

**Town of Marystown
Integrated Community
Sustainability Municipal Plan**

2017-2027



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**TOWN OF MARYSTOWN
RESOLUTION TO APPROVE
INTEGRATED COMMUNITY SUSTAINABILITY MUNICIPAL PLAN (2017-2027)**

Under the authority of section 16, section 17 and section 18 of the Urban and Rural Planning Act 2000, the Town Council of Marystown:

- a) Adopted the Town of Marystown Integrated Community Sustainability Municipal Plan (2017-2027) on the 22nd day of JANUARY, 2019;
- b) Gave notice of the adoption of Integrated Community Sustainability Municipal Plan (2017-2027) by advertisement inserted on the 29th day of JANUARY and the 5th day of FEBRUARY, 2019 in the newspaper The Southern Gazette; and,
- c) Scheduled the 20th day FEBRUARY, 2019 at the Marystown Town Hall, for the holding of a public hearing to consider objections and submissions to the Integrated Community Sustainability Municipal Plan (2017-2027).

Now under the authority of Section 23 of the Urban and Rural Planning Act 2000, the Town Council of Marystown approves the Integrated Community Sustainability Municipal Plan (2017-2027).

SIGNED AND SEALED this 23rd day of April, 2019.

Mayor:

Sam Syms

Clerk:

[Signature]



(Council Seal)

Municipal Plan/Amendment	
REGISTERED	
Number	<u>3155-2019-001</u>
Date	<u>May 27, 2019</u>
Signature	<u>[Signature]</u>




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**TOWN OF MARYSTOWN
RESOLUTION TO ADOPT
INTEGRATED COMMUNITY SUSTAINABILITY MUNICIPAL PLAN (2017-2027)**

Under the authority of Section 16 of the Urban and Rural Planning Act 2000, the Town Council of Town of Marystown adopts the Town of Marystown Integrated Community Sustainability Municipal Plan.

Adopted by the Town Council of the Town of Marystown on the 22nd day of January, 2019.

Signed and sealed this 23rd day of April 2019.

Mayor: 

Clerk: 



(Council Seal)



CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

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

MCIP: 
Member of Canadian Institute of Planners (MCIP)

March 25, 2019
Date signed and sealed



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1.0 INTRODUCTION

1.1 PURPOSE, AUTHORITY AND PLANNING PROCESS

1.1.1 PURPOSE

The Town of Marystown is building on its' motto "Where Growth is a Way of Life" by taking the initiative to plan for the future of the community. The Town has pursued many successful local development projects over recent years, and the Plan Review is a further a strategic building block for the community. The existing 2002 Municipal Plan no longer provides the necessary decision-making framework to meet the challenges facing the community and provide a foundation for growth; therefore, the Town is updating this plan.

The overall purpose is to enable the community to pursue sustainable choices for the future to achieve the most cost-effective development that is most beneficial to meet the environmental, economic, social, and quality of life needs and desires of local residents, today and tomorrow. Therefore, the purpose of the Plan Review is to provide an up to date, future-looking comprehensive policy framework to influence, manage, and regulate future growth and change in the Town of Marystown.

1.1.2 AUTHORITY

The Integrated Community Sustainability Municipal Plan and Development Regulations are legal documents created under the authority of the *Urban and Rural Planning Act, 2000* (the Act). The policies and development requirements contained in the documents and mapping are binding upon the Town Council, residents and on any person undertaking a development within the Integrated Community Sustainability Municipal Planning Area boundary (Section 12). The Integrated Community Sustainability Municipal Plan authorizes Council to prevent the undertaking of any development that contravenes a policy stated in the Integrated Community Sustainability Municipal Plan.

The Act requires the preparation of Development Regulations to ensure that land is controlled and used in compliance with the plan (section 35); these form a separate companion document to the plan. These enable the Council to administer the policies of the Integrated Community Sustainability Municipal Plan through subdivision approvals and development permits.

To assist interpretation of the Integrated Community Sustainability Municipal Plan and Development Regulations, technical definitions are found in Appendix A. Note that the definitions from the Urban and Rural Planning Act, 2000 and the (Minister's) Development Regulations, 2000 cannot be amended by the Council.

The 2002 Municipal Plan is repealed and replaced by the comprehensive policy document Integrated Community Sustainability Municipal Plan (2017-2027) that comes into legal effect upon publication of the registered documents in the Newfoundland and Labrador Gazette.

1.1.3 THE PLANNING PROCESS

The process for preparing a plan is set out in Part III of the Act (sections 14 – 25) which must be undertaken by a certified planner in good standing with the Canadian Institute of Planners. Requirements include preparation of a comprehensive background report which is outlined in Section 1.2; note that the background report is not a legal document. Public consultations with area residents and concerned groups and individuals are also required.

To inform the Integrated Community Sustainability Municipal Plan update, a background report was prepared for the Town of Marystown. It provides the key findings of statistical research, community site visits and discussions with the Town, provincial agencies and with community representatives, including public consultation, in order to provide the foundation for preparation of the Plan update. The background report contains a review of land use, development and infrastructure servicing issues, and a socio-economic profile of the local population from a planning perspective. As well, a detailed analysis was undertaken of the 2002 planning documents and mapping. This information provides the groundwork for the Plan review.

The Plan guides the future growth and physical improvement of the Town by identifying locations and policies for various types of land use development. The Integrated Community Sustainability Municipal Plan provides the basis for the Development Regulations which provide development control standards, more refined zoning within the land use designations, and criteria for the evaluation of subdivision and development permit applications. The Integrated Community Sustainability Municipal Plan authorizes Council to prevent the undertaking of any development that contravenes a policy stated in the Integrated Community Sustainability Municipal Plan.

After consultations, Council adopts (by Resolution) the draft Plan and submits it to the provincial government for review and release from provincial legislative and regulatory requirements. Upon release, there is further opportunity for public input through a formal Public Hearing

chaired by a qualified Commissioner appointed by Council to consider objections and representations from the public, either opposing or in favour of the Integrated Community Sustainability Municipal Plan. The Commissioner formally reports his findings to Council as a result of the public hearing. Council may adopt the Commissioner report in whole, in part or reject the report in its entirety.

Council can then approve (by Resolution) the Integrated Community Sustainability Municipal Plan and apply to the Minister of Municipal Affairs and Environment for registration. Upon registration, the Council arranges for a notice to be published in the Newfoundland and Labrador Gazette which becomes the date of legal effect. A notice must also be published in a local newspaper to inform the public.

Amendments can be made to the Integrated Community Sustainability Municipal Plan and Development Regulations at any time; however, they must follow the procedure (sections 14-25) set out in the Act (section 25). Note that a *Resolution of Council alone* cannot amend (or circumvent) a requirement contained in the Integrated Community Sustainability Municipal Plan or Development Regulations. As well, the Integrated Community Sustainability Municipal Plan must be reviewed every five years (section 28).

This updated Integrated Community Sustainability Municipal Plan has been designed and formatted to act as a user-friendly, meaningful document that can be readily used by members of Town Council, municipal staff, local residents, community groups, business-persons and other members of the public.

1.2 SETTING THE CONTEXT

To develop a relevant successful Integrated Community Sustainability Municipal Plan for the Town of Marystown, it is essential to understand the social, economic, environmental and land use dynamics of the community and the regional planning area. This section probes into the context and characteristics of the Town and how this relates to potential future challenges and opportunities for the Town in relation to possibilities for addresses these issues in the Integrated Community Sustainability Municipal Plan. Area explored include the location and history of the town, an analysis of the population trends including employment and income, and the social context that contributed to the quality of life experienced by the residents of the Town of Marystown.

1.2.1 THE BACKGROUND REPORT

The purpose of the Background Report to the ICSP Review is to provide an overview of the sustainability framework and a socio-economic profile of the community, highlight land use planning and community development findings and observations, provide an inventory of existing services, briefly introduce key strategic issues that appear to characterize the community, and to propose a sustainability and land use planning direction for the Town.

These key findings, in addition to further information to be gathered from the initial public consultation sessions, supplementary planning research, and direction from Council, will provide the basis to:

- Develop a community vision statement, and,
- Define the Town's primary sustainability and land use planning objectives and priorities.

The vision statement and planning objectives will guide the development of first the Draft and then the final ICSP and associated Development Regulations, including land use designations and zoning maps to guide the future development of the Town.

The existing Municipal Plan and Development Regulations Review will help achieve enhanced results in the next ten years and beyond. Tract will also develop a Community Work Plan as part of the Plan Review to identify the priority community development opportunities for the Town.

The is a living document, that is, over the 10-year life of the Plan, amendments are permitted under the *Urban and Rural Planning Act, 2000* in order to accommodate changes over time that were not anticipated at the time that the Plan was prepared. An implementation strategy is also a key component to keep the plan alive and functioning for the long-term benefit of the community.

1.2.2 HISTORIC INFLUENCES ON THE BUILT COMMUNITY

The safe harbor of Mortier Bay and the shoreline of the Spanish Rooms first brought the Basque and French fishermen off the Grand Banks fishing grounds in the 16th and 17th century. Over time, English fishermen and their families, followed by Irish immigrants in the 1850's, settled the low sloping shores around Creston Inlet, offering farming and timber resources. By 1857 Mooring Cove to Little Bay was fully occupied as prime fishing berths. Trading companies were soon established for fishing, processing of fish, ship-building (schooners) and retail stores; and they traded salt fish and freight goods in many parts of the world. These trading families are part of the heritage and built landscape of the town, names such as, Flynn, and Buffet still seen on businesses, coves are named after them, 'Baird Cove, Bakers' Cove, and Brakes Beach, and

structures, altered with time, are still part of the build landscape at Murley's Cove, and Wycombe's Point, not to mention the Municipal Heritage site, the Reddy Property, a 19th century merchant house formally recognized in 2005. The neighbourhoods grew up behind these trading companies on either side of Creston Inlet, with schools, churches and health facilities also scattered on either side.

The first bridge at North West Arm was not built until 1946/47; and around that time the first road was built to Terrenceville in an effort to deal with the extreme isolation of the communities on the Burin. Only after Confederation in 1949 and the completion of the Trans-Canada Highway (and Route 210) in the late 1960's did the Town of Marystown and the Burin replace their 'sea highway' with a nationally connected paved highway. Marystown is 140 km from the Trans-Canada Highway (at Goobies) and about 310 km from St. John's, the location of the nearest international airport. Route 210 is also the thoroughfare to the ferry (about 12,000 passengers/year) in the Town of Fortune, which serves the French Islands of St. Pierre-Miquelon, a popular tourist destination. Shortly after the highway opened, Harold Horwood, in his travelogue called 'Newfoundland' published in 1969, called the communities of Mortier, Creston, Little Bay and Beau Bois (all neighbourhoods of Marystown) ... "...among the most beautiful and photogenic in Canada..."

With the completion of the provincial highway, Marystown became centrally situated on the Burin Peninsula, (considered to start at the isthmus between Terrenceville and Davis Cove), the catchment area for the regional services to be provided by the Town. From Marystown, the Route 210/220 loop circumscribes the 'boot of the Burin' passing through many small communities and completing the 'spine' that connects the Town to almost all Burin communities (about 20,000 people.).

Map 1: Location of Marystown



In 1966, the Town's key locational asset, the sheltered and deep harbor of Mortier Bay continued to provide economic, employment generating opportunities with the construction of a fish plant (1966-2011) in Mooring Cove at the northwest corner of Mortier Bay near a water source; and the ship yard (1967-under negotiation) located close to the main part of the town. These employment generators, combined with the government resettlement program to bring people from the economically depressed islands in Placentia Bay to regional growth centres, caused the population of Marystown to grow tremendously. It resulted in the construction of many government funded (Canada Mortgage and Housing) homes and installation of associated engineering services. However, the close-knit bonds of these dislocated people also served to accentuate the 'balkanization' of Marystown into separate neighbourhoods instead of creating a unified community.

The ensuing decades saw the town thrive and build, with commercial, government and services located on McGettigan Boulevard (Route 210) and the general area where Ville Marie Drive and Columbia Drive intersect. Some of the key improvements that became anchors for other development include, the Marystown Mall (1969); and in the 1970's, the swimming pool, Memorial library, high school, Kinsmen soft ball field, and in the 1980's the track and field facilities, more schools, a Town garage; and particularly the building of the Creston Causeway and Little Bay Bridge brought the community together.

These developments reinforced Marystown as an attractive location for the 1992 construction of the Cow Head offshore fabrication facility, which again provided welcome employment, most recently, the Hebron component (2013-15). This impacted the community as transient workers required housing, in apartment buildings or apartments in residential homes. However, the mobility of transient labour does necessarily not create an attachment to the community or help build community cohesion.

In 1992, the collapse of the cod fishery devastated the small communities on the Burin and some of the dislocated people looked to Marystown as a destination for employment and services. Although the fishery later resumed, the impact on small communities created a movement of young families to centres that could offer more opportunities for their children, and seniors seeking access to health services and more suitable age-appropriate housing.

Often called the '*hub of the peninsula*', Marystown is the regional services centre for retail, commercial, industrial, educational, health and other government services as well as employment to the people on the Burin. This role has created a community of resilience and initiative, but the Town aspires for a more sustainable future. Each of the economic development initiatives in the fishery, ship building and offshore servicing are vulnerable to a

'boom/bust' cycle and in response, the Town seeks innovative means to address this challenge. The ICSP review will assist the Town in shaping its future by outlining the priority land use planning issues for the community to endorse in managing change.

1.2.3 COMMUNITY SITE OBSERVATIONS

The preliminary site visits to the community confirmed the need for updated ICSP policy attention and Development Regulations requirements to manage change associated with land uses of residential, commercial, industrial, parks, recreation and open spaces, and natural area environments of the community.

During the preliminary site visit in March 2017 and subsequently at the Community Public Consultation held on June 5, 2017, discussions were held regarding the strengths and opportunities for improvement of the Town of Marystown for key planning topics including comments on local trends, as well as aspirations for the outcome of the Review. The following table summarizes some the key observations shared with Tract.

STRENGTHS AND OPPORTUNITIES IN THE TOWN OF MARYSTOWN	
STRENGTHS	OPPORTUNITIES FOR IMPROVEMENT
HOUSING CHOICE	
<ul style="list-style-type: none"> • Affordable seniors' housing: making inroads • New housing: high end homes • Affordable nice small subdivisions all around the town • Mobile/mini-home and bungalow mix • Housing stock moving at this time is the \$150-200,000 range – a lot by out-of-province buyers which brings people to the community; • Existing trailer park very well kept – can it be expanded? • Many millennials living in basement apartments (does that subsidize seniors?) 	<ul style="list-style-type: none"> • Need greater access to land for development; Need to develop behind collector roads – too much land zoned rural and need access to back-land • Plan update opportunity to evaluate the sewer and water infrastructure capabilities to service new development lands • Land use zoning opportunities to create new residential zone categories to provide for greater subdivision potential of existing built upon lands and to provide for smaller compact lots as infill and new subdivision residential parcels • Recent change in provincial funding for seniors' housing via non-profit organizations rather than subsidizing private developers • Low income people manage to 'sustain' living here but end up in 'rental cycle' • New industry provides jobs but inflates price of homes-where's the balance for affordability? • Millennials can't get started – need incentives (i.e. tax relief for first time home for 3 years?)

STRENGTHS AND OPPORTUNITIES IN THE TOWN OF MARYSTOWN	
	<ul style="list-style-type: none"> • Current seniors have probably more income than the 'next' generation of seniors – therein lies an opportunity for housing development • Still need to offer more high-end homes – St. Lawrence mine managers and other developments. • What to do with NLHC apartment buildings? Can they be retrofitted into townhouses for millennials?
TOURISM/ECONOMIC DEVELOPMENT	
<ul style="list-style-type: none"> • Sport tourism: Recreation complex provides opportunities for tournaments • Service Hub for tourists going to St. Pierre (France) or touring Peninsula • Scenery, water access, views 	<ul style="list-style-type: none"> • Build on ship-building heritage • Inventory all local tourism assets such as recreational opportunities with the ocean, and build upon these strengths • Museums need overhaul: Evaluate opportunity to improve the physical design and visitor experience of local museum buildings • Museums need overhaul • Boat tour between museums (if repaired) • Better maps indicating attractions • RV park • Cranberries, blueberries (coffins) • Need 'experience' events for all ages: zip lines, boat rides, activities?
BUSINESS GROWTH	
<ul style="list-style-type: none"> • Shipyard infrastructure: rumors of more offshore structural construction 	<ul style="list-style-type: none"> • Aquaculture: employment/housing investment • Need more full-time work of any kind rather than the boom-bust cycle • Need more incentives for businesses & less red tape
DEMOGRAPHICS	
<ul style="list-style-type: none"> • Noticeably fewer children • Millennials follow the jobs • Biggest service center providing for people particularly on east side of Burin from Epworth and Terrenceville 	<ul style="list-style-type: none"> • Want to grow community for 'millennials' with new industry (need pride of place) • Seniors are an opportunity – create jobs to service health needs • Growth in senior's population from out of town
ACCESS TO RECREATION	
<ul style="list-style-type: none"> • Recreation facilities are in one location and service region as well as the community (all well used) 	<ul style="list-style-type: none"> • Need innovative approach to address transportation needs for seniors to access community facilities • Sport tourism

