

**TOWN OF PASADENA
MUNICIPAL PLAN, 2000-2010**

**Baird Planning Associates
2000**

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~~1.0 INTRODUCTION~~

1.1 FOREWORD

The Town of Pasadena Municipal Plan establishes guidelines for the future development of the municipality by setting out a 10-year land use strategy. The Plan incorporates lands included within the Pasadena Municipal Boundary as well as the Pasadena Planning Area Boundary, including the Local Improvement District of Pynn's Brook. The aim is to provide a pleasant, healthy, and safe environment while conserving the financial and material resources of the Town Council and the residents of the Town.

The Municipal Plan was prepared according to Section 15 of the Urban and Rural Planning Act. It governs development within the Pasadena Planning Area, including future land use, streets, water supply, sewage disposal, public buildings, schools, parks, recreation areas, and other public requirements. The Municipal Plan provides the basis for the development regulations (Land Use Zoning, Subdivision and Advertisement Regulations), which the Council will administer through development and subdivision permits.

1.1.1 Contents of the Municipal Plan

The Pasadena Municipal Plan, comprising this report and its accompanying maps, is a legal document when adopted by Council and approved under the Urban and Rural Planning Act. It proposes the allocation of land for future uses and includes:

- The aims of Council (goals, objectives, and land-use policies).
- The land-use plan for future development.
- The timing and cost of recommended capital works over the next five years.

The Background Review, presented in Section 1.2 of this report, describes the conditions existing when the Municipal Plan was being prepared and provides the rationale for the land-use policies of the Plan.

1.1.2 Bringing the Municipal Plan into Effect

The Urban and Rural Planning Act sets out the process for bringing a municipal plan into effect. When the proposed plan is satisfactory to Council, Council adopts it and notifies the Minister of Municipal and Provincial Affairs. A public hearing is arranged and notices are published announcing the time and place of the hearing. The commissioner appointed by the Minister reports to the Minister any representations made at the public hearing. The Council then requests the Minister to approve the plan. Notice of the Minister's approval is published in the Newfoundland Gazette and the local media.

1.1.3 Administering the Municipal Plan

When notice of Ministerial approval of the Municipal Plan is published in the Newfoundland Gazette, the Municipal Plan becomes legally binding on the Council and on all persons, corporations, and organizations.

The Pasadena Council will administer the Pasadena Municipal Plan by implementing its policies. This is done in several ways:

- By preparing land use zoning, subdivision, and advertisement regulations (commonly known as development regulations).
- By issuing development permits to people who wish to build, to change the use of a building, or to subdivide land.
- By undertaking the capital works and development schemes outlined in the Municipal Plan when the financial resources are available.

Five years after the Municipal Plan is approved, Council will review it and make any necessary revisions to provide for the next 10-year planning period (see Section 30 of the Urban and Rural Planning Act). Amendments to the Municipal Plan may be made at any time and brought into effect by the same process described above for the Plan.

1.2 BACKGROUND REVIEW

This section presents the analysis carried out to prepare the Pasadena Municipal Plan.

1.2.1 Pasadena Planning Area and Municipal Area

The Pasadena Planning Area is shown on Map 4. From its western extremity near the outlet of Deer Lake, its boundary extends northeastward along Deer Lake to include the community of Pynn's Brook at its northern extremity. From Pynn's Brook, it extends approximately eight kilometres inland to Burnt Pond, then turns in a southwesterly direction, and passes east of Blue Gulch Pond to a point of land west of Island Pond. From this point it extends westward across the south boundary of the transmission Pond municipal watershed to the point of origin.

The Pasadena Municipal Area has an area less than half of the Planning Area. It borders Deer Lake for approximately seven kilometres from just west of South Brook Park to the outlet of Eastern Brook. It extends inland to include Blue Gulch Pond, the Town's main water supply source.

1.2.2 Population

Historic Trends

Table 1.1 compares Pasadena's historical growth to the province as a whole.

| Table 1.1- Historical Population Trends Pasadena and Province, 1961-1996 | | | |
|---|------------------------|---------------|---------------------------|
| | Pasadena Population | 5-Year Change | Province 5-Year Change |
| 1966 | 1,081 | 25.7% | 8.0% |
| 1971 | 1,392 | 28.8% | 5.8% |
| 1976 | 2,296 | 64.9% | 6.8% |
| 1981 | 3,162 | 37.7% | 1.9% |
| 1986 | 3,268 | 3.3% | 0.1% |
| 1991 | 3,428 | 4.9% | 0.0% |
| 1996 | 3,445 | 0.5% | -2.9% |

As Table 1.1 indicates, Pasadena's population grew rapidly over the two decades preceding 1981. Since then the town has grown much more slowly. The 1996 population of 3,445 was higher by only seventeen persons, or 0.5 percent, from the 1991 population of 3,428. During the same period, the entire provincial population declined by -2.9 percent.

Net Migration

Estimated net migration for Pasadena in the 1991-96 period is presented in Table 1.2. This was determined by the difference between actual population in 1996 and the projected population based solely on natural increase (i.e births minus deaths). It indicates a net out-migration of 87 persons from the community during this period. The largest out-migration occurred among the 15-24 age group, which saw 139 more people leave Pasadena than move in.

| Table 1.2: Estimated Net Migration Pasadena 1991-96 | | | |
|--|-------|---------|------|
| Age Group | Males | Females | Both |
| 0-4 | +19 | -11 | +8 |
| 5-14 | +21 | -14 | +7 |
| 15-24 | -79 | -60 | -139 |
| 25-34 | 0 | +30 | +30 |
| 35-44 | -3 | +5 | +2 |
| 45-54 | -26 | +2 | -24 |
| 55-64 | +14 | -2 | +12 |
| 65-74 | +5 | +19 | +24 |
| 75+ | -3 | -4 | -7 |
| Total | -52 | -35 | -87 |

Projected Future Growth

Population projections are a critical component of the community planning process. They help to determine future needs in terms of residential, commercial, recreational, and human service requirements, which in turn facilitates planning for land use and municipal services. The cohort-component projection model was used to estimate the future population of Pasadena. This model assumes 1995 provincial birth and death rates, the latest year for which data is available. It assumes net migration in future 5-year periods will be equal to the 1991-96 period (See Table 1.2). This is the most difficult assumption, due to the influences of changeable economic conditions.

A summary of the population projection is provided in Table 1.3.

| Age Group | 1991 (actual) | 1996 (actual) | 2001 (proj.) | 2006 (proj.) | 2011 (proj.) |
|-----------|---------------|---------------|--------------|--------------|--------------|
| 0-4 | 245 | 180 | 173 | 173 | 167 |
| 5-14 | 670 | 555 | 435 | 363 | 258 |
| 15-24 | 545 | 565 | 500 | 385 | 265 |
| 25-34 | 550 | 475 | 465 | 485 | 420 |
| 35-44 | 650 | 645 | 590 | 515 | 496 |
| 45-54 | 350 | 515 | 590 | 588 | 535 |
| 55-64 | 210 | 235 | 342 | 500 | 575 |
| 65-74 | 130 | 185 | 223 | 243 | 338 |
| 75+ | 75 | 90 | 117 | 152 | 187 |
| Total | 3,425 | 3,445 | 3,435 | 3,404 | 3,241 |

This projection forecasts a population decrease of 204 persons or -5.9% over the 15-year period from 1996 to 2011. Actual population change may be higher or lower depending on economic influences and special attractions that may draw residents from nearby communities or vice versa.

