

MUNICIPAL PLAN 2015 - 2025

TOWN OF PORT AU CHOIX

| SEPTEMBER 2015 |



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MUNICIPAL PLAN 2015 - 2025



TOWN OF **PORT AU CHOIX**

CROSSROADS OF CULTURE



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Urban and Rural Planning Act, 2000
Resolution to Approve

Town of Port au Choix Municipal Plan (2015-2025)

Under the authority of Section 16, Section 17, and Section 18 of the *Urban and Rural Planning Act, 2000*, the Town Council of Port au Choix:

- a) Approved the Town of Port au Choix Municipal Plan on the ____ day of _____ 2016.

- b) Gave notice of the adoption of the Town of Port au Choix Municipal Plan by advertisement inserted on the ____ day and the ____ day of _____ 2016 in the _____ newspaper.

- c) Set the ____ day of _____, 2016 at ____ p.m. at Town Hall for the holding of the Public Hearing of Objections and submissions.

Now under the authority of Section 23, of the *Urban and Rural Planning Act, 2000*, the Town Council of Port au Choix approves the Port au Choix Municipal Plan as adopted.

Signed and Sealed this ____ day of _____, 2016.

Mayor: _____

Carolyn Lavers

Clerk: _____

Annette Payne

(Council Seal)

**Urban and Rural Planning Act, 2000
Resolution to Adopt**

Town of Port au Choix Municipal Plan

Under the authority of Section 16 of the Urban and Rural Planning Act, 2000, the Town Council of the Town of Port au Choix adopts the Town of Port au Choix Municipal Plan 2015 – 2025.

Adopted by the Town Council of the Town of Port au Choix on the ____ day of _____ 2016.

Mayor: _____

Carolyn Lavers

Clerk: _____

Annette Payne

(Council Seal)

Canadian Institute of Planners Certification

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

MCIP: _____

Member of Institute of Planners

Robert Ross, MCIP

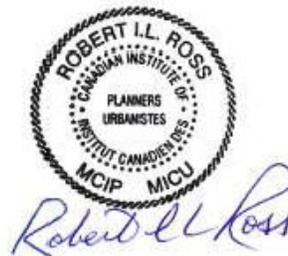


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1.0 INTRODUCTION

1.1 PURPOSE & ROLE OF MUNICIPAL PLAN

The purpose of the Municipal Plan (2015-2025) is to provide for the management of land use, water and other resources within the Town of Port au Choix through policy attention to environmental and conservation, residential, commercial, industrial, mixed development, community and public use, recreational assembly, and comprehensive development area land uses, as well as tourism, municipal infrastructure, public engagement and other emerging local issues. The Plan represents opportunity to pursue new and resourceful approaches to managing future change in the community through considerations of sustainability, encouraging a comprehensive understanding of the land base, realistic policy objectives and enhanced community partnerships.

The primary role of the Municipal Plan is to serve as the land use planning framework and guideline for Town Council to follow in managing the community's land base. The Municipal Plan is deemed to be a living policy document of Council that provides positive support and opportunity to local residents, businesses, community organizations, land developers and external agencies and departments, in protecting and preserving what is valued, and in identifying locations and the methodology for considering where, and in what manner, land development may occur. The Plan consists of both written text and land use maps.

This Municipal Plan replaces the previous Municipal Plan (1995) for the Town of Port au Choix. The updated Municipal Plan (2015-2025) is to serve as the Town's land use planning direction for timeframe of ten years. A parallel update of the companion Development Regulations complements the Municipal Plan.

1.2 MUNICIPAL PLANNING AREA

The Municipal Planning Area of Port au Choix coincides with the Town's Municipal Boundary Area, and therefore applies to all that land within the 35.61 square kilometers (8,800 acres) of

the Town's jurisdiction, as identified by the Municipal Plan map that accompanies this document, and as illustrated by Figure 2 within Section 2.1 of the Plan.

It should be recognized that in current-day society, the names 'Port Aux Choix' and 'Port au Choix' are sometimes used interchangeably. For the purpose of the Municipal Plan and Development Regulations, the Town is referred to as 'Port au Choix.'

1.3 PLAN CONTENT

Section 13.0 of the Urban and Rural Planning Act (2000) identifies the required content of a Municipal Plan is to include:

- Statement of objectives of the Plan;
- Policies to be implemented under the Plan;
- Division of land into land use classes and identification of permitted and prohibited uses of land, and requirement for companion Development Regulations to regulate land use zoning;
- Provision for non- conforming uses of land;
- Land use management for a 10 year planning horizon; and,
- How the Plan will be implemented.

The Urban and Rural Planning Act also identifies the permissive content that may be considered for inclusion within the Municipal Plan; some of the provisions are briefly noted as follows:

- Describe and determine the physical, economic and social environment of the planning area;
- Provide for the protection, use and development of environmentally sensitive lands;
- Provide for the protection, use and development of natural resources;
- Establish areas for comprehensive development;
- Establish locations, provisions for and policies with respect to housing and facilities for senior citizens;
- Provide for and recommend the attraction, location, development and diversification of economic activity;

- Describe existing and proposed transportation networks and proposed networks of streets;
- Provide for the use and conservation of energy;
- Provide for the non-removal of trees and vegetation... and require that environmental studies be carried out prior to undertaking specified developments;
- Provide for storm water and erosion control;
- Provide for garden suites and back lot development;
- Propose the phasing in of a development; and,
- Make other proposals that in the opinion of Council are necessary.

The intent of the Port au Choix Municipal Plan (2015-2025) is to utilize the direction identified by the Urban and Rural Planning Act, and to complement this content with policy statements that help to further strengthen the environmental, economic, social and cultural sustainability of the community, and that are financially affordable to the Town.

1.4 PUBLIC CONSULTATION

To be effective, the Municipal Plan needs to reflect the desires and needs of local residents, businesses, community groups and organization, government agencies and departments, and with regard to regional considerations. As part of the Plan preparation process, varied opportunities to engage members of the public have been pursued, as illustrated below:

- Initial meeting with members of Town Council;
- Initial public open house meeting;
- Circulation and receipt of public comment sheets;
- External agency review and input;
- Circulation of 'draft copy' of Municipal Plan for review and comments; and,
- Revisions to draft Plan.

As the Municipal Plan (2015-2025) is implemented, community partnerships and public involvement will be ongoing.

1.5 ADOPTION, APPROVAL, & REGISTRATION OF THE PLAN

Following initial public consultation and subsequent provincial review, and upon formal adoption of the Municipal Plan (2015-2025) through a resolution by Port au Choix Town Council under Section 16 (1) of the Urban and Rural Planning Act, Council provides notice of a Public Hearing to receive further comment on the proposed Municipal Plan. At the Public Hearing, a Commissioner that is appointed by Town Council, will hear and receive representations and objections to the Municipal Plan, and submit a report with recommendations to Council for consideration.

Council may approve the Municipal Plan, or approve the Plan with the revisions that may be recommended by the Commissioner. The Plan is thereafter submitted to the Minister of Municipal Affairs for conformance to all applicable provincial policy, regulation and legislation, prior to registration of the Port au Choix Municipal Plan within the provincial planning registry.

The Municipal Plan becomes effective on the date of registration of the Plan within the Newfoundland and Labrador Gazette.

1.6 ADMINISTRATION & EFFECT OF MUNICIPAL PLAN

The Municipal Plan is a land use policy document of Council that shall be administered by the designated staff of the Town of Port au Choix, and under the direction of Town Council.

When the Municipal Plan (2015-2025) comes into effect, in accordance with Section 12 of the Urban and Rural Planning Act, the Plan shall be binding upon Town Council and any persons undertaking a development within the Port au Choix planning area.

Section 5 of the Act identifies in part that “A person is not entitled to compensation for a reduction in the value of that person’s interest in land nor for a loss or damage to that person’s interest in land resulting from application of this Plan.” In other words, the greater public good of the planning direction and land use designations adopted by Council through the Municipal Plan supersedes the Plan’s effect on individual property.

The Municipal Plan (2015-2025) is required to be reviewed every 5 years from the time it takes effect, and revised if necessary to address developments within the community which can be foreseen during the next 10 years.

1.7 RELATIONSHIP TO OTHER PLANS

The policy statements of the Municipal Plan do not exist in isolation to other planning initiatives of the Town. Under Sections 29 and 30 of the Urban and Rural Planning Act, Town Council may prepare and adopt more detailed development or local improvement schemes, or land and/or building acquisition proposals, for the purpose of pursuing specific strategies identified within the Plan.

The Municipal Plan (2015-2025) has also been updated in concert with the companion Development Regulations, a land use regulatory document that specifies the more detailed land development standards, conditions of use and requirements that are applicable to property located within the Town's Planning Area. The content of the Development Regulations is varied, and includes land use zone category for all properties located within the Planning Area, subdivision and advertising regulations, the minimum and/or maximum land use density of specific locations within the community, and development design guidelines that may apply to new and expanded land developments and related activities within the community.

The Town's recently completed Collaborative Integrated Community Sustainability Plan (2010) and its varied identified strategy initiatives are additionally intended to complement the policy actions recommended within the Municipal Plan.

The updated Municipal Plan is also intended to work in concert with the Port au Choix National Historic Site Management Plan (2007), and may also refer to any relevant or previous land use and economic plans of the now disbanded Zone 7 – RED Ochre Regional Board Inc. and the St. Anthony – Port au Choix Rural Secretariat. Provincial policies related to environmental management, water protection, highway requirements and other considerations are also applicable to the Municipal Plan.

Successful ongoing implementation of the Municipal Plan (2015-2025) will further entail coordination with the Land Use Planning division of the NL Ministry of Municipal Affairs, and for specific projects, referral to varied provincial and federal agencies for comment.

1.8 INTERPRETATION OF PLANNING TERMS

In this Municipal Plan:

- “Council” shall mean the Council of the Town of Port au Choix.
- “Development Regulations” shall mean the Port au Choix Land Use Zoning, Subdivision and Advertisement Regulations.
- “Municipal Planning Area” shall mean the Port au Choix Municipal Planning Area.
- “Town” shall mean the Town of Port au Choix.

To assist in the interpretation and understanding of the varied land use planning terms, please refer to the Definitions section (Schedule A) of the Development Regulations that accompany this Municipal Plan. If there are instances where the Port au Choix Definitions of planning terms conflict with those defined by the Urban and Rural Planning Act, 2000 (URPA), or Regulations of URPA (Minster’s Development Regulations), the former shall defer to URPA.

The boundaries between the different land uses designated in the Municipal Plan are meant to be general, except in the case of roads or other prominent physical features where they are intended to define the exact limits of each category. Nothing in the Plan shall affect the continuance of land uses which are lawfully established on the date that this Plan comes into effect.

1.9 AMENDING THE PLAN

Upon Registration and effect of the Plan, the Municipal Plan (2015-2025) may be considered for amendment through application to Town Council for a change to the following:

- A proposed wording change to specific text or a policy statement; and/or,
- Proposed mapping change to a specific land use designation.

An applicant wishing to pursue such an amendment to the Municipal Plan (2015-2025) will be required to do so in the prescribed application form as provided by the Town (attached **Table 1** provides an indicative type of application form), and through submission of the prescribed application fee established by Council. Upon receipt of the application and the accompanying required supporting information, and outlined rationale for the Municipal Plan amendment revision, Council will review and consider the amendment request in the manner prescribed by the Urban and Rural Planning Act. Section 27 of the Act identifies that the cost of the amendment shall be the responsibility of the applicant.

Table 1 — Town of Port au Choix Sample APPLICATION FORM

Property Owner Name: _____

Applicant Name: _____

Property Address: _____

Current Municipal Plan Designation: _____

Proposed Municipal Plan Designation Change To: _____

Proposed Municipal Plan Text Amendment, Section No: _____

Current Zoning of Property: _____

Proposed Zoning for Development Regulation Amendment: _____

Proposed Development Regulation Text Amendment, Section No: _____

Legal Description of Property: _____

Property Size: _____ Developable Area Size: _____

Existing Use of Property: _____

Proposed Development for Property: _____

Reasons in Support of Proposed Amendment: _____

Attached Information:

Site Plan: _____ Site Development Information: _____

Building Design Drawings: _____ Landscape Plan: _____

Additional Information:

Water Service: _____ Sanitary Sewer Service: _____ Stormwater: _____

Number of Street Access/ Egress locations: _____

Infrastructure Services to be upgraded: _____

I declare that the information submitted in support of this application is true and correct in all respects.

Signature of Property Owner

Date

Signature of Applicant

Date

2.0 UNDERSTANDING THE COMMUNITY

A successful sustainable plan is dependent upon an intimate understanding of the sense of place of the community, the dynamics of the local economy, current population trends and the geography, infrastructure, constraints and opportunities of the land base of the local planning area. This Section of the Municipal Plan begins to delve into this level of background detail of Port au Choix by briefly reviewing its history and evolution, evaluating the best available demographic data of the local population, considering recent economic development activity, and by discussing likely future scenarios for the Town.