STRENGTHS AND OPPORTUNITIES IN THE TOWN OF MARYSTOWN	
<ul style="list-style-type: none"> • YMCA: Town funds subsidized programs for low income people as well there are programs like Jumpstart at Arena and free skating provided by various community sponsors • Churches offer programs, like 'Emerge' 	<ul style="list-style-type: none"> • Align additional recreational activities that may be made available to seniors
TRANSPORTATION	
<ul style="list-style-type: none"> • Some senior's homes have vans • Town is a collection of neighbourhoods; no connectivity 	<ul style="list-style-type: none"> • Taxi service is the only public transit and the increase in taxes and insurance pose a challenge to keep operators in business • How to create connectivity at neighbourhood and community levels • Cost of snow clearing 80km of streets
SERVICING AND INFRASTRUCTURE	
<ul style="list-style-type: none"> • Need to use what we have better • Need to upgrade before expanding • Overall services improving, i.e., new water treatment which can handle twice as many homes as it is currently serving • Three-year capital works plan to access federal/provincial funding • Cost-savings by improving water and sewer at same time as paving 	<ul style="list-style-type: none"> • Challenge to meet new federal sewage standards • Using RAMS (Regional Asset Management System) for infrastructure replacement priorities • Need 5-10-year infrastructure horizon to identify Capital spending needs, and a longer timeframe outlook for financing of items such as fire vehicle replacements • Need regional governance; but, need to be wary of centralization
BUILT AND CREATED BEAUTY	
<ul style="list-style-type: none"> • Y building and landscaping • Town Hall area to be landscaped • Adopt a Spot program • Need landscaping/screening for heavy industries along McGettigan Boulevard 	<ul style="list-style-type: none"> • Parks and landscaped areas in centre of town • Need incentives to regenerate streets like Queen Street • Greig Seafoods promised to create green space • Needs to be part of the way we do business • Need to develop Place attachment, pride of place and feeling of worth • Need to create opportunities for social interaction for all demographic ages • School kids leave litter at lunch time
COMMUNITY ENGAGEMENT	
<ul style="list-style-type: none"> • Facebook 'live' for Council meetings • Social media • Town is a collection of neighbourhoods with strong individual identities; residents do not identify with 'Marystown' as a whole 	<p>Factors that integrate the town:</p> <ul style="list-style-type: none"> • Schools (non-denominational) • Sports • The older generation with attachments to their outport roots are dying out and the new generation identifies with Marystown

STRENGTHS AND OPPORTUNITIES IN THE TOWN OF MARYSTOWN

- Local people need to support local events and businesses
- Need more respect with Council and community organizations; recent conflicts are perceived to be negative to image of town, disruptive to doing business in the Town and potentially driving new development away from Marystown

COMMUNITY TRENDS AND EMERGING ISSUES

- Mental health and addictions
- Consistent enforcement of rules and regulations for development
- Smart growth planning approach to density/community design
- Land use zone category refinement
- Storm water management and tree retention
- Integrated system of parks and trails
- Limited availability of land: family-owned land not available for development; need access to Crown land

IMPROVEMENTS DESIRED IN NEW MUNICIPAL PLAN AND DEVELOPMENT REGULATIONS

- Need clear language: Wording in plan not easy to interpret; multiple interpretations; reduce 'legal speak'
- Needs to be user friendly to public
- The zoning in the 2002 municipal plan simply described what was already there; need to express the future for Marystown in the plan
- Need better definitions, i.e., what is 'development'
- The future plan should indicate how to expand commercial areas and integrate residential neighbourhoods in a sustainable system
- The plan should consider the how to better provide services for 77+ km of road
- The plan should address the need for more development density
- The Plan should address the how to expand tax base in order for Marystown to be able to afford to be the 'HUB' of servicing for the region
- The Plan should address how to increase the population base
- The Plan should address the need a for a 'downtown', with consideration of Queen Street, the Y location, which is more centrally located and could have a residential/commercial mix near it

Challenge: How to address needs of different neighbourhoods in Marystown and create a sense of community for the Town of Marystown?

The neighbourhoods of Marystown include: Marystown, Marystown North, Marystown South, Creston North, Creston South, Bakers Cove, Shoal Point, Little Bay, Mooring Cove, and Bayview; as well as, the Local Service Districts of Spanish Room, Rock Harbour, Beau Bois, and Jean de Baie.

1.2.4 THE CURRENT MUNICIPAL PLAN (IN EFFECT)

The Town's Municipal Area Boundary as established under the *Municipalities Act, 1999*, and includes an area of 4,040 hectares. The Town is empowered under this legislation to apply planning policies and regulations and to levy taxes on the properties for services within these boundaries.

The Municipal Planning Area boundary of Marystown, established under the *Urban and Rural Planning Act, 2000* (URPA) established by Order 96-173 is much larger, approximately 23,000 hectares in size. This boundary identifies the land area that is subject to the policies of the Municipal Plan and Development Regulations and includes Marystown as well as the Local Service Districts of Spanish Room, Rock Harbour, Beau Bois, Jean de Baie (established under *the Municipalities Act, 1999*). The Municipal Plan (2002-2012) applies to the Municipal Planning Area for the Town of Marystown, until such time as it is replaced or amended through the process outlines in the *Urban and Rural Planning Act*.

The current Municipal Plan came into effect on April 4, 2003, and there have been 32 amendments to the Municipal Plan, of which 28 (88%) were changes to the Future Land Use Map; and there were 41 amendments to the Development Regulations, of which 27 (65%) were to the Land Use Zoning Map.

The land use policy statements in the existing Municipal Plan and the development controls and land use zones in the Development Regulations are outdated and not always relevant to the Town's requirements. Many provincial Acts and Regulations have changed significantly since 2002. The revised plan will provide the Town with the policy and regulatory basis to frame its ongoing annual and longer-term development goals and action strategies.

Through recognition of the strengths, assets, attributes and land use planning opportunities for Marystown, the update of the Town's Integrated Community Sustainability Municipal Plan and Development Regulations, is very timely. This comprehensive planning process provides an opportunity to invite local residents, business persons and other interested persons to participate in helping to formulate the "blueprint" and "road map" to guide growth and development, and to shape and manage change in the community over the next ten-year period and beyond.

1.2.5 COORDINATED APPROACH: THE INTEGRATED COMMUNITY SUSTAINABILITY PLAN

The Town of Marystown is moving forward from the 'stand alone' Integrated Community Sustainability Plan (ICSP) developed in 2011, towards to integrating the ICSP with the Municipal Plan (MP) as part of the municipal plan review process. Tract believes that this approach enables a fresh look at municipal planning and sustainability. The objective of this new ICSP review is to create a plan that fits the federal Gas Tax Agreement definition of an ICSP and its five pillars: "a long-term plan, developed in consultation with community members, that provides direction for the [Town] ... to realize sustainability objectives it has for the environmental, cultural, social, economic, and governance dimensions of its identity."

Tract acknowledges that the requirements and flexibility for municipal planning under Newfoundland and Labrador's *Urban and Rural Planning Act, 2000*, shows foresight and vision in providing a broad scope of jurisdiction to the municipal council to achieve the ICSP objectives. The mandatory framework of the plan, as set out in Section 13, states that a plan shall include a statement of objectives, policies and zoning requirements providing for the development of the planning area for a 10-year period, including proposals for implementation. As part of the ICSP, Tract proposes to prepare an index of these requirements in relation to the five pillars of sustainability: environment, culture, social, economic, and governance.

Tract notes that, of particular relevance to the ICSP pillars of sustainability, Section 13 enables the council to determine the physical, economic and social environment, and transportation networks; establish a program of public works; provide for the protection, use and development of environmentally sensitive lands, natural resources; trees and vegetation; storm water control and erosion control; reclamation of land; and require that environmental studies be carried out prior to undertaking specified developments'; and council can make other proposals, that in the opinion of the council are necessary. Moreover, the public consultation requirements under Sections 14 to 24 of the Act are complementary to the public engagement and consultation objectives of the ICSP process.

The planning process undertaken by Tract reflects a coordinated approach to enhance community sustainability through linkages between different types of plans or planning activities and identifying opportunities for collaboration. As well, this Tract proposes to facilitate monitoring and evaluation of the plan with the development of an Action Strategy complemented with a Sustainability Checklist.

The thrust of ICSP for Marystown is to achieve stability and manage change in established neighbourhoods while channeling logical growth in new areas, making best use of existing

infrastructure, such as, roads, parks, water and sewage services, and so on. Ultimately, the Town of Marystown wishes to achieve a healthier, affordable, and more sustainable community and meet the outcome requirements of the federal Gas Tax Funding Agreement by achieving:

- cleaner air;
- cleaner water; and
- reduced greenhouse gas emissions.

In large part, achieving these objectives will be contingent upon sustainable land use planning values of making more economic efficient use of the land base, protecting sensitive environmental lands and interface locations to the water's edge, pursuing initiatives such as greater tree retention and enhanced landscaping on development sites, and creating opportunities for more active and healthy living through advances in pedestrian mobility trails and becoming a more bicycle friendly and walkable community.

1.2.6 MARYSTOWN GREEN DEVELOPMENT PLAN

In 2011- 2013, the Town of Marystown undertook the creation of a "Green Development Plan" for two areas in the centre of Town in order to ensure that any future development in these two areas is done in a sustainable manner. Project Area One was in the Jane's Pond area backing onto the Harris Drive Light Industrial Park, and Project Area Two was behind Harris Drive and McGettigan Boulevard, the hub of current recreation facilities.

Green Development Guidelines were developed to provide direction to the town and potential developers based on eight green principles, which were developed through research and consultation. Conceptual site plans were developed for the two sites, and design guidelines were prepared for inclusion in Development Schemes that would-be part of the Municipal Plan and Development Regulations under the Urban and Rural Planning Act, 2000.

Tract proposes to review these Concept Plans further with staff and council in order to determine the appropriate approach to incorporating provisions into the ICSMP to enable implementation of the innovative green technologies outlined in the 'Green Plan' and to assess the desirability of the zoning proposals.

1.2.7 PROVINCIAL GOVERNMENT INTERESTS

The provincial land use interests were determined by reviewing the Land Use Atlas prepared by the Land Management Division of the Department of Fisheries and Lands Resources. The list of

land use designations which will require appropriate attention in the plan and development regulations are set out below:

- Agricultural Development Area: There is an overlap of a designated ADA with the Marystown Planning Area boundary near the extreme western boundary;
- Protected Water Supply Area: (1) Clam Pond-Fox Hill and (2) Big Pond;
- Crown land reserves: (1) Spanish Room; (2) Powers Cove concept plan;
- Cottage Planning areas (freeze): (1) Garnish Pond; (2) Long Pond; and (2) Gibbons Pond;
- Quarries: There are over 25 sites which must be reviewed with the Department of Natural Resources to determine status of operations and land use considerations;
- Protected Road Zoning Regulations: The zoning on Route 210 extends into the planning area boundary to the municipal boundary;
- Sensitive Wildlife area: small overlap at the northwest boundary (L02754) requiring further research;
- 'Freeze' on Water lot applications in Mortier Bay: Public Works and Government Services Canada; and,
- Domestic Harvesting areas in the rural areas.

The referral of this project through the Interdepartmental Land Use Committee of the Department of Fisheries and Lands, revealed several more provincial issues to consider, listed as follows:

- Wildlife Division, Department of Fisheries and Land Resources: requires referrals for development in the shorelines for 'uncommon' plants;
- Service NL: requires application regarding all developments to ensure that the legislation, regulations, and guidelines under their jurisdiction;
- Archaeology Division, Department of Tourism, Culture, Industry and Innovation: Projects involving ground disturbance must notify the Archaeology office in order so that necessary measures can be taken to ensure that historic resources are not disturbed or destroyed;
- Water Resources Management Division, Department of Municipal Affairs and Environment: The Division requires conformance to permits and licenses required under the Water Resources Act, more specifically, under Section 48, for work near or in a Body of Water, or obtaining a water use license or for non-domestic wells or development inside or adjacent to a Protected Public Water Supply Area; as well as, the requirement for un-serviced subdivisions consisting of four (4) or more residential or cottage structures to undertake a Level One Groundwater Assessment;
- Agri-foods Division, Department of Fisheries and Land Resources: Identified to location of agricultural properties, in particular, grouping on the Tolt Road, a large parcel in Jean de Baie, and Rogers Farm on Route 222 (to Burin) plus two Crown land applications currently under review;

- Climate Change Division, Department of Municipal Affairs and Environment: Indicated that changes to shorelines, etc. as a result of projected climate change should be accommodated in the development regulations and they drew attention to the new energy efficiency requirements under the National Building Code.

Tract proposes to incorporate these requirements into the policies of the ICSMP and Development Regulations.

Over and above these specific provincial land use designations and requirements, all legislation and regulations of the provincial and federal governments apply throughout the Municipal Planning area boundary for the Town of Marystown.

1.2.8 REGIONAL INTERESTS AND COLLABORATION

The Town of Marystown is actively involved with a variety of regional initiatives, such as the Heritage Run Tourism Association to promote tourism, the Burin Chamber of Commerce to promote business and economic development. The town is the regional location for many government offices providing social, health, housing services, and more.

The Town is involved with the Burin Peninsula Regional Service Board, which is responsible for the Waste Management Corporation (discussed later under municipal services). This Board is enabled by the provincial legislation: *Regional Service Boards Act, 2012*. This legislation provides a wide range of options regarding the provision of regional services, which, in turn, provides a means for collaborative efforts as per the objectives of the ICSP guidelines. Note that Section 19 outlines the potential powers of the board:

- a) the construction and operation of regional water supply systems, regional sewage disposal systems, regional storm drainage systems, regional waste management systems and including a facility designated in the regulations as a regional facility;
- b) the provision of regional police services, ambulance services, animal and dog control, and other similar services within a region;
- c) the operation of a regional public transportation system;
- d) the determination and change of street and road names in a region so as to avoid a duplication of those names within a region;
- e) the provision of regional recreational facilities;
- f) the provision of regional fire protection services;
- g) the provision of other facilities or services of a regional nature; and
- h) the charging of fees in accordance with section 24.

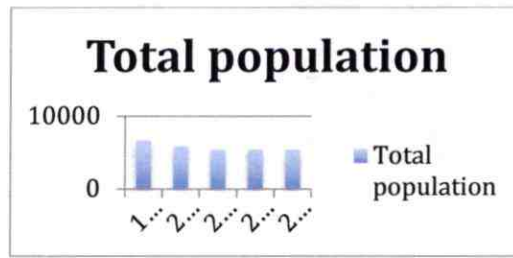
The Town of Marystown currently provides many regional services for the Burin and bears the costs. Any potential opportunity to reduce the burden on the town needs to be explored.

1.3 PROFILE OF THE PEOPLE OF MARYSTOWN

1.3.1 POPULATION TRENDS

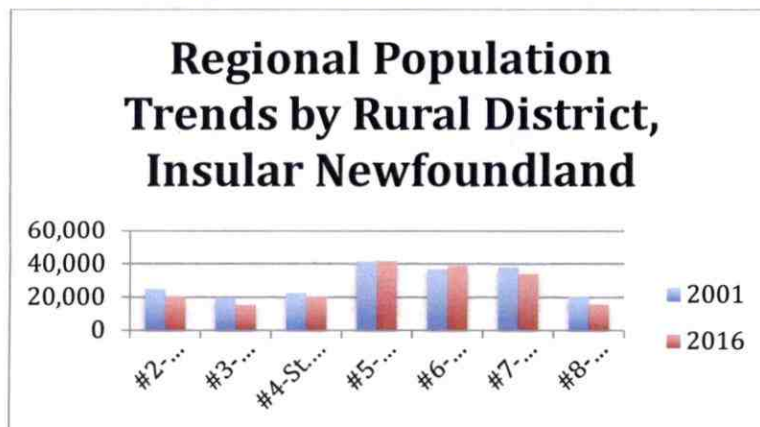
Between 1986-1996 the community was stable at about 6,600 people. Over the past 20 years, the Town of Marystown has declined by 13% from 6,715 in 1996 to 5,435 in 2015. The greatest loss occurred between 1996 and 2006, and the overall pattern flattened over the recent decade. This stabilization in the local population trend should provide the Town of Marystown with a sense of optimism as a resilient community that can adapt in order to grow.

Table 1 – Marystown Population 1996-2015



This is a similar pattern to Census District No. 2, which encompasses all the Burin, and most other Census Districts in Newfoundland, which lost an estimated 10% to 23% of their population base between 2001 to 2016 (see Table 2). This decline is largely due to lack of local employment. However, the plateau for Marystown over the past ten years compared with the losses in the larger Burin Census District would indicate that the rural population is gravitating toward the services and potential opportunities of the town.

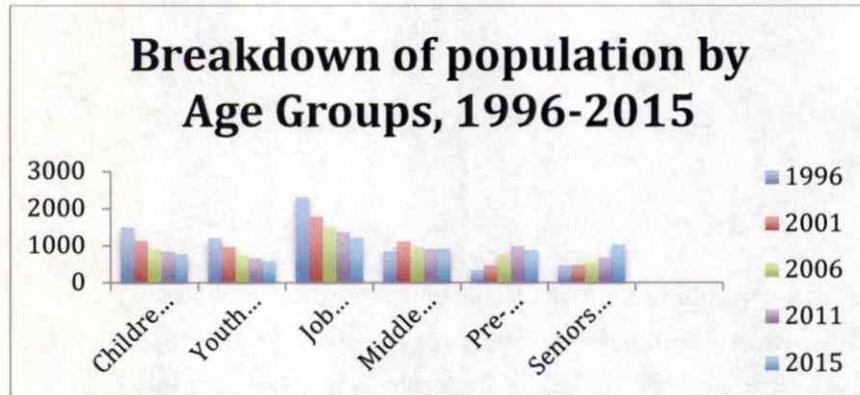
Table 2 – Regional Population Trends (2001-2016)



In order to provide the most relevant services to the people of the community, the Town Council needs to understand the age profile of its residents. The federal Census Canada 5-year age groups were re-grouped into seven categories that were based on a combination of marketing and labour related age categories and the logical age groups that reflect the stages in the progression of a person's life: child (dependent), youth (possibly in school or working but stretching their wings), Job entrants (young adults finding jobs/starting families), Middle age (finishing raising the children), Pre-retirement (at the end of a career and looking toward retirement), and Seniors (at 65 most retirement benefits begin).

Table 3 illustrates the changes in each of these age groups between 1996 to 2015. The trend clearly indicates an aging population, which is an important planning consideration.