The under-25 population is projected to decline from 1,460 in 1996 to 690 by 2011, a drop of over 50 percent. On the other hand, the population 65 and over will increase by more than double from 205 in 1996 to 525 by 2011. The main working age population of 25 to 64 year-olds will increase from 1,760 in 1996 to 2,026 by 2011, a growth of 15.1 percent.

These changes will have major implications for housing, education, health care, recreation, and community services in Pasadena. The decline in the youth population will mean major reductions in school enrolment and demand for high activity recreational facilities and services. On the other hand, the doubling or more of the retired population will create higher demand for seniors' social centres, health care services, and more passive types of types of recreation.

Over the past three Census periods, average household size in Pasadena declined from 3.7 persons in 1986 to 3.4 in 1991 and 3.1 in 1996. While the Town's population grew by only 17 people between 1991 and 1996, the number of households grew by over a hundred. This trend toward smaller households is forecast to continue due to the aging population and declining birthrate. Therefore Pasadena should continue to experience demand for new housing despite the predicted slight decline in population.

1.2.3 Land Use Issues

Former Trans Canada Highway

With the opening of the new TCH route through Pasadena in 1999, the status of the former TCH will convert from a highway arterial to the Town's main collector road. As of this writing, a name has not been decided for the route. Therefore for the purposes of this draft report, the route is referred to as Main Street.

Existing Land Use Patterns

The Town of Pasadena incorporates the formerly separate towns of Pasadena (east of the South Brook watercourse) and South Brook (west of the South Brook watercourse).

In the old Pasadena townsite, the urban pattern is dominated by the orientation of local streets to the Main Street or former Trans Canada Highway, which runs in an east/west direction. The largest section of town lies south of Main Street, with streets laid out in blocks running parallel and at right angles to Main Street. This is planned as the main expansion area of the town, as indicated by Council's adoption of development schemes for two major subdivisions in the area - Valleyview Estates and Woodland Acres.

The section of old Pasadena north of Main Street is smaller but has a similar orientation of streets running at right angles to the Main Street. This area connects to a more spread-out and erratic pattern of streets lying closer to the shoreline of Deer Lake.

Residential development in the old South Brook townsite was traditionally along a series of roads initially constructed for the harvesting of pulpwood. This resulted in a rather erratic street pattern and spread-out placement of houses. In recent years this area has seen substantial infill development, which has increased the housing density somewhat.

Residential

Information on existing residential development in Pasadena was updated through a windshield survey of the town in July 1998. This information is recorded on the 1:5,000 scale base map of the town. The 1996 Census indicated there were 1,110 dwelling units in Pasadena, a growth of 100 dwellings from the 1991 figure of 1,010. This housing growth took place despite a population growth of only seventeen people or 0.5 percent over the 5-year period. As discussed in the population assessment, this resulted from the trend to smaller households. Assuming a continuing decline in average household size of approximately 0.3 persons per five-year period (i.e. to 2.8 by 2001 and 2.5 by 2006), it is expected that Pasadena will experience a demand for approximately 250 new dwellings over the next ten years even with the predicted decline in population

Pasadena has extensive tracts of serviced land suitable for short-term residential development. Two recently developed subdivisions, Valleyview Estates and Woodland Acres, had about fifty lots

available for sale as of this writing (November, 1998). Based on the windshield survey and review of maps, it is estimated that at least 150 single dwelling lots could be realized through infill development along existing streets. Both Valleyview Estates and Woodland Acres have long-term plans in place to accommodate future phases as demand dictates. Therefore it is concluded that Pasadena has plenty of serviced or serviceable land to accommodate the anticipated housing demand for the next ten years. Therefore no additional areas need to be designated for residential development in this plan.

Commercial

Commercial land use designations in the Municipal Plan 1988-98 included General Commercial, Highway Commercial, Tourism Commercial, and Commercial Industrial. As well there is a large area designated Tourism-Recreation-CDA to reserve land for tourism and recreational uses.

The Municipal Plan 1988-98 designated six sites as General Commercial. These included four sites on Main Street, one site at the corner of Tenth Avenue and Midland Row, and one on Sixth Avenue. The Highway Commercial designation took in two locations: the corner of Main Street and Fifth Avenue (Irving Service Station) and vacant land extending along the north side of Main Street to the west of Church Street. At the time of this writing, Main Street is still functioning as the Trans Canada Highway but will convert to town collector street when the new TCH opens in 1999. Because this will make the Highway Commercial designation redundant, it is the intention of this Plan to redesignate these sites to General Commercial. The existing General Commercial sites be maintained within this designation.

Existing sites within the Tourism Commercial designation include (1) the South Brook Park property fronting on Deer Lake, (2) the Lakeland Lodge property on First Avenue, (3) a small lakefront property in the Lakeshore Drive residential area, (4) a larger vacant property sandwiched between Lakeshore Drive and the new Trans Canada Highway, (5) the Maxwell's Cabins property on the south side of the TCH near the eastern municipal boundary, (6) the Eastern Brook Cabins property north of the TCH near the eastern boundary, and (7) vacant land south of the former TCH

route, which has since disappeared under the roadbed of the new TCH route and eastern interchange into Pasadena. It is the intention of this Plan that all but the latter of these sites will be maintained under the Tourism Commercial designation.

The community consultation has identified several additional sites with potential for tourism or highway related development:

- (1) **South side of the Pasadena western TCH access road:** This site is located on a high point of land, which is visible from the new TCH route and offers a spectacular view overlooking Deer Lake. It has been suggested this site offers good potential for a hotel or other tourist oriented development. Access to the site would be possible from Pasadena's new Main Street. Water pressure may be a constraint because of the site's high elevation. The intent of this Plan is to designate this site as a Tourism-Recreation Comprehensive Development Area (CDA), under which it will be reserved for long-term tourism development.
- (2) **Area between Circular Road and new western TCH access road:** This site is readily accessible from the new western access road and offers a spectacular view of Deer Lake. Presently designated as Open Space/Recreation, it was suggested that this site should be developed as a rest stop, lookout site, and tourist attraction for Pasadena. It could include a parking area, picnic tables, trash receptacles, and promotional sign for Pasadena. It is the intent of the Plan to maintain this site in the Open Space/Recreation designation to allow for its development for this purpose.
- (3) **Between Lakeshore Drive and the Rod and Gun Club.** This site is sandwiched between the Deer Lake shoreline and the new TCH. It may offer potential for tourism, recreation, upscale housing, or some combination of these land uses. The intent of this Plan is to designate this site as Tourism-Recreation CDA. Under this designation, permanent development will not be permitted until a comprehensive development scheme is prepared and adopted as an amendment to the Plan by Council and approved by the Minister of Municipal and Provincial Affairs.