2.1 TOWN OF PORT AU CHOIX

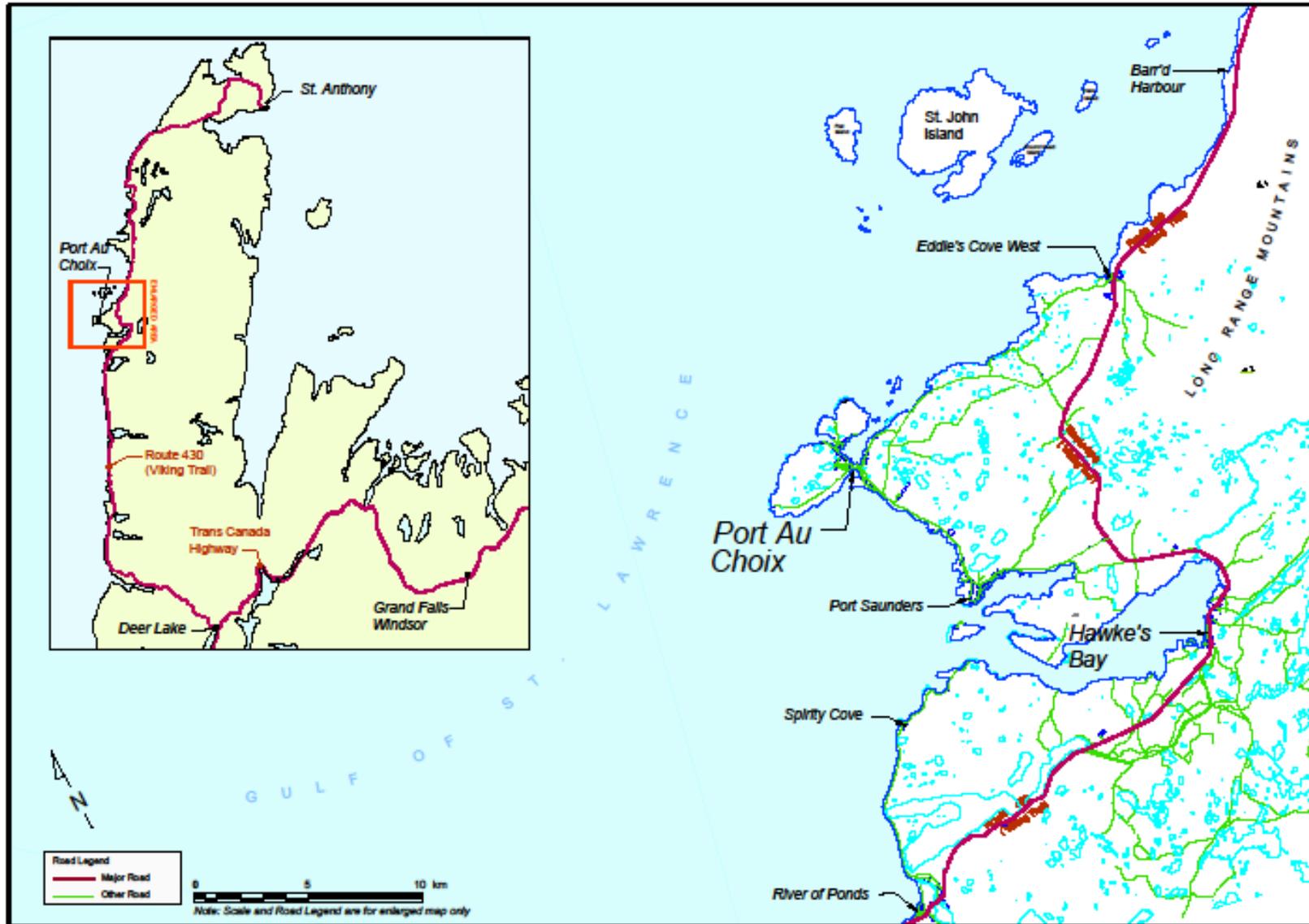
Location

Port au Choix is located adjacent to the Gulf of St. Lawrence, on the west coast of the Northern Peninsula of the Province of Newfoundland and Labrador. The Town is situated approximately mid-way between Deer Lake, 230 kilometres (km) to the south, and St. Anthony, 200km to the north. The Town is accessed from Highway 430, the Viking Trail, located approximately 13km to the east.

The western extremity, and the primary developed area of Port au Choix, representing approximately one third of the total land area of the municipality, consists of two peninsulas that were likely once an offshore island. The largely undeveloped eastern portion of the Town abuts the adjacent community of Port Saunders.

A regional location map is shown on the following page.

FIGURE 1: Port au Choix Regional Location



Early History

A local resident, James Billard in 1904, discovered bone, stone and ivory artifacts that served as the catalyst to open the expansive historical past of the community. Through subsequent archaeological interest and research in the area, it was determined that:

- The two peninsula areas of Port au Choix, protruding into the Bay of St. Lawrence and located to the south of the nutrient laden waters of the Strait of Belle Isle, created the ecological setting of plentiful sea mammals, particularly seals, and to a lesser extent whales, and other fishery habitat. These conditions acted as a magnet to draw large numbers of some of Canada's original aboriginal populations to establish settlement in the area over an estimated period of five thousand years;
- The limestone geology of the area provides for alkaline soils, rather than acidic lands, and has resulted in unparalleled preservation conditions that have led to the archaeological recovery of a significant number and variety of historical artifacts from polished slate knives, antler, ivory and bone tools, harpoons and weapons, soapstone pots, sled runners, and fine crafted ornaments, to burial caves and cemeteries. These archaeological findings and discoveries resulted in an unique opportunity for varied researchers from Harvard, the National Museum of Canada, Memorial University and Parks Canada to document and tell of the very early history of the Port au Choix area;
- The original inhabitants consisted of three aboriginal cultures, noted as follows:
 - Maritime Archaic Indians (5500 to 3200 years before present (BP); the term Maritime refers to the connection to the sea, while archaic conveys reliance on hunting and gathering, rather than farming);
 - Groswater Paleoeskimo (2800 to 1900 years BP); and, Dorset Paleoeskimo (1900 to 1300 years BP; the term Paleoeskimo refers to groups of native peoples who inhabited the Eastern Arctic, and who are not direct descendants of the modern day Inuit).
- Archaeological evidence also uncovered the presence of more 'Recent Indian' residents approximately 1300 to 300 years BP. These peoples were not as intimately linked to the sea and had a more generalized economy, and resided more near the sheltered coves of present day town as opposed to Paleoeskimo settlement patterns on the barren lands of the Pointe Riche area.

Port au Choix also has an important history of European influence. The community, with its sheltered harbour, was deemed to be one of the original centres of the Basque commercial fishery in the 1500 to 1700 period. The Basque fishermen of Spain, Portugal and France are reported to have named the location 'Portuchoa', meaning little port.

From approximately early 1700 until 1904, the French continued to have fishing rights along the 'French Shore', including the seasonal settlement of Port au Choix. During the latter stages of this period, a mix of French and English more permanent settlement of the area occurred.

Collectively, the ability of the area's geology to tell local history of over 5000 years to archaeologists, and to have it defined, has provided significant insight into the unique social, cultural, economic and spiritual character of the very early aboriginal inhabitants to the island of Newfoundland, and to the Port au Choix area.

More Recent History

During the 1900s, Port au Choix became the focus of increasing archaeological research. Numerous sites of significance were found, including aboriginal housing and burial sites within Philip's Garden on the Pointe Riche peninsula, and a large burial grave site within the southeast area of the Town on Fisher Street, which later became known as the Maritime Archaic Indian cemetery.

Due to the national and international significance of the local archaeology, in 1970, the Pointe Riche peninsula and the western half of the Port au Choix peninsula were declared as a National Historic Site (NHS); in 1984, the official NHS designation was proclaimed. Almost 20 years later in 2001, Parks Canada constructed a new Visitor Centre and Museum on the windswept Pointe Riche peninsula. Archaeological excavations continued, and more middens, house and burial sites were found. French bread ovens made of stone were also discovered.

The unique natural ecosystem of the Port au Choix barren lands additionally uncovered a variety of rare and threatened plant species. This is particularly true on the Port au Choix peninsula area, where a significant area of critical habitat for rare limestone flora was identified within the NHS boundary area.

The Pointe Riche lighthouse, originally built in 1871, adds to the inventory of local history by being recognized as a Federal Heritage Building in 1991.

While the rich archaeological finds of Port au Choix characterized one aspect of the historic evolution of the community, the fishery has always been the backbone. Up to the 1960s, Port au Choix survived as a small fishing settlement. In the late 1960s however, the community was chosen as a 'growth centre' for relocated residents of the small coastal out-ports through the 'resettlement program'. Development of a fish plant and then movements to unionize fishery workers followed.

At the height of the fishing boom, Port au Choix was a community of approximately 2500 residents, and was referred to as 'the fishing capital of western Newfoundland'. By 1986, given the cyclical nature of the fishery industry and ongoing out-migration of residents to other provinces in search of more stable employment, the local population dropped to an estimated 1300 residents. With the closure of the cod fishery in 1992, out-migration accelerated and by 2011, the local population had declined to approximately 839 residents.

Today the local fishing resource from the rich fishing grounds of the Esquiman Channel in the Gulf of St. Lawrence, and other accessible areas, is varied and includes shrimp, crab, lobster, herring, mackerel, turbot and halibut, rather than the historical reliance on cod. The recent acquisition by Ocean Choice International (OCI) of the local modern fish plant, primarily for shrimp processing, meant a return of secure employment levels for workers. During a time when many other communities are losing their fish processing facilities, the local OCI plant brings a sense of stability to the community.

The challenge for a more sustainable future for the Town resides in part with diversifying the local economy as much as possible so that sole dependence is not with one primary employer.

Incorporation of the Town & Municipal Planning

The Town of Port au Choix is an amalgamation of three once separate communities, namely Old Port au Choix, Gargamelle Cove and Port au Choix. Historical records identify that there were an estimated 37 residents living in Old Port au Choix in 1857. It is further reported that in 1874, the

first family settled in Gargamelle, while the community of Port au Choix was initially established in 1911.

Historical documentation indicates that Port au Choix was initially incorporated as a Local Improvement District, and formally became a Town on October 2, 1973. While early community plans were prepared for Port au Choix, the Town had never resolved to 'plan'. After significant housing demand for seasonal dwellings from fish plant workers in the 1970s, and other community growth, Town Council sought to pursue more direct land use management through the NL Urban and Rural Planning Act.

In 1983, the Minister of Municipal Affairs established the current Planning Area boundary for the Town, which mirror images the Town's municipal boundary. Included within the Planning Area boundaries are the Pointe Riche peninsula which houses the National Historic Site to the west, the Port au Choix peninsula to the northwest which also includes a NHS designated area in its northern portion, the mainland area located east of Gargamelle, and to the southeast, the Town's planning area meets the municipal boundary of the Town of Port Saunders.

A Municipal Plan to guide growth and development in the Town was introduced for the 1985 to 1995 period; in 1995, the Province prepared an updated Municipal Plan and Development Regulations for the community. This Municipal Plan (2015-2025) will update and replace the 1995 Plan.

FIGURE 2: Planning Area Boundary



2.2 LOCAL POPULATION CHARACTERISTICS

The demographic profile and population characteristics of Port au Choix, similar to other communities of the northern peninsula of western Newfoundland, exhibits declining population, low incomes and seasonal employment patterns, and aging of local residents.