Table 3 – Demographic Trends (1996-2015)

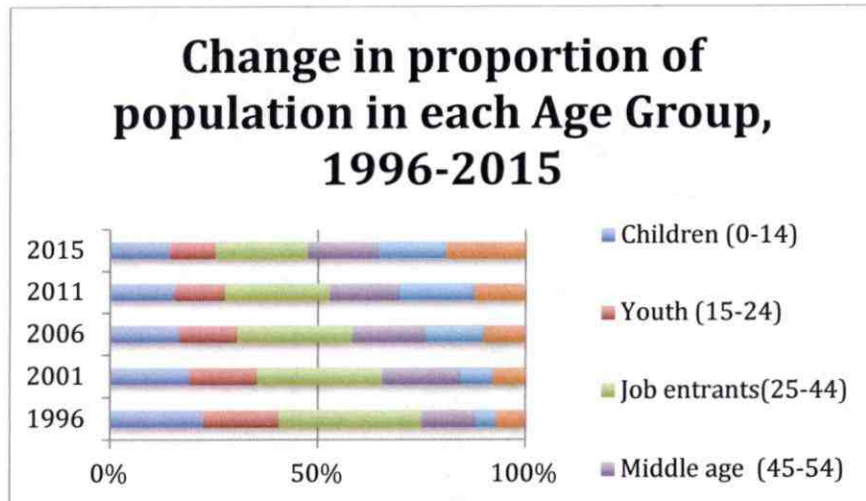


Note that the 2015 data is based on estimates prepared by the Newfoundland and Labrador Statistics Agency

All three young groups dropped by 50% each (on average). For example, in 2015 there are 780 children under 14 years of age compared to 1,510 in 1996. There are 590 aged 15 - 24 compared to 1,210 in 1996; this might have implications for organized sport facilities. The middle age group has stabilized at just of 950 individuals over the past ten years (losing only 15% overall), possibly indicating an attachment and commitment to the community, which could translate into housing stability. The senior (470 in 1996 to 1040 in 2015) and pre-retirement (345 in 1996 to 885 in 2015) age groups gained by 55-60% each.

Overall, the median age went up in 2011 to 43 compared to 40.3 in 2006; still slightly lower than the provincial median age of 44.

Table 4 – Population proportion of each Age Group (1996-2015)



The demographic trends highlight significant aging of the local population which may convey the need for a greater land use planning emphasis on providing for a more diverse supply of seniors housing choices, and to address varied community needs for seniors such as to provide for expanded amenities for active living and enhanced pedestrian mobility opportunities.

The ongoing loss of youth and young adults of childbearing age is a significant population dynamic; it may only take one-generation period of time for the community to be challenged to sustain itself. In other words, without an increased number of young families and new residents moving into the community, the local population will continue to decrease. A land use planning challenge for Marystown will not only be to address the pronounced needs of the growing number of local seniors, but also for the Town to take a long-term view to the future and work towards continuing to enhance the beauty of the Town and offering more housing choices for all age groups. By taking an approach to become a more attractive as a community, and in providing varied housing choices, the Town will enhance its appeal to potential new residents of possibly relocating to the community. These planning efforts will assist Marystown to help maintain its population diversity as well as to make the community more stable and vibrant.

1.3.2 FAMILIES HOUSEHOLDS AND MOBILITY CHARACTERISTICS

The most recent 2011 Census Canada data provides data to further describe the family characteristics of the residents of Marystown:

- For the 4,610 people in Marystown over 15 years of age:
 - 63% are a couple (87% married and 13% common-law); and,
 - 37% are not attached, down from 44% in 2006 (60% single 40% separated or widowed) but the same as the provincial profile;

- There is a total of 1,725 census families in private households;
 - Nearly 83% of the census family households are comprised of married/common-law couples; and 17% single parent households (185) slightly higher than the provincial profile at 15%;
 - Most census families, couple or single parent, have one child (51%/64%) or two (37%/29%) and much fewer have three (22%/7%) children;
- Approximately 51% of married/common-law couples either have no children, or no longer have children living at home, which is similar to the provincial 52% profile;
- The total numbers of people over the age of 65 in private household is 620 and of these 435 (70%) are considered census families, similar to the provincial profile. Of the 185 not in census families, 78% live alone, 30 live with relatives and 10 with non-relatives;
- The most predominant size of local households is 2 persons (51%), followed by 3 person (27%) and 4 person (17%) each, and 5 persons (2.0%); and,
- The average number of persons in a private household is 2.8. (Province = 2.7).

Overall, Marystown exhibits a similar population profile as the rest of the province, with an aging population, predominantly stable families, and fewer children.

The mobility of the residents of Marystown is very similar to the province overall, both indicating that 90% of residents in 2011 did not move in the past year, and 71% did not move in the past five years. For the Town of Marystown, this was the same as reported in 2006. Most of the movers came from other areas of the province, but a higher number came from another province within the past five years.

Of the approximately 500 people that moved to Marystown over the 5-year period between 2006-2011, 57% were from elsewhere in the province and 43% from another province. These in-migrants could be a combination of workers at the Cow Head offshore facility as well as people moving in from the more remote communities throughout the Burin, and as a result of retirees and others either relocating or returning to the community.

1.3.3 EDUCATION, EMPLOYMENT AND INCOME

Education

In 2011, 45% of the total population 15 years or over had a Postsecondary certificate; diploma or degree, 27% had no diploma (which drops to 21% after age 25) certificate or degree and 17% had a high school diploma or equivalent. Of the post-secondary education, 40% had Apprenticeship or trades certificate or diploma, and 39% College; CEGEP or other non-university

certificate or diploma, 16% University certificate; diploma or degree at bachelor level or above and only 5% had a university degree.

Employment

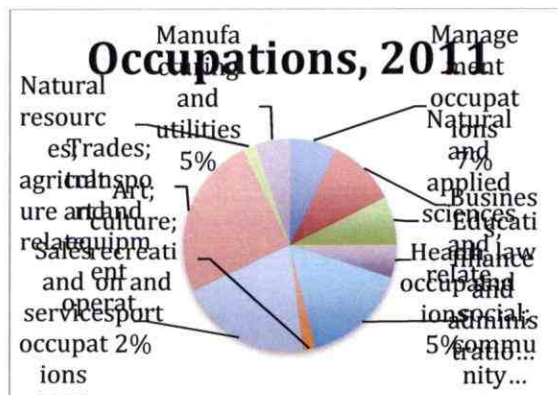
In 2011, 57.0% of the total population over 15 years was in the labour force. Marystown had a high unemployment rate (18.6 or 845 people) in 2011, representing a decrease increase of 5.4% since 2006. Unemployment rate is higher for men (22%) than for women (14%), this was the same in both 2006 and 2011.

Labour Force Characteristic	2006			2011		
	Total	Male	Female	Total	Male	Female
Participation rate	59	67.1	50.9	57.3	62.8	51.9
Employment rate	44.8	49	40.7	46.5	48.9	44.2
Unemployment rate	24	27	20.3	18.6	22.2	14.3
Total labour force aged 15+	2670	1480	1180	4545	2260	2285

Of all local residents aged 15 years and older involved in the labour force, the key occupations were:

- Trades, transportation, equipment operators – 25%;
- Sales and service – 20%;
- Education, social science, government service, religion – 16%;
- Business, finance and administration – 10%;

Figure 1 – Labour Force by Occupation, 2011

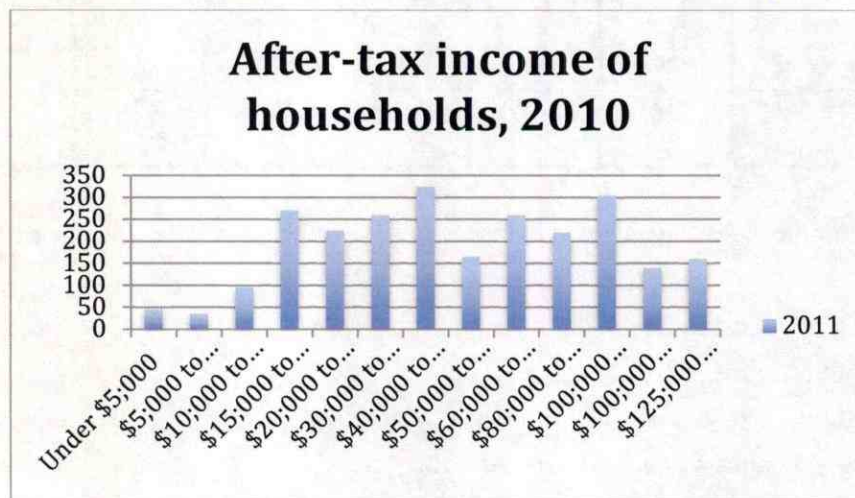


These occupations are indicative of role Marystown plays in providing employment to skilled workers and services to the region as a whole. The predominance of sales, administration and service areas (46%) suggests stability in employment that buffers the highs and lows of the construction and trades jobs.

Income

Statistical information on Marystown residents' level and sources of income provide an indication of the community's financial wellbeing, and the capability of the municipality to pursue varied monetary initiatives. In 2010, there were 2,215 private households reporting on after-tax income (see Table 5 below); of these 20% had an income <\$19,999, 21% between \$20-39,999, 22% between \$40-59,000, 21% between \$60-99,999, ad 27% had >\$100,000 in after-tax household income. Evidently there is a wide income disparity in the community, which translates into a wide range of community planning needs and expectations.

Table 6 – After-Tax income of private households, 2010



The median and average income levels were reviewed in order to get a better picture of typical household incomes. The median income is the amount that divides the income distribution into two equal groups, half having income above that amount, and half having income below that amount; average household income is determined dividing the total aggregate income of the Marystown households by the number of households. Using the median income provides a more accurate picture of typical household income, as the number is not skewed unduly by a few very high or very low values.

Variable	Marystown 2005	NL 2005	Marystown 2010	NL 2010
Median after-tax household income (\$)	\$49,592	\$38,997	\$50,555	\$48,735
Average after-tax household income (\$)	N/A	N/A	\$65,594	\$58,454

The median household incomes in Marystown were fairly consistent between 2005 and 2010. In 2005, it was over \$10,000 higher than the provincial mean, but dropped to only about \$2000 higher in 2011. The average income figures (only available for 2010,) indicate higher incomes compared to the rest of the province (by about \$7000).

The prevalence of low income in 2010 based on after-tax low-income measure for Marystown was 21.3%, which was the same as for the Census District No. 2 (Burin), but higher than the Province overall at 17.9%. Despite this reality, Newfoundland and Labrador Housing (NLHC) report that there is a low demand for NLHC housing units.

However, the source of household income for Marystown was similar to the rest of the province overall; but compared to the Burin Census District, it had higher earning income and much lower government transfer income.

Source of household income	2006		2010		
	Marystown	NL	Marystown	NL	District No. 2
• Earnings	70%	69%	70%	71%	66%
• Government transfers	20%	20%	22%	19%	28%
• Other	10%	10%	6%	10%	6%

The planning implications of the changes to income levels and sources of income relate to the range of services the Town needs to be able to provide to meet the needs of its residents, as well the range of housing affordability choices the Town can encourage through innovative residential land use policies. Obviously as earning income decreases and dependency on government transfers increases, the buying power of the individual is lower. This does not appear to have yet happened to Marystown. For long term resident, this might simply mean that their purchasing options have decreased; however, for other resident in the low-income brackets still looking for housing or requiring financial for housing, the issue of affordability becomes a more critical factor.

1.3.4 SOCIAL CONTEXT

Social planning encompasses a wide range of community development considerations that include becoming more age friendly as a community, addressing seniors' needs, pursuing youth engagement programming and family friendly facilities, and fostering 'pride of place', and attachment to the community.

There is a strong volunteer base in the Town of Marystown, particularly for organized sports, especially soccer, but also hockey, baseball, figure skating, basketball, etc. Church groups are active within the community, offering youth activities open to all, not just the congregation. As well, the Kinsmen and Lions Club are active in everything from developing seniors' housing to contributing to a wide variety of community activities. A list of community organizations provided by the staff at the Town office listed about 50 volunteer organizations, many of these with national affiliations. These are all organizations that can (and have) become partners in providing community development services. It is evident that the 'community spirit' of the Town is very much alive and well; however, observations expressed in the initial community meetings indicated that there is not a *collective* Town spirit.

Often community volunteers can become 'burnt out'. Therefore, it is imperative that the Town create an annual volunteer recognition program, or some similar spirit of acknowledgement to convey the important role that volunteers play in the success of the community. Similar community awards can extend to the business community and recreational groups.

The Town is also called: 'Marystown, where the whole Peninsula meets'. People meet at the shopping centres, recreation facilities and government offices. From a community social planning perspective, this observation indicates that the predominant view is that Marystown is the centre that provides for social and well as service needs. This view does not necessarily undermine the effort to create a collective community identity. Instead, the spirit of this observation should be translated into a strength that needs to be articulated, endorsed and promoted, for example, by creating a brand for the town.

1.4 SHAPING DEVELOPMENT: EXISTING PATTERNS AND FUTURE OPTIONS

The local circumstances, needs and priorities of the municipality have changed since 2002, and a new and more relevant community planning approach is needed to manage both short range and longer-term land use challenges and opportunities. Observations of existing patterns of development with varied land uses of the community are provided below.

1.4.1 RESIDENTIAL DEVELOPMENT

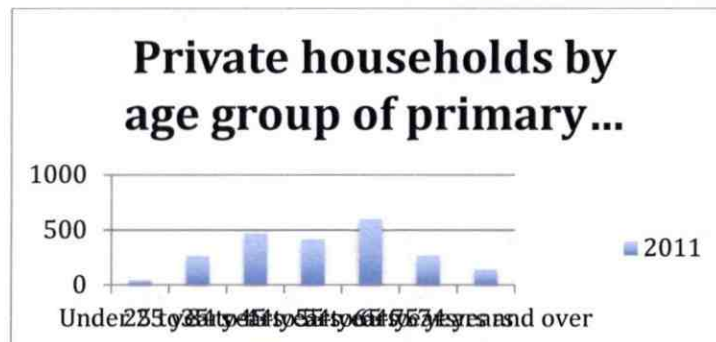
The single detached residential home is the predominant residential housing type in Marystown. The 2011 census data indicated that there were 2,210 private households, up 8% from 2006. Of these, 73% were privately owned and 27% rented, a similar pattern for 2006 but quite different than the provincial ratio of 78% ownership/22% rental. Of these households, 41% of this stock was over 37 years of age and 37% were built between 1981-2000. 25% between 25 - 44 years (see table below). The 2006 census data also identified that the housing stock consisted of 74% single-family dwellings, 12% duplex, 7% apartments < 5 storeys, and 3% row houses.

Table 9: Date of construction: residential housing stock



From a planning perspective, it is interesting to see that the highest home ownership is in the pre-retirement age group (27%), combined with senior (65+) ownership (19%), they represent 46% of all owners. This raises question regarding whether these local individuals will prefer to stay in their homes rather than seek seniors' housing? Also, does the demand for seniors housing originate from inside Marystown or the communities outside the planning area boundary and how to address this?

Table 10: Home ownership, by age



In terms of the percentage of household total income spent on shelter, over 80% spent less than 30%; and 20% greater than 30%. This indicates a continued need for affordable housing options.

The 2002 Development Regulations identified only one category of 'Residential' zone for the

built-up area of the town which allowed a mix of double dwellings, family and group care centres, single dwelling, subsidiary apartment and home businesses for general service, light industry, medical and professional, office, and personal service. Apartments could be allowed as a discretionary use. In the local service districts, there is a 'Residential Rural' zone.

There is no differentiation between low, medium, or high-density residential neighbourhoods as there is only one 'Residential Zone'. To create these different density neighbourhoods would require a developer to control the development density in the siting plan, as it is not required by regulation. For example, in recent years, there have been a few high-end developments at 'Murleys subdivision' (valued at \$500,000); Reddys subdivision off Marine Drive near Mount Vincent Crescent (which also contains a Seniors Retirement Home) and an older larger home subdivision at 'Brakes Place' off Charlotte Road.

Also, in the Residential zone, seniors' housing is developed as land becomes available, for example at Jane's Pond (one-story, near pond and walking trail) and Cheeks Roads (row housing for seniors). Apartments, such as those on Harris Drive on the lower side of Wilson Street, are integrated with single-family dwellings.

Currently the housing demand in Marystown is for affordable single-family homes, which in 2017 \$ in Marystown would be about \$150-200,000. At the public consultation, Tract learned that currently these homes are attractive to out-of-province buyers looking to cash in their home in a more expensive housing market and retire to the same style of home in the less expensive Marystown market.

Future potential residential development areas/subdivisions that were identified include:

- off Markland Road and linking to Rogers Place (that would provide seniors housing);
- behind the Marystown Seniors Retirement Home (off Marine Drive) where the Town has 7 hectares. Road allowances have been made to join Old Mill Pond road to connect to Reid crescent (called the 'Reddy subdivision');
- Greenwood Street - both sides of causeway;
- area of land west of Route 220;
- area within the 'Green Development Plan' site;
- area of land in Little Bay off Hillview Heights;
- extension of non-serviced residential development inside/adjacent to Local Service Districts;
- Bayview Street- behind existing development; and,
- Mooring Cove (Atlantic Street.

Currently there appears to be no demand for apartment buildings; for example, there are 2 (two) vacant 3-storey apartment buildings near Pittman's Hill (on Marine Drive past the

Marystown Retirement Centre) with 16 units each that are used when industry gets going and employees are looking for rental. However, it was noted that many transient employees prefer basement apartments. As well, it was noted that recently people have been making application to decommission their basement apartments after the completion of the Hebron project resulted in workers moving away.

As indicated earlier, NLCH indicated that they had low demand. Most NLHC units are located on Smallwood Crescent and Atlantic Crescent, where there is a Community Centre run by a private Board. In consultation with the Town, NLHC has been selling properties that have been vacant. Many of these are 30-40 years old and require considerable repairs. As well, many were configured for large families; and the demographics of housing need (single people with no children) have changed so much that the housing doesn't match. As well, much of the existing housing stock is not 'senior's friendly' with too many stairs or too large for a single widower. A more cost-effective approach to providing subsidized housing is to 'top up' the rent for those in need. This reduces the inventory burden for agencies like NLHC.

Currently there are issues with infill development, for example, there are examples of infill development consisting of row housing and day care on an unpaved road or where a lane on private land is extended to become an unpaved road to more than one infill development, some for higher density development. Another challenge is the existing development along the main transportation corridors through Marystown, Ville Marie Drive, Creston Boulevard, and Marine Drive, which blocks access to land behind the current residential areas.

During the site visit, Tract considered of current residential and other land use developments trends and patterns. Our site visit confirmed the opportunity to make more economically efficient use of the limited serviced area land supply. This can be accomplished through infill residential development, or by the use well designed smaller lot size homes, and provision for compact lot zone categories within the development regulations, as well as the strategic siting of higher density two unit and other apartment residential forms. Another example is by providing attention to seniors and the desire to age in place, there may be the opportunity for residential care backyard cottage style dwelling units. We will look to future options to support a connective and orderly build out without incurring the significant capital infrastructure costs and on-going operational costs for Town serviced lands.

During public consultations, there was some resistance to the concept of small homes and higher density development even though residents recognized that the mix of duplex, apartment and single-family dwellings was already a reality in the built-up area of Marystown.

