

**Municipal Plan, Town of St. Anthony**  
As approved by Council 25 January 2011

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# **TOWN of ST. ANTHONY**

## **MUNICIPAL PLAN**

**2010-2020**

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**APPENDIX**

**Site Plan Evaluation Criteria**

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**1.0 ADOPTION AND APPROVAL**

**1.1 COUNCIL RESOLUTION TO ADOPT; CLERK'S CERTIFICATE**

Under the authority of Section 16 of the *Urban and Rural Planning Act 2000*, the Town Council of St. Anthony adopts the Municipal Plan for 2010 to 2020.

Resolved by the Town Council of St. Anthony on the 14th day of December, 2010.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_, 2011.

Mayor: \_\_\_\_\_

(Council Seal)

Clerk: \_\_\_\_\_

**Clerk's Certificate:**

Certified that the attached Municipal Plan is a correct copy of the Municipal Plan for 2010 to 2020, adopted by the Council of the Town of St. Anthony, on the 14<sup>th</sup> day of December, 2010.

Clerk \_\_\_\_\_

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**1.2 COUNCIL RESOLUTION TO APPROVE; CLERK'S CERTIFICATE**

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

Under the authority of Section 23 of the *Urban and Rural Planning Act 2000*, the Town Council of St. Anthony approves the Municipal Plan for 2010 to 2020.

Resolved by the Town Council of St. Anthony on the 25<sup>th</sup> day of January, 2011.

Signed and sealed this \_\_\_\_ day of \_\_\_\_\_, 2011.

Mayor: \_\_\_\_\_

(Council Seal)

Clerk: \_\_\_\_\_

**Clerk's Certificate:**

Certified that the attached Municipal Plan is a correct copy of the Municipal Plan for 2010 to 2020, approved by the Council of the Town of St. Anthony, on the 25<sup>th</sup> day of January, 2011.

Clerk \_\_\_\_\_



### **1.3 PLANNER'S SEAL AND SIGNATURE**

#### **CANADIAN INSTITUTE OF PLANNERS CERTIFICATION**

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

Member of the Canadian Institute of Planners

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**Jens Jensen, P.Eng., MCIP**

Date: 14 December 2010



## **2.0 FOREWORD: APPROVAL PROCEDURE AND ADMINISTRATION**

### The Municipal Plan and the Integrated Community Sustainability Plan

This document and the maps contained with it form the Municipal Plan for the Town of St. Anthony. It has been prepared in accordance with the *Urban and Rural Planning Act, 2000*. Upon completion of the required steps to bring it into legal effect, it repeals and replaces the Town of St. Anthony Municipal Plan 2005-2015.

The document presents statements regarding the Town's intentions with respect to the location and manner in which development within its Municipal Planning Area shall take place. The maps show the Municipal Planning Area divided into various land use designations. Within each one only specified kinds of development may take place.

This Municipal Plan has been prepared concurrently with a special purpose document, an Integrated Community Sustainability Plan. That Plan is a document prepared in accordance with a requirement that municipalities prepare an Integrated Community Sustainability Plan in order to qualify for revenue from the Gasoline Gas Tax Fund, pursuant to the Gas Tax Agreement signed between the Province and Local Governments. The research and public consultation processes involved in preparing that Plan were very useful in revising the former Municipal Plan, as many topics and interests are common to both. However, the Integrated Community Sustainability Plan is not part of this Municipal Plan, nor is it subject to the statutory status and procedures affecting Municipal Plans.

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Ministerial Approval

For the Municipal Plan to gain full legal effect, the following procedure must be undertaken, pursuant to Sections 15 through 23 of the *Act*.

In brief, the process begins with the preparation of a draft Municipal Plan under the direction of Council. When a draft is prepared to the satisfaction of Council, it is submitted to the Department of Municipal and Provincial Affairs for review. When the Department has reviewed the draft document and is satisfied that it is acceptable in light of provincial and other government agencies' interests, the Department officially releases it pursuant to Section 15 of the *Act*. Council then, by resolution, is able to adopt the document pursuant to Section 16 of the *Act*.

Council must then advertise and provide for a public hearing at which objections or representations to the adopted document are to be heard. The notice must appear twice in a newspaper circulating in the Municipal Planning Area, in which Council states its intention to seek the approval of the Municipal Plan. The first notice must appear at least fourteen days before the hearing date. The notice must state where and when the Municipal Plan can be inspected and clearly give the time and place for the Public Hearing.

The Hearing is conducted by a Commissioner appointed by the Council. A deadline date for the submission of any written objections or representations is specified in the Act (two days before the hearing). If no objections are received by the deadline, Council may cancel the hearing and proceed directly to approve the Plan. If the hearing proceeds, the Commissioner conducts the meeting and subsequently prepares a report including recommendations. Council then considers the report and either approves the Plan (with or without changes) or withdraws the proposed Plan. Council's approval is made pursuant to Section 23 of the *Act*.

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An approved Plan then is submitted to the Minister for review and registration, pursuant to Section 24 of the *Act*. For this, the Minister requires two copies of the Municipal Plan which have been certified by the Clerk as having been adopted and approved by Council, the Commissioner's report, and all written objections and representations that may have been submitted at the Hearing. After reviewing the document and determining that it is not contrary to law or a policy of the government of the province, the Minister will register the Plan in the Minister's planning registry and Council will publish a notice to that effect in the *Gazette* and in a newspaper circulating in the Planning Area. The date of the publication of the notice in the *Gazette* is the date upon which the Plan comes into effect.

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

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

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

The Effect and Amendment of the Municipal Plan

The Municipal Plan is a legal document, binding upon Council and any person or group using or proposing to use land anywhere within the Municipal Planning Area. All development must

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conform with the applicable policies of the Municipal Plan after the date upon which it comes into effect.

The *Act* at Section 28 requires that a Municipal Plan be reviewed not later than every five years from the date it has come into effect. The general intention is that Council may revise the Plan with a view to the developments which can be foreseen for the next ten years. Consequently, the time frame for this Plan is the ten year period of 2010 through 2020.

The Municipal Plan may be amended at any other time, in whole or in part, for legitimate reasons that may have been unforeseeable at the time it had initially been drafted. Any such amendment must be consistent with the Municipal Plan as the amendment will be read together with and become part of the Municipal Plan.

Municipal Plan Administration; Role of Development Regulations

When a Municipal Plan comes into effect, the Council is required to provide for its administration in conjunction with the town's Development Regulations. The Development Regulations are written in conformity with the Municipal Plan in the form of land use zoning, subdivision, and advertisement regulations. After adoption by the Council, these regulations must be submitted to the Minister for approval in like manner to the process for Municipal Plans.

Development Regulations must comply with the requirements of the *Urban and Rural Planning Act*, 2000, and standard Provincial Regulations have been developed to form the basis of these regulations. The standard regulations currently are Newfoundland Regulation 3/01 made by the Minister of Provincial and Municipal Affairs and which came into force on January 1, 2001. Councils are also advised, if they have not already done so, to adopt the National Building Code of Canada as its building regulation.

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The day-to-day administration of the Municipal Plan, and subsequent Development Regulations, is in the hands of staff members authorized by the Council. Staff have the duty of issuing all necessary permits approved by Council and making recommendations to the Council in accordance with the Municipal Plan policies and implementing regulations regarding all development in the Municipal Planning Area.

### **3.0 INTRODUCTION**

#### **3.1 Title and Components**

This Municipal Plan, when brought properly into effect, shall be known as the *Municipal Plan of the Town of St. Anthony, 2010 - 2020*. The following text and Future Land Use Maps 1 and 2 contained herein constitute the Municipal Plan for the St. Anthony Municipal Planning Area.

#### **3.2 Review and Amendments**

As indicated in the Foreword, the policies and land use designations described in this Municipal Plan are not intended to remain static but are subject to continuous review and alteration as required in the light of changing economic, social, and technological developments, as well as the required five year reviews.

Since the predecessor Municipal Plan came into effect, Council has kept it up to date through the amendment process. Only one minor amendment had been made to the former Municipal Plan, and the effect of that amendment was continued in this Municipal Plan.

#### **3.3 Purpose of Plan**

A Municipal Plan guides growth and development within a Municipal Planning Area. It provides a means of preventing problems that could occur if conflicting land uses are developed too close to each other. It directs future growth so that it occurs in a manner whereby municipal

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services and land resources are used most efficiently, thus preventing unnecessary increases in servicing costs that can result from development becoming needlessly spread out. It also ensures that aspects of land development like safety, aesthetics and environmental protection are given proper consideration.

### **3.4 Municipal Planning Area**

The territory subject to this Municipal Plan is that which is included within the boundaries of the St. Anthony Planning Area as shown on Future Land Use Map 2. This includes the Town of St. Anthony, as well as lands adjacent to it. It also includes part of the Community of Goose Cove protected water supply.

### **3.5 History**

The Town, like many communities along the coasts of Newfoundland and Labrador, has its post-European Contact roots in the fishery, though for greater accuracy one should note the brief settlement of the Vikings at nearby L'Anse aux Meadows centuries before that. As early as the 1700's, both French and English vessels fished the surrounding waters. Most of those employed in this trade did not stay over the winters, and the history of relations between France and Britain prevented establishment of a permanent settlement until much later.

The French Shore Treaties between France and Britain, and British policy, resulted in a situation wherein French fishers were entitled to use shore areas around St. Anthony to dry their summer catches, without obstruction from British or Newfoundland interests. However, although France gave up her claims to ownership of the land, it was British policy to discourage shoreline settlement by her own people, to avoid friction with the French. This equilibrium was maintained until the conclusion of the Napoleonic Wars in 1815. Thereafter, a permanent

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settlement at St. Anthony was established, seeing a dozen or so families inhabiting the community by the middle of the nineteenth century.