It is acknowledged that current statistical population data on Port au Choix is primarily limited to the dated information provided from the 2006 and 2011 Canada Census. As a result, the following discussion will highlight only key considerations and population trends from the Census data as well as more recent data, where available:

- The population of the community had decreased by nearly one third (29.1 %) from 1,260 residents in 1991 to 890 residents in 2006; a further 6 % population decline to 839 residents had taken place by 2011;
- The greatest population loss has occurred with youth under 19 years of age, indicating an exodus of youth upon graduation from high school to pursue higher levels of education elsewhere and/or to pursue employment opportunities, and younger children who moved from the community with their parents. Significant out-migration of young adults of working age is also ongoing;
- Natural population change of local births verses local deaths is in decline. During the period from 2006 to 2009, there were 20 new births that were offset by 30 local residents dying. Without significant numbers of new residents moving into the community, a continued trend of out-migration of local residents and the rate of births not keeping up with rate of local deaths, population loss is continuing. In 2006, the Residual Net Migration for Port au Choix was - 45 or a net loss of 45 residents during the year;
- Within the St. Anthony-Port au Choix Rural Secretariat Region, from 1986 to 2007, out-migration and declining birth rates had resulted in a decrease in the 5 to 19 years of age group from 5,900 residents to 2,100;
- School enrolments of all grades within the Hawke's Bay – Port au Choix area are estimated to have declined from 728 students in 1989-1990 to only 263 students during the 2010-2011 school years. Full time teachers during the same period have decreased from 47 to 26;

- The loss of youth and young adults of child bearing age is a significant population dynamic; it will take only one generation period of time for the community not to be able to sustain itself at current levels of population. In other words, without local births and new residents moving into the community, the size of the local population will continue to decrease.
- As a result of the smaller number of young families with children in the region and within the community, the proportion of residents of Port au Choix older than 15 years of age in 2011 had grown to 86.9 %. The median age of local residents of 48.1 years is also increasing, higher by a full four years over the provincial median age of 43.7. The estimated number of residents in the year 2011 who were over 55 years of age is in the neighbourhood of 300 +/- persons, representing more than 35 % of the total population. These trends convey an important task for the community to more fully plan for the varied future needs of local seniors;
- The 2006 data identified that there was a strong core of residents within the community who have lived in Port au Choix for a long period of time. Of all local residents aged 5 years and older, an estimated 91 % had lived at the same address for over 5 years. Approximately 5 % of local residents had moved from elsewhere in the province over the previous 5 years, while 2.8 % (25) local residents had lived in a different province in 2001;
- A trend of retirees moving back to the community was also evident in 2006 as 15 residents indicated that they had lived in a different province one year previous to the Census. This source of new residents to the community, as well the opportunity evident in other NL Towns, for former residents now employed on rotational shifts in Alberta and elsewhere to return to the community to reside on the basis of traveling to their workplace, represents potential new growth opportunities for Port au Choix;
- Data from 2005 revealed that Port au Choix had an employment rate for the entire year of 89.9 % of all its local residents between 18 and 64 years of age which was significantly higher than the provincial average of 76.7 %. In other words, at some point during the year, most local residents of working age were employed for a specific period of time. The Province however continues to have a substantially lower overall unemployment rate as compared to the local rate;

- The 2006 gross per capita income for every man, woman and child in Port au Choix was \$20,900.as compared to the provincial average of \$22,900;
- Gross individual and family income levels for some local residents were actually quite high when compared to provincial averages, as illustrated by data that identified that half of the males in Port au Choix during 2006 received more than \$28,100.in income, \$1000.more than the provincial average. Half of the local females received more than \$18,000, compared to the provincial average of \$16,600;
- The average couple family income in 2006 in Port au Choix was \$61,900.as compared to the provincial average of \$69,200., and a national value of \$89,600;
- Income types for all residents in 2006 identified that Port au Choix had a self-reliance ratio of 63.7 % on government transfer incomes which indicates a high dependency on incomes from employment insurance, income support assistance, Canada Pension and Old Age Security that was approximately 15 % higher than the provincial average. This data illustrates the seasonal nature of much of the available work within Port au Choix and the aging of the local population;
- Over 50 % of males in the local workforce were most likely to have been involved in the primary industries of fishing and to some extent in forestry cutting pulp logs, and a further 20 % with fish processing. Males were also employed in occupations related to trades, transport, equipment operators, construction, business/ management/ and government service positions and in education;
- Primary occupations that engaged local females in the workforce included fish plant processing and manufacturing jobs, health care and social services positions, fishing and resource industries, retail sales and commercial services, education, and office management and related roles;
- On average, management positions during 2006 provided the most stable year long work occupations for local residents, while all other occupation types tended to be more seasonal in nature and generally provided less than 26 weeks of consecutive full-time work during the year; and,
- The 2006 Census data also revealed a varied and diverse place of work for local residents. While over 43 % of persons in the workforce in 2006 worked locally, nearly 27 % reported no fixed workplace address; this is likely attributed to the

fishing industry and occupations such as trades, construction and transport. More of note was the 50 local residents who reported that they worked from home; this proportion of home based businesses is more than double the provincial average. Nearly 18 % of local residents traveled outside of the community for work, the majority of which likely commuted to Port Saunders for health, government and related service sector occupations, with 15 local residents traveling outside the immediate region to work, and 10 individuals traveling to a workplace located outside of the province.

Each of the identified data snap-shot identifies a unique challenge and/ or opportunity for the community. It will be important for the Town to more fully analyze the data from the 2011 Canada Census as it becomes available, and in subsequent Census years, and to compare population, age composition, and other demographic trends, and adjust Municipal Plan policies as deemed necessary.

2.3 HOUSING PROFILE

The 2006 and 2011 Census Data also paint a partial story of the housing dynamics of the community, as illustrated as follows:

- There were a total of 407 private residential dwellings noted in the 2006 Census, with 375 of these dwellings occupied by usual residents;
- The majority of the residential dwellings in 2006, 88 %, were owned while approximately 12 % were rented;
- By 2011, only 365 private dwellings were occupied;
- Over 83 % of the total occupied dwellings in 2011 were single unit residential detached homes, while an estimated 10 % of housing units represent an increasing number of movable mobile home type of housing units;
- Nearly 2/3's of all homes were built before 1986, with a total of 140 residential dwellings being constructed between the 20 year period of 1986 to 2006, for an average of 7 new homes per year;

- The varied household types in Port au Choix include a couple without children (47.3 %), a couple with children (30.9 %), lone parent family (12.7 %) and other household types (9.1 %); and,
- The average household size in 2011 was reported as 2.3 persons.

2.4 ECONOMIC SETTING

Port au Choix is a community very dependent on the local fishing industry and the local processing facility. When fishing is good and the fish plant is running at capacity, there is an air of economic confidence and prosperity within the community. Economic success is intimately linked to the fishing sector as the primary engine of economic and employment stability in the community. This circumstance is not unique as many rural and resource dependent municipalities in NL, Atlantic Canada and other parts of the country are characterized with similar community economic development dependencies.

The reality of the existing economic situation is that the April, 2011 unemployment rate for the west coast, northern peninsula and Labrador area of NL was 17.2 %, representing over 8600 unemployed persons. For Port au Choix, this level of unemployment could translate into nearly 100 persons. The regional 17.2 % rate of unemployment was much higher than the then current NL provincial rate of 12.4 %, but fortunately not as high as other regions of the Province.

The unemployment reality becomes more pronounced when it is acknowledged that of the local persons that are working, the majority are very aligned to the ongoing success of the fishery and the fish plant. From a sustainable planning view, while the benefits of the local fishery are strongly supported, there is a need for the Town to outline new policy direction for continued emphasis to work towards diversification of the local economy and creation of longer term and more secure employment opportunities. There are no easy solutions to these objectives.

The economic challenges of the Town are amplified with acknowledgement that basic infrastructure services of municipal water supply and volume, sewer outfall treatment, roads and existing recreational facilities need significant and ongoing capital expenditures for upgrades and improvements. The existing debt load of the Town has additionally posed short

term restrictions on the financial options available to Council. Given the declining size of the local population, delivering cost effective municipal services becomes another central theme for future success of the community.

The level of local human capital in educational and work experience skills is also a challenge in Port au Choix. Local residents are getting older and many have limited educational backgrounds. Out-migration of local residents has been very selective in taking the younger and better educated residents from the community. This gap makes it very difficult to attract employers that will require educated and highly skilled workers in return for higher paying, and more secure positions with benefits. In this sense, rural communities are at a disadvantage when compared to more urbanized communities.

The economic, employment and financial challenges of Port au Choix represent only one facet of the future evolution of the community. To provide for considerations of maintaining a high quality of life, identifying new housing and land development policies, effective environmental management, discussing social/ cultural/ recreational priorities and the needs of seniors for enhanced active and healthy living, pursuing commercial expansion opportunities, creating a more vibrant harbour-front, examining options for governance needs and moving towards a goal of achieving longer term community stability; sustainable land use planning is more about developing policies to shape future growth in a more comprehensive, diversified, balanced, and complete community manner. This contrasts to most community models in NL of holding open and welcoming arms to all development proposals that come in the door under the misguided impression 'that all growth is good growth for the community.'

The intent of the Municipal Plan policies are to serve as a primary vehicle of Council to identify land use planning strategies to help guide the community and manage change over the next ten year period to the year 2025.

2.5 COMMUNITY PLANNING APPROACH

Most Municipal Plans identify a population projection for the community to enable calculation of how many new residents may be moving into the community over future years, and to determine how much land will be required to accommodate this pending growth and development, where the land should be located, what residential densities should be pursued, and what level of supporting commercial, employment, public use, parkland, open space and other community infrastructure will be required.

Port au Choix is not a community currently undergoing significant growth and expansion. The priorities therefore are to focus on achieving and maintaining stability in the community, to provide cost effective municipal services and to help make the Town more attractive, appealing and comfortable for those residents who remain, for tourism visitors and for those new-comers who may choose to reside and establish business in the community. As part of this policy direction, there will be the need to consider new land use opportunities, but the process will be not be dependent upon specific future population projection targets. As the 2016 and 2021 Canada Census occur, and new population data is received, the economic pulse of the community can be reviewed, and policy direction amended as necessary.

Higher levels of government have in the past typically implemented either market or short term government investment solutions, such as loans to fish plants or infrastructure programs to help upgrade roads and municipal utility services, to address the unemployment and economic challenges of resource dependent communities. Rural community development from a more sustainable perspective does not deny the importance and positive employment effect of these intervention approaches from higher levels of government, but longer term success can only be achieved if the approach is community based. This means that local residents, business persons and community organizations need encouragement to become more involved with Town Council in identifying strategies and actions that will help to improve their local quality of life. In other words, the social economy of local residents and volunteers in Port au Choix needs to be encouraged, empowered, expanded and more effectively utilized.

The sustainable focus for Port au Choix also needs to be more specifically aligned with community strengths and local assets, rather than emphasis on problems and obstacles. Through this perspective, the importance of the local fishery is respected but it is also necessary to highlight that the community has an outstanding tourism asset in the National Historic Site and the work of the local Heritage Committee. The Town also possesses affordable housing, a core of local business services and stores, varied community-minded organizations such as the Lions Club, and an untapped tourism resource with the potential of the waterfront and harbour, and the area's natural environment.

Rural development research for coastal communities from the Canadian Centre for Policy Alternatives has found that spending on infrastructure has the most beneficial impact to creating a long lasting positive influence (\$1.50 for every dollar spent); housing developments are not far behind (\$1.40 for every dollar spent). The Town therefore needs to concentrate and continue with infrastructure improvements for a reliable and high quality water supply, sewer treatment, local road repaving projects, provincial paving of Port au Choix Road, and additionally explore inclusive opportunities to help make the community more attractive, comfortable and appealing, and to provide for a higher quality of life for existing residents, retirees, newcomers, business persons and for tourism visitors.

2.6 GLOBAL PLANNING CHALLENGES

The influences to future growth and development in Port au Choix go beyond local and regional challenges. Increasingly issues of natural disasters and political instability, the escalating price of oil, the security of food supply, and world-wide economic conditions are having an effect on local communities. The Town has over the years, developed an intimate understanding of the realization of the need, and the ability, to adapt to community strategies of doing more with less, and using what remains more efficiently.

Even climate change policies are changing the way local governments plan for the future. Senior levels of government are beginning to require that communities look at their Greenhouse Gas (GHG) emissions, and change course in the manner that their communities are developed. For example, the British Columbia Greenhouse Gas Reduction Targets Act (2007) requires all

municipalities to reduce their GHG emissions by 33% over the next 15 years, and by 80% by 2050. In reality, implementation of these targets has proved challenging at the rural local government level since they have little influence over GHG emissions from sources such as existing regional transportation networks and provincial building codes. Local governments do however control decisions on land use, infrastructure planning and policies for energy efficient building and site design, and the way that growth is actually shaping their community of tomorrow.

The Province of Nova Scotia had established guideline requirements for all municipalities in the province to prepare Climate Change Plans by year-end 2013. The Province of NL has additionally explored a model and template for local governments to implement in determining their 'carbon footprint' so as to develop policies to reduce the extent of the municipality's Greenhouse Gas (GHG) emissions.

For Port au Choix, future land use planning will need to be cognizant of these and other changing demands of the world around us, and take a proactive approach to managing future change within the community. Climate change issues relating to a potential rise in sea levels of Gargamelle Cove, Back Arm and Port au Choix inlet, local food security, and automobile reliant local transportation patterns are all very real land use planning considerations to the community.

2.7 POLICY STATEMENTS OF THE MUNICIPAL PLAN

The format of the content of the Municipal Plan to follow, upon introduction of the community planning goals and objectives for the Town, is to discuss each of the varied land use designation categories and municipal management issues separately. Within an introductory section, background planning context will be often provided but the discussion focus will be directed to the formulation of Policy Statements.