(4) **South of TCH in vicinity of Maxwell's Cabins:** This site is located east of Pasadena, abutting the south side of the new TCH service road, which provides access to Maxwell's Cabins. Due to the accessibility provided by the service road, this site may have potential for tourism, recreation, or highway oriented services. The intent of this Plan is to designate this site as Tourism Commercial to allow appropriate commercial uses oriented to tourism, recreation, and highway services. Development in this area will be subject to an area development plan for all or a portion of the site, which must receive the approval of Council prior to new development being permitted.

The Commercial Industrial designation includes one site on the north side of Main Street in the area between Church Street and First Avenue. This designation allows a mix of commercial uses and light industry. Heavier industry is not a permitted use. However, a heavy equipment and construction yard is located at the rear of this area. This use is treated as a legal non-conforming use in the Plan. No changes are considered necessary for this designation.

Industrial

The Pasadena Industrial Park on Stentaford Drive is the Town's main existing industrial area. The size of this site was reduced by approximately 5 hectares or 25 percent by the construction of the new Trans Canada Highway through this area. Based on the rate of development in recent years, the site still has vacant land to accommodate any development foreseeable over the next five to ten years. However, it has limited capacity to accommodate unforeseen opportunities for larger scale development. While no recommendation is made to redesignate additional land to expand the existing industrial park, Council should be prepared to respond quickly if an opportunity arises that cannot be accommodated with the present land area. Important criteria that should be considered in selecting a new site include: (1) accessibility from the new TCH, (2) visibility from the new TCH, (3) water and sewer availability, (4) compatibility with surrounding land uses, and (5) if possible, proximity to the existing industrial park on Stentaford Avenue.

The Stentafor Avenue area is designated Light Industrial but may allow general industrial development at the discretion of Council. In fact a number of existing uses of the site can more accurately be classified as general industry rather than light industry. Whereas light industry is generally limited to such uses as warehouses and workshops to serve the general public, general industry typically includes uses such as factories, cold storage plants, contractors yards, and trucking depots.

Recently there has been some demand for industrial land to accommodate uses that might not be compatible within an industrial park setting. Recently the Town permitted the development of a waste disposal industry on North Harbour Road within the Rural designation. A developer recently expressed interest in locating a sawmill operation in the same vicinity. Although the Rural zone permits general industry as a discretionary use, this is conditional to the activity being associated with the resource base, for example, agriculture, forestry, and aggregate extraction. Industrial activities not associated with the resource base are not normally permitted. In order to accommodate these types of activities, it is the intent of this Plan to designate an area on North Harbour Road as Rural Industrial. Permitted uses in this area should be restricted to activities that would not be suitable in the existing Industrial Park and will not require piped water and sewer services, paved roads, or street lighting. As North Harbour Road provides access to the Town's waste disposal site, snow clearing services are already provided.

Public Uses

Public uses of land include government properties, schools, churches, community centres, and other places of assembly. They are located at various sites throughout Pasadena. No additional sites are recommended for designation to Public Use.

Recreational Open Space

Recreational open space in the form of playing fields, basketball courts, playgrounds, trails, green space, and natural areas are dispersed in various areas of the Town. Developed facilities include the large recreational area on Tenth Avenue opposite Town Hall and north of Main Street in the vicinity

of the sewage lagoon. It is the intent of this Plan to include within this designation, the trail system developed by the Pasadena Nordic Ski Club, the route of the Newfoundland T' Railway, and community trails along South Brook and Blue Gulch Brook. Specific land use policies will be developed to protect these trail systems from incompatible development and activities.

Agriculture

Pasadena contains substantial tracts of land designated Agricultural. This contains existing farmland as well as undeveloped land with good potential for agricultural development. Existing and potential agricultural sites are also located within the Rural designation. It is the intent of this Plan to continue to allow agriculture as a permitted use in all Rural areas.

Agricultural activities also take place in some of the Residential CDA areas in Pasadena. The existing Plan allows existing farming activity in these CDA areas to continue in their present form. It is the intent that this policy be continued.

Agriculture does not co-exist easily with residential development, typically because of unpleasant odours from poultry or livestock operations. This has become an issue in the developing residential area south of Midland Row, for which Council has adopted a development plan to accommodate the long-term residential expansion of the town. This area has some existing agricultural operations, which are permitted to continue in their existing form. Recently the Council turned down a proposal to develop a turkey farm in this area because of its potential conflict with residential development. In reviewing this proposal, it was found that the site of the proposed abattoir is approximately 100 metres from the nearest residential lots in the subdivision plan. This separation would be insufficient to avoid significant conflict. To minimize future conflict, it is the intent of the Plan that a minimum buffer of 480 metres will be required between existing or planned residential streets and new development of potentially offensive livestock or poultry facilities. This will not apply to existing operations, nor to new root crop farming activities.

Rural

Pasadena's Rural designation includes tracts of land south and east of the built-up town, extending eastward to the boundary of its Planning Area near Pynn's Brook. Existing land uses in the Rural designation include gravel pits and quarries, some agricultural operations, two cemeteries (North Harbour Road), an industrial waste treatment site (North Harbour Road), the Town's waste disposal site (North Harbour Road), seasonal residences (along the Deer Lake waterfront east of the Town), and the rural community of Pynn's Brook. Permitted uses in the Rural zone include agriculture, forestry, recreational open space and conservation. Uses permitted at the discretion of Council include pits and quarries, cemeteries, and industrial activities associated with the resource base (e.g. abattoirs, sawmills, crushers). It is the intent of this Plan that the existing land use policies and development regulations for the rural designation be maintained essentially unchanged, except for the minimum 480-metre buffer between residential streets and potentially offensive livestock or poultry facilities (as discussed in the preceding paragraph).

Conservation

Land is designated Conservation in order to protect areas that are environmentally sensitive or have important natural resources (e.g. water supply areas) that could be affected adversely by development. In addition to the areas specifically designated as Conservation in the Plan, the policy of the Plan will be to disallow any built-up development within 15 metres of well-defined brooks and streams or within 30 metres of all lakes and ponds. This policy will apply within all land use designations.

Transportation

With the opening of the new four-lane separated Trans Canada Highway in 1999, the existing TCH route will become the Town's main collector road. It is referred to in this report as Main Street. The main internal flow of town traffic on Main Street occurs between Tenth Avenue and Forest Road. It will be a policy of the Plan to develop sidewalks along this section of Main Street.

1.2.4 Municipal Services

Municipal water and sewerage is available to all but a few dwellings in Pasadena. There are no piped services in the Sandy Cove or South Brook seasonal residential areas. Council has no plans to extend services to these areas.

The Town's water mains are supplied with gravity water flow from Blue Gulch Pond and Transmission Pond. The watershed areas for both ponds are contained within the Conservation designation. No designation or policy changes are recommended for these watershed areas.

2.0 Goals and Objectives

This section outlines the planning goals and objectives of the Town of Pasadena for the 10-year planning period. Each goal is a desired state which reflects the long-range purposes of the Council. Each objective is a short-range step towards achieving the goal. It is concrete, realistic, action-oriented, and attainable within a period of three to five years.

2.1 Community Structure and Character

Goal: To promote orderly development, the economical use of municipal services, compatibility between adjacent land uses, reservation of open space, and environmental conservation.