In the late 1800's, St. Anthony served the schooner fleets which seasonally fished the Labrador Coast, by providing provisioning en route to the fishing grounds and on the way back to their home bases. The natural characteristics of the harbour and its strategic location led to the town site becoming the central place on these shores at that time. Commerce began to grow around this trade. However, the Town's population remained small, no more than a couple of hundred, until the Grenfell mission was established in 1893.

The story of the Grenfell Mission is fascinating, and too lengthy to tell in this report. Suffice to say that Sir Wilfred Grenfell's work in establishing institutions to alleviate the health and social conditions of people on the Labrador Coast and the northern part of the Great Northern Peninsula was hugely influential in the evolution of St. Anthony. Sir Wilfred chose St. Anthony to be the headquarters of the Mission, and here established a hospital, industries, an orphanage and school, and the marine and logistical apparatus for delivery of services in the region. The effect on the economy and population was profound.

The Mission provided an impetus for growth, and the Town's population grew to almost a thousand by the end of the Second World War. The Grenfell institutions brought employment numbers higher, and to this day the medical facilities founded by the Mission in St. Anthony are a major factor in the local economy.

The post-War period brought another major influence in the growth and outlook of the Town. The United States Government established a Defence Station at St. Anthony, part of a radar surveillance system founded across Canada. The facility, known locally as the "American Base", required substantial numbers of local workers for its construction and operation. Many came

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from outlying areas, and the combination of well paid employment and influx of new people boosted the population and economic vitality of the area.

The evolution of the fishery saw the building of a processing plant in the early 1950's, bringing employment opportunities to large numbers of people. The continued migration of people from outlying areas and the continued growth of the medical and institutional role of St. Anthony in the Great Northern Peninsula secured the role of the Town as a major regional centre of activity and service. By the mid 1980's, the Town and immediate area had reached a population around 3,500.

In more recent years, the turbulent state and depression of the fishing industry became the cause of grave concern, and significant out migration of people seeking employment elsewhere took place. The difficulties experienced in the fishery, particularly following the cod moratorium in the mid-1990's, have had a serious effect on the economy of the whole province, and St. Anthony has not been spared the impact.

Today, the Town together with the surrounding areas relies mostly on three key economic engines: natural resources (primarily the fishery), the businesses serving a broad trade area, and public institutions. The strategic location of the town and its resources, together with its ongoing strong role as a regional centre of retail and service businesses, provide an important stabilizing element in the local economy.

More recently, the potential of tourism to strengthen the economy has become apparent. The proven finding of Viking artifacts and structures at nearby L'Anse aux Meadows, and recognition of the site as a world class heritage resource, has been a great influence on tourism numbers. Ecotourism focused on natural resources, such as whale and iceberg watching, has grown. The Grenfell story in its own right has for years drawn visitors to the area. And of course the area is the highway gateway to Labrador, via the ferry service operating out of St.

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Barbe. All these resources are the subject of development effort by local business interests and public economic development agencies, with good result.

Great efforts have been made by agencies such as St. Anthony Basin Resources Inc. (SABRI) and the Town's own economic development office, among others, to diversify the economy and foster a spirit of entrepreneurship. These efforts include important initiatives in broadening the infrastructure related to the fishery (such as development of better cold storage facilities and great improvement in wharfage), tourism, extension of broadband service into smaller communities, and promoting the area's attributes to a global business community. Those efforts continue to promote major projects (such as development of a container handling capability) and minor as well (such as small service businesses and tourist accommodations in bed and breakfasts).

#### **4.0 KEY FACTORS AND APPROACHES AFFECTING DEVELOPMENT**

A Planning Background Report would normally be prepared during the review process. In the case of this Plan, that work is encompassed in the Town's Integrated Community Sustainability Plan, which contains details relevant to the Municipal Plan, which are summarized here.

Concerning the economy and the effect of economic conditions on population migration, a most valuable resource document is the *Strategic Economic Plan for the period April, 2008 to March, 2011*, produced by Nordic Economic Development Corporation, a regional public agency. Its geographic scope (the agency and the report) covers a number of communities in the northern half of the Northern Peninsula. Many of its statistics blend the situation of the Town of St. Anthony with those of other areas in the region, so one must take caution by not assuming that economic activity and demographic trends are uniform across the region. Quite the contrary, as the Town is the central place in the region, and is experiencing economic growth and demand for serviced land for housing and businesses, whereas in many of the outlying communities the opposite is true. There is a gradual process of centralization of economy and population toward the Town.

While the report suggests that the regional population is going to decrease by about 10% during the period 2006 to 2020, the Town is experiencing positive population growth and housing demand as working and retiring people are migrating to the Town for a variety of reasons. There should be at least a fairly stable population and absolute increase in housing and commercial development during the ten years for which this Plan is to be effective. There is reason to feel that the local economy will exhibit some degree of stability.

The crab and shrimp fishery has continued to require processing capacity in the town and the outlying areas down the Peninsula, though recently there has been a downturn and turmoil in the

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market. The role of the town as a central place in the region continues, with a strong presence in health care, education, retail, and industrial services. New developments such as the coming of high speed internet service and new activity at the Port are encouraging.

However, the economic viability of the town and its adjacent areas has much to do with the future of the fishery and fish processing at local plants and the future of public institutions located in the town. The fishery is subject to government intervention concerning fishing quotas allocated to local fishers and management of the flow of product to onshore processing plants. Also, a very important factor is the future of the various institutions of governments, such as the regional hospital and airport. Alterations in the types and levels of service rendered in the region speak to staffing levels and concentration of employment around specialized functions. New economic activity is being encouraged by the Town and its agencies, and every effort needs to be made by them to help existing employers and investors to continue and to assist in every possible way the new initiatives which are already diversifying the Town's economic base.

Review of the former planning documents suggested that the overall planning concept was generally sound, while recognizing the challenge of shortage of lands for residential, industrial, and commercial uses. There is a significant demand for land for industrial and commercial uses. The enlargement of the wharfage and onshore industrial land base on the east side of the harbour provides a small amount of land for industrial purposes, and more improvements are being sought. The potential of that area to accommodate a marine container terminal is being realized, with significant container movement taking place through the Port.

This plan, like its predecessor, identifies the shortage of land for residential development as a major issue, and an impediment to economic development. Fortunately, the Town has been able to pursue the opening of a major residential subdivision lying above Barn Road, in conjunction with new school and community centre development adjacent to it. That area has the potential to provide good serviced residential lots for a good number of years, as it is serviced and opened for

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development in phases. Construction costs for extension of the water, sewer and street system require lot prices which are higher than the town has usually seen, but the lots are already being bought up. The areas designated for the longer term for residential uses have been reviewed and expanded in locations southeast of American Drive, up above the hospital complex, and east of the Highway Commercial area on North Street. Alternative servicing arrangements in outlying areas through use of on-site sewage disposal systems and private wells will be considered as a stimulus to development of building lots on the outskirts of town.

This Plan provides for a highway commercial area on North Street and industrial areas on Goose Cove Road. The latter will require extension of town water and sewer services in accordance with the present policy of requiring new development to locate on services. The Highway Commercial area on North Street lying north of the intersection of East and West Streets is in this Plan the addition of two areas designated in the former Plan (its Highway Commercial area plus a “Mixed Commercial/Residential” area), so as to permit it to develop and function as a business park in which a wide variety of commercial and institutional uses can be established; in the Highway Commercial area, residential uses will also be considered as a discretionary use.

The special nature of the broad area focused on the harbour entrance, ie: Fishing Point and Lamage Point and the coast and high lands both north and south of them, suggests that strong controls be put in place to protect the unique and important sea and land scapes there. These measures are continued in this Plan, and the area designated as Marine Approaches Special Area has been extended northward along the shores of St. Anthony Bight up to the Planning Area Boundary.

The Town water supply has been troubled by repeated difficulties in drawing enough water of acceptable quality from the surface water supply. The Town is making every effort to rectify the situation, through improvements to the waterworks at the source. The boundary of the catchment area which supplies the town water system has been changed over time, and the area designated

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in this Municipal Plan reflects the current boundary. As improvements are made to the supply system, further boundary changes may be needed and will be made official in this Municipal Plan by way of amendment. Also, the Municipal Planning Area Boundary encompasses some of the water supply area for the town of Goose Cove, probably unintentionally. This anomaly should be corrected by requesting the provincial government to amend the Municipal Planning Area so as to remove Goose Cove's supply area from it.

A number of relatively minor, but important, fine tuning measures have been taken in revising some of the detailed development requirements in some zones.

## **5.0 GOALS AND OBJECTIVES**

### **5.1 Goals, Objectives and Policies**

Goals are frequently employed as the essential foundation for any planning endeavour whether it is a personal career, a community plan, or a corporation's growth and facility strategy. The formulation of goals, toward which efforts and resources are directed, and objectives, the more precise and measurable steps needed to achieve the goals can make the difference between wasted effort and success. Policies are the courses of action that a government takes to achieve its objectives.

By way of example in the St. Anthony case, one goal is to enhance the quality of the natural environment, one objective to follow from this goal is to identify areas which are especially significant due to their pristine nature and aesthetic appeal, while the complementary policy is to designate specified areas wherein any development proposals would be evaluated against stringent approval criteria which would include a requirement for protection or preservation of the special characteristics which give the designated area in question its special appeal.