The Policy Statements of the Municipal Plan (2015-2025) represent the formal land use policy positions of Council upon the adoption and registration of the Municipal Plan. The Policy Statements are also intended to represent 'actions to be achieved' so that the substance of the

Plan has merit and will result in positive change for the community. An Implementation Strategy that assigns responsibility for completion of each policy, timelines and applicable costs is outlined within the latter part of the Municipal Plan.

As the Town grows and evolves over the next number of years, the Municipal Plan and varied policy statements may be revised and/or amended to reflect the most current community goals and land use planning requirements.

Complementing the Municipal Plan policies will be the regulatory detail provided by the update of the Town's Development Regulations (1995). The updated Regulations continues the approach of dividing the Town into varied land use 'zones', also brings new and innovative land use directions to help facilitate new housing and new opportunities for commercial growth and environmental management. The Development Regulations update also provides the opportunity for Town Council to adopt Development Design guidelines to manage the siting, layout, and appearance of new developments for intensive residential uses, commercial, industrial and other proposed building projects.

The extent of regulatory detail and requirements for the Development Regulations is determined by the policy direction of Town Council within the Municipal Plan.

2.7 COMMUNITY-WIDE POLICIES & GOVERNMENT REFERRALS

Many planning policies are broad and general and apply in relation to all land use designations community-wide. Some of these broad planning policies are rooted in government policies and laws and, therefore, trigger referrals to Provincial and/or Federal departments or agencies for comment or input. Where the local control of development poses a question of provincial law or policy, or where a referral to a provincial department or agency might be appropriate, interpretation and clarification can be sought from the Land Use Planning section of the Department of Municipal and Intergovernmental Affairs.

2.7.1 Access to a publicly maintained street

Unless otherwise specified in this Plan, all development, including lots created through subdivision of land, must have direct frontage or access onto a publicly maintained road, or frontage on a new road that is constructed to Town standards under the terms of a Development Agreement. Back or 'Flag lot' development is a provision of this Plan, that may be permitted, at the discretion of Council, where it is determined that this is an efficient and effective manner of developing land, and without prejudice to the future development of the surrounding lands or hindrance to the efficiency of the existing or future road network.

2.7.2 Non-conforming uses

The Urban and Rural Planning Act (2000) identifies provisions for lawful uses of land that exist at the time of effect and registration of the new Municipal Plan and Development Regulations; where such uses are no longer in conformance with the land use intent and map designations of the Municipal Plan, such uses shall be deemed as non-conforming uses. In accordance with the Section 13.2.f and Section 108 of the *Urban and Rural Planning Act, 2000*, Council shall make provisions with respect to non-conforming uses, and shall recognize and allow for the continuance of any development or land use that legally exists on the day this Plan comes into effect. Where a building or use exists which does not conform to the intent of the Plan, it shall not be substantially expanded. Minor extensions may be approved, and a change from one non-conforming use to a more acceptable use may be permitted (subject to legislative stipulations, notice requirements outlined in Regulations 15, and in accordance with Regulation 68).

2.7.3 Non-compliant uses

Where existing development does not comply with the development standards of the use zone in which it is located, Council shall allow the redevelopment of the lot based on the non-compliant development standard, provided the development does not exacerbate the non-compliance with respect to other standards in that zone.

2.7.4 Public utilities

Public utilities, including but not limited to electrical power and telecommunications structures, may be permitted in all land use designations throughout the Municipal Planning Area provided

there is no adverse impact on adjacent land uses or the environment. Council shall consider the aesthetics and visual impact of such utilities, and may require appropriate buffering screening or landscaping to mitigate negative impacts in the community.

2.7.5 Protection of historic and natural resources

In considering development applications and during infrastructure work, impacts of disturbing undeveloped land or redeveloping land has potential to impact historic and natural resources, such as archaeological resources, built heritage, underwater historic resources, mineral resources, forestry resources, agriculture resources, etc. Where appropriate, Council shall consult with appropriate government Departments and agencies, including the Provincial Archaeology Office, Heritage Foundation of NL (Department of Business Tourism, Culture and Rural Development), Mineral Lands Division, Geological Survey Division, Forestry Management, Agrifoods (Department of Natural Resources).

2.7.6 Protection of public access to shorelines and traditional rights-of-way

The community of Port au Choix values its shorelines. All new development shall respect establish access points or create new enhanced access points, to ensure public access to shoreline areas. Conditions for new development shall also provide for the continuation of traditional rights-of-way and community trails and pathway systems.

2.7.7 Steep slopes, hazardous areas, and vulnerable lands

Vulnerable lands, areas with steep slopes, unstable soil, and susceptible to flooding or erosion, especially lands in proximity to waterbodies and coastlines shall not be developed without prior referral to the appropriate provincial departments and agencies (Department of Municipal and Intergovernmental Affairs, Department of Natural Resources, Department of Environment and Conservation) and/or investigation or assessment by professional engineers, geoscientists, or hydrologists.

2.7.8 Waterways, waterbodies and wetlands

The Town of Port au Choix shall endeavor to protect the quality of local streams, rivers and wetlands. Federal and Provincial approvals for development shall be sought where appropriate

(Department of Environment and Conservation, Department of Fisheries and Oceans Canada), and development approval shall incorporate recommended conditions such as buffers and setback requirements.

3.0 PLANNING GOALS & OBJECTIVES

The outlined goals and objectives within this Section have been developed following a site visit assessment of the community, a review of the previous Municipal Plan and Development Regulations, review of the current economic and community conditions, input provided by Town Council and following submission review of varied comment sheets for the Plan update received from local residents. Collectively the established goals and objections help to shape the desired land use policy direction for the content of this Municipal Plan, and the accompanying Development Regulations.

3.1 PLANNING GOALS

Five community goals are identified to guide future land use planning in Port au Choix, noted as follows:

1. To pursue stability within the community through a balanced and diversified approach to economic, employment and quality of life considerations;
2. To implement an enhanced environmental, sustainable, comprehensive and innovative approach to land use planning;
3. To expand opportunities for an increased level of tourism and other forms of community economic development.
4. To provide for an affordable Capital Plan for the provision of infrastructure services of municipal water, sanitary sewer treatment, road improvements, recreational amenities and other local needs; and,
5. To explore an increased level of community partnerships.

3.2 PLANNING OBJECTIVES

Each of the outlined five planning goals will be addressed over the ten year term of the Municipal Plan through attention to varied planning objectives that will be in turn, be reflected through Council's policy statements of the Municipal Plan and regulatory requirements of the companion Development Regulations.

Recognizing the current financial and debt challenges of the Town, three significant questions need to be asked with each and every policy decision and initiative undertaken by the community, or until the debt burden is paid down, as follows:

- What are the desires of the community?
- What does the community really need?
- What can the community financially afford?

Planning Goal # 1

"To pursue community stability through a balanced and diversified approach to economic, employment and quality of life considerations."

Objectives:

- Pursue actions that are within the financial means of the community;
- Support comprehensive policy statements within the Municipal Plan;
- Develop a coordinated approach to community planning and economic development;
- Address water capacity challenges and sewer treatment;
- Maintain strong relations with local fish plant and fishery sector;
- Understand the community's strengths and build upon them;
- Maintain the serviced area developable lands for residential, commercial and industrial growth;
- Expand growth in home based businesses;
- Enhance opportunities for recreation, active and healthy living;
- Recognize the emerging needs of seniors; and,

- Pursue an enhanced sense of place in the community by creating public spaces.

Planning Goal # 2

“To implement an enhanced environmental, sustainable, comprehensive and innovative approach to land use planning.”

Objectives:

- Adopt a sustainable land use policy direction;
- Identify environmental lands and develop management strategies;
- Preserve and protect what is important;
- Support archaeological research and field work;
- Develop community engagement opportunities;
- Adopt a community appearance program of cleaning litter, abandoned cars, et al;
- Implement site design guidelines for specific land uses;
- Explore innovative opportunities for a more diverse housing stock; and,
- Consider local climate change challenges and energy efficiency opportunities.

Planning Goal # 3

“To expand opportunities for an increased level of tourism and other forms of community economic development.”

Objectives:

- Establish as a priority, the preparation of a comprehensive signage for the community, and implementation of effective community marketing initiatives;
- Identify and increase the level of local services and amenities for tourism visitors;
- Target to achieve longer tourism stays from local visitors;
- Encourage outdoor adventures and active participatory visitor experiences;
- Develop physical and design improvements to showcase the central waterfront area for visitors;
- Utilize tourism expansion as a means for small business growth; and,

- Create an inventory and mapping listing of all serviced, zoned, vacant and developable lands as an information resource to market land development sites and opportunities.

Planning Goal # 4

“To provide for an affordable Capital Plan for the provision of infrastructure services of municipal water, sanitary sewer treatment, road improvements, recreational amenities and other local needs.”

Objectives:

- Adopt a Council approach of identifying annual and longer term goals and objectives;
- Expand the Capital Plan budget process beyond one and five year plans to include a fifteen year capital expenditure forecast, with corresponding funding and revenue sources;
- Identify priority capital budget needs;
- Develop water conservation measures including water usage management at the fish plant and harbour front;
- Evaluate advance street planning concepts to identify new road routings within community; and
- Explore regional governance opportunities for sharing of services wherever financially and environmentally feasible.

Planning Goal # 5

“To explore an increased level of community partnerships.”

Objectives:

- Acknowledge the limited financial capability of the Town and recognize the need to utilize the local social economy of volunteers to assist the community on varied policy and program initiatives;

- Provide for an inclusive structure of Council to facilitate local residents and business person involvement in community initiatives;
- Enhance ongoing partnerships and direct communication with the Ocean Choice International group, local fishers, elected members of provincial and federal governments, and adjacent and regional communities and municipalities;
- Consider support community initiatives of the local Heritage Committee, service clubs, businesses and other local organizations;
- Discuss the merits of formation of a local business representation organization;
- Consider potential linkages with university and college educational institutions to assist the community with varied shared initiatives such as land based mapping with the College of the North Atlantic, field trip case study exercises and cost shared summer employment projects with Memorial University of Newfoundland and other program providers; and,
- Maintain intimate liaison with the Port au Choix National Historic Site and their Management Plan goals and objectives.

3.3 LAND USE DESIGNATIONS

As per Section 13 (2) (c) of the Urban and Rural Planning Act, 2000, land shall be divided into land use designations, and the Municipal Plan shall include the land uses to be permitted, in each land use designation identified by the Future Land Use Map (Appendix D). The intent of land use planning terms, including permitted and discretionary uses, is to be interpreted by the Town of Port au Choix, aided by the thorough list of definitions included in the Development Regulations Schedule A - Definitions. Uses that are not specifically identified as permitted or discretionary shall be prohibited. The following lists the land use designations in the Town of Port au Choix, and illustrated on the Future Land Use Map: Residential, Commercial, Mixed Development, Industrial, Comprehensive Development, Community and Public Use, Protected Public Water Supply Areas, Recreational Assembly, Conservation, Rural. These designations are broad and general directives for growth and development, within which the Land Use Zoning map of the Development Regulations will provide for more specific and prescriptive zones with development standards and conditions for the permitted uses and the uses that may be permitted at Council's discretion. See Table 2 for summary of uses allowed by designation.

4.0 SUSTAINABLE ENVIRONMENTAL MANAGEMENT POLICIES

4.1 OVERVIEW

Sustainability for Port au Choix means managing the land base and local resources for today's needs in a manner that respects the future. A key aspect of sustainability therefore is an environmental approach of identifying what local lands and resources are deemed to be valuable, and are important to preserve and protect for both today's and tomorrow's residents of the community.

The Town's environmental assets of its drinking water sources, the National Historic Site lands on the Pointe Riche and Port au Choix Peninsula areas, the ocean foreshore locations and varied dispersed ponds and creek watercourses, are indicative of sensitive lands to address through land use map designations of Conservation.

In 2009, the Town of Port au Choix and the Province also signed a Species at Risk Habitat Stewardship Agreement to work together to conserve and protect the Limestone Barrens within the Community's jurisdiction. The Limestone Barrens of the Great Northern Peninsula of NL is deemed by scientists to be a rare and fragile ecosystem. Threats to this unique environment in Port au Choix have include human activities of all-terrain vehicle and other off road vehicle use, gravel removal, illegal dumping, wood piling and quarrying. As part of the Stewardship Agreement, the Town has signed a Habitat Conservation Plan that describes best management practices for the stewardship area to ensure the continued preservation, and possible restoration and enhancement of the limestone barrens. This Municipal Plan supports the Town's continued commitment to conserve the environmental integrity of the limestone barrens.

The Development Regulations provide for a new Environmental Sensitive Area Zone for future use in locations determined by the Town to be environmentally sensitive. In the interim, all sensitive areas will continue to be designated as Conservation.