Objectives:

- To encourage continued infilling along existing public roads, thus making better use of municipal infrastructure.
- To encourage new development in areas that can be economically connected to the Town's municipal water and sewerage system. To restrict the types of development that will be permitted in areas that cannot be economically provided with water, sewerage, and other municipal services.
- To accommodate unserved development (i.e without municipal water and sewer) only in designated areas and only insofar as it meets environmental standards and will not interfere with the optimal future use of adjacent lands.
- To reserve adequate public open space, thus maintaining the character of the Town.
- To guide new development in a fashion that compatible with surrounding land uses.
- To protect environmentally important or sensitive areas such as ponds, rivers, streams, and wetlands, by designating them as conservation areas.

2.2 Economy

Goal: To encourage diversified economic growth in order to generate employment and build up a favourable base for municipal assessment.

Objectives:

- To diversify the local economy by supporting local entrepreneurs and attracting new businesses and industries.
- To encourage the development of additional commercial uses to serve local residents and the regional market.
- To encourage industrial development.
- To support the development of facilities and attractions that will enhance tourism, e.g. amusement uses, parks, water recreation, and hiking trails.

2.3 Commercial and Industrial Development

Goals: To develop an appropriate mix of retail, office, and service facilities to serve residents.

To develop the industrial base of the Town.

Objectives:

- To ensure an adequate supply of land at appropriate locations for commercial facilities.
- To encourage consolidated development of retail, office, and service industries in designated commercial areas along Main Street.
- To ensure maximum utilization of existing serviced commercial and industrial land.
- To encourage development in the Pasadena Industrial Park on Stentaford Avenue.
- To limit industrial development on North Harbour Road to uses that would not be suitable or compatible in the Pasadena Industrial Park and will not require municipal water and sewer servicing.
- To prevent development in inappropriate locations of offensive trades and nuisances that may be detrimental to the Town as an attractive place to live.

2.4 Housing

Goal: To provide land for an adequate quantity and mix of housing to serve the needs of the population.

Objectives:

- To maintain a high standard of housing.
- To ensure an adequate supply of affordable housing for all socio-economic groups.
- To accommodate demand for a variety of housing types and preferred locations.
- To encourage new housing in areas that can be economically connected to municipal water and sewerage.
- To accommodate unserviced residential development only in designated areas and only insofar as it meets minimum standards established in this Plan, will not result in future demands for municipal water and sewer services, and will not interfere with the optimal future use of adjacent lands

2.5 Culture, Recreation and Open Space

Goal: To meet the growing needs of the community for cultural and recreational opportunities.

Objectives:

- To locate sufficient open space and recreational facilities conveniently accessible to all residential areas.
- To develop recreational uses with a focus on the lands in the vicinity of the Community Recreation Centre. The recreation area near South Brook will serve as a secondary centre.
- To preserve areas and features of natural, scenic, environmental, and historical significance.
- To support the provision of cultural and recreational facilities and services which are accessible to people of all abilities (including the disabled) and ages (including senior citizens and youth).
- To develop an adequate an trail system for a variety of recreational users and protect these trails from incompatible development.

2.7 Transportation

Goal: To provide a safe and efficient internal and external transportation network to serve Pasadena.

Objectives:

- To maintain existing public roads through a regular program of maintenance and improvement.
- To provide ready access to commercial and industrial areas.
- To provide efficient means of access to public areas and buildings for disabled persons.
- To ensure that the transportation network accommodates pedestrians, with particular provisions to facilitate safe pedestrian and bicycle usage along Main Street.
- To develop roads that have minimal adverse impact on the environment and do not detract from the aesthetic character of Pasadena.
- To reserve sufficient land for the proposed T’Railway route through Pasadena.

2.8 Environment

Goals: To provide for the health, safety, welfare, and enjoyment of the general public.

To preserve and protect important aspects of the natural environment.

Objectives:

- To recognize the existing natural constraints to development, and to protect in its natural state land which is unsuitable for development.
- To provide municipal services at environmentally acceptable standards.
- To protect environmentally sensitive areas such as rivers, streams, wetlands, ponds, steep slopes, and watersheds that form part of the regional water supply.
- To ensure the continuance of existing agricultural uses and encourage new agricultural development where it is compatible with existing and planned residential areas.

2.9 Municipal Finances

Goal: To achieve long-term financial stability by managing expenditures on municipal services while broadening the assessment base for municipal revenues.

Objectives:

- To manage the expenditures on municipal services and achieve the most efficient use of existing services.
- To manage the municipal debt, considering the Town's ability to meet its expenditures in the long term.
- To diversify the local economy through the growth of existing businesses and the establishment of new ones, so as to generate more municipal revenues.

3.0 LAND USE POLICIES

3.1 GENERAL LAND USE POLICIES

The following land-use policies are general in scope. They are applicable to different land-use designations and areas of the Town.

1. General Layout of the Town

Land use designations are organized in accordance with the Future Land Use Maps, which form a part of this Municipal Plan.

It is Council's policy to promote Pasadena as an attractive residential and commercial town.

It is a policy of Council to maintain and further consolidate the compact layout of Pasadena. New development will generally be limited to areas that can be serviced economically by water and sewer. Development will be phased so that areas connected to water and sewer will be largely developed before new streets are built or water and sewer trunks are extended.

Proposals for unserviced development will be considered only in specific areas designated in this Plan where municipal water and sewer services are not likely to be installed before this Plan's statutory five-year review. All unserviced development will be subject to policies and standards aimed at efficient use of land, maintenance of high environmental standards, and future consolidation of land uses if and when trunk services are extended.

2. Municipal and Public Utility Works and Easements

Municipal and public utility works such as electrical power, telephone, water treatment, and pollution control facilities may be permitted in all land-use designations provided that no adverse effect on adjacent land uses or the environment is created. Buffering shall be required in the form of a suitably landscaped area between any such works and adjacent land uses.

Where land is required for utility easements or emergency access, such land may be obtained for the appropriate utility or agency, e.g. Newfoundland Power, in the course of approving subdivision or other development applications.

3. Soils and Drainage

Development shall be permitted only on lands having soil and drainage conditions which are suitable to permit the proper siting and development of the proposed uses.

4. Building Setbacks

Building setbacks from roads will be sufficient to allow appropriate landscaping and to permit the off-street parking of vehicles.

5. Access to a Public Street

All development must have access to a publicly maintained street unless otherwise specified in the Municipal Plan.

6. Protection of Archaeological Remains

The Pasadena Planning Area has been identified as having high potential for the discovery of archaeological remains, especially near the shores of ponds. Any proposal for development near a known archeological site or within 200 metres of a water body shall be referred to the Culture and Heritage Division of the Department of Tourism, Culture and Recreation. The discovery of any archaeological sites or remains shall be reported to the Culture and Heritage Division as soon as possible.

7. Flood Plain Management

Prior to permitting any development in an identified flood risk area, Council will refer the application to the Water Resources Division of the Department of Environment and Labour for advice and regulatory approval. This will apply to all land use designations within the Pasadena Planning Area.

8. Conservation of Sensitive Areas

It is the policy of Council that protection, rather than development, will take priority in sensitive areas such as wetlands, steep terrain, unstable slopes, and shorelines. A minimum conservation buffer of 15 metres is designated along all watercourses and a minimum buffer of 30 metres is designated along the shorelines of ponds and lakes.