These concepts were more amenable when qualified with establishing development controls to protect the rural atmosphere of the Marystown neighbourhoods.

The updated ICSMP and Development Regulations will establish the necessary lot size, permitted uses, housing form, site design and zoning requirements to support and facilitate the types of development desired by the residents of the town, as well as to address planning challenges such as, development amenities, parks and walking trails.

1.4.2 COMMERCIAL/INDUSTRIAL EMPLOYMENT-GENERATING DEVELOPMENT

McGettigan Boulevard is an example of the a 'domino effect' of business growth once a location becomes established, which then encourages additional business interest and expansion; provides for more employment, retail and personal services, commercial products and shopping choices for local residents; helps to enlarge and expand the mix of local land uses; and to expand the Town's tax base. Business growth also allows the community to become more complete whereby its residents have increasing opportunity to live, to shop, to work and to pursue recreation, and to grow old without leaving the community.

In Creston North, on Villa Marie Drive there is a cluster across including Castle (previously Murleys) building supplies where there is a Tire store and apartment buildings nearby. These were all 'grandfathered' as they originally belonged to the Murley family and were part of the 'trading' company, i.e., storage and general store. Similarly, in Creston South, Wisscombe's Diner still exists in the location of the historical general store and trading company premises. The concept of the 'Complete Community' promotes mixed-use neighbourhoods to encourage walkability to daily services. This will be explored further in the permitted and discretionary uses set out in the residential zones to encourage a mix of retail/commercial uses compatible with the surrounding neighbourhood and fulfilling healthy community objectives.

Queen Street, which is behind the Marystown Mall, has a good mix of residential and commercial uses, which is an opportunity for social gathering. Further along as Queen Street merges with Ville Marie Drive, there is the St. Gabriel's Hall, an historic property and cultural event facility, which is a state-of-the-art cultural outreach, centre that hosts many cultural, historical, theatrical and community events, and acts as the hub of entertainment.

A potential area for commercial development is located on the knob behind Wal-Mart, well above Bayview Street and overlooking the Industrial Park; primary access would be off McGettigan Boulevard. A buffer would be established between the commercial area and existing residential uses located below.

With regard to industrial lands, the Town developed the Marine Drive Industrial Park, which consists of over 5.7 hectares with approximately 18 lots located in close proximity to future

dockside facilities. It is operated by the Marystown Port Authority that seeks diversified investments in the Mortier Bay Industrial Park as they work to create the most modern and efficient Marine Industrial Park, Service Centre and Docking Facility in Eastern Canada.

Currently there is only one tenant, Mario Walsh Mechanical, an industrial and residential plumbing contractor. If the proposed Grieg Seafoods aquaculture project goes ahead, it is projected that the whole Industrial Park will be taken over; then the challenge will be where to develop another industrial park.

During community interviews and discussions, the area across from the Marine Industrial Park was identified as a potential industrial area that would be attractive to businesses serving other businesses or the port already established in the Industrial Park. It would have direct transportation access to Route 210 and the port. The main challenge to the site is the primary access from Route 210 to the plateau that would require blasting.

Another site already designated as an industrial zone is the land on North side of Route #210 across from Mooring Cove. The Town undertook this rezoning with the intention to move the Town Garage and Fire hall from McGettigan Drive to this location; however, this would require funding. This area could be extended to provide more available industrial land.

Tract will assess the varied commercial locations, including the industrial zones, and assess the potential for coordinated commercial growth. Our work includes an understanding of current zoning language for commercial and industrial growth with respect to permitted uses, regulatory requirements, and possible suggestions such as identifying and designating strategic vacant commercial land parcels for future development, identifying guidelines for site landscaping, signage, parking layout and building design, or increasing the minimum site coverage requirement to facilitate larger buildings on serviced commercial and industrial lots to enable for higher assessed values and greater taxation revenue: larger buildings typically result in more local employment opportunities.

1.4.3 PUBLIC USE DEVELOPMENT

As a regional centre, the Town of Marystown has a wide range of government offices, sport and recreation facilities, schools including post-secondary institutions, churches providing services to the Town and the residents of the Burin. These are predominantly located in the current Commercial and Community Service zone, and some in the Residential zone (particularly churches), and spread out throughout the town, except for the hub of recreation facilities located off Harris Drive/Centennial Road.

The Town of Marystown prides itself in offering the best quality recreation services to its residents and is the regional hub of Recreation and Sport for the Burin Peninsula. Marystown

has a full-time Director of Recreation & Community Services, an Arena Coordinator and field staff that are supported and led by the Marystown Recreation Committee and the Town Council. Marystown is a very active community that promotes recreation and healthy living through community groups and activities. The facilities include:

- Professional Track and Field Complex (Home of the Mariners Athletics Club {MAC});
- Two Softball Diamonds: The Kinsmen Field and The Lions Field;
- Soccer Pitch (Home to the 2004 Challenge Cup Champions "Marystown United");
- Ice Rink / Live Entertainment Complex (ice hockey and figure skating);
- Tennis Courts (a new facility is proposed for construction in 2017); and,
- Cross Country skiing, Ice Fishing, and snowmobile trails are available throughout the surrounding area during winter months.

The Marystown Recreation Complex, which opened on February 8, 2016, is owned by the Town of Marystown and operated by the YMCA of Newfoundland and Labrador. This exciting partnership is helping the population of Marystown and other communities on the Burin Peninsula become healthier and more active. The 33,000-square foot building includes: an accessible 25 m 6 lane main pool, play pool with waterslide; 3 change rooms, conditioning centre with cardio, strength, and free weight equipment, an indoor walking/running track, steam room, child minding room, multi-purpose gymnasium, and beautiful grounds. A key aspect is the YMCA financial assistance program whereby no one is turned away for inability to pay fees; the YMCA is committed to make its facilities affordable for everybody.

The new Marystown Recreation Complex is an innovative, environmentally friendly project, designed to LEED silver certification in accordance with the provincial Build Better Buildings Policy. The building relies on ground source heat exchange pumps for some of its heat and cooling, as well as heat recovery from the pool and energy-efficient lighting. It also has electric car charging stations. The Town of Marystown invested over \$2.4 million into the multi-purpose recreation complex (\$10 million from the provincial government), which is expected to enhance its ability to retain and attract both businesses and individuals to the municipality and surrounding region.

Tract will review the recommendations of Green Development Plan, which proposed two sites for designation as Development Scheme Areas (DSA), including the area around the Recreation complex. The proposed DSAs were intended to address future commercial and light industrial needs with high-density residential development to create a COMPLETE community. The zoning designations and associated development control requirements will be reviewed and elements of the Green Plan will be incorporated into the new ICSMP. after consultation with the Town

Council, staff and the public. Other potential sites for commercial and industrial development will be explored as well, including Queen Street and land adjacent to Route 210/220 or on collector streets in the Town.

1.4.4 COMMUNITY AMENITY SPACE: PARKS AND LANDSCAPED PLACES, TRAILS AND TOURISM

There are neighbourhoods parks scattered throughout Marystown, such as, Aiden Stacey playground, Clarke's Hill playground, Little Bay playground, etc., serving local needs. The main community parks are the Harbourside Heritage Park on Ville Marie Drive at the Marystown Heritage Museum and the Mortier Bay Lookout View Park on Route 210. The prominent landscaped places include the Marystown Town Hall and the Marystown Recreation Centre. There needs to be more unified approach to beautifying the main access routes through the town to create a sense of civic pride in the town overall. The Plan review can explore opportunities to develop policies to promote and encourage beautification endeavours.

There are two well used urban trails, the trail at Landing Place Pond in Creston South, (1.8 km), and the trail at Jane's Pond in the heart of the town. There is the potential community amenity space in the vicinity of St. Gabriel's Hall where the operators of the Hall expressed an idea to develop a walking trail around the pond and linking up to the Arena and back to the schools. As the Catholic Church owns some of the land, there may be an opportunity for a partnership effort. Overall, however, there does not appear to be any connectivity between parks or neighbourhoods with a trail or sidewalk system for pedestrians or cyclists. As walking trails within the Town can help to address active mobility opportunities for seniors and people of all ages, the plan review will look at identifying opportunities to address this issue and develop policy and regulatory tools to guide future improvements.

There are a number of wilderness and multi-use trails, such as, the trail to Tolt (location of the Mary Mount), the coastal trail at Little Bay, a trail from Little Bay to Jericho Beach in Fox Cove (ATV/snowmobile and walking) and trail systems on forest access roads, such as the trail link to Garnish Pond. Some of these trails are used to access remote cottages. The Town receives many enquiries for remote recreational cottage lots which are currently allowed in the Rural zone as seasonal residences. The following ponds have remote cottages: North West Pond, Big Pond, Big Bellies Pond, Hodders Pond, Long Pond, Round Pond, Beaver Pond, Eastern Black Bear River, and there are many cottages along the road off Route 210 (near Southwest Arm) leading to the west side of Garnish Pond. Since the closure of the Garnish Pond Cottage Area (to the north of Marystown) to further development, the Town responds to ad hoc applications for

cottages on Crown land on a first-come first served basis, within a minimal policy framework. This gap needs to be addressed in the plan review.

While the residential neighbourhoods surrounding Creston Inlet or facing Mortier Bay have beautiful seaside vistas, there appears to be limited public access to the waterfront, either by pedestrians or recreational boaters. Many of the dead-end roads spiking off Ville Marie Drive and Creston Boulevard have no developed recreational amenity areas, no park benches or picnic tables, or a public boat launch. This is a quality of life value that needs to be addressed in the plan review.

Recreational boaters can access the government wharf in Marystown, and the boat ramp in Little Bay. The local people in Little Bay are seeking 'small harbour' status with Small Craft Harbour Division of the Department of Fisheries and Oceans for their local wharf in order to improve service for recreational boaters; however, there appears to be limited space for boat storage facilities. Another boat launch maintained by the Town of Marystown is located in west end of Ville Marie Drive. These sheltered waters close to a major centre provide, not only an outdoor recreation activity for local residents, but also a commercial opportunity.

Tourism attractions in Marystown include the Marystown Heritage Museum, St. Gabriel's Hall/Veterans Centre Memorial Room, Little Bay Heritage Centre, Firefighters Museum, and the Tourist Chalet. The Marystown Hotel is the largest venue for suitable for conferences and conventions, and the sports facilities hosting tournaments contribute 'sports tourism' revenue to the Town. However, from the non-resident (non-NL) tourism perspective, it appears that tourists generally also use Marystown as a service centre and maybe a stopover on the way to another destination. The Town of Marystown plays an important role in Marystown needs to define its role in terms of tourism in the context of the Burin Peninsula before it decides to invest in trying to re-invent itself as a gateway destination, not just another stop on the Heritage Run.

From a community planning perspective, it will be important through the Plan preparation process to identify, designate, map and formulate policies to preserve valued natural and environmental assets, and to illustrate options for future development of the community's parks, open space and walkway trail system. The updated plan will advance policy recommendations for outdoor recreation, tourism, and the creation of additional public places of beauty throughout the community.

1.5 ROLE OF THE MUNICIPALITY

1.5.1 TOWN OPERATIONS AND FINANCES

The Town of Marystown operates under a seven-member Council. Councilors are very active in the committees for the town such as finance, recreation, planning, public works, and health and safety.

The Town of Marystown staff includes Chief Administrative Officer, Deputy Clerk, Director of Finance and Administration, Director of Operations & Public Works, Director of Recreation & Community Services, Director of Planning and Development Control, Manager of Emergency Operations, Health & Safety (Fire Chief) and administrative and clerical support staff. Each Director has an Advisory Committee chaired/co-chaired by two councilors.

The Director of Planning and Development Control administers the Town Plan and Development Regulations, and a planning consultant undertakes Plan Reviews. All planning issues are brought before Council for consideration and a record of decisions is included in the Council minutes, which are posted on the Town website, once adopted. Tract proposes to review the development application forms to ensure the applicant provides the appropriate level of detail in order to be able to fully assess the proposed development. Tract will also be reviewing options for negotiating site-specific development requirements in order to maximize the contribution of the development to the overall streetscape, but not create such onerous regulatory burden to discourage development.

Regarding the tax base of the community, currently the residential mill rate is 7 and the minimum fixed rate is \$454.00 and income from residential property tax is \$2,300,671.80. The commercial mill rate is 8 and the income from commercial property tax in 2016 was \$458,944.80. Property tax represents 43% of the overall Town revenue. Water and sewer taxes and other taxes (poll, business, utilities) represent 36% of total revenue.

The budget for the Town in 2017 is projected to be \$77,457,857. The debt-servicing ratio is well below 30%, which is the threshold for securing funding from federal/provincial capital works programs. Key considerations for Council are the changes to the funding ratios for the provincial capital works program which now requires 50/50 funding for roads and paving; and 60/40 for recreation buildings. Water and sewer funding is based on population and other considerations.

1.5.2 ENGINEERING AND SERVICES

Land use planning brings together the geography of the land with the servicing capacities and capabilities of the Town's water, sanitary sewer, storm water management, road network, and waste management systems. A summary of the existing services is provided below.

Tract proposes to work together with the Town to coordinate the capital works budgeting priorities with sustainable planning objectives as developed in the ICSMP.

1.5.2.1 Water

The Town of Marystown is fully serviced by water. The water treatment plant has gravitational feed from the Clam Pond/Fox Hill reservoir, a designated Protected Water Supply Area under the Water Resources Act. The system has 14-inch, 10-inch and 6-inch pipes, and the water receives UV/mixed oxidant treatment. At this time, there is only one pump, but the plant is designed to add up to two more. The current system pumps 800 gallons per minute and can serve twice as many properties than currently on the current system (about 2,500 residential and 200 commercial) with one pump.

1.5.2.2 Sanitary Sewer

Ninety (90%) percent of the Town of Marystown is connected by sewer mains to 39 outfalls, a system put in place around 1966; the remaining 10% have private systems with outfalls to the ocean. Since about 1985 the town requires all new development to install a septic tank before linking up to the town system.

Storm sewers are independent of the Town sanitary sewer system. It mainly consists of open ditches and culverts and the water runs off into the ocean.

1.5.2.3 Roads

The main (collector) streets have a paved surface that is 24 feet wide. The corridors of Routes 210/220, Ville Marie Drive, Creston Boulevard and Marine Drive define the pattern of development in the Town. Almost all other roads are dead-end streets of various lengths off these main corridors.

The provincial highway, Route 210/220 tri-sects the community (McGettigan Boulevard, Columbia Drive and Route 220 over the Creston Causeway) and a portion of this route from the boundary of the Planning Area to the Municipal boundary is designated a protected road under the 'Protected Road Zoning Regulations' of the Urban and Rural Planning Act. Access to Route 210 and 220 must be authorized by the Department of Transportation and Works; furthermore, the 'Building Near Highways Regulations' administered by the provincial government apply.

Residential neighbourhood streets have varied widths and some are paved and some are not. This is due to the fact that over the years, development occurred along lanes on family land or the requirement for paved roads was not enforced on contractors. While the intention/requirement for development was that the road be paved, this did not always happen for various reasons. The Town eventually took over ownership of the road, sometimes for \$1 (one) dollar and took on the responsibility for maintenance. The intention is to have all residential roads paved, but this poses challenges as the underlying infrastructure is old and needs to be repaired before paving takes place. Furthermore, while residents have an expectation of servicing from the Town, they do not always wish to cooperate in situations where additional land is required in order to put the service to standard.

The Town has no sidewalks; this presents a challenge regarding safe pedestrian mobility within the Town.

Tract proposes to review these challenges in the context of the priorities for the Town capital works program.

1.5.2.4 Household Waste Management

The Burin Waste Management facility opened in 2012 and now services the region, which includes household waste, paint recycling and electronic recycling. The Burin region is the first to start a composting service in the Town of Burn. The Town of Marystown supports recycling, and there is a Green Depot on Creston Boulevard.

1.5.2.5 Fire Services

The Town has a modern fully equipped fire station. The Marystown Volunteer Fire Department provides fire prevention and rescue services, junior fire warden program, as well as firefighting. They have a proud heritage that they celebrate at their Firehall museum.

1.6 COMMUNITY VISION STATEMENT AND ICSMP PLANNING OBJECTIVES

1.6.1 PUBLIC CONSULTATION

Consultation were undertaken with the Town of Marystown Council and staff, plus interviews with individuals and organizations within the community, and with the general public via a Public Consultation and a survey.

The Public Consultation was held on June 5, 2017 between 7 - 10:30 p.m. and St. Gabriel's Hall. There were about 35 residents present representing a cross-section of the business community, residents of most of the different neighbourhoods that make up the Town of Marystown, volunteer organizations, real estate, and a range of age groups. After a power-point presentation outlining the planning process and key findings of the profile of the community, the audience participating in a lively discussion of the strengths and opportunities of the Town. Afterwards, they dispersed into five (5) groups to illustrate these opportunities on maps of the Town as provided by Tract. These comments and ideas have been reflected in this document and will be part of the basis for policy statements developed in the Municipal Plan.

The results of the community survey that was posted on the Town website are provided below. There was a total of 182 responses. The majority of survey respondents were long term residents with 55% indicating that they lived in Marystown for 20-50 years, 21% over 50 years and 11% for 10-20 years. Based on the previous population profiles, these are the established residents that own their own homes. This needs to be kept in mind when looking at the opinions expressed in the survey results.

The three most important factors in improving the community identified on a scale of 1(not important) to -10 (very important) were:

- Creation of jobs and economic development (9.5);
- Improving the condition of the streets (9.25); and,
- Improve walkability (sidewalks, paths, trails) (8.85).

The following factors were also considered important to improving the community:

- Work with other municipalities to promote cooperation and regional economic development (8.43);
- Developing a sense of community identity for Marystown (8.40);
- Protection of natural features/landscaping (8.05);
- Improvement of the aesthetics/appearance of the community (7.97);
- More cultural and social activities and events (7.96);
- More shopping choices/access to goods and services (7.92);
- Recycling opportunities (7.91);
- Improving storm water management (7.85);
- More citizenship engagement in community development (7.81); and,
- More neighbourhood parks and outdoor recreation opportunities (7.68);

Interestingly, only one item was deemed 'somewhat important': More residential options/mix of housing types (5.6). This might be explained by the lack of clarity in the phrase 'residential options' where there is no 'face' on the issue, i.e., first-time homeowner, seniors, etc.