Issues related to lands potentially at risk to climate change and storm surges, gravel extraction activities, water conservation measures, protection for rare vegetation and endangered flora, and initiatives to address the visual appearance of the Town are similarly part of a sustainable environmental direction.

By pursuing a community planning approach of clearly identifying all locations within the Planning Area that are deemed to be sensitive to land development, the remaining lands become available for site development consideration. In this manner, sustainable environmental management provides for more certainty in how the local land base should be shaped and addressed.

4.2 ENVIRONMENTAL SENSITIVE AREAS MAPPING INVENTORY

Policy Statements

- 4.2.1 Enhance the current Conservation land protection area designations on the Municipal Plan maps by considering the opportunity to consult with the Geospatial Research Facility of the College of the North Atlantic in Corner Brook to ascertain their mapping capabilities and the viability of assisting the Town with a more detailed environmental base mapping of lands within Port au Choix, and including identification of flood plain locations.
- 4.2.2 Amend the Town's land use development application submission requirements to include provisions for the applicant to provide for mapping identification of all environmentally sensitive area features of the proposed development site, and proposed mitigation measures, and to provide information for proposed storm water management of the site development for Council's review and consideration.
- 4.2.3 Consider other land areas deemed at risk to potential local climate change threats of storm surges and water level increases, and threats to local infrastructure such as roads and sewer outfall locations.
- 4.2.4 Designate the Winterhouse Pond watershed area and the Wellhead Protected Area locations as the Protected Public Water Supply Areas on the Future Land Use Map,

and the Land Use Zoning Map. Except for existing land uses and currently designated/zoned sites, no new land use development shall occur within the Protected Public Water Supply Area without prior review and approval of the Water Resources Management Division of the Department of Environment and Conservation and the approval from Council.

- 4.2.5 Consider the feasibility and future designation of lands for a potential alternative septic effluent treatment site based upon a lagoon and natural reed marsh system, as utilized by the Town of Stephenville.

4.3 MUNICIPAL WATER SUPPLY

Policy Statements

- 4.3.1 Designate Winterhouse Pond, Beaverhouse Pond and Middlehouse Pond watersheds and existing wellheads, as Protected Public Water Supply Areas on the Future Land Use Map and the Land Use Zoning Map, to protect and water supplies for the community.
- 4.3.2 Maintain the License of Occupation for use with the National Historic Site of the Waterhouse Pond as a primary water supply for the Town. Maintain the integrity of the protected wellhead water supply areas as an additional water supply source for the Town.
- 4.3.3 Ensure all new proposed development can be serviced with adequate treated water and pressures; continue to address the Town's water quantity and reliable summer supply challenges through funding applications for the possible re-use of the Town's Water Supply Tank; and pursue options to repair the current water supply dam structure.
- 4.3.4 Explore a water conservation program for the users of the Town's water system, particularly through dialogue with fish processing and industrial users on the waterfront.

- 4.3.5 Continue to address local water quality issues of turbidity and other areas of concern as identified through ongoing monitoring, and in consultation with the Water Resources Management Division of the Department of Environment and Conservation.
- 4.3.6 Consider the opportunity to identify a potential alternative future water supply source for the Town, and designate the location on the Municipal Plan maps for protection from contamination and potential future adjacent land use impacts.
- 4.3.7 Maintain a minimum 60m (196.8ft) land development setback from municipal water supply locations, and as determined by Council.
- 4.3.8 Require that any future land use development located within the Planning Area but situated outside of the Town's Protected Public Water Supply Area, to provide for a water supply source approved by the Ministry of Environment, and in general conformance with the quantity and water quality parameters of the Canadian Drinking Water standards, and where deemed required by Council, to provide for a professional hydrologist's report and recommendations on the impact of the new water source on the local area existing aquifers.

4.4 ENVIRONMENTAL SETBACKS

Policy Statements

- 4.4.1 All land development applications for a residential land use shall maintain a minimum 15.0 meters (49.21 feet) building development setback separation distance from the high water mark of any pond, creek watercourse, or similar water body, and any development proposed within the 15.0 meter buffer must be approved under Sections 39 and 48 of the Water Resources Act.
- 4.4.2 All commercial, industrial and other non-residential land uses shall maintain a minimum building setback distance of 30.0m (98.4ft) from the high water mark of any pond, creek watercourse, or similar water body, and any development proposed

within a 15.0 meter buffer to a high water mark must be approved under Section 48 of the Water Resources Act.

- 4.4.3 Except for water oriented industry and other business uses as approved by the Department of Fisheries and Oceans and the Ministry of Environment and Conservation, all land development adjacent to the ocean shall maintain a minimum building elevation for habitable floor-space, and for the placement of electrical services, at a minimum elevation of 2.5m (8.2ft) above the high water mark of the ocean.

4.5 CLIMATE CHANGE RISKS

Planning Context

Climate change for Port au Choix is more than a global warming trend; it is about the potential risks to the community as a result the following indicative issues:

- Lack of snow melt leading to low supply levels for municipal water;
- Rising sea water levels, torrential rains and storm surge impacts on community infrastructure of wharves, harbour amenities and facilities, roadways and storm water systems;
- Coastal erosion;
- Increase of intense storms and extreme weather incidents resulting in flooding and winter road travel restrictions;
- Emergency preparedness of the local fire department and emergency responders; and,
- The dependency on external transportation carriers to regularly bring local food supplies.

The peninsula geography of Port au Choix and its proximity to the ocean accentuates these local climate change risks. New calculations, based on recent data from the accelerating pace of snow cap melting, indicates that by the year 2100, the sea level will likely rise between 0.9m and 1.6m (between 2ft and 11inches and 5ft. 3in.). This projected sea level rise in excess of 5ft., accompanied by high tide storm surges of over 2.0m (6.56ft) may have significant impacts to the

lower lying areas of the Town. To manage these emerging community issues, there is a need to take a comprehensive approach of identifying local risks, assessing their likelihood of occurrence and probable consequences and impacts, and establish an action framework to mitigate, prioritize and address the risks.

Policy Statements

- 4.5.1 Consider the preparation of a community emergency plan through the local fire department that addresses a coordinated response to effectively manage the varied local risks posed by potential climate change effects, and identify and map those locations, roads and facilities/ infrastructure in the community that are most susceptible to sea level rise, storm surges and flooding, and other natural events.

- 4.5.2 To supplement a potential new community emergency plan, consider the preparation of a community resources and facilities inventory, including local volunteer and social services individuals and organizations, equipment and supplies, and specialized expertise to enable an effective response to a local emergency or disaster event, and identify where deficiencies exist.

- 4.5.3 Identify the most vulnerable members of the community to unforeseen natural events such as the elderly, disabled persons, and single parent families, and prepare an action plan to assist these residents.

- 4.5.4 Pursue emergency preparedness partnerships and potential advice and assistance with varied external organizations and government departments such as NL Hydro, Ministry of Transportation and Highways, Canadian Red Cross, Public Safety Canada, RCMP, Canadian Coast Guard and other emergency response agencies.

- 4.5.5 Prepare within the Development Regulations a minimum flood construction elevation level for new habitable buildings of 2.5m (8.2ft) above the high water mark of the adjacent ocean.

- 4.5.6 Pursue energy efficiency, wherever viable, with all new construction; consider the opportunity to conduct an energy audit of the municipal hall and fire department building, and implement cost savings measures where feasible.

4.6 VISUAL ENVIRONMENT

Planning Context

Through the initial public consultation process, local residents identified a concern with the extent of litter in specific parts of the community, as well as the continued existence of derelict automobiles in other locations. These circumstances convey local pride for the upkeep and care of the environment. There are further opportunities to enhance the physical appearance of the community through implementation of landscape and site design guidelines for new higher density residential and commercial, industrial, and other land use development proposals.

While it is recognized that opportunities for landscape plantings are limited due to local conditions of exposed areas to the ocean, and with salt laden air, windy conditions and minimal soil cover, use of native species and stone structures to provide protection from the elements, will provide a setting for possible enhanced greening of the community.

Policy Statements

- 4.6.1 Council may consider an approach of identifying private properties and road rights of way where unsightly litter and debris exist, and where abandoned and derelict automobile vehicles are located, and pursue remedial actions of clean-up. Council may also adopt and/ or amend an Unsightly Premises Bylaw as necessary.
- 4.6.2 Consider pursuit of community education initiatives of maintaining a high standard of appearance of property and buildings.
- 4.6.3 Explore local school involvement with nationally sponsored and funded community clean-up programs such as the annual Great Canadian Shoreline Cleanup. Strategic physical improvements such as shoreline cleanups can make an immediate and visible community impact.

- 4.6.4 Provide for general site and building design guidelines for non-single unit residential developments within the updated Development Regulations.
- 4.6.5 Landscape improvements for specific higher density residential uses and for commercial, industrial and other site development projects as determined by Council, shall be encouraged to include local species plantings that are wind tolerant. Suitable landscape plantings include small caliper shrubbery plantings of local roses, pruned alders, and ground juniper, white spruce and willow. In locations that are not as exposed to the wind, and are more sheltered, white spruce, birch, maples, cherry and roses may be appropriate. Wherever feasible, rather than relying on nursery stock, local plants should be small and rescued from plantings that are acclimatized.
- 4.6.6 Consider a process to potentially pursue a professional historical mural painting of the water tower.

4.7 ENVIRONMENTAL PARTNERSHIPS

Policy Statements

- 4.7.1 Invite representatives of the Department of Environment and Conservation, and from the Department of Fisheries and Oceans, to meet with Council, and interested community residents, to discuss environmental 'best management practices' and potential climate change implications for Port au Choix.
- 4.7.2 Invite representatives from the Water Resources Management Division to discuss the Town's water supply and servicing issues.
- 4.7.3 Continue to support the Habitat Conservation Plan of the Limestone Barrens Species at Risk Habitat Stewardship Agreement between the Town and the Province, and encourage the participation of other local stewardship and environment groups in other similar environmental protection initiatives.

4.8 ARCHAEOLOGICAL RESOURCES

Planning Context

The value of historic and archaeological resources to Port au Choix is significant. The presence of existing archaeological sites within the community, and the likelihood for the discovery of new sites in the future in locations such as to the north of Rumbolt's Field, presents challenges and opportunities for future growth and development. While not specifically an environmentally sensitive feature, local archaeological resources represent historic sensitivities to be protected, managed and preserved. The policy approach shall be one of consultation with local residents and the Provincial Archaeology Office of the Department of Tourism, Culture and Recreation. In particular, all site development applications that propose to involve significant excavation or lot grading, including aggregate operations, shall be referred to the Province for potential field investigation and approval prior to the commencement of site work.

Policy Statements

- 4.8.1 Consider the opportunity to invite representatives of the Provincial Archaeology Office to provide a presentation on community archaeology management to Town Council and other interested members of the community such as the local Heritage Committee.
- 4.8.2 Formalize a Town statement of encouraging local residents to be cognizant of any archaeological artifacts when excavating land and in pursuit of other activities.
- 4.8.3 All land application permits for development as determined by the Town that propose to involve major ground disturbance and significant excavation or lot grading, including aggregate operations, shall be referred to the Provincial Archaeology Office of the NL Department of Tourism, Culture and Recreation for review, comment and approval.
- 4.8.4 Any archaeological artifacts that are found are to be reported to the Provincial Archaeology Office of the NL Department of Tourism, Culture and Recreation.

- 4.8.5 The Town shall continue work with Parks Canada to achieve the outlined strategies of the Port au Choix National Historic Site Management Strategy and other mutual initiatives.
- 4.8.6 Provide support for the National Historic Site lands on the Pointe Riche and Port au Choix peninsulas, and the Maritime Archaic Cemetery.
- 4.8.7 Determine the feasibility of designating valued local historic buildings as heritage.

5.0 RESIDENTIAL LAND USE POLICIES

5.1 OVERVIEW

The 2011 Census identified that there were a total of 365 private occupied residential dwellings in Port au Choix. The majority of housing units (83 %) are single detached homes. Over the past five years, the Town has issued an average of one new residential home building permit per year.

Typically a Municipal Plan forecasts how much land area will be required within the community over the next five years and beyond to support a specific or projected level of future population growth within the community and the corresponding residential activity. At an average residential density of five to six residential lots per acre of serviced residential land, at current rates of residential development, the Town will require a minimal supply of new residential lots and serviced land over the short term timeframe. There is a need for the Town however to identify the current inventory of vacant and serviced land that is available to accommodate future residential growth, and to determine priority areas where new infill growth located on existing services may be accommodated. Infill residential growth is preferred over the extension of municipal services for new growth so as to minimize the extent of municipal infrastructure that will subsequently be required to be maintained by the Town.