If a development is proposed in a sensitive area that is not specifically designated as a Conservation area in this Plan, Council will consider the potential environmental effects before permitting development to proceed. Such proposals will be referred to the Department of Environment and Labour for advice and/or regulatory approval.

9. Buffer Zone Around Waste Disposal Site

A buffer zone of 1.6 kilometres will be maintained around the Town's waste disposal site on North Harbour Road. Proposed development within this buffer area will be referred to the Government Service Centre in Corner brook for comments and approval under the Waste Material Disposal Act.

10. Removal of Topsoil

Removal of topsoil and sods from land will not take place unless a permit has been obtained from the Department of Mines and Energy and the Town.

11. Development Criteria for Non-Residential Sites

All built-up development of non-residential land uses will conform to the following criteria:

- (a) Each site will have direct access to a public road.
- (b) Development will be located and designed in a manner that minimizes the impact of traffic, noise, lighting, and signage on adjacent residential areas. Where necessary, screening will be required through the provision of trees, shrubs, banks and berms, landscaping or fencing.
- (c) Properties will be designed and maintained to a high standard with regard to safety, appearance, and compatibility with surrounding land uses.

- (d) Access points to the public street will be limited in number and designed for maximum safety for pedestrians and vehicles.
- (e) Each site will provide space for adequate off-street parking and loading facilities to meet the needs of the proposed development.
- (f) Adequate municipal services must be available to meet the needs of each proposed development, unless otherwise specified in this Plan.

Development must be in accordance with the Town's Development Regulations and, where applicable, the regulations of the Departments of Health; Environment; Government Services and Lands; Works, Services and Transportation; and other relevant agencies.

3.2 RESIDENTIAL LAND USES

This Plan establishes four residential land use designations:

- (a) Residential
- (b) Rural Residential
- (c) Seasonal Residential
- (d) Residential - Comprehensive Development Area (CDA)

These are indicated on the Future Land Use Maps. Policies have been developed for each designation. All development must conform to these policies and to all applicable government regulations.

3.2.1 Residential

Areas are designated Residential in order to accommodate new housing in areas of significant short to medium term development potential. Primarily this includes new subdivisions with remaining vacant land, backland areas accessible for servicing, and land with frontage onto existing town streets.

*Policies***1. Location**

The Residential designation includes the main built-up residential area of the town. Essentially, this can be separated into two sections: the old community of Pasadena/Midland in the eastern part of the town and the old community of South Brook in the western part of the town. These two areas are separated geographically by South Brook, which flows from the south and empties into Deer Lake.

2. Residential Land Uses**2.1 Single Detached Housing**

The predominant use of land in areas designated Residential shall be single detached housing although other forms may be allowed.

2.2 Multiple Dwelling Units

Where demand exists for multiple dwelling units such as semi-detached houses and townhouses, they will be integrated into areas with single detached housing. Such development will be permitted only in a way that ensures its compatibility with surrounding residential areas. Development permits will not be issued until the design, scale, site layout, and overall appearance has been approved by Council.

2.3 Apartment Buildings

Apartment buildings may be permitted in appropriate locations adjacent to collector roads and close to commercial areas, schools, and recreational facilities. They will be subject to the following criteria:

- (a) design, size and site layout must be compatible with and sensitive to the character of surrounding residential areas.
- (b) there must be sufficient on-site parking to accommodate tenants and visitors.

- (c) there must be adequate, landscaped buffers along any property line that adjoins residential properties which have lower density.
- (d) there must be adequate water, sewer, and other municipal services available at the site to accommodate the scale of the proposed development.

2.4 Mobile Homes

Mobile homes will not be permitted.

3. Priority Areas for Residential Development

3.1 Infill Development

The first priority for new residential development will be infill of vacant land fronting onto existing streets. Council shall promote maximum utilization of serviced vacant land before encouraging the development of new residential streets or subdivisions. By utilizing vacant land in serviced areas, infill contributes to more efficient use of land and municipal services.

The policy of this Plan is to encourage appropriately designed infill development in accordance with the development standards of the area. Such development will be permitted to the extent that it is compatible with the existing neighbourhood character. Site plans and building designs must meet the approval of Council. Council may seek input from neighbouring residents when reviewing infill applications.

3.2 Currently Planned Subdivisions

The second priority for new development will include the future streets planned for Woodland Acres and Valleyview Estates. Further development of these subdivisions will be encouraged as demand dictates. Development of other subdivisions will not be encouraged until the Valleyview Estates and Woodland Acres subdivisions are more fully utilized.

3.3 Extension of Existing Streets

Extension of existing local streets may be permitted to accommodate additional residential lots as long as this can be realized without significant increases in municipal servicing costs.

4. Subdivision Development

4.1 Development Must Conform to Land Use Policies and Development Regulations

In order to achieve orderly development, optimal utilization of serviceable land, and maximum efficiency in municipal servicing and maintenance, all development is subject to the applicable policies of this Plan and its implementing Development Regulations.

4.2 Area Concept Plan is Required

Subdivision proposals will only be considered if they conform to an area concept plan that has been approved by Council. This is necessary to ensure that development proceeds in an orderly and efficient fashion and optimizes the use of land and municipal services. Generally, area concept plans must be for areas large enough to show the relationship between adjacent parcels of land and proposed roads. Concept plans that deal with individual cul de sacs proposed or single parcels of property will not be approved unless it can be proven the development will not interfere with optimal future development of surrounding lands.

An area concept plan will not be required in cases where a development scheme is in effect for a former CDA area (See Section 3.2.4) unless Council identifies the need for new or additional information.

4.3 Requirements of an Area Concept Plan

An area concept plan will address all needs pertinent to planning and development of the area concerned, including:

- (a) conformity to the goals, objectives, and policies of this Municipal Plan;
- (b) description of the subject lands;

- (c) proposed use of all land in the area concerned, taking into account Council's aim to promote orderly development and the economical use of municipal services;
- (d) access to the site and internal road layout, taking into account the existing road network in the vicinity;
- (e) municipal servicing system including water supply, sanitary sewer, storm drainage, and linkage to existing systems;
- (f) consideration of land ownership as it will affect the design and development of streets and subdivisions;
- (g) description of impacts on adjacent land uses;
- (h) assessment of possible impacts on the natural environment of the area;
- (i) a phasing scheme.

4.4 Subdivision Development Plans

Whereas area concept plans will address development of relatively large areas and will account for the physical relationships between a number of adjoining parcels of land, subdivision development plans will address short-term proposals for site development. A subdivision plan will be more detailed and will address all needs pertinent to development of the site. It must conform to an Area Concept Plan (or Development Scheme) as approved by Council and provide the following information in more detail:

- (a) a description of the subject lands;
- (b) internal road layout and access to the site from existing roads;
- (c) piped services including water supply, sanitary sewer, and storm drainage;
- (d) detailed lot layout;
- (e) development standards for streets, lots, accesses, landscaping, open space, etc.;
- (f) other information that Council may require.

If Council judges that information already provided in an area concept plan or a Development Scheme is sufficient, it may not require the same information to be provided in a subdivision plan in the same area.