### **5.2 Goals for the Town of St. Anthony**

Goals are valuable to a community so that the people have an agreed upon set of value statements to serve as a guide which allows the determination of degree of success or failure or community endeavours. The objective of this Municipal Plan is to provide the appropriate policies and proposals to achieve these goals. Council will work towards these goals as they pass the necessary regulations to implement the Municipal Plan and as they evaluate the development proposals that come before them. St. Anthony's goals are as follows:

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- Goal "A" to create an environment which enhances the physical, social, cultural and economic well-being of the present and future residents of the Town of St. Anthony Municipal Planning Area;
- Goal "B" to promote an orderly and economic pattern of growth and development;
- Goal "C" to expand and diversify the community's economic base in order to achieve better balanced economic structure, and to provide sufficient and varied employment opportunities to meet the needs of the community;
- Goal "D" to provide a range of services designed to satisfy the health, education, social, and safety needs of the community's population, with particular emphasis on the special needs of the Town's senior citizens;
- Goal "E" to provide an efficient, safe and economic street system which maximizes accessibility to all areas within the Planning Area;
- Goal "F" to provide a coordinated, convenient, and efficient system of utilities;
- Goal "G" to accommodate development with a minimal disruption of the natural environment;
- Goal "H" to enhance the quality of the natural environment, with particular emphasis on areas which have special natural or aesthetic values;

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Goal "I" to provide a range of recreational facilities designed to meet the needs of the community, including appropriate and varied opportunities for the Town's senior citizens;

Goal "J" to provide the municipal services and facilities within the financial capabilities of the community.

Goal "K" to ensure that adequate levels of protection are given the water supply.

## **6.0 DEVELOPMENT CONCEPT**

This section presents a general view of the development concept for the town, including brief descriptions of approaches to key issues.

### **6.1 Overall Development Pattern**

The St. Anthony Planning Area takes in all the Municipality of St. Anthony plus the Viking Trail from the municipal boundaries to Bartlett's Brook, part of the Goose Cove protected water supply, as well as most of St. Anthony's own water supply area. Of the three major indentations in the coast, St. Anthony Bight, St. Anthony Harbour, and Cremailliere Harbour, only St. Anthony Harbour is of significance as this is where development has been able to focus.

St. Anthony will continue to be the focus of development on the Great Northern Peninsula. Its population will be generally stable or growing, provided that the levels of employment in existing and new businesses remain at least stable. Population and economic activity will continue to concentrate in the Town, and there is little doubt that the Town will continue in its role as the prominent central place in western Newfoundland, second only to the City of Corner Brook.

History has given the town its pattern of principle roads and developed areas, and little can be done to alter the fundamental structure of urban development. Future urban development as contemplated in this document is largely intended to fit within the existing developed areas or to adjoin those areas in such a way that town streets and piped services can be extended into them.

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As St. Anthony was developed from the ocean side, much of the land that is now part of the planning area has never been developed. It has been, and will continue to remain important, however, as part of the resource base. It is from here that water must be supplied and a certain amount of firewood harvested. Some of those lands have special significance as unspoiled and irreplaceable natural areas where the appeal of natural landscapes and seascapes suggests that special measures be taken to preserve those features for generations to come.

## **6.2 Substantial Changes to 2005 - 2015 Municipal Plan**

A number of substantial changes to the 2005 – 2015 Municipal Plan have been incorporated in this document, in addition to minor revisions.

### Area Boundaries

Designation of areas for commercial, industrial and residential development were well identified in the previous Municipal Plan. The only significant change in the urban core of the Town concerns the area in the former Municipal Plan designated as Mixed Commercial/Residential area, an area lying north of the intersection of North and East Streets. In this Plan, that area is now also designated as Highway Commercial, as an enlargement of the Highway Commercial area lying further north along North Street.

Boundaries of areas designated for longer term development (Comprehensive Development Areas 1 and 3) have been expanded into surrounding Rural areas to suit current planning needs, and some Rural area above the hospital complex and southeast of American Drive have been designated as Residential. The extent of the area designated as Marine Approaches Special Area has been extended northward to the limit of the Planning Area.

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As noted above, some minor revisions in area boundaries have been included, to bring this Plan up to date and to better reflect the intention of the Plan where minor discrepancies in earlier mapping were discovered during the review process.

Availability of Building Lots

The availability of building lots, especially for residential development, has long been identified as a major issue in the town's planning documents. In that sense, this issue is not new nor are the general policies in this Plan much different than earlier—the general thrust is that Council commits itself to aggressively trying to find ways and means of satisfying the effective demand for lots. That objective has been achieved in some part with the opening of a large new subdivision area north of Barn Road. As it develops in phases, a supply of building lots has been assured for years to come. However, infill development will continue on an ad hoc basis, but without the potential to provide substantial numbers of new building lots.

Longer term needs for residential lands are addressed by designation of areas suitable for that use. Also, there is an intention to study the feasibility of developing lands in outlying areas of town, where central services will not be extended, using on-site water and/or sewage disposal services.

Diversification of Uses in Industrial Areas

The broadening of permitted uses in the industrial areas, including the future industrial area on Goose Cove Road, will see them able to function as diversified business parks. This will provide a land base for future land uses of those types, an important factor as the Town Centre and Highway Commercial areas are becoming fairly fully developed.

Marine Approaches Special Area

The review process involved in preparation of the former Municipal Plan revealed that the large areas of land at both sides of the entrance to St. Anthony Harbour should be seen as special areas deserving of protection and great care in their enhancement and development. This is continued in this Plan, and strengthened with the designation of additional area along the shore of St. Anthony Bight.

From the ocean side, these are the headlands on each side of the harbour channel, and are valued for their pristine and rare water views, trails, and unspoiled appearance. The harbour entrance also symbolizes the town, and many important events in the community's history have been associated with the area. Visitors and residents alike appreciate the rare and striking land and sea scapes which can be experienced here.

During the last number of years, some commercial development at Fishing Point light has taken place, including two restaurants and a gift shop. Although those developments have not much spoiled the ambiance and special aesthetics of the site, there is potential to spoil the special feel of the area. The same could apply throughout the broader area. During the last five years, there has been some discussion with prospective developers about building new commercial uses in the area around Fishing Point light, which is the most likely area of interest for small scale development, and even northward along the shores of St. Anthony Bight.

Having considered the matter in the review process leading up to this Municipal Plan, Council rightfully continues to be of the view that extreme caution should be used in the future to ensure that any development proposal which may emerge, whether of a private or public nature, is evaluated and controlled with the objective of permitting only projects which are demonstrably compatible with the public interest in preserving its special nature.

These areas should be understood to include all of Fishing Point Head and Lamage Point, including the coastal areas and highlands up to the limit of the Planning Area Boundary to the north and to the extent of the Municipal Planning Area to the south. The name used to designate these areas is “Marine Approaches Special Area”; the areas affected are shown on the future land use maps.

The zoning in the Development Regulations should treat the area as a special area and to treat the existing developments appropriately. New developments will be evaluated against a list of strong criteria, including visual impact, public safety, protection of environmentally sensitive plants and watercourses, proper access and parking for traffic, etc. These site plan evaluative criteria are embedded in this Municipal Plan in the Appendix.

### **6.3 Key Points Related to Government Interests**

As part of the consultation process, the Provincial and Federal Governments, through selected departments and agencies, have expressed their interests. Many are similar to those expressed for the prior Plan, and these are amalgamated in the following brief notes:

#### **6.3.1 Environment - Solid Waste Disposal**

Both the former solid waste disposal site and the current one required a 1.6 kilometre buffer. Any development applications in the vicinity of these sites must be reviewed by the Department of Environment and Conservation prior to granting development permits. There is now underway a process of developing a regional solid waste management system, pursuant to the Province’s Waste Management Strategy. This brings solid waste management under the control and operation of a regional agency. That agency, the Northern Peninsula Regional Service

Board (NorPen), is established and is operating. The former town disposal site now is operated by NorPen, and its function will no doubt evolve as time passes.

### **6.3.2 Environment - Water Supply and Distribution; Cottage Planning Area; Sewage Treatment**

The St. Anthony and Goose Cove water supply areas have been protected under the regulations of the Department of the Environment. The Town at present is endeavouring to improve the water supply situation to alleviate the issues with water quantity and quality which have troubled the system. The Town is also planning to carry out a leak detection and remediation project to conserve water resources, and may consider adopting a user-fee based system of water consumption, through metering. There are some areas in the distribution system exhibiting low pressures, and these should be addressed. Water supply will be a major issue in considering the sustainability of the community, in light of the growth pressures noted earlier.

The Minister will be requested to modify the Planning Area boundary so as to remove the Goose Cove water supply area from the planning jurisdiction of the Town of St. Anthony.

The Department has advised that a Crown land reserve has been established in the northwest corner of the Municipal Planning Area, just north of Eastern Long Pond. They request that the Town should allow planned cottage development in that area. This requires particular care in development control, as Town street, water and sewer services do not, and are not intended to, service the area. Suitable controls are included in the Development Regulations.

The Town recognizes that sewage treatment will become a subject for action, and has begun to carry out the planning of the infrastructure required.

### **6.3.3 Highways - Protected Road**

The Protected Road Zoning Regulations along the Viking Trail from the Town boundary to Bartlett's Brook is to be maintained. Those Regulations apply currently to lands within 150 metres of Route 430, and are subject to change by the Province of Newfoundland and Labrador.

### **6.3.4 Aggregate Resources and Avalanche Risk**

Potential aggregate resources have been identified by the Department of Natural Resources who are looking to ensure that these be reserved and zoned for mineral extractive purposes. The Department has pressed the Town to permit exploration and be sympathetic to extraction from pits and quarries in virtually all of the town, including established residential and commercial areas. Council has maintained the policies in the previous Plan, by allowing mineral workings only in the zone of the same name, and by allowing consideration of exploration and mineral workings only as discretionary uses in only the Rural and Solid Waste areas designated on the Future Land Use Maps.

