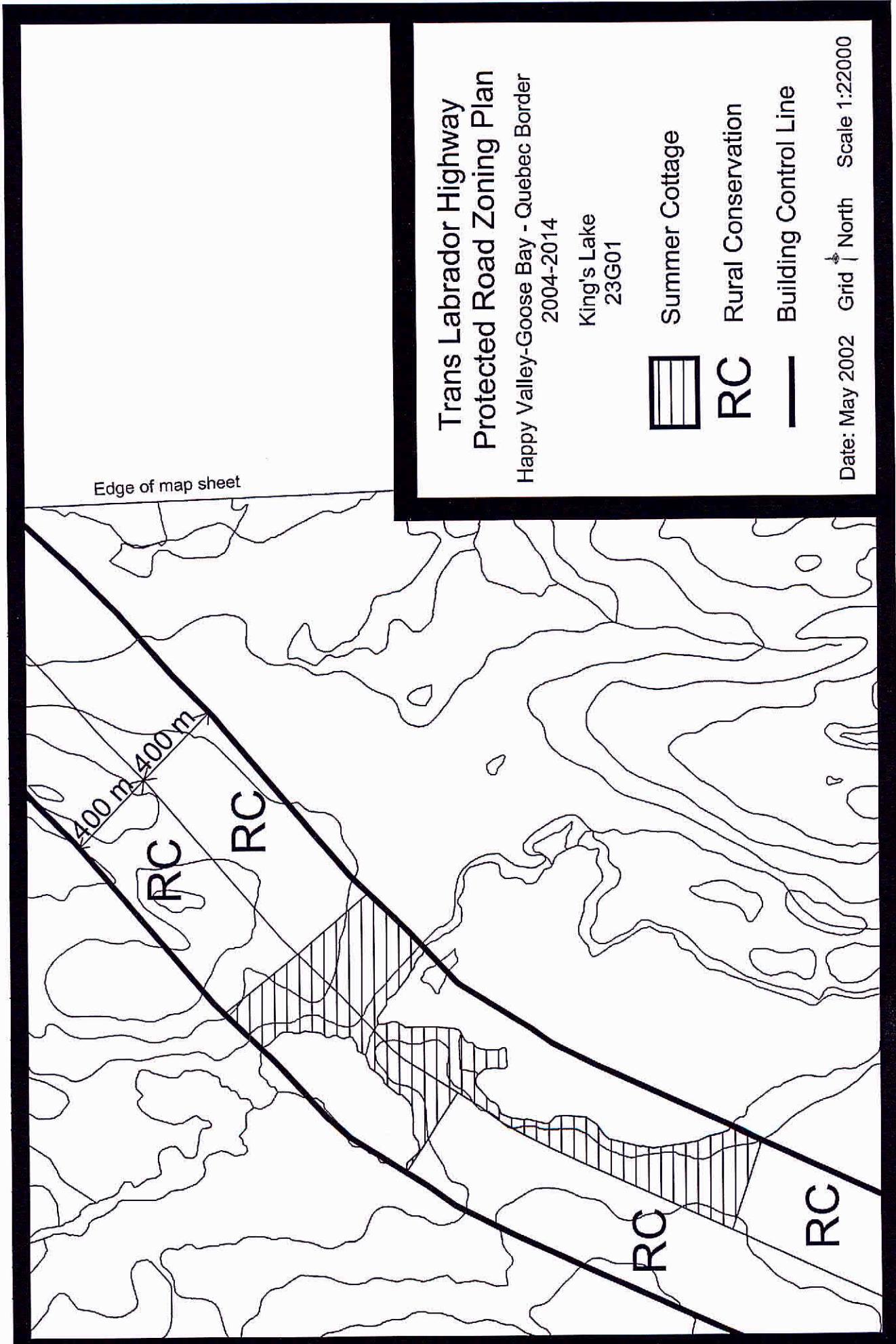


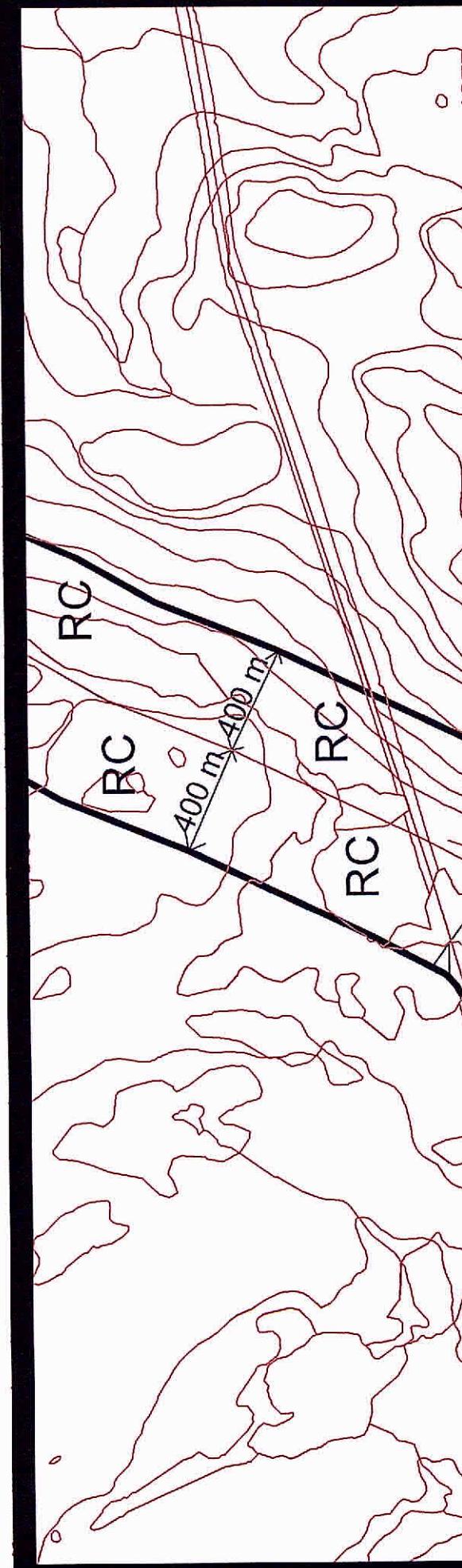












**Trans Labrador Highway  
Protected Road Zoning Plan**

Happy Valley-Goose Bay - Quebec Border  
2004-2014  
Pistol Lake  
23G01

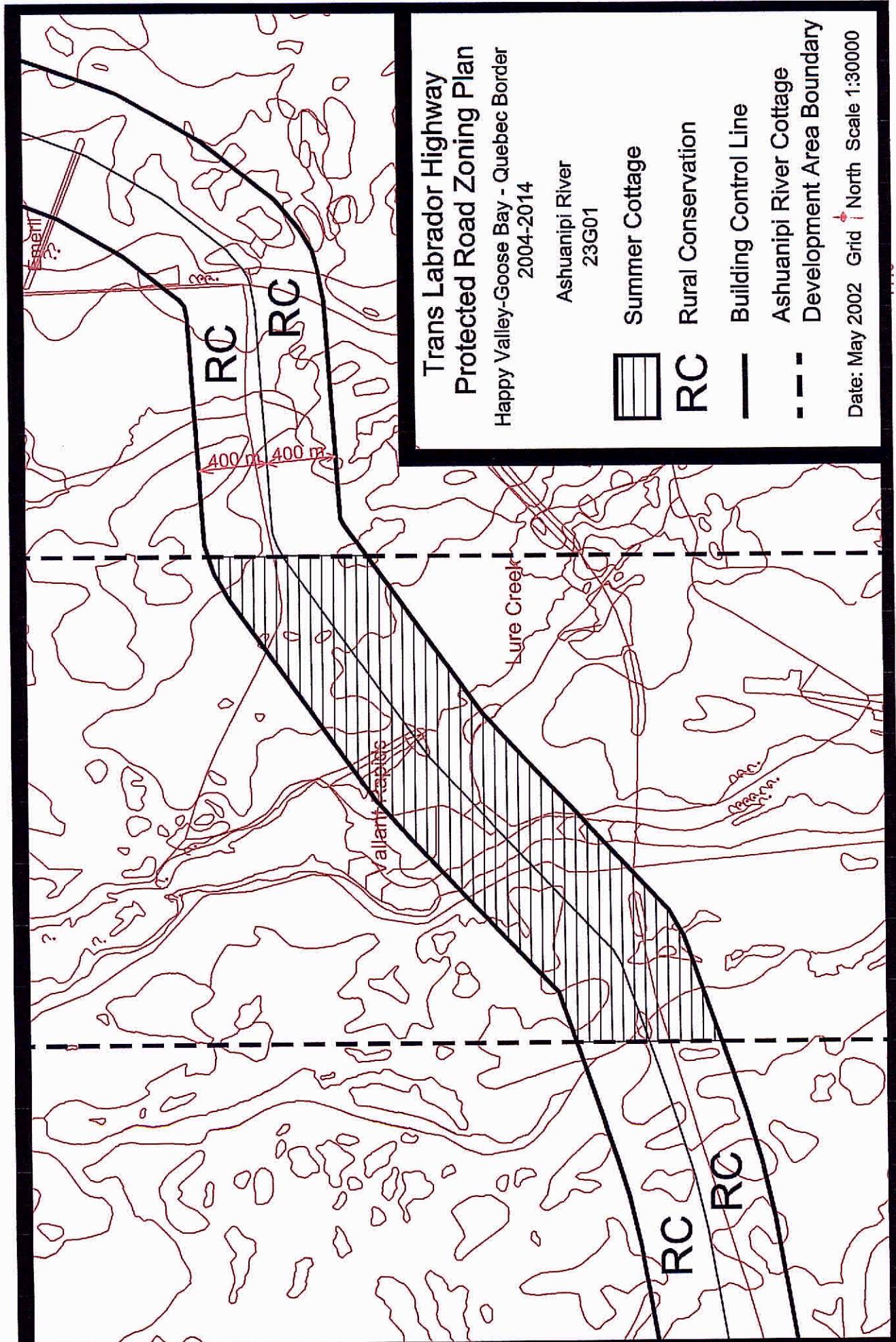
Summer Cottage



Rural Conservation

Building Control Line

Date: May 2002 Grid North Scale 1:220000



# Trans Labrador Highway Protected Road Zoning Plan

Happy Valley-Goose Bay - Quebec Border  
2004-2014

Lac Emerillon  
23G01



Summer Cottage



Rural Conservation



Building Control Line

Date: May 2002 Grid North Scale 1:16000

Lac Emerillon

Ménistouc

RC

RC

RC

400 m

400 m