However, when asked about their level of agreement or disagreement on a scale of 1-6 (strongly agree/agree/ somewhat agree/somewhat disagree/disagree/strongly disagree) on the following statements, it was interesting to see the nuances in the views of the residents.

- Tourism is an important potential economic opportunity for Marystown (2.10);
- The Town of Marystown needs more clear, enforceable rules for development (2.19);
- The residents of Marystown need better access to the waterfront for parks and trails (2.20);
- The Town of Marystown should encourage 'green technology' development (2.32);
- Marystown needs to offer more choices for seniors' housing (2.62);
- The residents of Marystown need a marina for recreational boating (2.72);
- There is enough land for industrial needs for the next 10 years (2.87);
- There is enough land for commercial needs for the next 10 years (2.92);
- There is enough land for residential needs for the next 10 years (3.26).
- There are enough affordable housing low-income residents (3.89);
- There is enough affordable housing for entry-level first-time homeowners (4.11); and,
- There is enough affordable housing for seniors (4.45).

Issues relating to jobs, economic development, including tourism, are uppermost in the minds of these long-time residents along with more clear, enforceable rules for development. Community liveability issues follow closely with street conditions, walkability waterfront access for parks and trails, and encouragement of 'green technology'. What was interesting in these results was that housing for first-time homeowners and seniors emerged as an issue.

Overall the respondents are **quite satisfied with living in Marystown (3.89), in fact, almost very satisfied**. This is important positive feedback to keep in mind when reviewing the general comments provided in the open-ended commentary at the end of the survey. These comments can be generally categorized under three themes: Pride of Place, Services and Processes.

- **Pride of Place:** Respondents commented on the need to improve aesthetics, encourage historical presence, have a 'central park' (like Burin) at the Town Hall and don't allow so many gravel pits and construction sites in full view along main roads, and enforcement issues;
- **Services:** Improve streets, sidewalks, accessibility to waterfront/marina services and consider a wider variety of affordable non-sport recreation options;

- Processes: Making development in Marystown easier; partnering for economic development, tourism, and resolving the conflict in Council were cited in the comments.

These results, combined with the research in this report, will contribute to the formulation of the policies in the Municipal Plan.

1.6.2 COMMUNITY VISION STATEMENT

The purpose of a Community Vision Statement is to express the local values and future aspirations of how a community views itself in the future. The Vision thereby identifies the guiding principle for how the overall community planning objectives and land use policies of the ICSMP. are to be developed.

The over-arching Vision Statement is:

“The Town of Marystown strives to maximize opportunities for social and economic development while retaining and enhancing an attractive, sustainable and secure natural and built environment for the enjoyment of residents and visitors. Through responsible and professional leadership and in partnership with others, the Town of Marystown will strive to improve the quality of life for all residents living and working in the community and region. “

For each Pillars of Sustainability, a Vision Statement provides more clear direction for the growth and development of the Town of Marystown for the future:

- **Environment:** The Town of Marystown will continue to show leadership in providing clean potable water, improvements to storm and sanitary sewer management, opportunities for waste reduction through recycling, and maintain green areas throughout the community.
- **Economic:** The Town of Marystown will continue to build on its strengths:
 - Promoting and expanding its world class marine setting and infrastructure; and,
 - Working to diversify its economic base in other sectors of the economy by strengthening its regional economic role as the ‘hub of the Burin’.
- **Social:** The Town of Marystown will strive to provide infrastructure and programming that will promote a healthy lifestyle for all citizens.
- **Cultural:** The Town of Marystown will strive enhance the cultural development opportunities by supporting and fostering local, regional and provincial partnerships with tourism, heritage and cultural organizations.

- **Governance:** The Town of Marystown will govern the town in fiscally responsible manner through sound planning, strong financial management, and visionary thinking.

This new Vision Statement builds the Vision Statement articulated in the 2011 Integrated Community Sustainability Plan was: “Where Growth is a Way of Life”:

- Marystown will build on its world class Marine Resources to grow a strong economy that will solidify its position as “The Hub of the Burin Peninsula”.
- Marystown is a growing and safe community, where the environment is respected and all citizens have an equal opportunity to participate in the economic, social, cultural, and recreational activities available in the community.

1.6.3 LAND USE PLANNING OBJECTIVES

As required by the Urban and Rural Planning Act, the Marystown ICSMP will contain sustainability and land use planning objectives that will help to guide management of growth and development within the community and within its planning area boundary over the next ten-year period.

2.0 COMMUNITY-WIDE GOALS, OBJECTIVES AND POLICIES

Recognizing and building on the considerable innovation, energy and vision that the Town of Marystown has demonstrated over the years, including the 2011 Integrated Community Sustainability Plan (ICSP), the new Integrated Community Sustainability Municipal Plan brings these together under the planning process under the *Urban and Rural Planning Act, 2000* which ensures review and renewal.

There are Municipal Planning policies that apply throughout the Municipal Planning Area for the Town of Marystown. The community-wide policies are organized under the headings for the pillars of sustainable development, namely:

1. Environment
 - a. Environmental protection
 - b. Sustainable development
 - c. Responsible management of natural resources
2. Economic
3. Social
4. Cultural
5. Municipal Governance
 - a. Administration
 - b. Community Wide Land Use and Development

2.1 ENVIRONMENT

2.1.1 GOALS

To protect the natural environment, including natural drainage systems, wetlands, wildlife, plant and fish habitats, and responsibly manage community-related and natural resource development impacts for the health, aesthetic, economic and recreational benefit of the Town of Marystown.

2.1.2 OBJECTIVES

The objectives for the environmental pillar of sustainability include:

- A. Protection of the natural environment, such as the soil, water, vegetation, air, wildlife habitats and ecosystem integrity;
- B. Promotion of sustainable development activities, such as, waste management, renewable energy production;
- C. Responsible management of natural resources, such as, forestry, mineral resources, wildlife and fish, water, agriculture; and,

- D. Development of land shall be undertaken with the objective of wherever possible achieving zero net run off with respect to on-site storm water runoff.

2.1.3 ENVIRONMENTAL POLICIES

2.1.3A ENVIRONMENTAL PROTECTION POLICIES

It is the policy of Council to:

Protected Water Supply and Protected Public Wellhead Water Supply Areas

1. Ensure that development and land use activities in any Protected Water Supply Area and Protected Public Wellhead Water Supply Area within the Planning Area of the Town of Marystown is compliant with the regulations and policies administered by the provincial Water Resources Management Division under the *Environment Act*;

Flood zone

2. Respect the restrictions of the flood zone identified the provincial *Policy for Floodplain Management*, at such time that flood zoning is prepared for the Town, no residential, and very limited other built-up development, will be permitted in a 1:20 year floodplain; and any building permitted in a 1:100-year floodplain will be subject to special restrictions and conditions. Council will not permit development vulnerable to flooding in areas known to be subject to local flooding;

Water bodies

3. Protect rivers, streams, ponds, wetlands, riparian areas, and shorelines from pollution and development by implementing measures such as:
 - Maintaining, where possible, existing vegetation along banks and shorelines;
 - Ensuring conformance with requirements of the Water Resources Management Division of the provincial government
 - Where fish habitat is affected, requiring appropriate approvals from Fisheries and Oceans Canada;
 - Other than a development related to conservation or water supply management and protection, no development or other resource use activity will be permitted in near waterbodies within a Protected Water Supply Area except in accordance with the following minimum buffers:

Buffers related to Protected Water Supply Areas
(in accordance with Provincial policy and amended concurrently)

Watercourse (Body of water)	Buffer Minimum width
• Intake pond or lake	150 metres
• Intake river	150 metres for 1 kilometre upstream and 100 metres downstream of a water supply intake
• Main river channel	75 metres
• Major tributaries, lakes or ponds	50 metres
• Other watercourses	30 metres
Source: http://www.mae.gov.nl.ca/waterres/regulations/policies/water_related.html	

- Subject to the appropriate approvals and reviews, only roads, public services and utilities, trails and accessory uses, and uses requiring direct access to a body of water may be permitted in the 30 m buffer areas; Note that wharves, boathouses, slipways and breakwaters which require direct access to a body of water must adhere to the guidelines provided by the Water Resources Management Division;
- Prohibiting on-site sewerage disposal system within 30 metres from a waterbody or watercourse.

Slopes

4. Restrict development in environmentally sensitive areas such as steep slopes and areas prone to landslides and rockfall;
5. Discourage development in areas with slopes greater than 15 percent, recognizing that development in such areas can result in environmental damage and higher costs for servicing and maintenance. Before approving development of a site having a slope greater than 15 percent, the Authority may require the submission of a review of the development proposal by a certified engineer, landscape architect or similar professional. The review shall evaluate the adequacy of site grading, drainage and landscaping and the potential of the development to cause erosion onto and pollution of adjacent development and lands and bodies of water receiving run-off from the site, and other similar matters;

Soil

6. Prohibit removal of topsoil or sods except with the approval of Council;

7. Permit development only on lands having soil and drainage conditions which are suitable for the proposed uses.

Vegetation/Landscaping

8. Promote landscape planning in new subdivision designs, including preservation of existing trees onsite; particularly along streets and as a buffer along the back of lots;

Environmental Awareness

9. Encourage partnerships and initiatives aimed at enhancing positive environmental attitudes and awareness; and promoting projects which will enhance the built environment, for example, fostering a community/family environment by promoting greenbelts, passive parks and walking/hiking trails; and to promote a regular community "clean-up" program;

Climate Change Impacts

10. Take into consideration available data regarding climate change which is expected to result in more precipitation and more frequent extreme weather events that may result in increased flooding, sea surge and coastal erosion. These factors should be considered when allocating land for future developments that are in close proximity to a river, floodplain or coastline;
11. Consider seeking funding to assess climate change impacts on the Town of Marystown;

2.1.3B SUSTAINABLE DEVELOPMENT POLICIES

It is the policy of Council to:

Inter-governmental compliance and cooperation

1. Provide municipal services at environmentally acceptable standards, which may require referrals to federal and provincial departments and agencies having jurisdiction for the protection of such environmental considerations as, emissions, effluents, vegetation, habitat, wildlife, fish, waterfowl, public health and safety;
2. Maintain a Tangible Assets Inventory of water/sewer systems and other municipal infrastructure as required under Public Sector Accountability Board (PSAB);

Waste Management

3. Continue the Town's initiatives in waste management and recycling and community composting; and periodically monitor need for car wreck removal;

Renewable energy

4. Promote residential, commercial and industrial developments that use clean renewable sources of energy;
5. Consider private (not commercial) renewable energy sources at the discretion of Council subject to meeting Provincial and Federal regulatory requirements, in particular those applying to safety and environmental concerns, such as ice loads and assessment of potential hazards or negative impacts for adjacent or nearby property owner and specific development conditions for development of wind turbine(s) for private use may include, but not be limited to the following; size of the wind turbine or its generating capacity, height of tower; number of wind turbines; setbacks from existing structures, side yard and rear yard standards; requirements for screening or buffering; and scale of development;

Storm water

6. Require development applications to include information regarding grading, ditching, and landscaping;
7. Significant alterations to the natural environment (such as changing the drainage pattern or removing vegetation) will be considered during the evaluation of development proposals;
8. Alterations which will adversely affect adjacent property shall not be permitted. Where there is concern that development may contribute to excessive storm-water increases, Council may require developers and landowners to:
 - (a) Set aside land where storm-water can be discharged to naturally infiltrate into the soil;
 - (b) Maintain vegetated buffers (bio-swales) between storm-water drainage outlets and watercourses to minimize direct discharges into watercourses;
 - (c) Preserve existing trees or plant additional trees and shrubs to promote soil infiltration and capture sediments;
 - (d) Channel runoff to gardens and low-lying areas on the development site and on individual lots (rainwater harvesting);
 - (e) Take advantage of the topography to reduce storm drainage, for example, retain natural depressions in the landscape to accumulate runoff and promote soil infiltration;
 - (f) Re-establish vegetative cover immediately on gravel surfaces, banks, drainage ditches, and other areas disturbed by construction activity;
 - (g) Reduce parking and driveway footprint or utilize permeable pavement to reduce runoff; and,
 - (h) Consider use of bio-retention systems in order to remove contaminants naturally by channeling runoff into a grass buffer strip, sand bed, wetland or ponding area which act as a filtering system;

9. Maintain storm drainage ditches and facilities in good working order;

Sanitary sewage management

10. Continue to utilize sustainable green technologies, such as Blivet and Abydoz systems to address challenges of meeting new federal standards in a town as geographically spread out as Marystown;
11. Consider making green technology a condition of new subdivision development approvals;
12. Strive to meet the new federal Wastewater Systems Effluent Regulations in the most cost-effective manner while maintaining the town's sanitary sewer service;

Gray Water Systems

13. Promote implementation of gray water recycling technology in development proposals, in particular, on-site recycling through landscape irrigation;

Water

14. Maintain its water supply system, including intake, treatment plant, and distribution system, in good working order to ensure the availability of an adequate quantity and quality of water for residents, businesses, and public facilities;
15. Maintain adequate fire flows in all areas served by municipal water;
16. Comply with the Protected Watershed designation under the Water Resources Act by indicating the appropriate Public water supply zoning and regulations in the Development Regulations;
17. Continue to protect the land area previously under the Protected Watershed designation under the Water Resources Act as Public water supply zone in the Development Regulations until such time as Council has determined whether such continued protection is warranted and what future uses would be appropriate;
18. Continue to maintain the new Water Treatment Plan for Marystown, using Micro-filtration technology;
19. Investigate the feasibility of using Water Meters for water consumption of major uses in the Town;

Water and Sewer

20. Ensure that all water and sewer infrastructure associated with new development meets the minimum standards of the Town and be approved by the Town's engineer before being turned over to the Town;
21. Ensure that the costs of installing water and sewer services and connecting new lots to the municipal system will be the sole responsibility of the developer;

Parks and Healthy Community

22. Support a Marystown Parks Commission to administer Tidy Towns, Green Spaces, and Recreation;
23. Incorporate pedestrian connectivity in all development plans for walking or cycling to foster affordable, active lifestyles to improve community health. Both on-site and community connectivity via sidewalks, walkways, trails should be considered; and,
24. Enhance healthy community objectives by facilitating active lifestyles.

2.1.3C NATURAL RESOURCE MANAGEMENT POLICIES

It is the policy of Council to:

1. Protect the natural resources of the Town for the best use in an environmentally responsible manner;
2. Protect and enhance agricultural enterprises in consultation with the Agri-foods Division and ensure compatible adjacent development in order to minimize potential conflicts;
3. Ensure that forestry activities are compatible with the other uses in the Resource zone;
4. Allow for future mineral exploration and mineral lands development opportunities:
 - a. providing that the Council is consulted on all proposed developments associated with these activities; and,
 - b. through the establishment of a mineral working zone where quarry development is a permitted activity in an area with high quarry potential.
5. Ensure that development of resource lands does not block future access for other opportunities for land use and development; and,
6. Comply with the requirements of the Department of Natural Resources regarding the Mineral Working buffer which will be identified as an overlay on the Land Use zoning mapping and regulations are to be included in the text of the Development Regulations.

2.2 ECONOMY

2.2.1 GOALS

To grow the economy in the Town of Marystown through expansion of commercial, industrial, tourism and residential development.

2.2.2 OBJECTIVES

The objectives for the economic pillar of sustainability include:

1. To increase the tax base to facilitate delivery of community services and provide local employment;
2. Encourage the development of additional employment opportunities to serve the present and future population;
3. Attract new business to the Town of Marystown building on the location and transportation assets of the community in a regional and global context;
4. Promote Marystown as 'tourism accommodation/service hub', (i.e., *the place to stay*) for tourists to easily access surrounding attractions within a day journey of the Town, i.e. Frenchman's Cove Park and the Grande Meadows Golf Course, Grand Bank Seaman's Museum, the Winterton Boat-building museum, and associated scenic drives and trails;
5. Promote the Town as a tourist attraction and encourage travelers to visit and stay a while in Marystown;
6. Encourage establishment of a R.V. Park; and,
7. Support Community Enhancement Economic Projects.

2.2.3 POLICIES

It is the policy of Council to:

1. Encourage the continued operation and expansion of existing businesses through appropriate land use policies and provision of community services;
2. Designate and zone land for commercial, industrial and tourism related development in order to attract new businesses to the Town of Marystown;
3. Support the development of facilities and attractions in order to have services of interest to tourists visiting Marystown;
4. Partner with Kiewit Offshore Services and ACOA on a feasibility study for a graving dock at the Marystown Shipyard;
5. Continue with Phase 2 & 3 of the Marine Industrial Park by developing Phase 2-the 'laydown' area and Phase 3-the deep-water multi-purpose wharf to accommodate ferries, Oceanex vessels oilrigs and other Atlantic Gateway traffic;
6. Designate a Development Scheme Area for proposed Town Center, including multi-use development that can capitalize on the 52% walkability index of this location;
7. Promote expansion of Harris Drive Business Park for Government Service, Health, and General Commercial uses by zoning the area Mixed Development Scheme Area;

8. Support development of new Residential sub-divisions by protecting future residential areas under a Development Scheme Designation; and,
9. Develop a Town Marketing and Promotion Plan for Marystown.

2.3 SOCIAL

2.3.1 GOALS

To provide for the health, safety and well-being of the residents of Marystown.

2.3.2 OBJECTIVES

The objectives for the social pillar of sustainability include:

1. To promote the health of the community by enhancing active living opportunities, such as trails and walkways, and particularly increased mobility for a growing population of seniors;
2. To provide access to recreational and social activities at the Recreation Hub for residents of all ages and incomes;
3. To foster community spirit and a 'sense of place' for the residents of the Town of Marystown;
4. Promote preservation of scenic viewpoints and ensure long-term stewardship of the aesthetic landscape of the town to enhance the rural setting valued by the residents of Marystown;
5. Enhance public access to natural areas and open space, particularly Creston Inlet;
6. Encourage the development of walking trails to link the ten neighbourhood of the Town;

2.3.3 POLICIES

It is a policy of Council to:

1. Implement traffic calming measures on collector streets for the safety of walkers, runners and cyclists of all ages who share the street with traffic;
2. Prepare a recreation plan that involves strong public involvement to determine the best options for development and/or expansion of recreation facilities, lands and trails, walkways, outdoor gathering places, community gardens and other active living initiatives including recreation programming;
3. Encourage public participation in the planning of recreational open space lands and events such as festivals, sporting events, and other attractions;
4. Promote the upkeep of residential properties, businesses, and institutions; encourage the repair or removal of dilapidated buildings and structures; and prohibit indiscriminate

dumping. Council shall encourage businesses and contractors to store their materials and heavy equipment at the rear of their property or screen it from view;

5. To establish a 'Gateway Streetscape' association in cooperation with the landowners to develop a streetscape management plan to beautify McGettigan/Columbia Gateway streets entering the heart of Marystown. By having the landowners take a leadership role will foster civic pride as they take ownership of the initiative and create beautification solutions compatible with the mix of well-established commercial/industrial operations that contribute to the economic success of the community;



Examples of streetscape elements to create a sense of place and community

2.4 CULTURAL

2.4.1 GOALS

To develop physical interpretative facilities to share the cultural heritage of the Town of Marystown.