A suggestion of the Department of Natural Resources concerning use of surplus material removed from sites during construction has been incorporated, to the effect that removal of quarry material from a lot, where the material is surplus to the requirements of a development, is permitted as a temporary use provided that a quarry permit has been approved by the Department of Natural Resources.

A suggestion by the same Department concerning avalanche occurrences in the town notes that development at the foot of steep slopes may be at risk. As it is, most of the steep slopes which

could pose such a risk are not likely to be approached by development, given the land use area designation boundaries in this Plan. However, Council may consider further advice on this topic.

### **6.3.5 Archaeological Resources**

The Provincial Archaeology Office has indicated that there are two known archaeological finds in the St. Anthony Planning Area, and others may be found on shore or in the course of harbour dredging. Consequently, they would appreciate that development applications involving excavations, especially in the areas along the shorelines of the Planning Area, be submitted for their review. During development, if sites are uncovered, all work must stop and contact be made with the Office.

### **6.3.6 Fish Habitat and Environmental Protection**

Fisheries and Oceans Canada has expressed concern that there is fish habitat which must be protected within the Planning Area; consequently, any development associated with a water course should be submitted to Fisheries and Oceans for their input. The language in the Development Regulations has been modified to make specific reference to the Sections of the federal *Fisheries Act* which apply.

There is a general concern about development in the vicinity of water bodies, as a matter of provincial government policy. The former Plan designated those areas of the shorelines and places where inland sensitive areas are involved, as Environmental Protection areas. In order to ensure that the requirements of the provincial *Water Resources Act* are respected, the Development Regulations have been modified to make it clear that any developments within 15 metres of any water body, including ponds, streams, rivers, and wetlands in addition to ocean shorelines, are subject to approval under the *Act*, regardless of the zone in which they are located.

### **6.3.7 Wild Life Habitat**

The Wildlife Division of the Department of Natural Resources oversees the protection of existing wild life and the habitat. Therefore, they would like to have the opportunity to discuss any developments that would occur in the undeveloped portions of the planning area. The Town has been very progressive already in this regard, in taking an active part in the Division's Habitat Stewardship Program that focuses on wetlands, coasts and species at risk. In all of the province, only 18 municipalities have signed Stewardship Agreements, and the Town of St. Anthony is among them. These Agreements signify that the municipalities will endeavour to consider concerns for habitat of waterfowl, sea ducks, species at risk, and other wildlife, in dealing with land use planning decisions. The Town also signed a Coastal Stewardship Agreement in 2008, further to a long involvement concerning the protection of Common Eider habitat.

## **7.0 LAND USE POLICY**

### **7.1 General Development Policies**

All development within urban areas of the Town of St. Anthony shall have municipal services which shall include piped water supply, sanitary sewers, all-weather roads, adequate storm drainage, street lighting, and sufficient fire flow and fire hydrants. However, consideration will be given to alternative servicing arrangements for developments which lie beyond the servicing boundary established by the Town.

#### **7.1.1 New Development**

New urban development shall locate within the designated urban areas as shown on the future land use map. In order to prevent problems such as pollution of ground water, it is a policy of this Municipal Plan to restrict urban development in unserviced areas. Servicing extensions and subsequent development shall be carried out when such servicing is feasible and, if and when, such future development areas are within the urban development boundary. Nevertheless, the Council recognizes that this policy will continue to restrict the availability of lands for development, and is prepared to consider alternatives for servicing the peripheral lands via on-site sewage disposal and private wells.

In the case of development or re-development for high density residential or other purposes, Council shall be satisfied that no additional capacity has to be provided in the water and sewer or storm drainage pipes, or roadways, to service such development. If such services are required, then Council will ensure that agreements are entered into between the developer and the municipality regarding the provision of such additional services.

### **7.1.2 Aesthetics**

It shall be the policy of council to ensure wherever and when ever possible, that the amenities of St. Anthony are preserved and enhanced. Therefore, efforts shall be made to place all telephone and power distribution lines to the rear of the lot and to control, through appropriate regulations, the display of advertising signs, and to replace trees and other landscape materials which, for one reason or another, are destroyed or removed.

### **7.1.3 Existing Land Uses**

Some existing uses of land will not meet all the policies set out in this plan. This situation is recognized and notwithstanding these policies, such uses may be zoned in any zoning regulation in accordance with their present use and performance standards and all other applicable circumstances provided:

- (a) the zoning will not permit any change of use or performance standard that will aggravate any situation detrimental to adjacent complying uses;
- (b) they do not contribute a danger to surrounding uses and persons by virtue of their hazardous nature or the traffic they generate;
- (c) they do not pollute air and water to the extent of interfering with ordinary enjoyment of property;
- (d) they do not interfere with the desirable development, or enjoyment of the adjacent area;  
and,

- (e) where the use is terminated the policies and intent of this plan will prevail.

#### **7.1.4 Maintenance and Occupancy Regulation**

It is the policy of Council to encourage the maintenance of the community as a pleasant environment for living, working, shopping and recreation. Continued maintenance of property is essential to the welfare of the Town of St. Anthony.

It is the intention of the Council to support the private efforts of property maintenance and to eliminate any existing hazards to building occupants through the use of regulations specifying standards for all properties within the town for property maintenance and occupancy.

The Council will endeavour to further support property maintenance and safe occupancy by:

- (a) utilizing available government programs where applicable to provide financial and administrative support;
- (b) undertaking education and public relations programs as needed to demonstrate the benefits of property maintenance;
- (c) maintaining municipality-owned buildings and properties and community facilities, and providing and maintaining in good repair such municipal services as roads, water and sewerage facilities; and,
- (d) adopting and maintaining in force and in an up-to-date manner an Occupancy and Maintenance Regulation.

### **7.1.5 Public and Institutional Uses**

Except as specifically provided elsewhere in this Municipal Plan, public utilities and other public community, institutional or quasi-institutional uses which provide services to the general community may be permitted provided that:

- (a) such use is necessary in the area, that it can be made compatible with its surroundings, and that adequate measures are taken to ensure this compatibility;
- (b) adequate off-street parking is provided; and,
- (c) the erection of permanent buildings shall be limited and generally discouraged in areas designated as non-urban or rural community areas.

### **7.1.6 Accessory Uses**

Wherever a use is permitted in a land use classification, it is intended that uses, buildings or structures normally incidental, accessory, or essential to that use be also permitted. In the residential zones, location of accessory buildings in front yards has been an issue, and this is resolved in this Plan by providing that front yards may be so used if it is practically impossible to locate the proposed accessory building in the side or rear yards. Even in that case, the intention of Council is that the area of the front yard lying directly between the street and the main dwelling building be kept unobstructed.

### **7.1.7 Home Based Business**

The purpose of this home based business policy is to provide for the location of home based businesses in the Residential Areas. This will serve to provide an opportunity for small businesses to be established on the residential lot of the small business owner-operator. These uses may then continue at a small scale, or as they grow, leave the home base and establish in an appropriate business location.

Home based businesses are small scale businesses that are operated in or from the home or on the same lot as the home by the home occupant. They are compatible with the home, surrounding residential character, and surrounding land uses and can be conducted without any significantly adverse effect on the surrounding neighbourhood.

The acceptability of a home based business will also depend on the type of dwelling from which it is proposed to operate. A single dwelling will be able to accommodate the widest range of home based businesses while an apartment dwelling will be able to accommodate only a limited range of home based businesses.

Home based businesses uses may be permitted as an accessory use in conjunction with permanent residential development and shall be appropriately regulated to ensure that they are compatible with surrounding uses.

### **7.1.8 Protection of Fish Habitat and Natural Drainage System**

It is a policy of this Municipal Plan that development in and around water courses will be carried out in such a manner that the fish habitat is protected. Unless proven to the contrary, it is assumed that all water courses contain suitable fish habitat and that development is to be carried

out according to the federal *Fisheries Act* and guidelines provided by Fisheries and Oceans Canada.

## **7.2 Commercial Development**

The commercial development policies revolve around the location and intensity of commercial activity and the goals of convenience and adequacy of retail opportunities.

### **7.2.1 Classification**

In general, commercial activities can be classified as mercantile, business, professional, or personal service uses. Some of these uses can be of a convenience nature and therefore are desirable in a residential neighbourhood. Others can be of a town-wide or regional nature, thus reflecting the need to be accessible to a town-wide or region-wide trade area. Other uses in the commercial category need access to the travelling public.

At the residential level it is the policy to allow, at the discretion of Council, certain businesses such as professional and personal services uses to be carried out as a secondary use in a single detached dwelling. It is a policy of Council that, at their discretion, a neighbourhood serving shopping centre may be established.

It is a policy of Council that a neighbourhood shopping centre be located near the centre of a planned neighbourhood and front on a collector road at or near an intersection with another collector or arterial road.

Town-wide or region-serving commercial activities are to be located in the Town Centre, Industrial or Highway Commercial areas. This Municipal Plan designates such areas and permits

a wide variety of commercial, institutional and industrial uses in them, with some variation in permitted uses to suit each area's potential and intended character.

### **7.2.2 Office Location Policy**

It is a policy that "purpose built" office space be developed within the Town Centre, Industrial or Highway Commercial Area. These uses shall have sufficient parking and access to the arterial and collector road system to ensure that the adverse effects of traffic that such uses generate will be reduced.