When the needs of seniors in the community and the trends of retirees relocating to the area are additionally considered, and a more diverse form of housing is desired to support local tourism and future affordable housing rental units, there is merit in considering a revised approach within the Town's new Municipal Plan. With all new expanded residential housing opportunities and choices, the revised approach shall be based upon a strategy of economically efficient infill development serviced by existing water and sewer services. This will entail consideration of new forms of residential development in a smaller lot size, flag lot or 'backlot' development through design management, accessory cottages, continued support for subsidiary apartments, attention to housing for seniors, and design guidelines for higher density residential uses.

Future residential growth within the designated Comprehensive Development Areas should not be pursued until pent-up local demand is sufficient to rationalize the resultant increased municipal costs for infrastructure extensions and subsequent ongoing maintenance, operating and capital upgrade and replacement expenditures attributed to the new homes and infrastructure of roads, water, sewer, refuse, schools, fire protection, recreation and policing.

5.2 SINGLE UNIT RESIDENTIAL

Policy Statements

- 5.2.1 Adopt a residential strategy approach of encouraging infill housing development, and for all new urban area growth to only occur on properties serviced with existing infrastructure of municipal water and sewer; extensions of municipal infrastructure, such as water, shall only be considered on the basis of an enhanced capability of supply and servicing for new water users.

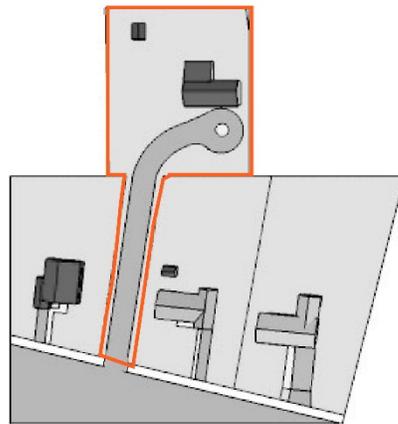
- 5.2.2 Consider the establishment of a new and additional single unit residential infill zone of 372sm (4004sf) based upon a smaller residential lot size created through subdivision and based upon Council review and design approval of the proposed new home, as outlined by the general design guidelines to be established within the Development Regulations.

- 5.2.3 Decrease the residential setback requirements, for example from 7.5m (24.6ft) to 6.0m (19.68ft) within the Development Regulations to achieve enhanced streetscape presence and increased siting flexibility for new home builders.

- 5.2.4 Explore the opportunity to enable the development of accessory Residential Cottage Units, as a discretionary use in the Residential Zone, for tourism, elderly care and affordable rental units. Council may consider applications for such use, subject to the discretionary use public process requirements, including the requirement by Council to hold a public briefing session or hearing to consider public input to inform the rendering of a decision. Council's consideration shall include: lot size, layout, impacts on subject property as well as adjacent lots, minimum Cottage floor area, connection to municipal water and sewer services, full bathroom and kitchen

facilities within the Cottage dwelling, parking, and upon other conditions and specifications as outlined in the Development Regulations and stipulated by Council. Accessory Residential Cottage Units must meet the same building codes and all other development standards of the Residential zone. Accessory Residential Cottage Units shall remain part of the subject property and are not eligible for subdivision unless all development regulations and standards are met for the original and severed property.

- 5.2.5 Consider the infill development of underutilized backyard lands of properties through subdivision development of panhandle (flag) lots, based upon minimum standards of lot size area, flag lot driveway construction requirements to emergency fire vehicle needs, private property ownership and maintenance responsibility for the driveway, and siting with respect to adjacent properties, as generally shown by the attached sketch, and as further identified within the Development Regulations.



Typical Panhandle (Flag) Lot

- 5.2.6 Continue to support the development of subsidiary residential apartments and home based businesses within existing and new single family residential homes.

- 5.2.7 Minimize the conversion of Conservation designated lands adjacent to the water through rezoning to Residential use, and where considered, ensure provision is maintained whenever feasible, as one condition of rezoning approval, through an easement agreement or a right-of-way for continued public access and enjoyment of the foreshore area.
- 5.2.8 Do not support the future practice of direct septic effluent discharge to the ocean for new residential dwellings.
- 5.2.9 All future mobile home residential dwellings shall be considered to only be permitted to locate within the existing mobile home setting.
- 5.2.10 Increase the permitted height of residential accessory buildings from 3.7m (12.1ft) to 5.0m (16.4ft), and increase the corresponding accessory building side yard setbacks from 1.0m to 1.5m (4.92ft), and establish a maximum residential dwelling height of 11.0m (36.08ft), as specified within the Development Regulations. Encourage the use of hobby greenhouses as an accessory use to residential dwellings as a means to encourage community agriculture and local food production.

5.3 HIGHER DENSITY RESIDENTIAL POLICIES

Policy Statements

- 5.3.1 Support the siting of higher density residential buildings, such as apartment buildings, in locations near and adjacent to the commercial uses on Fisher Street, wherever feasible.
- 5.3.2 Provide for enhanced building and site design appearance of all future apartments and townhouses through consideration of the design guidelines of the Development Regulations.

- 5.3.3 Continue to provide for accessory residential uses on the second storey and above in commercial buildings as a means to increase the availability and diversity of affordable rental housing, and to provide ‘eyes to the street’ of the commercial development.

5.4 SENIORS HOUSING

Policy Statements

- 5.4.1 Consider, in partnership with provincial and regional social service agencies, and through federal housing study programs such as Affordability and Choice Today (i.e. ACT), and in communication with local senior residents, initiatives to help prepare a community based needs assessment and action strategy for seniors.
- 5.4.2 Consider in partnership with the local Lion’s Club and other community organizations and entities, and with the regional communities of Port Saunders and Hawke’s Bay, a proposal to secure funding for development of a seniors care facility.
- 5.4.3 Housing for seniors shall be encouraged to locate wherever feasible, in close walking proximity to local commercial businesses and community facilities.
- 5.4.4 Evaluate the opportunity to explore discussions with the local Church organization on the feasibility of re-use of the vacated school on Fisher Street for seniors housing, community recreational programming and other beneficial community activities and uses.
- 5.4.5 Explore the opportunity to organize, in concert with Provincial representatives, an annual information session for local seniors to advise on available services and programs, contact names and organizations, and answers to questions related to emerging seniors needs in the community.

6.0 COMMERCIAL, TOURISM, & INDUSTRIAL ECONOMIC GROWTH

6.1 OVERVIEW

Economic and business growth in Port au Choix is intimately linked to the size of the local population, tourism activity and the vitality of the fishing resource industry. Data research has identified a mixed inventory of approximately 30 +/- current local businesses representing the retail sector, personal service, tourism, industry and government offices. During the past five years, approximately 9 to 10 local business operations have closed but during the most recent 6 month period, 3 new businesses have opened. Home based businesses also play an increasing economic role in the community.

The major local industry is the Ocean Choice International fish plant which normally employs 190 workers on an annual basis. Most Industrial designated land is water oriented property that is located adjacent to Back Arm.

The majority of retail, personal services and government office businesses are located within the Mixed Development and Commercial designated corridor of Fisher Street. Through the Municipal Plan update process, consideration for an expansion of the Commercial designated area and for refinement of the permitted commercial uses within the Mixed Use Development locations would potentially assist the Town in allowing opportunities for greater commercial growth. As important will be the need for the Town to additionally consider the preparation of a commercial and industrial vacant and serviced lands inventory catalogue to clearly identify the available property within the community for business development. Being organized and proactive in encouraging economic growth will be essential to future success. Other strategies will be outlined within the policy statements to follow.

A new downtown commercial zone will be outlined within the Development Regulations to allow for a more refined downtown commercial core area and appropriate downtown uses in the future, as the community evolves. Future commercial development seeking to utilize the new zone category will require Town Council approval.

Tourism business opportunities in the community have excellent future potential but this success will be intimately linked to preparing a comprehensive and professional designed signage strategy, improved tourism infrastructure, and an enhanced marketing strategy that profiles the National Historic Site and the unique features and attributes of Port au Choix as a worthwhile and important destination community for visitors.

6.2 COMMERCIAL LAND USE

Planning Context

Similar to the challenges of maintaining stable local employment with the fishery industry and the fish processing plant, the commercial business district of Port au Choix has proved to be resilient and strong. While there has been business loss, new stores have opened. While the core shopping needs of local residents are being met with the food stores, the pharmacy and varied retail outlets, the initial public comment process for the Municipal Plan identified a strong desire for expanded commercial shopping choices. While it is recognized that the community does not possess the critical mass of population to support major retail stores such as those located in Corner Brook, there are strategies available to approach future business growth in a more focused fashion, as outlined within the following policy statements.

There is also a priority planning need to address the physical environment, character and sense of place of the Fisher Street commercial area. There exists opportunity to work towards strategies to achieve more continuity and connectivity between the varied stores, and to create a physical linkage to the waterfront through building design, landscaping, signage, hanging flower basket displays, pedestrian walking routes, and through the varied downtown business initiatives that the Town was previously pursuing with the former Regional Economic Board.

The common goals align to increased communication and involvement with local business owners, and a shared future vision to create a more defined and visible downtown commercial core of the community.

Policy Statements

- 6.2.1 Support the designated Commercial land areas on Fisher Street for potential expansion to allow for additional commercial growth opportunities in the future.
- 6.2.2 Support the permitted uses of the Mixed Development Zone, as defined within the Development Regulations, to encourage and allow for additional commercial business growth, and to minimize the extent of new industrial type businesses.
- 6.2.3 Consider the opportunity for additional future commercial business establishing within existing residential homes on the basis of specific use and occupancy conversion guidelines, as determined by Council.
- 6.2.4 Continue the land use planning approach of targeting the central Fisher Street commercial precinct as the downtown core of the community.
- 6.2.5 Discuss the viability of appointing a Business Economic Advisory Committee to Council on the basis of voluntary membership from varied local commercial, tourism, home based and industrial businesses, and in accordance with a defined Terms of Reference for the mandate of the Committee.
- 6.2.6 Work with provincial government economic development entities to prepare and implement a comprehensive local business visitation and retention program so as to be informed and aware of local business needs and challenges on an ongoing basis.
- 6.2.7 Assess the opportunity to engage local retail businesses in a program to identify a list of preferred additional goods and services that local residents desire, and work progressively towards expanding the local available inventory of commercial goods and services, and new business development.
- 6.2.8 Meet with local home based business persons to ascertain their needs and how the Town may assist in home based small business growth.

- 6.2.9 Consider commercial development design guidelines for new commercial projects so as to achieve a higher level of function and streetscape appearance of project site layout, parking and access locations, landscaping provisions, building façade and signage.
- 6.2.10 Support revised advertising zoning requirements within the Development Regulations to complement the new and comprehensive community signage strategy direction for varied sign types.
- 6.2.11 Utilize expert volunteer human capital wherever feasible to assist the Town in pursuing commercial development and varied other economic development initiatives, through ongoing communication with local businesses, and association the business management in marketing programs of the Corner Brook and Grand Falls-Windsor campuses of the College of the North Atlantic, and with the Masters in Business Administration graduate program at Memorial University of Newfoundland. Potential research projects could include preparation of Retail Spending Leakage Study of local residents' purchasing patterns, and a marketing strategy based upon the Retail Study findings to contact, inform and encourage business relocation interest in the community.
- 6.2.12 Pursue tangible and sustainable economic development initiatives within the local commercial, tourism and industrial sectors so as to accentuate that positive progress is being made and to highlight that 'change is occurring' within the community.

6.3 TOURISM DEVELOPMENT

Planning Context

Port au Choix is a community of world stature archaeology significance; its fishery industry and tradition, raw natural beauty, resilient local population and detached slow-pace quality of life are strengths to its tourism appeal. Regionally the varied tourism assets of the Great Northern Peninsula have transformed the area's tourism sector into the second largest employer.

The local National Historic Site (NHS) of Port au Choix, and recent Visitor Centre, chronicles over 5,500 years of habitation of four ancient Aboriginal cultures. The primary points of interest within the NHS include Phillip's Garden, Point Riche Lighthouse, French Shore Treaty Plaque, Barbace Site, walking trails through the limestone barrens and along the coastline, and the Maritime Archaic Cemetery. The community's Heritage Museum, Studio Gargamille, Museum of Whales, local ocean side walking trails, the working fishing harbour and waterfront, and the draw of natural environment of NL additionally appeals to visitors.

The Town has also established tremendous foresight in planning for lands adjacent to the working harbour and waterfront. Land use zoning has designated properties for industrial use to support the fishery industry, residential to reflect current uses and significant Conservation waterfront lands to provide for preservation and community development alternatives in the longer range future. The Future Land Use Map to the Municipal Plan identifies the continued fishery use of the harbour in combination with waterfront commercial and residential uses, and passive park space lands.

Despite such an apparent diverse inventory of local tourism attractions, providing for a comprehensive visitor experience once tourists arrive in the community is the more immediate challenge.