When reviewing subdivision development proposals, Council may seek public input from neighbouring residents.

5. Non-Residential Uses

5.1 Conservation and Recreational Open Space

Conservation and recreational open space are compatible land uses Residential areas.

5.2 Open Space Requirements

Neighbourhood open space caters to the needs of nearby residents for passive activities, green space, and children's informal play areas. Such areas are distributed so that they are normally within walking distance of the residential areas to be served. The general standard recognized for the provision of open space is one hectare of land per 1,000 population. To achieve this standard, it is the policy of Council that developers be required to dedicate a minimum of 10 percent of suitable land in new residential areas for recreational open space. Alternatively, developers may be required to pay to Council a sum of money equal to 10 percent of the value of the area of land being developed.

5.3 Complementary Land Uses

Non-residential uses that are complementary to (i.e. serve the everyday convenience needs of) residential neighbourhoods may be permitted. Examples may include daycare centres, clinics, and other uses oriented to neighbourhood services. Such uses must be small scale, not interfere with the prevailing residential character and density, and not adversely affect the residential quality of an area through excessive traffic, noise, or similar considerations.

5.4 Home Based Businesses

Home based businesses will only be permitted if they are contained inside the residence or an accessory building on the same lot, are clearly subsidiary to the residential use, and do not adversely affect the residential quality of the area through increased traffic, noise, unsightly premises, or similar considerations.

5.5 Bed-and-Breakfast Operations

Bed-and-breakfast operations must clearly be subsidiary to the residential use and must not adversely affect the residential quality of the area through excessive traffic, noise, or parking of an excessive number of vehicles.

6. Agricultural Uses**6.1 Commercial Horticultural Operations**

Existing commercial agriculture is considered a legal non-conforming use in the Residential designation. At Council's discretion, expansions (maximum of 50%) of vegetable farms, sod farms, and greenhouses may be permitted if it is determined that this will not create a nuisance for existing residential uses or interfere with future residential development.

6.2 Livestock and Poultry Facilities

Expansion of existing livestock and poultry operations will not be permitted within the Residential designation.

In areas adjacent to the Residential designation, the erection of new buildings (or the conversion of existing buildings) for the housing or processing of livestock or poultry will not be permitted within 600 metres of the street line of existing or planned residential streets.

Existing livestock or poultry structures located within 600 metres of an existing or planned residential street will be permitted to continue, however, will not be permitted to undergo expansions unless it can be determined that this will not adversely affect the residential area.

6.3 Hobby Farming

Permitted hobby agricultural uses will be limited to vegetable plots and small greenhouses that are clearly subsidiary to residential use.

7. Future Road Reservations

Future road reservations in the Residential designation include:

- (a) Proposed collector roads and local streets in Valleyview Estates as shown on Map 1.
- (b) Proposed collector roads and local streets in Woodland Acres as shown on Map 1.
- (c) A proposed collector road to connect Midland Row and North Harbour Road.

These roads are laid out to facilitate efficient provision of future piped services, optimal use of the land, and necessary linkages to existing roads. Prior to the development or extension of any of those roads, an engineering plan will be carried out to prescribe the precise road alignments necessary to ensure efficient piped servicing drainage, efficient utilization of developable land, and adequate protection of water resources and other sensitive environmental resources.

In all areas of the Residential designation, points of access will be reserved to backland areas having potential for future development. A number of these are indicated on the Future Land Use Maps.

8. Protection of Waterways

Residential development on land sloping towards ponds, brooks and streams has the potential to create pollution problems, especially if the area is unserved. In areas where problems

may occur or already exist, it will be the policy of Council to enact special conditions and/or restrictions in order to prevent or minimize environmental problems. This could include a freeze on additional residential development.

3.2.2 Rural Residential

Policies

1. Location

The Rural Residential designation refers to one site - the Sandy Cove area abutting the Town's eastern municipal boundary (i.e. where Eastern Brook empties into Deer Lake).

2. General Intent

The Rural Residential designation exists to accommodate limited unserviced housing development in such a way that it will not adversely affect the environmental integrity of the land, groundwater, surface water, and other natural resources of the area.

3. Land Uses

The primary use of land in the Rural Residential designation will be single detached housing. Non-residential uses that are complementary to residential neighbourhoods and certain home-based businesses may be permitted. Animal uses that may be permitted will be limited to kennels, stables, and similar structures for sheltering domestic pets and animals.

4. Water and Sewerage Services

Water and sewer trunk services will not be extended to the Sandy Cove area within the foreseeable future.

A residential building permit will not be issued unless Council is satisfied that the residence will have an adequate on-site water supply and on-site sewage disposal, which has been approved by the Departments of Health and/or Government Services and Lands.

The ultimate financial responsibility for future installation of municipal piped services in areas approved for unserviced development lies with the property owners. All costs incurred by the Town in this regard will be recoverable from property owners on a lot frontage basis.

5. Lot Development in the Sandy Cove Area

New dwellings will be restricted to lots fronting onto the existing road, which runs parallel to the Trans Canada Highway and the Deer Lake shoreline.

Residential development will not be permitted unless it meets the minimum standards and conditions of the Town as established in this Plan's implementing Development Regulations.

A priority of Council in the Sandy Cove area will be the protection of the environment and the preservation of area's natural characteristics and aesthetics. This will be achieved by the designation of conservation buffers along streams and shorelines and special requirements such as maintenance of tree cover along lot frontages. Council may require additional information on soils and other natural conditions in order to assess the potential environmental effects of a proposed development.

Site plans and building designs must meet the approval of Council. Lot layouts and the siting of buildings must follow guidelines established to enable the future subdivision of lots after water and sewer services become available.

6. General Policies

Policy areas not addressed specifically under this designation are covered by applicable policies under the general Residential designation, except where those policies conflict with the particular policies set out for this designation.

3.2.3 Seasonal Residential

Policies

1. Location

The Seasonal Residential designation refers to one location - the site abutting the Deer Lake immediately east of Pasadena's western municipal boundary.

2. General Intent and Land Uses

This area is designated seasonal residential to permit the continuation of existing seasonal dwellings. No new dwellings shall will be permitted.

3. Municipal Services

The Town will not extend piped municipal services to this area.

3.2.4 Residential CDA (Comprehensive Development Area)

Policies

1. Location and Site Description

The Residential CDA designation includes two large undeveloped areas that have been identified as having potential for future residential development.

Residential CDA 1: This site abuts the south side of the new Trans Canada Highway and is located between Young's Brook and Blue Gulch Brook. This area was designated as a CDA in the former Municipal Plan 1988-98. The site is not well drained but can be easily excavated. Young's Brook, which skirts the west side of the site, serves an important function in carrying storm drainage from the built-up area to the south.

Residential CDA 2: This site is located in the southwestern part of the town, abutting the west side of the South Brook conservation area. The area has good ground conditions for residential development.

2. General Intent

Land is designated CDA in order to reserve land for the long-term residential expansion of the town. The protection of the land for this purpose will be a high priority of Council.

3. Land Uses

Residential development in the CDA designation will not be permitted until a Development Scheme has been prepared and adopted by Council. Only proposals for serviced development will be considered. Development Schemes must take account of the land use policies for the Residential designation. Development Scheme requirements are outlined in Policy 4 below.