### **7.2.3 Amusement Use Policy**

It is a policy of Council that amusement uses may be permitted in the Town Centre, Industrial or Highway Commercial Area. Furthermore, amusement uses shall be regulated as a Place of Entertainment under the Municipalities Act. For the purposes of this Municipal Plan a single coin operated game in a hotel, restaurant, club, cafe, or convenience store may be exempted from the requirements of this policy.

## **7.3 Town Centre Policy**

Following the commercial development policies stated in Section 7.2 this Town Centre policy expands on the intent of the commercial policies for the Town Centre.

### **7.3.1 General Intent**

The general intent of designating a Town Centre district is to provide a mixed land use area which respects the existing uses, as well as providing for a maximum amount of flexibility with respect to future development.

### **7.3.2 Land Allocations**

Future Land Use Map 1 designates the Town Centre district. It focuses on the existing retail/commercial areas on and near the intersection of Goose Cove Road and West Street. The Town Centre district contains the Viking Mall shopping centre, church, and civic uses, and includes the police station, fire hall, and town offices. There is still a significant amount of land that can be developed and a small amount of land that can be re-developed for uses which would complement the existing activities.

### **7.3.3 Town Centre Land Uses**

Town Centre permitted uses will comprise a full range of activities usually associated with the urban core of a town, to include assembly, business and personal service, and mercantile uses. Also, Council will consider as discretionary uses certain additional uses including institutional uses as well as residential, service station, antenna, and light industrial uses.

#### **7.3.4 Non-Commercial Uses**

Certain non-commercial uses in the form of conservation and recreational open space as well as the anticipated sewage treatment plant are permitted. As discretionary uses, Council will consider residential dwelling and boarding house and collective residential uses.

#### **7.3.5 Buffering**

Adequate buffering shall be provided between the Town of Centre uses and adjacent residential uses according to the development regulations.

#### **7.3.6 Development of Existing Town Centre Areas**

It is the policy of Council to encourage, by all possible means, the development, re-development and visual improvement of the existing Town Centre Area. Such means can include the following:

- (a) the Town will examine the opportunities available for funding for downtown improvements projects such as provided by Heritage Canada's Main Street program;
- (b) the Town may coordinate, by business persons or other associations such things as signs, ornamental lighting, landscaping, and general maintenance. All such visual improvements can be incorporated under a common theme. Efforts can be made to use small spaces for such amenities as benches and planting, and by the improvement of the design of street lighting and other furniture;

- (c) sufficient space should be provided and lanes improved for off-street loading and deliveries to businesses;
- (d) growth of the existing Town Centre area shall occur primarily by in-filling and re-development to keep development compact and avoid infiltration into adjoining neighbourhood areas.

#### **7.4 Shopping Centre Policy**

This Municipal Plan provides two levels of shopping centre; a neighbourhood level and a town-wide/region-serving facility. The neighbourhood shopping centre may provide for the sale of convenience goods (food, drugs, and sundries) and personal services (laundry, drycleaning, barbering and hairdressing, shoe repairing, etc.) for the day-to-day needs of the immediate neighbourhood.

The town-wide or region-serving facility will provide for general merchandise, apparel, furniture and home furnishing in full depth and variety. Such a development is generally built around a full-service department store to ensure that it has adequate drawing power from the Northern Peninsula region. Shopping centres may be permitted in the Town Centre, Highway Commercial and Industrial areas provided that the site is of sufficient size to accommodate the particular type of development.

## **7.5 Neighbourhood Commercial Uses**

### **7.5.1 Land Allocation**

In the context of this Municipal Plan, neighbourhood commercial uses are those uses which, in contrast to Town Centre use, serve a limited area within the community. This Municipal Plan designates the existing neighbourhood or local commercial properties as such in order that they can be zoned for their existing use in the Development Regulations. With adoption of this Municipal Plan, the development of additional commercial uses shall be subject to requirements set out in the balance of this section.

### **7.5.2 Land Use**

The intent of this policy is to permit the development of "free-standing" type neighbourhood commercial activities as opposed to a neighbourhood shopping centre. A neighbourhood commercial use may have a residence as an accessory use. This designation may include mercantile uses such as convenience stores and shops, apartment building, and a variety of businesses and personal service uses.

### **7.5.3 Access Points**

Access points to and from the road shall be limited to curb ramps at selected points and shall be limited in number.

### **7.5.4 Parking**

Off-street parking shall be provided in an amount adequate to serve the specific use.

### **7.5.5 Screening**

Adequate screening shall be provided between the neighbourhood commercial use and any adjacent residential uses. Such screening may include the provision of grass strips and appropriate planting of trees and shrubs.

### **7.5.6 Lighting**

Lighting poles and other surface utilities shall be carefully sited. Advertisements shall be in keeping with good design and highway safety practices in order to maintain the appearance and safety of the area.

## **7.6 Highway Commercial**

### **7.6.1 Rationale**

This Municipal Plan recognizes the need for space to develop commercial uses which are dependent upon vehicular traffic and which rely heavily upon such traffic for their economic existence. Market forces will continue to attract new developments of this type to the Highway Commercial area on North Street, as well as to the Industrial areas.

Only one highway commercial area is designated in this Municipal Plan, on North Street. The Development Regulations shall provide for a use list that would permit the development of a wide variety of uses such as business and personal services and mercantile uses including uses (including residential) permitted in the Town Centre. It is expected that the highway commercial area will attract certain uses such as building supply centres, vehicular sales and services,

commercial sport and recreation establishments, and non-hazardous industrial and transportation uses, which require large outdoor areas for parking and storage of equipment and goods.

### **7.6.2 Land Allocation**

Land along North Street beginning at the Provincial Government's Protected Road limits at the northern end and southward along the street to a point near the intersection of East and West Streets is designated for highway commercial use. Some of the area lies only on one side of North Street, according to the nature of development on the opposite side.

### **7.6.3 Access Points**

Access points to and from the road shall be limited to curb ramps at selected points and shall be limited in number.

### **7.6.4 Parking**

Adequate off-street parking and off-street loading facilities shall be provided for each use.

### **7.6.5 Screening**

Adequate screening shall be provided between these uses and any adjacent residential uses. Such screening may include the provision of grass strips and appropriate planting of trees and shrubs as visual barriers.

### **7.6.6 Lighting**

Lighting poles and other surface utilities shall be carefully sited. Advertisements shall be in keeping with good design and highway safety practice in order to maintain the appearance and safety of the area.

### **7.6.7 Visual Improvement Proposal**

North Street is the primary road access to St. Anthony. It provides the first impression of the Town. Therefore, it is important that this first impression be extremely positive. It is a policy that the Town will be particularly vigilant about enforcing the property and maintenance regulation along North Street.

## **7.7 Industrial**

### **7.7.1 Rationale**

Two types of industrial land are important to St. Anthony's growth and development. The first is marine-oriented and the second is road-oriented. The marine-oriented land is a scarce resource as there is a limited amount of harbour frontage with sufficient backup areas available. Road-oriented industrial development can be located virtually anywhere that has good highway access, either on lands already designated for that use or an area to be developed on Goose Cove Road.

### **7.7.2 Land Allocation**

Areas designated as industrial reflect the location of existing industrial uses plus one major area for long-term industrial use, on Goose Cove Road. Land for marine-oriented industrial purposes

has been designated at several points around the harbour, which will provide for industrial uses which require water frontage.

### **7.7.3 Land Use**

In all industrial areas, a broad range of commercial, institutional and industrial uses will be permitted, so as to see these areas develop as business parks. Hazardous industry and other uses suited to the industrial areas may be permitted subject to considerations concerning noise, odours, vibrations, safety, etc.

### **7.7.4 Access Points**

Access points to and from the road shall be limited to curb ramps at selected points and shall be limited in number.

## **7.8 Residential**

### **7.8.1 Residential Land Use Allocation and Phasing Policy**

The Future Land Use Maps indicate the locations for residential uses. The areas so designated are those areas which are expected in the short to medium term to infill amongst existing development or expand as newly developed subdivisions. The area now being developed to the south of the Elementary School and the Viking Mall has been designated for residential development, and a certain comprehensive development area is indicated for the longer term.

### **7.8.2 Land Use**

Land in the area so designated shall be predominantly used for single dwellings. Boarding houses and hospitality houses may also locate in residential areas. In addition, other uses which are complimentary to the proper functioning of any residential area shall also be permitted. These may include schools, parks, churches, and public utilities and home based businesses where they are compatible with residential areas provided that steps are taken to protect the residential amenities of the area, i.e. provision for increased setback landscape, buffering for off-street parking where appropriate, and other means of maintaining resident's comfort must be considered.

### **7.8.3 Multiple Dwelling Units**

It is a policy of this Municipal Plan that row housing and apartment buildings be located in proximity to the major commercial and community use areas. Prior to permitting apartment development council will ensure that adequate municipal services are available or will be provided. In addition, consideration will be taken of the adequacy of neighbourhood facilities and on-site amenities such as landscaping and play areas, the avoidance of traffic congestion and danger to pedestrians, and the compatibility of the proposed use with its surroundings. Adequate on-site parking shall be required.

### **7.8.4 Mobile Homes**

Mobile homes will be permitted wherever single dwellings are permitted unless otherwise specifically stated elsewhere in this Municipal Plan. When located in areas outside of mobile home parks and subdivisions, mobile homes shall be treated as discretionary uses to ensure that this type of development is compatible with adjacent uses from an aesthetic perspective and in

addition meets the same standards as single dwellings except those relating to rearyard which will be reduced, and sideyards which will be increased to compensate for the reduced rearyard. Aesthetic concerns in some cases may be satisfactorily mitigated by introduction of treed or other visual buffering, width of yards significantly more than the minimum required yards, or an architectural quality in the mobile home shape and exterior finishes that renders its appearance relatively similar to adjacent uses.