Recent trends have shown a visitor decrease to the NHS and to the community in general; it has been estimated that the Town is only receiving an approximate 25%+ share of the 25,000 to 30,000 annual visitors to the L'Anse Meadows NHS to the north. The challenges to sustain local tourism interest are varied, and extend to the reality of the community's detached location off the Viking Trail (Route 230), the priority need for development of a new image and welcoming signage program to encourage visitors to the community, expansion of local tourism infrastructure and events to service and maintain tourism interest, and creating an enhanced community character, an appealing sense of place and the opportunity to provide an effective visitor interactive experience in Port au Choix. Council is currently undertaking varied initiatives to address some of these tourism challenges; the Policy statements that follow capture further

strategies for potential economic and employment benefits that may accrue from a strengthened tourism sector.

Planning Policies

- 6.3.1 Consider the opportunity to invite representatives from the Department of Tourism, Culture and Recreation to provide a presentation to Town Council on potential applicable tourism development, marketing and promotion programs, services and expertise that may be available to the community. Include local tourism operators and other interested persons in the information presentation session.
- 6.3.2 In partnership with Port Saunders, identify regional transportation priorities to the Ministry of Highways and Transportation that are deemed critical to support area tourism development. In addition, evaluate strategies to improve the appearance of the Highway approach into the community from Port Saunders through a litter clean-up program, to explore the plausibility of creating a tourism vehicle pull-out location, to pursue funding to pave the community's primary provincial roadway of Fisher Street from Foodland to Municipal Hall, and to assess the opportunity for developing a coordinated community signage and tourism promotion program.
- 6.3.3 Continue to develop and maintain strong working relations, communication and needs assessment with varied local tourism partners that include restaurant, accommodation, heritage and culture businesses, the Heritage Committee, boating and outdoor adventure operators, and with Parks Canada staff of the National Historic Site for license of agreements for emerging initiatives such as expansion of the 'bread ovens' and development of a 'French Shore Reception Centre'.
- 6.3.4 Maintain ongoing regional partnerships with the Miawpukek First Nation, the Viking Trail Tourism Association, and the Newfoundland Destination Marketing Organization and pursue, where feasible, other economic and tourism development funding programs.

- 6.3.5 Continue the advancement of previous work expended on the Murals Project, the Waterfront and Heritage Trail – Boardwalk and Business District proposal and the French Themed Development Initiatives. Work towards creation of a public space focal point near the waterfront as representing the ‘heart’ of the community.
- 6.3.6 Meet and work with provincial Heritage Development Planners to advance local heritage initiatives.
- 6.3.7 In conjunction with funding partnership with Parks Canada, evaluate the option to budget to engage external expertise to prepare a comprehensive and coordinated tourism signage strategy and community logo and brand for Port au Choix so as to create a highly visible, fresh and unique new image for the community, and including an enhanced website profile for the community. Significant and highly visible signage improvements and a tourism information display are particularly required at Route 230 so as to positively influence tourists to drive the extra 13km. off the Viking Highway to visit, stay and experience the community.
- 6.3.8 Encourage an expanded inventory of local tourism and special events such as the annual Heritage Day to include additional musical entertainment, storytelling, artisans, community dinners, dory boat races, discover surfing days, kayaking excursions, sailboat welcome weekends, and artists day at the waterfront, and as organized as much as possible through summer university student placements.
- 6.3.9 Consider innovative opportunities to promote the community as a ‘bike friendly’ through road line painting, rest stops and shade areas, and signage promotion of joint use of the local road system for bicycles.
- 6.3.10 Explore opportunities with local retail and other businesses to record the Canada Postal Code addresses of store customers during the tourism season to determine the extent of the local tourism market and to record local tourism trends on an annual basis.

6.4 INDUSTRIAL OPPORTUNITIES

Planning Context

Stability of the Town's industrial and economic base is critically dependent on the local fishery industry and their ability to sell their catch to the local Ocean Choice International (OCI) processing plant. OCI is one of Canada's leading seafood harvesting, processing and marketing companies, with operations throughout Atlantic Canada, and sales and marketing offices around the world. The local shrimp and fish processing plant is modern and has a skilled workforce; while other Atlantic processing plants have closed, the continued operation of the Port au Choix location bodes well for continued stability within the community.

It is acknowledged that further industrial diversification opportunities are primarily limited to service businesses to the local fishery, contractors and suppliers to the local residential population and increased secondary processing related to resource industries such as gravel extraction and forestry.

Where specific industrial uses are posed such as for an asphalt or cement plant, or other uses that may be incompatible with existing residential areas, the Development Regulations provide for a new Industrial Special Zone that such proposals should be aligned to through application for rezoning.

From a land use planning perspective, there is an additional need to identify a serviceable land base to provide for diversification of the local economy through potential future industrial business growth in locations that are distinct from the residential neighbourhoods of the community.

Planning Policies

- 6.4.1 Maintain dialogue with the management of the Ocean Choice International fish processing plant, the local fishing industry and other local organizations that utilize the waterfront as a function of their business activity so as to be informed on an ongoing basis of local fishery and processing plant needs, and to continue to support and assist local industry in its role as a regional centre for the fishing industry.

- 6.4.2 Coordinate future wharf facility and foreshore industrial expansion with Small Craft Harbours and the Department of Fisheries and Oceans.
- 6.4.3 Evaluate industrial expansion proposals adjacent to the waterfront from a public access perspective. In particular, minimize the impact of new waterfront development limiting public access to the waters of Port au Choix inlet. Over the longer term, adopt a vision of comprehensive public use and more mixed development of waterfront locations.
- 6.4.4 Where feasible, advance a municipal project to identify, map and catalogue all vacant and serviced industrial zoned sites, including property ownership details, as a means to market industrial development opportunities.
- 6.4.5 Work with provincial economic development representatives to identify a potential future industrial business park location to the general north of the road intersection of Fisher Street and Lavers Drive, and currently zoned as Commercial, on the basis of a minimum developable site area of 20.2ha (50.0acres), preparation of a preliminary servicing strategy and development of an advance street plan and lot layout of mixed lot area sizes from 0.2ha (0.5acres) to 2.0ha (4.94acres) and 4.0ha (9.88acres). Explore technical assistance through the Engineering cooperative program of Memorial University of Newfoundland.
- 6.4.6 Amend the Mixed Development zone category to delete the potential discretionary use of Hazardous Industry. Adopt an approach of siting Hazardous Industry such as tank storage in locations separated from residential areas, as determined by Council through a professional engineer certification.
- 6.4.7 Manage future industrial non-waterfront oriented proposals in a manner to achieve effective property assessment values by maximizing building site coverage, minimizing outside site storage and reviewing proposed building, site and landscaping design.

- 6.4.8 Attempt to integrate new industrial developments into the land use fabric of the community with regard to the industrial operation interface with quality of life considerations of the adjacent residential neighbourhoods through site planning, site development standards and separation distances to adjacent land uses, and evaluation of proposal details such as processing exhaust vent locations and night-time lighting.
- 6.4.9 Maintain opportunity for varied accessory uses to industrial businesses, including those related to offices, accessory showroom and retail sales, and in industrial buildings in excess of 929sm (10,000sf) in floor-space area size, provision for accessory residential within the principle building.

6.5 COMPREHENSIVE DEVELOPMENT AREAS

Planning Context

Comprehensive Development Areas (CDA) are intended to represent 'reserve lands' for future land development on the basis of Council's approval of a Development Scheme for the area, as outlined in Section 29 of the Urban and Rural Planning Act. The Town has two locations zoned as CDA, namely the lands generally to the east of Forest Road, and the linear shaped land area to the west of Town Hall. These lands are intended for future residential lands.

To provide for future employment generating lands, and to address the potential demand to support emerging resource industries such oil and gas, mining and renewable energy, and future commercial growth, additional CDA locations, particularly adjacent to the waterfront, may be identified in the future to position the Town as a viable setting for enhanced regional economic development expansion.

Planning Policies

- 6.5.1 The designated Comprehensive Development Areas (CDA) within the Development Regulations shall have defined permitted uses and conditions of use.
- 6.5.2 The CDA locations shall be deemed as reserve lands until significant population growth occurs, until a significant lack of developable land within the existing

serviced area is available or until a comprehensive development proposal for the subject lands is planned and presented to Council for consideration.

- 6.5.3 The preparation of a Development Scheme and the completion of an amendment process to create suitable zoning, development standards, and conditions shall be required for all CDA designated lands prior to any level of residential subdivision occurring.
- 6.5.4 Consider an approach of evaluating opportunity for future Comprehensive Development Areas by determining the waterfront development potential of the lands located to the east and west of Port au Choix Inlet, and for land use development in other locations of the community, by conducting an environmental and archaeological assessment, and by identifying which lands should be preserved and protected before determining the developable area of any site. Advance street planning and servicing capacity and routings can then be ascertained in a more sustainable and cost effective manner, prior to assigning a preferred site density and land use form so as to enable the site development to be as economically viable as possible.
- 6.5.5 In recognition of the outstanding elevated views from the two existing CDA locations, maintain a community vision for a high standard of land development form and function. Incremental subdivision development of the CDA sites is not supported as piecemeal fragmentation of this land base will diminish opportunities for a comprehensive land approach in the future.
- 6.5.6 Consider the potential future opportunity for designation of lands currently zoned as Commercial and located to the general northwest of Plowmans Field to Comprehensive Development Area to provide for a future comprehensively planned land development location for employment generating industrial business park and commercial business uses that are located adjacent to the primary transportation corridor into and from the community.

7.0 RURAL LANDS & RESOURCE MANAGEMENT

7.1 OVERVIEW

Rural and Resource designated lands apply to those more detached and non-serviced and generally non-populated locations of the community situated to the east and north of Fisher Street near Gargamelle to the Port Saunders municipal boundary. The geography of this locale is characterized by forested areas, ponds and ocean to the north and south. Permitted uses primarily relate to the landfill site, aggregate quarry locations, the airport lands and cemetery, forestry, conservation, agriculture and recreational uses.

Planning Policies

- 7.1.1 The Town's land use planning approach to the Rural and Resource lands shall be one of preservation of the natural environment of the area in unison with consideration of more active resource operations and rural development on an individual application submission basis as reviewed by Council for potential conditions of use and approval.
- 7.1.2 The Town shall maintain the Mineral Workings requirements of the Development Regulations for gravel pit, aggregate and similar operations through utilization of separation distances from adjacent land uses, tree retention and screening, fencing, preservation of water features, erosion control, site maintenance, road access, secondary processing and manufacturing uses, and the termination of the mineral operations and site rehabilitation.
- 7.1.3 All proposed land uses shall maintain the rural character and integrity of the area with site development requirements to be identified and required by Council.
- 7.1.4 Alternative and renewable energy developments such as wind turbines will be considered by Council upon adherence to Regulation 75 within the Development Regulations, and upon consideration of a potential new Resource Generation use zone category being prepared.

- 7.1.5 The Town, through the fire department, will explore with the Province the support available to conduct a forest fire interface and risk study for the Rural designated lands.
- 7.1.6 Residential uses, seasonal and permanent, may be considered by Council on the basis of a comprehensive environmental site assessment, well water supply as approved by a professional hydrologist, a private septic effluent disposal system as certified on site by a professional engineer and as approved by Services NL, identification of the potential offsite road upgrade improvements to an emergency vehicle standard, and other requirements as identified by Council. Single Unit residential uses may only be considered at Council's discretion on Rural lands if subsidiary or ancillary to a permitted use, such as a farm house. Residences and seasonal residences must not conflict with the principle rural and resource based uses, and must have frontage on a publicly maintained road.
- 7.1.7 Tourism development may also be considered by Council on the basis of the provisions of Policy 7.1.6., and as further determined by Council.

8.0 COMMUNITY FACILITIES & PUBLIC USES

8.1 OVERVIEW

Essential building blocks to a successful community include the amenities that enable local residents to attend school, recreate and play, pray and worship, be medically cared for and protected by emergency responders. The Community and Public Use, and Recreational Assembly, designations of the Municipal Plan apply to schools, the arena and ball playfield, local churches, the fire hall, special care facilities and health providers.

The planning intent is to facilitate the successful siting of these uses as integrated locations throughout the community, and to advance the concept of active and healthy living opportunities in recognition of the aging of the local population.

Planning Policies

- 8.1.1 Wherever feasible, efforts are encouraged to plan for and locate future schools, churches, community centres for seniors and other vital public buildings in central locations that are easily accessed and that are protected from climate change risks of storm surges and sea level increases.
- 8.1.2 Encourage the site, landscape and design integration of community facilities and public use buildings with the adjacent residential neighbourhood. Maintain all site parking requirements within the subject property.
- 8.1.3 Continue to pursue external funding cooperation for improvements to recreational amenities, such as the current initiative with Port Saunders to cost share on a new roof for the local arena.
- 8.1.4 Require subdivision developments of five lots or more to provide for parkland dedication, or cash-in-lieu of parkland; explore the potential to prepare a comprehensive community parkland acquisition strategy of identifying strategic

parkland and trail location lands that the Town intends to purchase as funds become available.