Land uses that may be permitted in the Residential CDA designation generally are limited to recreational-open space, agriculture, and forestry. Permanent facilities and land uses that may prejudice the future residential development of the area will not be permitted. Prior to permitting any new land use in a CDA area, Council will consider its implications for future residential development in the area.

4. Development Scheme Requirements

A Development Scheme is required in order to redesignate an area from residential CDA to Residential. This will ensure that subdivision development proceeds in an orderly and efficient fashion that makes optimal use of land and municipal services. Generally, Development Schemes must be for areas large enough to show the relationship between adjacent parcels of land and proposed roads.

A Development Scheme will address all needs pertinent to planning and development of the area concerned, including:

- (a) conformity to the goals, objectives, and policies of this Municipal Plan;
- (b) a description of the subject lands;
- (c) proposed use of all land in the area concerned, taking into account Council's aim to promote orderly development and the economical use of municipal services;

- (d) access to the site and internal road layout, taking into account the existing road network in the vicinity;
- (e) municipal servicing system including water supply, sanitary sewer, storm drainage, and linkage to existing systems;
- (f) consideration of land ownership;
- (g) description of impacts on adjacent land uses;
- (h) assessment of possible impacts on the natural environment of the area;
- (i) a phasing scheme.

3.3 COMMERCIAL LAND USES

This Plan establishes four land use designations to accommodate commercial activity:

- (a) General Commercial
- (b) Commercial/Industrial
- (c) Tourism Commercial
- (d) Tourism/Recreation CDA

3.3.1 General Commercial

Policies

1. Location

The General Commercial designation includes six sites along Main Street. Existing developments on these sites include supermarkets, restaurants, building supply store, pharmacy, liquor outlet, service station, and used car lot. One site, extending west from Church Street along the north side of Main Street, remains totally undeveloped. Two other sites, where the Pasadena Family Restaurant and Foodland are located, remain mostly undeveloped. Two other sites (i.e. the Irving service station and a large site lying west of the Church Street intersection) were designated Highway Commercial in the former

Municipal Plan 1988-98, but are now designated General Commercial because of the relocation of the Trans Canada Highway away from this route.

Other General Commercial sites include a small shopping centre at the corner of Tenth Avenue and Midland Row, a commercial/office building near the west end of Church Street, and a small retail outlet on Sixth Avenue.

2. General Intent and Land Uses

The General Commercial designation permits a range of retail, service, office, and other commercial activities, as well as public and community uses.

3. Main Street

The relocation of the Trans Canada Highway has created an opportunity to develop a section of the former TCH as the Main Street and central business district of Pasadena. Council will promote Main Street as an attractive, vibrant town centre aimed at enhancing existing businesses and attracting new commercial development. The area of concentration will include both sides of Main Street extending from Ninth and Tenth Avenues to the bridge crossing South Brook. This area is envisioned as the community's civic and commercial centre with a concentration of land uses and activities developed to high design standards.

The objectives for this area will be to:

- (a) Develop Main Street as an attractive, lively, and viable main street, with emphasis on the areas extending from Tenth Avenue to the South Brook Bridge.
- (b) Promote the development of Main Street as an important and unique commercial area with the Humber Valley region.
- (c) Enhance Main Street as a place for people doing business, pursuing passive recreation, and engaging in civic activities and social gatherings.
- (d) Maintain and enhance the aesthetic resources of Main Street, its greenery, side streets, and linkages to the Newfoundland T' Railway and other community trails.

- (e) Develop additional public open space, cultural facilities, and commercial uses along Main Street.
- (f) Ensure that an appropriate level of infrastructure and services are provided for the use and enjoyment of Main Street by businesses and residents.

3.1 The Commercial Centre

It is a policy of Council to develop Main Street as a centre of commercial activity and to encourage its development as a community and regional centre with a range of retail, office, cultural, recreational, and complementary residential development.

3.2 Infilling of Commercial Areas

Council will encourage a greater concentration of commercial and civic developments on Main Street through infilling of the areas zoned commercial.

3.3 Streetscape Improvements

Council will aim to improve the attractiveness of Main Street (from Ninth/Tenth Avenue to the South Brook bridge) through the installation of sidewalks, crosswalks, lamppost lighting, street furniture (benches, trash receptacles), improvements to public and private landscapes and buildings, and other streetscape improvements.

3.4 Public Open Space

Public open space and trails will be developed to complement Main Street and link with it.

The basic open space components envisioned include:

- (a) Community fairground and outdoor market.
- (b) Enhancement of undeveloped commercial land as temporary green space by removing underbrush, grooming of trees, installing park benches, etc.
- (c) Sidewalks on both sides of the roadway to accommodate pedestrians, bicycles, and other non-motorized uses.

- (d) A multi-purpose trail along the east side of South Brook to link the Main Street commercial area with the Newfoundland T’Railway.
- (e) Pedestrian trails linked to Main Street along Blue Gulch Brook and other locations.

4. Site Plans Required

Before new development is permitted in this designation, site plans must be submitted for the consideration of Council. Site plans will provide dimensional layouts indicating location, scale, and design of proposed facilities and landscaping. In assessing proposals Council will be primarily concerned with aesthetic factors, conformity with the desired character for the area, and compatibility with other land uses in the designation.

3.3.2 Commercial/Industrial

Policies

1. Location

The Commercial/Industrial designation includes the area encompassed by Main Street, First Avenue, and Church Street. This site is presently developed with a mixture of commercial, light industrial, and industrial uses. No other sites are contained within this designation.

2. General Intent and Land Uses

The Commercial/Industrial designation is used to accommodate a mix of commercial uses and light industry that can locate together in a compatible fashion. For the purposes of this designation, light industry is generally defined as industrial uses that can be carried out without hazard or intrusion to surrounding uses and are not detrimental because of noise, vibration, smell, fumes, smoke, dust, or appearance.

3. Existing Construction and Heavy Equipment Depot

This designation includes an existing construction depot and heavy equipment yard, which is considered a heavy industrial use and is not a permitted Commercial/Industrial use. For the purposes this Plan, this operation will be treated as a legal non-conforming use.

4. Property Design and Character

A high standard of property design and maintenance will be required. Council will consider aesthetic impacts when considering site plans for approval within this designation.

3.3.3 Tourism Commercial

The Tourism Commercial designation exists to recognize existing tourism uses and areas with potential for future tourism and related development.

Policies

1. Location

Developed sites within this designation include South Brook Park, Lakeland Lodge on First Avenue, Maxwell's Cabins on the Trans Canada Highway, and Eastern Brook Cabins on the TCH. Undeveloped sites include 33 Lakeshore Drive, land bordering Blue Gulch Brook on the north side of the new TCH, and land adjoining the Maxwell's Cabins property.

2. General Intent and Land Uses

The intent of the Tourism Commercial designation is to facilitate the development of a compatible mix of tourism and commercial activities in appropriate areas of the town. Permitted uses in this designation may include commercial accommodations, restaurants, amusement parks, camping parks, recreational facilities, retail uses, and open space.