### **7.8.5 Comprehensive Development Areas for Residential Expansion**

A significant block of land which is indicated on Future Land Use Map 1 has been designated for residential expansion (CDA 2) in the longer term. It is intended that detailed planning and design of these sites be carried out prior to their development. This will ensure that the land, its associated services and open space provisions will be comprehensively planned. Maintenance and operation of existing uses will be permitted on these lands.

## **7.9 Parks and Recreational Open Space; Marine Approaches Special Area**

### **7.9.1 Location and Allocation**

Parks and recreational open space have been allocated to serve the recreational needs of the residents of the Town. This Municipal Plan allocates a significant amount of parkland and recreational open space. In addition to the stadium site and park and playground areas within the developed areas of town, extensive lands comprising the Marine Approaches Special Area have been designated.

A significant amount of land has also been designated for conservation and buffer purposes. This will be dealt with under the resource lands category.

### **7.9.2 Land Use**

Parks and Recreational open space shall mean those lands in either public or private ownership which are used primarily for active or passive recreation. Lands designated as Parks and Recreation at locations in the developed areas of town shall be available for assembly related uses, conservation, and recreational open space. Certain ancillary commercial uses may be located within this designation provided they are limited to serving the patrons of the permitted uses; because of the sensitive nature of such development in public areas, proposals will be carefully considered as discretionary uses and subjected to the site planning approval criteria stated in the Appendix to this Plan.

The rural lands, largely undeveloped, which surround the urban areas of town have scenic and resource values which are important to residents and visitors. Trails have been, and are continuing to be developed, to choice locations. Lands at the harbour entrance, on both the Fishing Point and Lamage Point sides and extending considerable distances north and south of those points have a special significance. Those areas, in this Plan comprising the Marine Approaches Special Area, are a unique and special resource valued for their pristine and rare water and landscape views, highland terrain, trails, and unspoiled appearance. It is from Fishing Point that one may best see the procession of icebergs and from which one sets out for whale watching and other marine pursuits. The harbour entrance also symbolizes the town, and many important events in the community's history have been associated with the area. Visitors and residents alike appreciate the rare and striking land and sea scapes which can be experienced here. It is Council's policy that extreme caution should be used in the future to ensure that any development proposal which may emerge, whether of a private or public nature, is evaluated and controlled with the objective of permitting only projects which are demonstrably compatible with the objective of preserving its special nature.

Consequently, the Marine Approaches Special Area is designated as a special area and proposed developments will be especially carefully evaluated against a list of strong criteria, including visual impact, public safety, protection of environmentally sensitive plants and watercourses, proper access and parking for traffic, etc. These site plan evaluative criteria are found in the Appendix.

### **7.9.3 Dedication and Cash in Lieu**

It is a policy of Council to require the dedication of 10% of the gross area of a sub-division, or 25 m<sup>2</sup> per dwelling unit or cash in lieu of land as land for public purposes. When new development is proposed on a site which includes areas designated for open space because of physical or environmental hazards such hazard lands shall not necessarily be acceptable as part of the 10% dedication of land for public purposes. All open space lands dedicated to the municipality under the subdivision procedures or site plan agreements shall be conveyed in a satisfactory physical condition and, if an open water course is involved, the dedication shall provide sufficient area of land for proper maintenance operations to be carried out.

For newly developing areas, land requirements for neighbourhood parks would ordinarily be obtained as part of the land for public purposes required from subdivisions under the Urban and Rural Planning Act. However, should any subdivision be too small thereby making it difficult to obtain sufficient tracts of good land for park purposes, the Town shall accept cash payments in lieu of conveyance of land. Such monies shall be used for acquiring sufficient park sites or for other purposes as specified in the Urban and Rural Planning Act.

#### **7.9.4 Re-Designation**

If application is made to the municipality to change the designation of open space land the municipality will first determine if the land is required for public purposes and if it can be purchased by the municipality or other public agency. If the land is not to be purchased, then the municipality may give consideration to the proposed amendment to the Municipal Plan after taking into account:

- (a) the situation respecting any existing physical or environmental hazards and the potential problems which might arise by changing the plan; and,
- (b) The proposed methods by which these problems may be overcome in a manner consistent with accepted engineering practices and resource management techniques.

Where any lands designated for open space are under private ownership, the Municipal Plan does not indicate that this land will necessarily remain as open space indefinitely nor shall it be construed as simply as implying that open space areas are free and open to the general public or will be purchased by the municipality. If proposals to develop any such lands that are in private ownership are made and the municipality does not wish to purchase those lands in order to maintain the open space, then application for re-designation of such land for other purposes may be given due consideration by the municipality.

#### **7.10 Cemeteries**

Cemeteries are an essential land use in the community. In respect to this land use, it is a policy of Council to ensure that the cemeteries are well maintained, and that they are protected from incompatible adjacent land uses. New cemeteries are to be outside the urban core of the Town

due to the chronic shortage of land for serviced development, and thus new cemeteries will be permitted only in Rural areas. Existing cemeteries may continue to be used, regardless of location.

### **7.11 Public Use**

Public and community uses (mainly consisting of schools, churches, and the hospital) are located in a number of areas. A proposal in the Grenfell Development Master Plan also calls for a diversity of uses to be developed in the waterfront area across from the hospital. These include the development of a major interpretive complex, outdoor and indoor exhibit areas, a boat tour facility, a craft shop, and a seasonal restaurant. Those concepts are respected and expanded upon in the 2003 St. Anthony Tourism Master Plan.

Therefore, this designation will provide for a variety of public, community, assembly, and to a lesser degree, commercial uses.

### **7.12 Public Utility**

Public works and utilities are needed in order to provide the residents with a safe and healthy environment in which to live. It is not always possible to predict the location of these works and utilities and sometimes they must go in residential areas. The following policies will guide the location and installation of these services.

- ◀ land within any designation may be used for the provision of public works and utilities if the use of that land is necessary to the proper operation of the work or utility concerned

provided that the design and landscaping of any development or any land so used is adequate to protect the character and appearance of the surrounding area;

- ◀ new public works and utilities, if needed, will be constructed in a staged and orderly manner to provide an economic and logical sequence for growth related to the needs of the community and the financial resources available;
- ◀ municipal services will be constructed and installed in accordance with a continuing five year forecast of capital expenditures.

## **7.13 Resource Lands Policy**

### **7.13.1 Introduction**

The resource lands policy deals with land that is generally located outside the urban designations of the town. However in some instances, particularly the areas requiring conservation and buffering, these designations apply within the urban area. These lands are treated as a natural resource and as such are subject to this policy. In St. Anthony three categories of resource land are considered by this Municipal Plan - rural, aggregate extraction and environmental protection.

### **7.13.2 Re-Designation from a Resource Lands Category**

At some time in the future the situation may arise that lands designated as one or more of the resource lands may be needed for urban development. Therefore, it is a policy of Council that

prior to any re-designation from a resource land category to urban development the resource in question be removed. If, for example, the area is one of productive forest, merchantable timber exclusive of that necessary for landscaping shall be removed prior to development or, if the area contains economically valuable aggregate resources, these shall be removed before urban development is permitted.

### **7.13.3 Rural Land Use**

Land within the rural land use areas may be used for the activities of planned cottage development on Crown reserves, mining, agriculture, industrial, commercial tourism, cemeteries and open air recreation use. Residential uses ancillary to agriculture uses may also be permitted. A commercial tourism development consisting of a theme park, camping facility or housekeeping units, and their ancillary uses, may be permitted. Each use will include a major attraction and may include minor uses that provide for the needs of the tourists while at the site.

Each development proposal in the areas designated Rural will be subject to:

- ◀ a thorough review by the public and Council,
- ◀ a review to determine its compatibility with the surrounding environment,
- ◀ adequate buffers being maintained between any tourism development and the urban area,
- ◀ all development having adequate servicing of water and sewage disposal infrastructure and safe access to a public road.

#### **7.13.4 Mineral Workings**

Aggregate extraction is permitted in the mineral workings areas. It may also be permitted in the rural areas. According to the Department of Natural Resources, Mines Branch, the aggregate resources designated in this Municipal Plan are of significance at the St. Anthony community level. Their locations are noted on Future Land Use Maps 1 & 2.

Aggregate extraction use shall mean extraction by means of pits and quarries, as well as associated uses such as aggregate storage, stone crushing plants, concrete batching plants, asphalt batching plants, and accessory uses. Small scale mineral working operations may be permitted within the rural area provided they are conducted so that no nuisance or danger is caused to the general public and the scenic beauty of the surrounding area is preserved. In order to preserve the scenic beauty and amenity of the area operations will generally be restricted to areas not exposed to public view.

Land designated Mineral Workings areas shall be reserved and used for the purpose of mineral extraction and related uses. It shall be the policy of this Municipal Plan that existing non-aggregate uses within aggregate extraction areas will be recognized as non-conforming uses and thus will be allowed to continue. Other new uses which will not preclude the future use of mineral extraction of lands designated mineral workings areas may be permitted. Open air recreation, and agricultural activities are examples of such permitted uses.

All extractive industrial uses must satisfy the requirements of the Department of Environment as to water supply, wastewater, solid and liquid waste disposal, and air and noise pollution control. Pumping, dewatering and the taking of water will not be permitted in any pit or quarry unless approval is obtained from the Department of Environment as applicable. Pit and quarry development in areas where such uses are permitted is subject to the issuance of a valid permit or

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lease from both the Department of Natural Resources, Mines Branch, and the Town of St. Anthony.