- 8.1.5 Advance wherever feasible and viable, active and healthy living opportunities for residents by creating safe and well maintained locations for local residents to walk and play.
- 8.1.6 Create a strategy of developing an integrated pedestrian mobility system throughout the entirety of the community by linking up existing trail networks, both formal and informal, with new trail locations to be preserved through land development proposal dedication or future land acquisition.
- 8.1.7 Consider options to budget for preparation of a Parks and Recreation Needs Assessment and Recreation Master Plan based upon current demographic trends, and likely emerging needs for the future.
- 8.1.8 Over the longer term, consider the opportunity to identify a more central location for an expanded Municipal Hall, public works operations and fire department services.

9.0 TRANSPORTATION & INFRASTRUCTURE

9.1 OVERVIEW

The community has expended considerable funds over recent years to upgrade and maintain infrastructure of water, sewer and roads. While the extent of capital expenditures limits the current capabilities of the Town to financially partake in joint funding projects with the Province, it is envisioned by the term of the next Municipal Plan update after 2025, the local financial encumbrances will be minimized.

In the interim period, Council intends to continue to perform capital projects as required and as affordable. If there is Town interest to explore the potential of assuming ownership of such infrastructure such the primary Provincial roadway into the community, the Town will ensure that such infrastructure is repaired and upgraded to acceptable engineering standards and that an annual estimate of ongoing maintenance and capital requirements for the road are provided to, and are acceptable to the Town.

There is also an ongoing infrastructure need to protect current NL Hydro distribution line right-of-ways within the Planning Area of the Town by not permitting local residents to build any buildings or structures, except for easily removable sections of fencing, within the right-of-way areas

Planning Policies

- 9.1.1 Continue planning updates for the identification of future capital works projects for water, sewer, storm water drainage, improvements to local and collector roads, and for other municipal infrastructure needs.
- 9.1.2 Consider the opportunity to expand the financial timeframe for capital projects from a five year timeframe to a fifteen year financial planning horizon, by providing for an estimate of both future probable costs and sources of funding for varied water, sewer, storm water, road, sidewalk, recreation, waste management, public works and fire department vehicle and equipment upgrades, and other capital projects.

- 9.1.3 Continue to participate in regional discussions for an improved waste management framework, and in the interim, continue to apply a two bag limit for refuse collection per household.
- 9.1.4 Explore the viability of an enhanced local approach to reducing waste through compost and recycling program. Be cognizant of the possibility that if regional waste disposal costs per household increase, there may evolve the possibility of increased illegal dumping in the back country, on woods roads and near waterfront locations. This will result in the need for public education on additional costs to the community of cleaning up illegal dump sites.
- 9.1.5 Maintain minimum road construction requirements and standards for new developments, and a road network practice of minimizing individual property access to the community's main arterial road of Fisher Street.
- 9.1.6 Pursue the connection of current dead-end and one way streets within the community through consideration of preparation of an advance street plan that will help guide new development as it is proposed in locations where new road allowances and connections are required.
- 9.1.7 Consider potential Town ownership of Provincial infrastructure such as roads only on the basis that more efficient maintenance of the road can be assured through Provincial repair and upgrade of the road to current engineering standards, and through submission of annual ongoing maintenance and capital repair costs estimates by the Province that are within the financial means of the Town and are acceptable to the Town.
- 9.1.8 Protect NL Hydro distribution line right-of-ways within the Planning Area by not permitting local residents and property owners to build any buildings or structures, except for easily removed and dismantled fencing, within the right-of-ways.

10.0 MUNICIPAL GOVERNANCE APPROACH

10.1 OVERVIEW

The Town of Port au Choix, similar to other rural fishery based communities within NL and Atlantic Canada, is undergoing change. Continued demographic trends of an out-migration of youth and young adults to seek work elsewhere, an aging of the local population, increasing consideration for delivery of services on a regional scale, ongoing financial demands due to a dwindling tax base and requirements for infrastructure upgrades have created significant local government challenges.

Over the next ten years, the Town will need to continue ‘to do more with less.’ The Municipal Plan policies have identified a pathway for Council to consider addressing emerging community issues in a coordinated fashion, as follows:

- To preserve and protect the environmental and conservation assets of the community;
- To pursue a residential strategy of infill development on existing services;
- To acknowledge aging of the local population;
- To maintain the integrity of Comprehensive Development Areas for future residential growth;
- To work towards a downtown sense of place for the Fisher Street commercial core area and the waterfront location;
- To support a comprehensive signage strategy for the Town to market local tourism strengths, and to expand local tourism infrastructure;
- To create industrial opportunities to diversify the local economy;
- To expand opportunities for active and healthy living; and,
- To live within the financial means of the Town annual budget.

The Municipal Plan also highlighted the need for the Town to become resourceful in the manner it approaches community projects by reaching out for information and support from varied partners such as local business persons and residents playing a more active role in an advisory

committee to Council, with specific provincial departments and agencies and in consultation with NL university and professional programs.

The following policy statements identify how an expanded approach to governance may be considered by Council.

Planning Policies

- 10.1.1 Consider the establishment of annual Goals and Objectives for Council, based upon priority local needs, what is affordable, what is realistically achievable within a specified timeframe, assigning who will follow through with each goal and/or objective, and incorporate where feasible, an approach of semi-annual Goals and Objectives status update and progress sessions with Town staff and members of Council.

- 10.1.2 Assess an approach of possibly pursuing more inclusive community governance through development of a Business Advisory Committee to Council, and consideration of holding community based ‘Town Hall’ type meetings to share identified annual Goals and Objectives with local residents, to share Capital Projects information and to provide opportunity for enhanced community engagement.

- 10.1.3 Support the concept of considerable expanded community involvement in varied municipal initiatives as a means to be more inclusive with local residents and business groups, and as a methodology to achieve more with less.

- 10.1.4 Explore partnerships with NL University and other professional educational programs to assist with specific community projects, and consider a Council meeting approach of bi-monthly inviting an external provincial government or agency representative to provide a presentation relevant to the Town’s needs, and what external programs and services may be available to assist the Town to meet its varied challenges.

- 10.1.5 Continue ongoing community project developments with varied external and provincial organizations.
- 10.1.6 Nurture ongoing information sharing with elected provincial and federal area Representatives, and identification of community opportunities with programs such as Gas Tax Revenues and Atlantic Canada Opportunities Agency.
- 10.1.7 Explore regionalization initiatives such as cost shared projects and joint funding of delivery of services models, and proposed new regional governance structures from the perspective of what is financially feasible and beneficial to the residents of Port au Choix.
- 10.1.8 Consider an upgrade of the Town's website to convey a more positive image of the Town, to identify the services and programs available through the Municipality, to provide for 'recent news' and to create a feedback forum for local residents and visitors to provide comments to Council on varied issues.
- 10.1.9 Support a more streamlined approach within the updated Development Regulations to define permitted, prohibited and accessory land uses within each zone category, and to minimize the extent of discretionary uses.

11.0 PLAN IMPLEMENTATION

11.1 OVERVIEW

The Town of Port au Choix is a special place that has been home to many for years far back in history. It is a community that has a close connection to the sea, and has proven to be resilient and strong despite its dependence upon the volatility of the resource sector. The Town has carved out another part of its character as a setting for a National Historic Site of archaeological significance. The challenges towards the future are many, and the opportunities ahead are as numerous.

The Municipal Plan has articulated five planning goals and varied objectives through supportive land use policy recommendations to help the Town more effectively manage change over the next ten year planning horizon. The Municipal Plan provides the framework for Council to make choices on managing the Town's land base and challenges/opportunities in an environmentally, economically and socially sustainable fashion.

Success with any or all of the Municipal Plan will be critically dependent on Council's implementation and adherence to the Plan policies.

11.2 COUNCIL ROLE

Tasks to Consider

Council has played a central role in implementing the revised Municipal Plan by considering the following tasks:

- Reviewing the draft Municipal Plan and advising which policies they wish to retain and which ones to delete;
- Considering opportunities for circulation of the draft Plan to the community for review and comments;
- Endorsing the varied action initiatives of the Plan to be pursued within the next ten year timeframe;
- Maintaining adherence to the vision, guiding principle, and goals and objectives of the Plan; and,
- Directing that upon Council support of the Municipal Plan and any requested revisions, that the Development Regulations be updated to coincide with the outlined direction of the Municipal Plan.

Other Bylaws & Regulations to Adopt and/ or Amend

As part of the Municipal Plan and Development Regulations update, the Town may be additionally required to update and revise other municipal management systems, as applicable, or to adopt new management bylaws and regulations, to coincide with the intent of the Municipal Plan. Representative tools and administrative procedures that are available to help manage local land use planning and development are identified as follows:

- Subdivision design and regulations;
- Building bylaw;
- Separate sign bylaw or regulations;
- Expanded 5 and 15 Year Capital Budget process;
- Cost recovery application fees and services structure;
- Land development application forms;
- Parkland acquisition methodology and financial system for cash-in-lieu of parkland levies; and,
- Advisory Committee approach.

11.3 MONITORING & REVIEW

To track completion and success of the Municipal Plan policies, an annual review by the assigned staff, is recommended to take place at time of Council’s annual goals and objectives session. The Urban and Rural Planning Act also requires that the Municipal Plan be reviewed within a five period after its registration, and to make any adjustments as deemed required to address changing needs and community desires.

11.4 MUNICIPAL PLAN MAP

As part of the implementation of the land use policy statements of the Municipal Plan, the attached Future Land Use Map is part of the Plan (Appendix D). The Town’s Planning Area is divided into varied land use designated classes (i.e. Residential, Commercial, Industrial et al) that apply as the intended land use activities for specific properties and specific land areas of the community.

The Map designations are intended to serve as general land use direction for the community to identify the current and proposed land use activities of property located throughout the Planning Area for an intended time period of the next ten years.

The Municipal Plan Future Land Use Map designations will complement the zoning categories at the individual property level, as identified by the Land Use Zoning maps that accompany the Town’s Development Regulations document.

Future Planning Information Map

A second map provided for information only and not deemed as an official part of the Municipal Plan, is attached as Appendix B as a Future Planning Information Map.

The intent of the Planning Information Map is to provide a land use vision for the community’s land base over a period longer than ten years. For example, the community’s waterfront in the longer range future is viewed as possessing the potential for diverse waterfront residential and

commercial projects, and a public open space environment, in concert with local industry of the working harbour.

In other instances the attached information map will illustrate the potential land use direction of the community for specific locations, and thereby provide background for a community vision of where rezoning amendment proposals may be considered by Council.

APPENDIX A:

SUMMARY OF USES ALLOWED BY FUTURE LAND USE DESIGNATION

The following list identifies the primary uses that may be permitted in each land use designation, and illustrated on the Town of Port au Choix Municipal Plan Future Land Use Map:

Land Use Designation

Uses Allowed

Residential

Single unit residential, duplex, family and group home residential, modular home, personal care home, recreation and open space, apartment, townhouse residential use, adult care facility, and various accessory/ discretionary uses as defined by the Development Regulations (2015-2025).

Commercial

Commercial, tourism development, personal care home and various accessory and discretionary uses as defined by the Development Regulations (2015-25).

Mixed Development

Single unit residential and various accessory and discretionary uses as defined by Development Regulations (2015-2025).

Industrial

Contractor yards, industrial uses and various accessory and discretionary uses as defined by Development Regulations (2015-2025).

Comprehensive Development

Residential, commercial, industrial, open space and recreation, and various accessory and discretionary uses as defined by the Development Regulations (2015-2025).

Land Use Designation

Uses Allowed

Community and Public Use

Assembly, civic, cultural, church, public, seniors care, conservation, and various accessory/ discretionary uses as defined by the Development Regulations (2015-2025).

Protected Public Water Supply Areas

Conservation, open space and recreation, and potential future uses as approved by the Water Resources Mgmt. Division of the Department of Environment and Conservation, and by the Town of Port au Choix.

Recreational Assembly

Recreation and open space, conservation, accessory building and off street parking, and discretionary use consideration for assembly.

Conservation

Conservation, accessory building, and discretionary use consideration for agriculture, telecommunications antennae and transportation.

Rural

Agriculture, cemetery, conservation, forestry, mineral working, mineral exploration, mining, telecommunications antennae, transportation and varied accessory/ discretionary uses as defined by Development Regulations (2015-2025).

APPENDIX B: PLANNING INFORMATION MAP

APPENDIX D: FUTURE LAND USE MAP