2.4.2 OBJECTIVES

The objectives for the cultural pillar of sustainability include:

1. To use cultural interpretation for the purposes of enhancing community identity;
2. To develop cultural resources that can provide a foundation for tourism product; and,
3. To develop a strategy for a cultural tourism and programming including culturally-themed events, such as ship building or arts and crafts themes that would bring in participants from the region and beyond.

2.4.3 POLICIES

It is a policy of Council to:

1. To establish a heritage committee to explore options for a 'Heritage Streetscape' for Queen Street as part of several tourism-related initiatives in proximity to the Marystown Hotel which is the major accommodations facility in the community and the heritage event facility (St. Gabriel's) and the adjacent potential park area;



Examples of streetscape improvements

2. Explore the development of a cultural tourism strategy that would assess cultural interpretation resources and facilities, document current resources, artifacts, scope out options for action and additional materials, research sources funding and document resources required to achieve cultural tourism interpretation objectives;
3. Review the level of support for community and regional tourism, heritage and interpretive initiatives, such as the:
 - Heritage Run Tourism Association;
 - Marystown Museum;
 - Firefighters Heritage Room;

- Special Events Committee to organize summer concerts and special events, such as, provide support to Special Events Committee to organize summer concerts and special events;
 - Canadian Cancer Society's 'Relay for Life';
 - Targa Newfoundland;
4. Upgrade and enhancement of Town Hall ground - cenotaph area with lights and water fountain, and planting area for Prostate Cancer Awareness; and,
 5. Review support for a new facility for Marystown Public Library, including consideration of multi-use of facilities in vicinity of proposed new Town Centre development area by exploring potential funding sources.

2.5 MUNICIPAL GOVERNANCE

2.5.1 GOALS

The Town of Marystown will provide accountable, fiscally responsible, municipal governance that continues to embrace changes needed to provide the quality of life and services to the community and the region.

2.5.2 OBJECTIVES

The objectives for the municipal governance pillar of sustainability include:

1. To provide municipal administration and services effectively, efficiently, and equitably to all residents, in a transparent manner and within the fiscal capacity of the Town;
2. To administer the existing built community and manage future growth in a manner that ensures land use compatibility, orderly development and the economic use of municipal services to achieve a balanced and attractive community;
3. Encourage strong public interest and participation in municipal governing processes, including Council elections, committee activities, and public participation in decision-making by increasing community awareness;
4. Deliver municipal administration and services effectively, efficiently, openly, and within the Town's fiscal capacity;
5. Encourage a more diversified economic base to generate more revenues through business taxes.

2.5.3 POLICIES

2.5.3. A – ADMINISTRATION POLICIES

It is the policy of Council to:

1. Where an application for development or an application for an amendment to the ICSMP or Development Regulations is considered by Council to potentially have a significant effect on the community, Council may require that a Planning Impact Analysis be undertaken to address Council concerns;
2. Administer municipal expenditures and revenues with restraint aiming for maximum return on investment so as to provide necessary municipal services within a framework of long-term financial stability and manage the municipal debt, considering the Town's ability to meet its expenditures over the long term;
3. Ensure the Town is governed in compliance with relevant legislation such as the *Municipalities Act* and the *Urban and Rural Planning Act, 2000*;
4. Collaborate with other municipalities in the region, government, community organizations, and the business community to facilitate opportunities to improve local governance and municipal services;
5. Undertake regular reassessment of the Organizational Review and Public Works Operational Review;
6. Continue with Committee Structure of Council, adjusting to meet ICSMP implementation;
7. Develop Policies and Procedures Manual;
8. Undertake regular review of Municipal Plan and Development Regulations to provide a flexible, clear and fair planning process, and monitor compliance;
9. Complete a 5-year Fire Department Vehicle and Equipment Replacement Plan;
10. Monitor and test Emergency Preparedness Plan;
11. Revise Regional Asset Management Software (RAMS) project previously undertaken with Towns of Burin, Fortune, Grand Bank and St., Lawrence;
12. Implement recommendations of the Energy Audit completed on Town-owned facilities;
13. Preserve the picturesque, rural character of the Town by protecting natural areas such as streams and ponds, drainage courses, shorelines, and steep slopes from development;
14. Preserve scenic views of the shoreline, ponds and hills, recognizing their value to residents and visitors for recreation and tourism; and,
15. Develop new website and immigration portal.

2.5.3. B - COMMUNITY- WIDE LAND USE AND DEVELOPMENT POLICIES

It is the policy of Council to:

Compliance

1. Ensure compliance of land use and development within the Municipal Planning Area boundary with the policies and land use classes of the Integrated Community Sustainability Municipal Plan and Future Land Use Map, and the conditions and standards set out in the Development Regulations, subject to all relevant Federal and Provincial legislation, regulations, policies and guidelines;
2. Establish a revised development application review process to enable Council to more comprehensively evaluate proposed development, involve the public, and consider alternatives during the review process of development proposals;

Existing non-conforming use

3. Protect and control existing non-conforming uses: Nothing in the Plan shall affect the continuation of a use which was legally established on the day that this Plan is registered by the Minister of Municipal Affairs and Environment except as outlined in Section 108 of the Act regarding discontinuance and resumption of use, alterations, repair;

Municipal and public utilities

4. Facilitate access for municipal and public utility works: Municipal services and utilities, such as telecommunications, pollution control and electric utilities, are permitted uses in all use designations, provided no adverse effect on adjacent land uses is created. In this regard, the size and appearance of such works must be in keeping with adjacent uses and provision shall be made for buffering in the form of landscaped areas between uses;

Development frontage on publicly maintained road

5. Require all development to have frontage on a publicly-maintained road: All development must have frontage on a publicly maintained road (provincial or municipal) and have independent, approved access; however, with the exception of development within a Comprehensive Development where frontage may conform to an internal road plan;

The rationale for this is that development that does not have frontage on a publicly-maintained road creates public health and safety liabilities which will result in the Town being required to fund the provision of access and services to unplanned development at a cost to the taxpayer;

6. Backlot development in the Residential Traditional Community zone may be considered, where:
 - the backlot development has access by an independent, approved access to a public road by means of a driveway that forms part of the backlot development;
 - underground municipal sewer and water service hook-ups are located entirely on the backlot property;
 - the property is properly accessible to fire protection and other emergency services;
 - only one dwelling is located behind the other;
 - exclusive of the independent, approved access (6 m), the minimum lot area requirements of the zone are met and, adequate separations between the backlot development dwelling and other dwellings are maintained under the development regulations;
 - If there is potential for future development, a minimum right of way of 12.5 to 15 metres shall be provided and reserved as a future road, despite being in the ownership of the applicant, must be shown on the survey or site plan of the property;

Infill development

7. Encourage infill development in areas served by municipal water and sewer services. Council shall review infill development to ensure:
 - the type, scale, massing, and design of the development is generally appropriate to the neighbourhood;
 - preservation of side/back/front yards for public safety requirements;
 - Building line setbacks shall conform to the existing development pattern; and,
 - adequate provision is made for light, privacy, and amenity.

Comprehensive Development

8. A residential, commercial or industrial development containing one or more single or individual developments (i.e., condominium or townhouses which can be sold as separate units or a shopping complex containing separate retail units which leases individual spaces) may be treated as a single development where services are to be provided and maintained privately and internally. It must have frontage on a public road and meet the Town standards for roads and servicing. If municipal services are not feasible, the provision of on-site services must meet requirement of the Town and provincial agencies, in particular, Water Resource Management Division and Service NL. The Development Regulations will specify requirements for a Comprehensive Development;

Character of town and compatible development

9. Require that non-residential land uses located near residential areas will be laid out and designed in a manner that is compatible with the neighbourhood and minimizes potential nuisance factors such as, the impact of traffic, noise, lighting, and signage on adjacent residential areas. Where necessary, screening will be required through the provision of trees, shrubs, banks and berms, landscaping or fencing.

Signage

10. The Development Regulations will include standards and conditions pertaining to the design and location of advertisements and signage that will promote the amenities, natural and cultural resources and businesses of the community. Ensure that such signage will enable people to quickly and easily locate services and contribute to the overall attractiveness and distinctiveness of Marystown and its planning area;

Uses Permitted in All Designations

11. Accessory buildings and uses, conservation, roads and public utilities and exploration that is not a development, are permitted in all land use designations, as set out in the Town of Marystown Development Regulations;

Future Development

12. Reserve land for future road access to back-lands;
13. Allocate land for future development on the basis of its best use considering its physical characteristics and location;
14. Prioritize new subdivision development in areas that can be easily and economically connected to municipal services provided that the existing services have sufficient capacity and that the developer pays for the development of the new services;
15. Within serviced areas, development shall be connected to municipal water and sewer services unless the connection is unfeasible, in which case, subject to the approval of the Service NL and, if appropriate, the Water Resource Management Division regarding groundwater assessments, development may be allowed to proceed on private water supply and/or sewage disposal systems;

16. Require that the groundwater assessments are carried out for proposed residential, cottage/cabin and other development as required by the Water Resources Management Division of the provincial government;
17. Ensure that new development makes efficient use of existing roads and infrastructure. Council shall further ensure that new development will not create unreasonable servicing demands or costs; for example, by allowing un-serviced development that may in the future demand servicing at the expense of the Town or by developing services that will place an unsustainable maintenance burden on the Town;
18. Explore options to have a property mapping system that will help identify available serviced and non-serviced lands (both private and Crown lands) to encourage contiguous development which is more efficient use of services and helps make the community economically sustainable;
19. Provide requirements for the subdivision of land and the standards of development in the Development Regulations in order to achieve compliance with the policies of the Municipal Plan;

Roads

20. Undertake continued improvements to the municipal roads through a regular maintenance program;
21. Adequate building setback from roads shall be required in order to maintain road standards. Setbacks should be sufficient to allow for landscaping of front yards, vehicle off-street parking and take into consideration Town service obligations, such as, snow clearing;
22. Ensure that the local transportation system adequately and safely provides access to meet the needs of residents and businesses;
23. Aim for a proper road system with connecting streets by ensuring that streets do not exceed the maximum length before providing a second access for emergency access purposes;
24. Adequate off-street parking and loading facilities shall be provided;

Fire protection

25. Provide fire protection to all residents;

On-site servicing

26. Ensure that on site services meet the standards of the Service NL (Government of Newfoundland and Labrador) and the Water Resources Management Division with respect to un-serviced residential or cabin lots; where unserviced development is greater than 5 lots, a groundwater assessment is required; and,

Development Design Guidelines

27. Establish development design guidelines in the Development Regulations to achieve a higher quality of built environment.

3.0 LAND USE CLASSES: OBJECTIVES AND POLICIES

In accordance with Section 13 (2) (c) of the Act, the land in the Planning Area of the Town of Marystown is divided into land use classes. Each class of land use is described by the objectives for this class of use that reflect the vision of the community. Where needed, the land use class is further refined into categories that reflect these various desired outcomes which determine the uses permitted in each zone.

The polices and guidelines provide direction for the development controls and development design guidelines for the uses in each zone contained in the Development Regulations. Council shall establish in the Development Regulations the uses, standards and conditions for development in each land use zone.

Council may add or revise the uses, standards and conditions for development in any land use zone by amendment to the Development Regulations, provided the changes are consistent with the objectives of this Plan.

The Town of Marystown's Future Land Use Designations will reflect the following land use classes:

1. Residential
2. Commercial
3. Mixed
4. Industrial
5. Public/ Institutional
6. Conservation
7. Protected Water Supply
8. Resource
9. Mineral Working
10. Development Scheme Areas (DSA)
 - Residential DSA (RDSA):
 - Southwest Arm RDSA
 - Markland Road RDSA
 - Marine Drive RDSA
 - Shoal Point RDSA
 - Little Bay RDSA
 - Spanish Room RDSA
 - Mixed DSA (MDSA):
 - Town Centre MDSA
 - Bayview MDSA
 - Industrial DSA (IDSA)

The boundaries between land uses classes are meant to be general, except where they coincide with roads or other prominent physical features, where they are intended to define the exact limits. They are illustrated on the Future Land Use Map; note that the paper copy of this map with the signed registration stamp is the legal version. One copy of the registered map is kept at the Council office, Town of Marystown and a second copy is in the Minister's Registry with the Department of Municipal Affairs and Environment.

3.1 RESIDENTIAL LAND USE CLASS

The Town of Marystown does not have a 'core' residential area, but rather a spread-out expanse of ten neighbourhoods generally exhibiting a very rural atmosphere as they slope towards Creston Inlet or Mortier Bay. This rural character is also largely due to the variety of roads and lanes veering off at all angles from the main collector roads, the assortment of lot sizes, and wide diversity of housing types and densities found in any of these neighbourhoods.

The Town recognizes that the available housing stock no longer supports the goal of having a family-friendly town for all ages. The current prices are beyond the reach of moderate income families that the Town would like to attract or retain. As well, the housing stock is not suitable to seniors seeking to downsize yet remain in/move to Marystown. The Town also has potential to attract high-end residential development that could contribute to the economic well-being of the community (i.e., managers at the re-opened mine in St. Lawrence, etc.). The opportunities for infill are challenging due to land ownership and access issues, and no future urban development areas were identified in the existing Municipal Plan.

Therefore, the policies of the municipal plan need to provide the flexibility and opportunity for the Town to attract a cross-section of residents and family types without compromising core rural character of the community and its picturesque setting.

3.1.1 GOALS

To provide for an adequate quality, quantity and mix of housing to serve the needs of the present and future population;

Ensure that land uses are properly allocated so that conflicts between non-compatible uses are avoided;

3.1.2 OBJECTIVES

The objectives of the residential land use class are to:

1. Accommodate housing needs for all residents for a range of age, income, abilities, and family status and a range of housing types to satisfy market needs;
2. Preserve and enhance the amenity of existing residential areas;

3. Allocate sufficient residential land to meet anticipated requirements for the next ten years;
4. Protect residential quality of life and property values;
5. Build livable neighbourhoods through consideration of sustainable options for more diverse housing densities and design, purchase-price choices and economically efficient residential patterns;
6. Promote good quality residential site design and a high standard of municipal services;
7. Develop a diverse streetscape design to create interesting and aesthetically pleasing residential streets;

3.1.3 POLICIES

It is the policy of Council to:

1. Provide for the following zones within the Residential future land use designation in order to achieve the residential objectives:
 - a. Residential Traditional Community' zone that generally applies to the established neighbourhoods of Marystown to protect and enhance the rural character of these neighbourhoods by:
 - i. not allowing apartment buildings;
 - ii. encouraging the development of vacant lots; and,
 - iii. encouraging some higher density through smaller lots size requirements which will also maximize efficient use of existing municipal services;
 - b. 'Residential Rural' zone to provide conditions to protect and enhance the character of the rural communities within the Municipal Planning Area but outside Marystown Municipal Boundary which are organized as Local Service Districts under the Municipalities Act, 1999;
 - c. 'Residential High Density' zone which includes existing apartment groupings;
2. Implement the following development policies in the 'Residential Traditional Community zone':
 - a. Provide a reduced minimum lot size for single family dwelling lots (Note that this does not prevent development of larger lots with large frontages, setbacks or backyards);
 - b. Provide regulations for backlot development;
 - c. Allow mobiles homes and mini-homes as a discretionary use;
 - d. Allow subsidiary apartments including 'granny flats' attached to the main permitted single dwelling as an affordable housing option.
 - e. Provide use and development standards that carry on the tradition of allowing a community mosaic of single/double/town house styles that promote more integrated community. This mix of housing provides more flexible development options for developers and increased density which results in more efficient use of municipal

- infrastructure, but also help to retain the rural character of the neighbourhoods;
- f. No apartments building development will be allowed as existing stock is not used fully, many are in need of repair and they do not integrate well with the neighbourhoods;
 - g. Non-residential development must be compatible with the character of the residential neighbourhood and may include as discretionary uses: convenience store, home business, urban agriculture, retail, public gathering places-Indoor;
 - h. To encourage a more interesting streetscape including staggered building line setbacks;
 - i. To allow home businesses as a discretionary use;
 - j. Allow group homes as a permitted use;
3. Implement the following development policies in the 'Residential Rural zone':
- a. The uses and standards in this zone are designed to preserve the historical development pattern that makes the rural communities of Spanish Room, Jean de Baie, Rock Harbour and Beau Bois so picturesque, but also inclusive;
 - b. Permitted uses include: Residential Dwellings (single and double), Townhouse, Group Home, Conservation – All Uses categories, Subsidiary apartments, Accessory uses and accessory buildings, and Urban agriculture;
 - c. Discretionary uses include: Cemetery, Convenience store, Home business, Marina, Outdoor Market, Retail, Public Gathering Places-Indoor, energy generation facilities-residential only;
4. Implement the following development policies in the 'Residential High Density zone':
- a. The purpose of this zone is to accommodate the existing high-density housing developments. These zoning standards are intended to accommodate the current development and provide a minimum standard for Council to apply to other areas that may be zoned high density in the future;
 - b. To maintain multi-unit development in proximity to one another and associated amenities for the benefit of their residents;
 - c. To allow the following permitted uses: Apartment building, Townhouse, Conservation – all uses, Accessory uses and accessory buildings, and the discretionary uses: Convenience store, Home business, Retail, Institutional – personal care facility only;
 - d. To facilitate retro-fit and re-design of existing (former NLHC) buildings which contain 5+-apartments which no longer fit the market to allow for other living arrangements to help house individuals which housing challenges;
5. Protect access to future development opportunities, particularly when reviewing proposals for extensions to existing streets, or new residential streets in close proximity to existing

residential development as a requirement of the development application review process;



Example of how to provide a mix of housing units in a visually attractive manner with staggered setbacks and different sizes; and with enough off-street parking.