Both the Department of Natural Resources, Mines Branch, and the Town of St. Anthony will be independently assessing and issuing permits under different legislation and will have different areas of concern.

Upon completion of mining and quarrying operations and where there is no intention of reopening such operations, all buildings and machinery will be required to be removed. The site shall be rehabilitated so as not to constitute a danger to the public or present an unsightly appearance and shall be left in a state so that it may be used for a compatible land use in the future. It is a policy, therefore, that regulated quarry development and aggregate extraction should be viewed as an interim land use only and conflicting land uses should not be allowed until extraction has depleted the resource.

No residential or commercial development should be allowed in aggregate extraction areas until extraction is complete and preliminary site restoration is carried out. As areas are mined and restored on a progressive basis the mineral extractive designation could be removed in depleted areas and those areas then committed to other land uses. This process is also dependent on whether adequate buffer zones can be maintained between subsequent land uses and the extraction operations.

Occasionally, there is some surplus material removed from sites during construction, and this is permitted as a temporary use provided that a quarry permit has been approved by the Department of Natural Resources.

A buffer may be put in place around extraction areas, active and abandoned quarries, and quarry development areas to protect them from conflicting land uses.

### **7.13.5 Environmental Protection**

Land adjacent to St. Anthony Harbour, the protected water supply areas for the town and the Community of Goose Cove, major water courses, steep slopes, and high rocky hills have been designated as Environmental Protection areas. It is a policy that the vegetation on these lands be maintained, other than what is reasonably required in conjunction with any approved uses. In addition to recreational open space and transportation uses, residential uses shall be permitted as discretionary uses except as noted below.

Development along the shorelines of St. Anthony Harbour shall be referred to the Historic Resources Branch of the Department of Tourism and Culture. Traditional uses such as boat sheds, wharves, fishing stages, stores and other marine associated activities and developments, as well as accessory buildings related to any permitted main uses, may be permitted around the saltwater shorelines.

Existing and potential watersheds for municipal water supply shall be protected from development or any other activities that may contaminate the water resource. This applies to the St. Anthony water supply and the Goose Cove water supply. These areas have been designated as Environmental Protection. The discretionary recreational open space and residential uses noted above shall not be permitted in these existing and potential watershed areas.

### **7.13.6 Forestry**

The only area within the planning area where wood harvesting will be permitted is on a block of land surrounding Pilgrim's Pond, as shown on Future Land Use Map 2. Land uses within this block of land will be restricted to forestry and conservation.

#### **7.14 Transportation and Communications**

A considerable number of telecommunication sites are located within the St. Anthony Planning Area. Large antennae have been erected on sites on the Goose Cove Road and the high hills overlooking the harbour. In light of St. Anthony's strategic location for large antennae, and lack of viable alternatives for some future installations of this necessary telecommunications infrastructure, this Municipal Plan and the Development Regulations will accommodate them as discretionary uses in certain areas where their compatibility with the surrounding land uses suggests the possibility of approval. Specifically, antennae will be permitted as discretionary uses in the following areas: Town Centre, Highway Commercial, Industrial, Residential, Parks and Recreational Open Space, Public Use, Marine Approaches Special Area, Rural, Mineral Workings, and Transportation/Communication. Further, antennae will be permitted as a permitted use as of right in the Solid Waste area. In considering an approval of an antenna as a discretionary use, the aesthetic and safety considerations relevant to the site and the nature of the antenna will be assessed.

#### **7.15 Municipal Solid Waste Disposal Site**

The solid waste disposal site is located just 3 kilometres north of the urban core, on Route 430. The Solid Waste area designated in this Municipal Plan, and zoned in the Solid Waste Use Zone in the Development Regulations, encompasses the existing infrastructure related to the Town's solid waste management facility. The control and administration of municipal solid waste management services in the province as a whole has changed to a new, regionalized form of administration. As such, the Town anticipated losing most forms of control over activity on its site, which is now managed by the new regional authority.

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While the Town of St. Anthony has no particular reason to want to dictate the management of operations under the new regime, it does have a legitimate interest and duty to regulate land uses in the Municipal Planning Area, pursuant to the **Urban and Rural Planning Act, 2000**. The Municipal Plan and Development Regulations shall therefore clearly establish that existing operations and activities may continue as permitted uses, but that any expansion or modification beyond the existing limit of development be subject to Council's scrutiny and approval.

## **8.0 ROADS, TRAFFIC AND PARKING**

### **8.1 Limited Access Highways**

Limited access highways are designated to permit the free flow of large volumes of traffic through the Planning Area and to inter-connect with the arterial road system of the municipality. These limited access highways will normally be maintained by the Department of Works, Services and Transportation. The Viking Trail from the Town boundary to Bartlett's Brook and beyond has been designated as a Protected Road. This designation shall continue. It is a policy of Council to provide optimum mobility and safety for through traffic; direct access through adjacent lands will therefore not be permitted. Access will be limited to properly planned public road intersections. Parking and unloading of goods shall be prohibited.

Notwithstanding the foregoing, individual access to rural and resource uses may be permitted if they do not create a traffic hazard or restrict the free flow of traffic.

### **8.2 Parking**

It is generally intended that adequate parking will be required for all uses of land in the planning area. For new development there is no serious difficulty in achieving this, but in older developed areas deficiency of parking is frequently a problem. Re-development may provide opportunities for alleviating deficiencies in some cases and in others a detailed examination of the development pattern may show possibilities for acquiring new parking areas.

It is a policy of Council that adequate and good quality parking will be required in clearly defined areas for all new development and re-development. This will include not only parking for owners, residents, and employees, but also for visitors and customers.

### **8.3 Disabled People's Parking**

It is a policy of Council that safe and convenient parking for disabled people should be provided in the layout of parking areas. As a general rule, one percent of the total number of parking spaces in each lot with a minimum of one stall per lot should be provided. If the lot is adjacent to a facility servicing the disabled such as a hospital, the number of spaces should be increased to a maximum of 5%.

Disabled persons parking spaces should be at least 3.9 m wide but when two spaces are located together, 6.4 m in total can be effective.

Disabled people's parking spaces should be located as close as possible to a building's accessible entrance. Locations should be chosen such that wheelchairs will not have to pass behind cars other than the person's own. Appropriate pavement markings and signage are essential to clearly indicate the location and reserved nature of disabled people's parking.

### **8.4 Pedestrian Circulation**

It is proposed that new development be required to follow the requirements for sidewalks as laid out in the Development Regulations. It is proposed that Council, in carrying out its road upgrading programs, include sidewalks in areas where they are warranted. Because of the location of the various schools, it is essential to have a safe pedestrian network. It is therefore a policy of this Municipal Plan that sidewalks will be developed on the urban arterial roads within the built-up areas of town and on other streets according to the criteria set out in the development regulations. Furthermore, in the interest of ensuring that the town's pedestrian system is accessible to all, the standards shall require the creation of curb ramps at the appropriate locations.

## **9.0 COMMUNITY SERVICES & FACILITIES**

### **9.1 Serviced Development**

It is a policy of this Municipal Plan that all development within the Planning Area Boundary as shown on the Future Land Use Maps shall have adequate public roads, municipal water and sewer and storm drainage facilities. Where such services are not available, Council will consider development supported by other means to service the development.

### **9.2 Sewer, Water and Storm Drainage**

#### **9.2.1 Water Supply**

Water is supplied to the town's local distribution system from an intake located off Goose Cove Road. The quantity and quality of water from this supply must be kept sufficient and adequate to supply St. Anthony's needs over the planning period. It is a policy of Council that it will ensure that the water that it distributes meets the standards that are set for public consumption.

The Planning Area Boundary encompasses part of the protected water supply area serving the community of Goose Cove. It is the view of Council that it is not appropriate to require the Town of St. Anthony to regulate this area as it is not within the Town boundary and there is no relationship to the interests of the Town. Its inclusion in the Planning Area Boundary was no doubt an inadvertent lack of attention to the location of that water supply area when the Planning Area Boundary was designated many years ago. Council will request the responsible Minister to amend the Planning Area Boundary so as to exclude the Goose Cove water supply area. In the

meantime, the Town will carry out its duties in this regard by regulating development in that area in like manner as its own water supply areas.

### **9.2.2 Fire Flow Policy**

It is a policy of this Municipal Plan that council will strive to provide and maintain a water system which will have sufficient capacity to supply water for consumption and for fire flows adequate for the safety of the community. Hydrant spacing standards will be established to ensure that the town meets or exceeds the requirements of the Fire Underwriter's Survey. Furthermore, two sites have been considered for water storage reservoirs, one on the east side and one on the west side. These considerations will be taken into account as the town progressively improves its infrastructure, as priorities and resources permit.

### **9.2.3 System Maintenance**

In order to ensure that the per capita consumption of water is kept to an acceptable and financially sound level, it is the policy of Council that the appropriate level of maintenance effort is continued and maintained to ensure the integrity of the system. This shall also apply to roads, streets, street lights, storm drainage, and sanitary sewers.

### **9.2.4 Sanitary Sewerage**

The sanitary sewerage system will be extended and improved as funds become available. It is a policy of Council to continue to extend sanitary sewers primarily on the basis of ensuring a safe and healthy environment and the demonstrated need to open up land for urban development. Planning for sewage treatment will continue, and this Plan recognizes that the optimum site for a sewage treatment plant is in the Foreshore Flats area of the Town Centre.

### **9.2.5 Storm Sewers and Roof and Tile Drainage Connections**

The major water courses which traverse the St. Anthony Planning Area are expected to serve in part as the trunk storm drainage system; elsewhere, separate piped services and ditching for storm drainage may be required. All roof water or tile drainage systems are to be connected to the storm drainage system rather than be connected to the sanitary sewer system. This requirement shall be enforced by the appropriate regulation.

### **9.3 Development Staging**

In order to conserve the financial resources of the municipality and to allow economical extension of services, development in the town of St. Anthony will generally take place as logical extensions of existing development.

### **9.4 Provision of Services by Developers**

It is intended that all new development shall be accompanied by the provision of those essential services by the developer as per specifications set from time to time by Council, Council may also require the provision of some services by a developer even though such works are external to the land. It will be the responsibility of the municipality to extend services to already developed, but only partially serviced, areas as local improvements which shall be charged against the land which benefits.

### **9.5 Review of Development Proposals**

It is a policy of this Municipal Plan that future developments will be compatible with the overall servicing plan for the Town and will conform with acceptable standards of engineering and construction. Council should therefore continue to seek the advice of a professional engineer to review this aspect of development proposals.

### **9.6 Inspection of New Sewer and Water Service Connections**

This Municipal Plan recognizes that it is essential to protect the investment in the water and sewer system. Consequently, it is a policy of this Municipal Plan that all new water and sewer connections will be installed under a permit system and such installation shall be inspected to ensure that they meet the standards set by the Town.

### **9.7 Schools**

It is apparent that no new sites are required at present for public schools. Private schools may be accommodated in areas where such developments are permitted..

### **9.8 Fire Department**

It is policy of Council to review the system of fire protection and suppression from time to time and upgrade it when required to ensure that an adequate training program is provided for the volunteer firefighters. Council will also limit the height of new buildings to such height above ground level that will permit rescue by existing firefighting apparatus, and ensure that a satisfactory working relationship between the other local Fire Departments is maintained.

### **9.8.1 Fire Fighter's Training Centre**

An adequate buffer zone will be developed and maintained around the perimeter of the Training Centre.

### **9.9 Emergency Measures Planning**

It is generally accepted that municipal authorities prepare and test an emergency measures disaster plan in order that it is prepared to react in the event of a major catastrophe such as an oil spill, a bus accident, or major fire or flood. Council has prepared and adopted such a plan to ensure that the municipality is adequately prepared to react in a major emergency. It is a policy of Council to maintain, in an up-to-date manner, the emergency measures plan.

### **9.10 Parks and Recreation**

The town operates a parks and recreation program, as well as a stadium and other sports facilities. While this Municipal Plan makes recommendations for the provision of land for community uses such as parks, the planning of these lands for appropriate use can only be done effectively with the guidance of a recreation, cultural and leisure services master plan. The Town is now in the implementation stage concerning development of a new community centre encompassing an ice surface and some limited space for other activities. The future of the existing arena will be studied in the near future.

## **10.0 IMPLEMENTATION**

### **10.1 Implementation Policies**

The policies and proposals of the Municipal Plan for the St. Anthony Planning Area will be implemented by the exercise of:

- (i) appropriate Development Regulations
- (ii) the preparation of development plans for appropriate comprehensive development areas, a master plan for recreation, culture, and leisure services, and a Town Centre civic improvement scheme;
- (iii) site plan control for multiple family residential, commercial, industrial, public and agriculture uses involving animal operations;
- (iv) a planned sequence of public works;
- (v) a development agreement of aggregate extraction;
- (vi) a development phasing policy; and,
- (vii) a public notice policy.

The day-to-day administration of the Municipal Plan and Development Regulations is in the hands of staff members authorized by the Council. Council staff have the duty of implementing the Regulations, including the issuing of all necessary permits approved by Council and making recommendations to Council in accordance with the Municipal Plan policies regarding development in the Municipal Planning Area.

## **10.2 Review of Land Use Zoning & Subdivision Regulations**

When the Municipal Plan comes into effect the Council is required to develop a scheme for the control of the use of land in strict conformity with the Municipal Plan in the form of Development Regulations, which include land use zoning, subdivision and advertisement regulations. After adoption by Council these regulations must be submitted to the Minister for approval. Regulations must comply with the requirements of the Urban and Rural Planning Act and the standard provincial regulations which have been promulgated by the Minister of Municipal and Provincial Affairs.

## **10.3 Amendment of the Municipal Plan**

A Municipal Plan is a document which can be altered in the light of the changing needs of the community. Council will be cautious to ensure that amendments are made only following careful consideration.

### **10.3.1 Zoning and Other Amendments to Development Regulations**

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

## **10.4 Site Plan Evaluation**

Many of the land use conflicts associated with large residential subdivisions, multiple residential, commercial, industrial and public uses can be avoided if sufficient concern for detailed design is

incorporated into the development approval process. Notwithstanding Council's powers to apply conditions to a development permit, Council may require a site plan to be prepared and approved by the Town prior to the issuance of a building permit for large residential subdivisions, multiple family residential, commercial, institutional, public uses, and agricultural uses involving animal operations. The policies of this Plan indicate certain cases where site plan approval is mandatory, but Council may require it of any development proposal where circumstances suggest that particular care is needed. The Appendix to this Municipal Plan contains the site plan criteria required for the preparation of a site plan.

### **10.5 Public Works**

Construction of all public works within the St. Anthony Planning Area shall be carried out in accordance with the policies of this Municipal Plan.

### **10.6 Appeals**

The *Act* provides for an appeal process concerning planning administration of the Municipal Plan and the Development Regulations which implement this Plan.

### **10.7 Residential Development Phasing Policy**

New residential development is directed to the areas of the town designated in this Plan. In-filling along existing public roads is encouraged. Development which requires new roads and streets to be carefully reviewed to ensure that proper sewer and water facilities are provided in accordance with the policies of this Plan.

## **10.8 Enforcement of Plan and Regulations in Planning Areas**

Particular attention shall be paid to communicating the fact that the Development Regulations are enforced in both the Town of St. Anthony and the other parts of the planning area. Signs to this effect will continue to be installed at selected locations at the boundaries of the planning area.

## **10.9 Program of Public Works**

In an effort to ensure that adequate funds are available at the appropriate time to implement each feature of the Municipal Plan, Council shall prepare and submit every year a five year forecast of their anticipated capital expenditure requirements, in the form of a capital works plan.

The current capital forecasts and plans are available from Council. At the time of adoption of this Municipal Plan in 2010, the projects on the Town's five year capital works plan were as follows (no order of importance is implied):

1. Water supply intake improvements
2. Water system pressure improvements, via line improvements and reservoir
3. Water system leak detection and remediation
4. Trunk water and sewer servicing of industrial area on Goose Cove Road
5. Extension and renovation of municipal building, including an elevator to enable proper access to the upper floor
6. Salt/sand shed for public works
7. Improvement of East Street intersection through channelization of traffic flow
8. Improvements to the Fishing Point area
9. Beautification of Town entrance on North Street
10. East Street paving completion
11. New subdivision: servicing of future phases
12. Civic Center (Arena, Walking Track, Pool, Soccer Pitch, Bowling Alley, Arts/Culture facility and Conference Room)

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13. Side Streets – Water/Sewer and Asphalt
  - Water Street
  - Little Brehat Road
  - American Drive
  - North Street - water Line
  - Tucker’s Lane
  - Marine Drive
  - Simmonds’ Road and other unpaved roads
  - Other roads as needed
14. Sidewalks – East Street and West Street
15. Property Enhancement
16. New Water Access Road – Marine Drive to Water Street
17. New Highway Access Road – Trawl Cove to Route 430

## **11.0 INTERPRETATION**

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

It is intended that the boundaries of the land use designations and location of roads and other features shown on the Future Land Use Maps and the maps in the Development Regulations be considered as approximate, as the available base mapping does not provide highly accurate information. Therefore, amendments to the Municipal Plan or Development Regulations will not be required to support reasonable interpretation by Council and staff concerning boundaries of zones and areas. The intent and policies of the Plan are to guide the interpretation of the mapped information.

### **11.2 Figures and Quantities Approximate**

It is considered that all figures and quantities herein shall be considered as approximate only and not absolute. Amendments to the Municipal Plan will not be required for any minor variance from any of the proposed figures or quantities.

## **APPENDIX**

### **Site Plan Evaluation Criteria**

When Site Plan approval is required, the owner or proponent shall prepare site development plans, including landscaping, parking, lighting, roads and any or all of the additional items listed below, according to the nature of the proposed development and directions of Council:

- (a) the dimension of the site;
- (b) the area of the site;
- (c) dimensions to indicate the location of all buildings;
- (d) dimensions of buildings to provide comprehensive information of their plan form, including future buildings or expansions;
- (e) the distance between buildings and all yards;
- (f) other uses, a breakdown of floor area by proposed use;
- (g) gross floor area of buildings;
- (h) dimensions of all parking areas, access roads and driveways;
- (i) function and type of landscaped areas;
- (j) landscaping plan and specifications including:
  - surface treatment (asphalt, grass etc.)
  - tree and shrub types and sizes
  - location and number of trees to be retained or planted
  - dimensions of buffer zones, driveways, etc.
  - number and size of parking spaces and location
  - location and size of signage
  - location and width of all walkways, footpaths
  - location of loading zones
- (k) proposed contours and drainage of surface runoff ditching;

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- (l) surrounding land uses;
- (m) site constraints, e.g. right-of-ways which exist on site or adjacent to it, easements, fire routes;
- (n) location and intensity specifications for lighting;
- (o) location and use of outside storage areas;
- (p) perspective drawings and plans showing 4 point building elevations and 2-way cross sections of all buildings shown on the Site Plan
- (q) provisions for ongoing operation of features of the development which may involve commitments or obligations of the Town of St. Anthony or its departments and agencies.

All site development plans shall be submitted to Council for approval.