6. Explore alternative development design guidelines in the Development Regulations that complement the traditional community character of Marystown including:
- Encouraging house designs with front house porches;
 - Pursuing street tree planting schemes, which could include the option of providing Town/landowner agreements for Town trees/landscaping on private property;
 - Requiring special entry signage, gateways, landscape areas and other unique urban design features for larger subdivision projects, and for apartments;
 - Highlighting local heritage features through building details, signage, preservation;
 - Creating community gathering places (i.e. small parks, village squares);
 - Supporting public use of community centers and local schools;



Example of townhouses with landscaping and tree buffers for a RDSA site.

7. Manage residential development in a manner that preserves and protects sensitive environments and natural areas by requiring protected areas to be zoned appropriately to for conservation in new developments;
8. Allow wind, solar, or small hydro generator within a built-up residential area which will be limited to a single unit that serves an individual property; and,
9. Encourage new development to accommodate an appropriate mix of housing types to meet changing market conditions and socio-demographic needs of residents; such as innovative housing forms and other efficient and uses of land that are financially accessible to a range of household types and income groups including first-time home owners, young families, seniors and those with disability needs, such as, compact lots, backlots in the 'Traditional Community Residential' zone; and cluster developments and higher density developments in 'High Density zone' and the proposed 'Mixed Development Scheme areas' identified for residential and mixed development;

3.2 COMMERCIAL LAND USE CLASS

The regional service catchment area for Marystown generates regular and repeat traffic exposure for the key commercial/industrial area on McGettigan Drive, Columbia Drive, Ville Marie Drive and Creston Boulevard. The area contains the retail anchors of Walmart, Sobeys, the two Malls (Marystown Mall and Peninsula Mall), the largest hotel on the peninsula as well as a wide variety of other commercial and government services which creates commercial synergy in this area.



Example of how existing commercial developments on the Gateway streetscape could be beautified

These are also located in close proximity to the existing industrial sites, Marystown Shipyard and the Mortier Bay Marine Industrial Park.

There are only a few other existing commercial areas are located on Ville Marie Drive and Creston Boulevard. Another future strip of commercial development is proposed for Creston Boulevard in the vicinity of a proposed Residential Development Scheme Area on Southwest Arm. And lastly, a new proposed commercial site to the north of the Marystown Shipyard provides an opportunity for a boat launch and marina facility close to the centre to the Town.

3.2.1 GOALS

To provide for an adequate quality, quantity and mix of commercial land to serve the present and future needs of the community;

Ensure that land uses are properly allocated so that conflicts between non-compatible uses are avoided;

To encourage diversified and balanced economic growth, promote development and diversify the local employment base;

To protect these businesses and to ensure their continued operation or allow for future opportunities on these sites;

3.2.2 OBJECTIVES

The objectives of the Commercial land use designation are intended to:

1. Stimulate economic development in order for the Town of Marystown to be able to continue to provide and expand the level of services and programs to the residents by facilitating growth of existing businesses and attracting new businesses;
2. Encourage commercial development located along arterial roads, which serve as major entryways into the Town to provide exposure for these businesses;

3.2.3 POLICIES

It is the policy of Council to:

1. Provide for a commercial zone in the commercial land use designation on the future land use mapping;
2. Provide a 'Commercial' zone for businesses that provide retail, entertainment, office and limited manufacturing (light/cottage industry scale) services catering to local, regional and tourism markets;
3. Permitted uses include: Commercial Land Use Class (4.3): All Uses, except Amusement Park/Attraction, Campgrounds, Resort, Industrial – Light, Public/Institutional Land Use Class- All Uses (4.6) except Cemetery, Public Gathering-Indoor, Sports and Recreation Facilities, Accessory Uses and Buildings and Uses allowed in all zones; and Discretionary uses include: Apartment building, with commercial on main floor, Public Gathering – Indoor;
4. Allow for residential neighbourhood service/retail opportunities as a discretionary use and allow the market to determine their location based on economic viability;
5. Minimize the impact of commercial traffic on adjacent land uses and on the traffic-carrying capacity of adjacent roads by requiring a statement regarding traffic impact as part of the development application and review;
6. Promote an aesthetically pleasing form of commercial development by allowing buildings to be located close to the street; to provide better pedestrian connectivity with sidewalks, landscaping and streetscape amenities;



Example of the use of colour to make commercial buildings attractive and placement of the building closer to the street and providing walkways to adjacent commercial premises.

7. To encourage the beautification of the streetscape of the 'gateway roads' into the town (McGettigan/Columbia) by creating a visual theme to foster a sense of community identity and create an opportunity for landowners to participate in a Streetscape Association and work cooperatively to beautify the Gateway Streetscape;
8. To create attractive and accessible commercial areas, front yard parking areas will be discouraged and within large commercial developments encourage joint access and the coordination of internal and external traffic movements.



Example of how strategically place street furniture and landscape elements are well-used in a busy commercial area

3.3 MIXED USE LAND USE CLASS

Mixed use development refers to development projects that comprise a mixture of land uses, or more than just a single use, that is, different uses which fall into more than one Use Class. Mixed use developments can be 'vertical', in which a single building accommodates multiple uses, such as a skyscraper that has floors of office space, or a terrace building that has an apartment flat on the second floor and a shop on the ground floor. Alternatively, they can be 'horizontal' mixed use development where a range of different buildings on the same site each fulfill a specific purpose, such as a community area that has accommodation as well as playing facilities, shops, parking and other amenities.

The Queen Street neighbourhood is located near the Marystown Mall, which provides ample parking, and the Marystown Hotel and Convention centre, the largest commercial accommodation facility on the Burin Peninsula. The patrons of these anchor developments may also patrons of restaurants and shops on Queen Street, all within walking distance. As well, the refurbished St. Gabriel's Hall provides an opportunity of local events and shows for entertainment and community events year-round.

Mixed use can allow the following types of development, such as a building with retail on a ground floor and residential above, as well as types of places, like neighborhoods or downtowns, where different types of land uses, such as residential, retail, office or institutional are in close proximity. Combining and integrating different land uses— such as residential, office, retail, entertainment and lodging—is not new. For Queen Street, the focus is on two types of mixed development: vertical and horizontal mixed development.

- **Vertical Mixed Use or Mixed use building:** Combines different uses in the same building structure in a distinct vertical fashion. Ground floor uses are typically retail, restaurant and services, with residential above. The conditions for a mixed use building would be:
 - the non-residential use to be limited to the first floor/street-level only in a mixed building;
 - there would be a maximum of 8 (eight) dwelling units with a minimum floor area of 70 m² per unit;
 - there must be a separate entrance for the non-residential use and the residential use from the main floor;
 - parking standards are a blend of commercial and residential requirements;



- **Horizontal Mixed-Use** Combines different uses in interconnected building structures in a horizontal fashion, although some vertical mixing may still occur. These developments incorporate a wide variety of uses such as retail, food and beverage, services, office, residential, lodging and entertainment.



3.3.1 GOAL

To provide for primarily medium to high density residential mixed-use developments, with limited commercial, office and service uses distributed on-site in a manner sensitive to the street environment and adjacent residential areas;

3.3.2 OBJECTIVE

The objectives for Mixed Development designation are to:

1. Create a friendlier, more attractive, and more walkable landscape with small-scale, attractive commercial buildings that have doors and windows facing streets and parking areas which encourage interconnected, walkable streets to create a sense of community;
2. Promote the revitalization of Queen Street by encouraging greater development and redevelopment options and a mix of uses to create a small-scale, walkable, liveable, and attractive mixed use neighbourhood including some of the following:
 - a. Allow street murals with a heritage theme on the structures associated with the mall on the opposite side of the street from the commercial buildings;
 - b. Encourage development to take advantage of the scenic view over Creston Inlet;
 - c. Promote linkages with St. Gabriel's Hall, the Marystown Museum and nearby trails as part of a tourism development product, such as a historic walk with interpretive facilities and services such as an outdoor café and craft shops;
 - d. Promote the development of a streetscape plan with a heritage theme for the facades of the buildings on Queen Street;

3.3.3 POLICIES

It is the policy of Council to:

1. Provide for a mixed use zone in the mixed use future land use designation and apply the mixed use designation and zone to the Queen Street neighbourhood on the future land use

mapping, which includes the Queen Street Neighbourhood as Mixed Use on the future land use map;

2. The purpose of the Mixed Use designation for Queen Street is to support an urban village approach to revitalizing the Queen Street area where amenities can be focused on a local main street providing services to the neighbourhood, such as, retail, restaurant, personal service, amusement, convenience store and similar services. It will create an opportunity to recapture the historic character of Queen Street emulating the historic commercial areas of the past where it was common for residential uses to occupy the upper floors of commercial buildings in a downtown setting. The residential uses would be apartments (or condominiums);
3. Permitted uses include: Mixed use, Residential – apartment building (apartment buildings as either stand-alone structures or above ground floor commercial uses), Amusement establishment/use, Business support service, Club and Lodge, Convenience store, General Service/repair, Medical or Dental Clinic, Personal Service, Offices, Restaurant – full service, Retail, Public Gathering Place – indoor, Accessory Uses and Buildings, uses allowed in all zones; and discretionary use: bar; and,
4. Ensure that the non-residential uses allowed in this zone are compatible with the residential uses with due attention to hours of operations, noise levels, traffic levels, and other nuisance factors.



3.4 INDUSTRIAL LAND USE CLASS

The Town of Marystown initiated the development of the Marine Industrial Park which still has Phases 2 and 3 to be completed in order to bring it into full service as a marine port facility. The other existing Industrial lands include the Marystown Shipyard and the Fish Plant, both with an indeterminate future; and the Cow Head (Kiewitt) operation which is a self-contained facility. It is situated away from any existing or future residential development, therefore providing an opportunity for a wide range of industrial activity. As well, it is directly across the road from the

Marine Industrial Park and builds on the strategic initiatives and investments made the forward-thinking Town Council to create a global facility with sufficient room for growth. This site was selected in order to minimize any potentially adverse impacts from industrial development on surrounding land uses;

3.4.1 GOALS

To provide for an adequate quality, quantity and mix of industrial land to serve the present and future needs of the community;

Ensure that land uses are properly allocated so that conflicts between non-compatible uses are avoided;

3.4.2 OBJECTIVE

The objectives for Industrial land use designations are to:

1. Provide for future industrial land needs by designating an Industrial Development Scheme Area located off Route 210 across from the Marine Industrial Park.
2. Encourage industrial uses currently located in commercial areas to locate in industrial zones; and,
3. Develop a Town of Marystown Economic Development Strategy.

3.4.3 POLICIES

It is the policy of Council to:

1. Provide for an industrial zone in the industrial future land use designation on the future land use mapping;
2. Provide for an industrial zone which permits Industrial General and Light Industrial development and limits non-industrial discretionary uses in industrial areas to those that directly support the industrial area in order to reduce potential conflict between incompatible developments and maximize land set aside for industrial use to be used for that purpose;
3. Permitted uses: Industrial – General, Industrial – Heavy and Hazardous, Industrial – Light, Industrial – Mall, Fishery related Use, Natural Resource related Industries, Contractor – General, Composting Facility, Protective and Emergency Services, Solid Waste Recycling/Disposal/Composting Site, Accessory Uses and Buildings, uses allowed in all zones; and discretionary uses: Aquaculture, Energy Generation Facilities, Wind Turbine Generator, Marina;

4. Promote an aesthetically pleasing form to industrial development along major road entrances to the Town by applying industrial development design standards; and,
5. Industrial uses which have characteristics that may not be compatible with other land uses, such as resource-related industries or hazardous industry, may be permitted as a discretionary use in the Resource zone.

3.5 PUBLIC/INSTITUTIONAL LAND USE CLASS

The objective of this zone is to capture the land uses and developments providing services for the general public and have a community-wide or regional catchment area. The largest area in this designation is the Recreation Hub which contains the new YMCA facility, the professional track and field facilities, two softball fields, a soccer pitch, new tennis court, skate board facility.

The next largest grouping of public/institutional facilities include the two schools (Scared Heart Academy and Marystown Central High) and arena located on Columbia Drive (across from a large cemetery). This is across the road from the Janes Pond trail system and the proposed Town Centre CDRA, and adjacent to the Peninsula Mall, Sobeys and not far from Town Hall The schools back onto a 'green' area that is bounded by St. Gabriel's Hall. This existing juxtaposition of such a variety of uses offers pedestrian connectivity and beautification opportunities.

Most other occurrences of public/institutional uses are 'spot zones' associated with a church and related uses (cemetery, thrift store), the Keyin College land, a few separate baseball fields (Note that the smaller playgrounds are a discretionary use under the Residential zone).

Essentially existing Public/Institutional development has been captured in this designation; however, as the determination of the need for these services and land selection process is controlled by the agencies having jurisdiction (i.e., school boards, provincial government) no new future sites have been identified as these will be reviewed on their own merit on a site-specific basis and subject to a municipal plan amendment.

3.5.1 GOALS

To provide for an adequate quality, quantity and mix of public/institutional land to serve the present and future needs of the community.

Ensure that land uses are properly allocated so that conflicts between non-compatible uses are avoided.

3.5.2 OBJECTIVE

The objective of the Public/Institutional land designation is to provide suitable locations to accommodate the level of pedestrian and vehicular traffic and activities associated with public and institutional uses in a safe, efficient manner with appropriate buffers to reduce potential impacts on adjacent land uses.

3.5.3 POLICIES

It is the policy of Council to:

1. Provide for a public/institutional zone in the public/institutional future land use designation on the future land use mapping.
2. Require that Institutional land uses be located on arterial and collector roads that can accommodate the traffic generated by such uses;
3. Apply public/institutional future land use designation to areas on the future land use mapping that includes the use of land or buildings for public purposes, whether publicly or privately funded, where people may gather in larger numbers to access a regional or a municipal-wide service, including but not limited to: hospitals, government offices, educational facilities, convention centres or major cultural centres, such as provincial arts and culture centres, recreation complex, such as an arena, multi-use sports and entertainment centres, swimming pools; and, personal care facilities (larger than residential home), such as nursing or senior's homes, family and group care centres;
4. Permitted uses: Institutional Uses – except Crematoria (discretionary use associated with funeral home), Accessory Uses and Buildings, uses allowed in all zones; and discretionary uses: Club and lodge, Outdoor Market, Marina;
5. Ensure that Public/Institutional uses are compatible with surrounding development in terms of size, scale and layout of buildings by applying development design guidelines;
6. Ensure that development and operation of recreational facilities shall not impose adverse effects on adjacent residential and other uses in terms of noise, traffic and hours of operation through appropriate conditions to development approval;
7. Establish separation buffers between Public/Institutional uses and adjacent uses to reduce potential conflicts and impact on surrounding community; and,
8. Require that all proposals provide information regarding access/egress and onsite parking and loading details.

3.6 CONSERVATION LAND USE CLASS

The Conservation land use designation may be comprised of public and private open space; water bodies including buffers around ponds, shorelines, and wetlands, and flood plain lands,

recognized by Council as having natural significance; lands that contribute to important ecological functions and lands containing other natural physical features which are desirable for open space use or preservation in a natural state.

It is Council's objective to encourage provision of continuity and accessibility linkages using Conservation features throughout the Town and incorporating these values into new development, and in particular, the proposed Development Scheme Areas;

Council will try to provide for conservation areas in all parts of the Town to allow for a balanced distribution of locations for both active and passive recreational pursuits; and enhance the accessibility of publicly-owned Conservation areas, where there is no danger to public safety and where significant natural features and ecological functions can be protected;

The inclusion of privately-owned lands within the Conservation designation shall not imply that the land is accessible to the public. Permissions for public access to privately owned property within the Conservation designation shall be at the discretion of the property owner.

3.6.1 GOAL

To protect natural areas which by reason of their intrinsic character, are sensitive, vulnerable, or ecologically significant, or have natural or recreation values.

3.6.2 OBJECTIVE

It is an objective to provide zoning with the appropriate level of protection and limitations on use in order to protect the integral value of these natural resources.

3.6.3 POLICIES

It is the policy of Council to:

1. Provide for a conservation zone in the conservation future land use designation on the future land use mapping in areas containing waterbodies, areas historically known to flood, and open space to protect the natural setting of the community;
2. Permit the following non-intensive uses within the Conservation zone, such as parks and trails, for example, the two main community trails are located at Janes Pond and Landing Place Pond. Other uses allowed include outdoor market, restaurant-mobile takeout/street vendor only; or impermanent or temporary structures for recreation use;

3. Discretionary uses in the conservation zone allows for the limited facilities to enhance outdoor recreation pursuits, such as campgrounds and/or a marina;
4. Reduce the potential for property damage and loss of life due to flooding, by restricting development on lands known to flood, such as flood plain lands to conservation and non-building uses;
5. Provide public access to identified environmentally significant areas and the shoreline of the Creston Inlet in appropriate locations where there is no danger to public safety, and where significant natural features and ecological functions can be protected;
6. Require that development of passive recreation facilities such as walking or nature trails, and associated interpretation programs do not have an adverse impact on the natural environment and residential properties; and,
7. The Town may require that any development near a designated trail or water course be reviewed by the Town to ensure that development does not negatively impact such trail or watercourse. Where deemed necessary, the Town may require that the buffer be provided by the developer.

3.7 PROTECTED WATER SUPPLY LAND USE CLASS

The main Water Supply for the Town of Marystown is Linton Lake which is a designated Protected Water Supply under the *Water Resources Act, 1990*; as well, and a portion of the Big Pond Protected Water Supply for the Town of Burin is also located within the Marystown Planning Area Boundary. Land designated as a Protected Water Supply Area shall be protected. Section 39 of the Water Resource Act details activities that are prohibited from protected public water supply areas, as follows:

“...a person shall not

- (a) place, deposit, discharge or allow to remain in that area material of a kind that might impair the quality of the water;
- (b) fish, bathe, boat, swim or wash in, or otherwise impair the quality of the water; or
- (c) use or divert water that may unduly diminish the amount of water available in that area as a public water supply....”

Any violation of this constitutes an offence under Section 90 of the Water Resource Act.

Existing resource development activities, such as domestic or commercial forest harvesting, agriculture, recreation, transportation, mineral exploration, and aggregate extraction may be permitted to continue in the designated area if these activities do not impair water quality. Any activities or developments that are causing impairment will have to be discontinued if the problem cannot be mitigated. However, this determination would be made by the Water Resources Management Division of the provincial government. Generally, permitted uses include conservation and public utilities; and discretionary uses include mineral exploration and telecommunications.

3.7.1 GOAL

To protect lands and waterbodies needed to meet existing and future water supply needs of the community.

3.7.2 OBJECTIVE

To identify and protect watersheds that are currently needed and may be needed in the future to provide for the water supply needs of the community by providing land use designation and zoning controls.

3.7.3 POLICIES

It is the policy of Council to:

1. Provide for a public water supply zone in the public water supply future land use designation on the future land use mapping;
2. Allow permitted uses: Conservation (passive outdoor recreation uses), Uses allowed in all zones; and discretionary uses: Mineral Exploration, Forestry, Commercial Agriculture, Telecommunications, Cottage, Accessory Uses and Buildings;
3. Refer any application for the following land use or activity in the Protected Water Supply zone to the Water Resource Management Division of the provincial government:
 - a. forestry activities such as silviculture, selective forest harvesting;
 - b. agriculture;
 - c. cottages,
 - d. telecommunications; and,
 - e. mineral exploration;
4. allow the continuation and minor expansion of existing uses in the designated Protected Water Supply Area, provided that the water quality is not adversely affected.

3.8 RESOURCE LAND USE CLASS

Lands designated as Resource lands are intended to be used primarily by natural resource industries such as agriculture, forestry and mineral working operations. The site suitability requirements for each of these industries is limited; therefore, it is important to reserve areas identified by both the public and private sector for these uses.

The Development Regulations will address the key issues related to the natural resource developments and associated industrial uses and incorporate the environmental protection values of the Integrated Community Sustainability Municipal Plan, particularly regarding site rehabilitation;

At this time, there are several farms and/or agriculture leases identified by Agri-foods. When any Crown land is considered for an Agriculture lease, the Town must receive a referral from the Crown Lands Division requesting their input. With regard to private operations, the Development Regulations will indicate the current standards applied under provincial guidelines regarding separation of incompatible uses. Potential conflicts with surrounding land uses would have to be addressed in the development application.

A portion of the Winterland Agricultural Development Area (ADA) as designated under the Lands Act overlaps a corner of the Town of Marystown Planning Area; therefore, all development must be in compliance with the provincial legislation and regulations. This ADA is identified on the Future Land Use Map and the Development Regulations Land Use Zoning Map.

3.8.1 GOALS

To set aside rural lands intended to be used primarily for resource and rural uses and associated development that needs a rural context or large areas of land, or are incompatible with the urban area;

Ensure that land uses are properly allocated so that conflicts between non-compatible uses are avoided;

3.8.2 OBJECTIVES

The objectives for the Resource Use designation is to:

1. Ensure coordinated and organized development of resource lands that may have significant economic and recreational value to the Town;

2. Retain the present rural character of the resource zone by limiting development permitted within this designation to those associated with agriculture, forestry, quarrying, outdoor recreation, cemetery or other uses such as cottage areas as may be outlined in this Plan;

3.8.3 POLICIES

It is the policy of Council to:

1. Provide for a resource zone in the resource future land use designation on the future land use mapping;
2. Establish a Resource zone that will allow for agricultural, forestry, and mineral development. Council will consult with the natural resource agencies regarding agricultural applications, forestry management plans and quarry applications;
3. There are other uses which, by the nature of the activity, are not suitable to be located adjacent to other more urban uses or in industrial or commercial zones; therefore, they require the separation space that can be found in the Resource zone. These will be considered as Discretionary uses and range from resource-related industrial uses to resorts or amusement parks and campgrounds. Discretionary uses must be compatible with the primary natural resource values of the Resource zone;
4. *Permitted uses*: Commercial Agriculture, Forestry Activities, Mineral Exploration, Mineral Working, Conservation, Cottage, Accessory Uses and Buildings, Uses allowed in all zones; and *Discretionary uses*: Veterinary Clinic, Outdoor Market, Natural Resource Use, Natural Resource Related Uses, Industrial – General, Industrial Heavy/Hazardous, Cemetery, Campground, Contractor General, Public Gathering – Indoor, Public Gathering – Outdoor, Amusement Park/Attraction, Salvage/scrap yard, Service Station, Kennel, Protective and Emergency Services, Resort, Marina, Residential: Single dwelling only in association with a permitted use;
5. Cottage developments or subdivisions are permitted in the Resource zone, as well, individual remote cottages will be allowed. Sites shall be carefully considered with regard to access and potential future demand for municipal services or conversion to permanent homes.
6. There are areas within the Resource zones where **cottage development is prohibited** by the provincial government for environmental reasons within 300 m of Garnish Pond, Gibbons Pond and Long Pond;
7. Provincial government agencies, such as the Agri-foods Division, Forestry Resources Division, and the Mineral Lands Division each have jurisdiction under legislation to plan and control these resources. It is the objective of this plan to ensure that the Town is adequately consulted by these agencies, and that permits are secured from the Town, as required;

8. There are significant aggregate resources located within the Planning Area boundary; therefore, the Development Regulations will contain standards and conditions related to such development in order to assist Council in reviewing any future applications that may be referred to them by the Mineral Lands Division. While quarries are allowed in the Resource zone, there is also a specific Mineral Working zone to protect mineral lands of high value; and,
9. Ensure that any development applications within the overlapping Winterton ADA are referred to the Agri-foods Division for appropriate review according to provincial legislation and regulation.

3.9 MINERAL WORKING LAND USE CLASS

3.9.1 GOALS

To protect lands with existing and future mineral working potential to meet the needs of the community;

Ensure that land uses are properly allocated so that conflicts between non-compatible uses are avoided;

3.9.2 OBJECTIVE

The objective of establishing this zone is to set aside land with high potential for aggregate material for mineral working purposes where access to the resource must be protected;

3.9.3 POLICIES

It is the policy of Council to:

1. Provide for a mineral working zone in the mineral working future land use designation on the future land use mapping;
2. Permit quarry activity as well as conservation. Other uses typical of the Mineral Working zone that will be allowed as discretionary uses include agriculture, forestry, scrapyards, or resource industrial uses; however, the application for these uses must be referred to the Mineral Lands Division of the provincial government to ensure that there would be no conflict with quarry activity. Protect the valuable aggregate resources in the Planning Area under the Mineral Working designation;
3. Permitted uses: Mineral Exploration, Mineral Working, Accessory Uses and Buildings, uses allowed in all zones; and discretionary uses: commercial agriculture, forestry activities, and salvage/scrap yard;

4. To prohibit single dwellings accessory to agriculture and forestry operations in the Mineral Working designation;
5. Identify the Quarry buffer as required by the Mineral Lands Division on the land use zoning maps and include regulations in the Development Regulations.

3.10 DEVELOPMENT SCHEME AREAS (DSA)

The Development Scheme Area designation is intended to protect lands with development potential to be reserved for the future land needs of the community for residential, mixed and industrial uses. A development scheme must be prepared according to Section 29 of the Act which follows the planning process set out in sections 14-25 of the Act.

3.10.1 GOAL

To protect land with development potential from ad hoc development in order to meet the future needs of the community;

3.10.2 OBJECTIVE

To identify areas to be designated for protection as DSAs and indicate the primary purpose for these designations as residential, mixed or industrial use;

3.10.3 POLICIES FOR ALL DEVELOPMENT SCHEME AREAS

It is the policy of Council to:

1. Provide for development scheme area (DSA) zones in the development scheme area designation on the future land use mapping;
2. Identify the DSA set out on the Future Land Use Map as: Residential Development Scheme Areas (RDSAs), Mixed Development Scheme Areas (MDSA), and Industrial Development Scheme Area (IDSA). The objective and policies for each zone are outlined below;
3. The Development Regulations will identify the Residential Development Scheme Area Zone (RDSAs), Mixed Development Scheme Areas (MDSA) zone, and Industrial Development Scheme Area (IDSA) zone in the regulations and on the Land Use Zoning maps;
4. Allow existing uses to continue in an area designated as a Development Scheme Area;
5. Require the preparation of the Development Scheme as set out in Section 29 of the Urban and Rural Planning Act, 2000 for all areas designated Development Scheme Area. Note:

- a. That section 29 (1) of the Act indicates that the purpose of preparing a development scheme is to carry out a proposal contained in the plan in a particular manner. The Development Scheme forms part of the Town's ICSMP and is prepared in accordance with the Urban and Rural Planning Act, 2000, sections 14-25, including public consultation, submissions to the provincial government for review, statutory public hearing and provincial government registration;
 - b. No development can take place prior to the gazetting of the registered development scheme in the Newfoundland and Labrador Gazette;
 - c. The Development Scheme shall be read as part of the ICSMP (section 30); and,
 - d. Section 29 (3) (a) indicates that the development scheme area is to implement a proposal or part of a proposal of the ICSMP. The proposals for each designated DSA are provided in the following sections below.
5. The Development Scheme areas should incorporate the principles from the *Smart Growth* planning concept, as appropriate, such as:
- 1. Mix of land uses
 - 2. Take advantage of compact building design.
 - 3. Create walkable neighbourhoods and a range of housing opportunities and choices
 - 4. Foster distinctive, attractive communities with a strong sense of place
 - 5. Preserve open space, farmland, natural beauty, and critical environmental areas
 - 6. Strengthen and direct development towards existing communities
 - 7. Make development decisions sustainable, predictable, fair, and cost effective

3.10.3.1 RESIDENTIAL DEVELOPMENT SCHEME AREAS (RDSA)

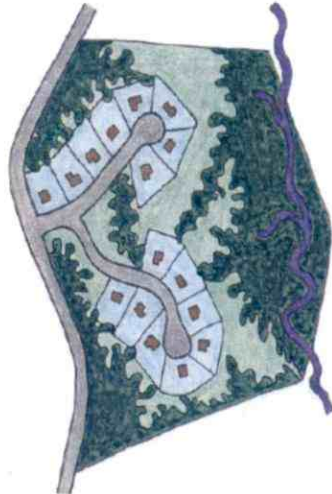
The Development Regulations will provide for a RDSA Zone which applies to six areas identified within the development scheme area future land use designation. This zone protects a sufficient land base for future residential development; the purpose of each is described briefly below:

- 1) **Southwest Arm RDSA** - This is an undeveloped area that could be developed in a comprehensive manner for residential development incorporating healthy community design concepts and densities to create a more 'complete' neighbourhood. A more refined zoning plan could be used to create a neighbourhood hub with a central focus

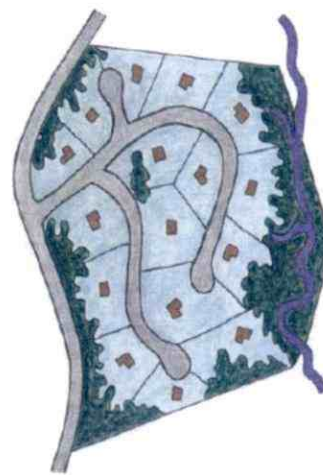
and interconnected trail/walkway system that also takes advantage of the views and access to Southwest Arm.

- 2) **Markland Road RDSA** - The Town has already identified the potential connection between Markland Road and Rodgers Place and the adjacent lands would be developed for residential use. The area is mostly Crown land that is currently needs protection from competing uses.
- 3) **Marine Drive RDSA** - This is another area already identified by the Town for potential residential development. Previous discussions include a continuation of Old Mill Road to Mt. Vincent Crescent. The area can be serviced by the Town.
- 4) **Shoal Point RDSA** - This is an area with a view over Mortier Bay that could be developed for a range of residential development and can connect to existing services.
- 5) **Little Bay RDSA** - This is another area with a view over Mortier Bay that could be developed for a range of residential development and can connect to existing services.
- 6) **Spanish Room RDSA** - This is another area with a view over Mortier Bay that could be developed for a range of residential development.

In the Shoal Point, Little Bay and Spanish Room RDSAs, opportunities for quality low density residential subdivision development, such as 'Conservation design subdivisions' shall be provided, as illustrated below:



Conservation / Cluster Residential Development



Conventional Residential Development

Example of how to protect natural areas for the benefit of all residents yet provide the 'estate lot' atmosphere in locations where topography and other environmental restrictions are a challenge.

3.10.3.2 MIXED DEVELOPMENT SCHEME AREAS (MDSA)

The Development Regulations will provide for a Mixed Development Area zone which applies to two areas which were identified for potential residential and commercial mixed development in proximity to existing residential, commercial and industrial developments to provide logical and orderly development between and adjacent to existing development.

A. TOWN CENTRE MDSA

The purpose of the Town Centre MDSA is to create a range of housing opportunities in close proximity to commercial, conservation, public/institutional facilities at the key intersection of McGettigan and Columbia which has become the de facto Town Centre. This area was previously identified by the Town as a prime area for development in the Marystown Green Development Plan in 2013. The detailed concept for the area plan contained a mixed-use centre, a new residential community, and an expanded 'green' business extension to the Harris Drive Industrial Park on the north boundary. It is surrounded by residential, commercial, and light industrial development and has access from the Harris Drive Industrial Park and the Lions Club Road which could be extended as an east/west corridor through the site. Building on the general public endorsement for the concept developed in 2013, the objective of this area is to provide a future mixed use development area with commercial and residential uses designed to create a complete neighbourhood on smart growth principles.

Policies

1. The Town Centre MDSA will accommodate a Mixed Use zone with a cluster of commercial (retail, office, business park) development surrounding by a descending order of intensity of high to low density residential development, that is, multi-unit higher density close to the commercial use and lower densities that integrate with the existing adjacent residential areas. It is intended that both horizontal and vertical mixed uses are included in the Development Scheme for this area.
2. The Town Centre MDSA shall be connected by trails and pathways to the Queen Street Neighbourhood and Town Hall to create a downtown healthy community synergy that currently does not exist.

B. BAYVIEW MDSA

The purpose of the Bayview MDSA is to provide for future commercial development that maximizes the proximity the soon-to-be-filled Marine Industrial Park; as well as to allow residential development that can take advantage of the views from this height of land and the proximity to main commercial and recreation nodes. This area is on a ridge located off Ville Marie Drive, east of McGettigan Drive, close to existing commercial and industrial developments as well as the regional YMCA recreation centre.

Policies

1. The Bayview MSDA, offers opportunities for commercial ventures that could provide services and goods to the Industrial Park.
2. Within the Bayview MSDA, residential development is directed to the slopes which offer a view over the bay where new subdivisions would be an extension of the existing Bayview residential neighbourhood and they would be in proximity to services from major commercial and service businesses and the nearby regional recreation complex.

3.10.3.3 INDUSTRIAL DEVELOPMENT SCHEME AREA (IDSA)

The Development Regulations will provide for an IDSA Zone which applies to one site identified on both the Future Land Use and Land Use Zoning mapping. The purpose to the IDSA zone is to reserve lands for future industrial development that are located close to existing industrial sites in order to provide proximity for expansion of existing industries and development of industries to service them or to take advantage of the transportation facilities and links. This location was selected due to its proximity to the established Marine Industrial Park, the existing commercial core and the proposed industrial development area and transportation by land- Route 210, or sea – port facilities. This overall area is targeted, collectively, as the ‘employment-generating hub’ of the community and will create a synergy for economic growth. As well, the site is separated from residential and retail-commercial land uses which reduces potential nuisance conflicts.

Policies

1. To zone land located west of McGettigan Drive as an Industrial Development Scheme Area. This area is located away from other incompatible uses and will provide sufficient industrial land to accommodate the growth anticipated during the planning period.
2. To encourage the IDSA as an alternative location for existing heavy industrial businesses currently on McGettigan Drive that are not considered attractive from a tourism and ‘community streetscape’ perspective and might be more appropriately located off this main gateway street into the Town.

4.0 IMPLEMENTATION

4.1 ACTION PLAN

In order for the Town of Marystown to achieve the Vision articulated in their Integrated Community Sustainability Municipal Plan, the Council will need to:

- Adopt Development Regulations as a tool for administration and implementation;
- Implement a Capital Works program to support Plan implementation;
- Ensure a clear and efficient approach to the development review, approval, and appeal processes;
- Undertake to conduct research to inform decision-making in Plan implementation; and,
- Develop a Community Action Plan to set goals to achieve the objectives of the Plan.

Development Regulations are one of the main vehicles through which Plans are implemented. The Town will review, revise and adopt Development Regulations pursuant to Section 35 of the Urban and Rural Planning Act, 2000.

4.2 AMENDMENTS TO THE PLAN

Council may consider amendments to the Integrated Community Sustainability Municipal Plan when:

1. There have been significant changes to the community since the preparation of the background report that provided the factual basis for the policies in this Integrated Community Sustainability Municipal Plan; for example, a gold mine is started just outside the southern boundary of the Town and there is a demand for services and influx of workers;
2. Studies have been undertaken by the Town or the provincial or federal governments which contain recommendations or policies which should be incorporated into the Integrated Community Sustainability Municipal Plan;
3. A development proposal is submitted to Council which provides sufficient information and rationale to support a change in the Integrated Community Sustainability Municipal Plan;
4. In considering any proposed amendment to the Plan, the Council should evaluate the proposal for consistency with the strategy for growth of the Town, as established in the goals, objectives and policies of the Integrated Community Sustainability Municipal Plan.

A person may request to have the zoning of a parcel of land changed in order to accommodate a use or development not permitted under its' current zoning. This might only require an amendment to the Development Regulations without amendment to the Integrated Community Sustainability Municipal Plan. In considering requests for rezoning, Council shall consider:

- all appropriate policies set out in this Plan;
- the provision of road, water and sanitary and storm sewer services and the impact on existing infrastructure;
- the fiscal impact of the development on the Town;
- community/neighbourhood context for the proposed development;
- environmental considerations, emissions, effluents, nuisance effects ; and,
- site suitability: slope, groundwater, location of watercourses and wetlands.

4.3 REVIEW OF THE PLAN

The Council for the Town of Marystown will undertake a review of the Integrated Community Sustainability Municipal Plan every five years in accordance with the requirements of Section 28 of the Urban and Rural Planning Act, 2000. This review may be comprehensive or it may consist of an audit of progress that confirms that the Plan is still relevant. The review process is valuable to the Council and residents to ensure that the administration of the community achieves the objectives of its residents.

APPENDIX A: FUTURE LAND USE MAPS