At the discretion of Council, highway oriented commercial uses (i.e. service station, taxi stand, take-out food service, indoor market, and outdoor market) may be permitted in the Tourism Commercial site on the TCH service road east of Pasadena, but will not be permitted at other Tourism Commercial sites.

3. Site Plans to be Prepared

Development of a Tourism-Commercial site must take place in a comprehensive and economical fashion according to a site development plan that has been approved by Council.

Development plans will address all needs pertinent to the use of the overall site, including:

- (a) conformity to the goals, objectives, and policies of this Municipal Plan;
- (b) a description of the subject lands;
- (c) proposed use of all land in the area concerned, taking into account Council's aim to promote orderly development and the economical use of municipal services;
- (d) plans for site servicing including connection to the municipal water and sewer trunks and storm drainage;
- (e) if an unserviced area, a full assessment of the site capability for on-site water supply and sewage disposal and a description of the proposed on-site services;
- (e) access to the site and internal road layout, taking into account the existing road network in the vicinity;
- (f) consideration of land ownership;
- (g) location, scale, and design of proposed accesses, parking spaces, buildings and other structures, landscaping, buffering, etc.;
- (h) description of potential impacts on adjacent land uses;
- (i) assessment of possible impacts on the natural environment of the area;
- (j) a phasing scheme.

Council may hold public meetings to obtain input from abutting land owners when reviewing an area development plan.

In assessing a proposal, Council will be concerned primarily with aesthetic factors, conformity with the desired character for the area, compatibility with other land uses, provision for hook-up to municipal services, and in unserviced areas, site capability for on-site water and sewer services.

3.3.4 Tourism/Recreation CDA (Comprehensive Development Area)

Policies

1. Location

The Tourism/Recreation CDA designation includes three areas that have been identified as having potential for tourism and/or recreation.

Tourism/Recreation CDA 1: This site is located south of the western entrance to Pasadena. This CDA is recognized by Council as a potential site for a hotel or similar development due to its visibility from the highway, potential accessibility from the access road into Pasadena, and attractive view overlooking Deer Lake.

Tourism/Recreation CDA 2: This site parallels the Deer Lake shoreline from the eastern end of Lakeshore Drive to the Rod and Gun Club. This area has significant potential for tourism and recreational development oriented to the water frontage on Deer Lake.

Tourism/Recreation CDA 3: This site designation is continued from the previous Municipal Plan 1988-98. It is located east of the town and south of the Trans Canada Highway. It borders the rear property line of Maxwell's Cabins and then abuts the TCH for approximately 4.8 kilometres eastward to the Pynn's Brook area.

2. General Intent

The Tourism/Recreation CDA is established to reserve sites of high potential for appropriate development of tourism and recreation. A proposal for development will be considered only if it is in accordance with a Comprehensive Development Scheme that has been adopted by Council and approved under the Urban and Rural Planning Act.

3. Land Uses

Land uses that may be permitted in the Tourism/Recreation CDA designation prior to the adoption of a Development Scheme are limited to agriculture, forestry, and passive

recreation. Permanent facilities and land uses that may prejudice future development of tourism or recreational uses will not be permitted.

4. Development Scheme Requirements

It is the policy of Council that these areas are developed according to Development Schemes prepared under the Urban and Rural Planning Act. This will ensure that the areas are developed in a comprehensive manner that optimizes the viability of development, efficient use of land, compatibility with surrounding land uses, and preservation of the environmental integrity and aesthetic quality of the site and adjoining areas.

3.4 INDUSTRIAL LAND USES

Two industrial land use designations are established in this Plan:

- (a) Light Industrial
- (b) Rural Industrial

The Industrial designations reserve land for the medium-term industrial development of Pasadena.

3.4.1 Light Industrial

Policies

1. Location

The Light Industrial designation includes the Pasadena Industrial Park on Stentaford Avenue and the helicopter base on the Deer Lake shoreline west of the outlet of South Brook.

2. General Intent and Land Uses

The Light Industrial designation exists to accommodate a variety of light and general industries, as well as accessory and complementary uses.

3. Compatibility with the Natural Environment and Surrounding Land Uses

Industrial development in this area will be permitted only in a way that preserves the

environmental quality of nearby waterways, agricultural land, and other sensitive resources and is compatible with surrounding land uses. Industrial uses that are judged to be detrimental by reason of excessive airborne or waterborne contaminants, noise, smell, or unsightly appearance shall not be permitted.

A high standard of property design and maintenance will be required in order to realize a high quality visual environment, especially in high-traffic areas. Council will consider aesthetic impact when considering site plans for approval within this designation.

Property owners with unsightly uses will be required to keep their premises well maintained and tidy and to store their materials in the rear yard. Council may require some activities to be screened from view of the street by high fences.

Higher standards for outdoor storage and general property appearance will be required for industrial uses located next to the Trans Canada Highway.

3.4.2 Rural Industrial

Policies

1. Location

The Rural Industrial designation includes one site located on the west side of North Harbour Road, commencing 450 metres south of the Forest Road intersection (See Map 1).

2. General Intent and Land Uses

The Rural Industrial designation exists to accommodate general industries that require larger areas of land than is available in the Pasadena Industrial Park, or for some reason would not be compatible with the existing amenity of the Pasadena Industrial Park due to excessive noise, smell, vibration, unsightly appearance, etc. Examples of uses that may be permitted include sawmills, scrap yards, waste treatment, asphalt plants, crushing operations, etc.

Proposed industrial uses that are judged to be suitable for the Pasadena Industrial Park will not be permitted in the Rural Industrial designation.

3. Water and Sewerage Services

The Rural Industrial site on North Harbour Road is not serviced with municipal water and sewer. Trunk services will not be extended to the site within the foreseeable future.

A development permit will not be issued unless Council is satisfied that the industry will have adequate on-site water supply and sanitary sewage disposal to meet its needs. The proposed sewage disposal must be approved by the Departments of Health and Community Services and/or Government Services and Lands before a development permit is approved..

4. Environmental Protection

Industrial development in this area will be permitted only in a way that preserves the environmental quality of land, nearby waterways, and other sensitive natural resources. Uses that are judged to be detrimental to the natural environment will not be permitted.

5. Compatibility with Surrounding Land Uses

The North Harbour Road site was chosen for this designation because it is relatively remote from existing and planned residential land and other built-up land uses. Nevertheless, when reviewing applications, Council will consider the extent to which the proposed development may create a hazard or intrusion on existing or planned built-up development. Nearby residents will be asked for input when potentially intrusive land uses are being considered.

6. Site Development Plans to be Prepared

All applications for development in this designation must be accompanied by a comprehensive site plan and description of the proposed activity. Information is required on buildings, outdoor activities and space requirements, anticipated impacts (e.g. noise,

vibration, smell, dust, smoke, increased runoff, airborne contaminants, waterborne contaminants, appearance), and proposed impact mitigation measures. Depending on the proposal, Council may require more or less information.

Council may require additional information on soils and other natural conditions in order to assess the potential environmental effects of proposed development.

7. Development and Operation Guidelines

A priority for development in this designation will be to minimize hazardous and intrusive impacts. Council will require agreements with property owners which stipulate permitted activities and provisions to minimize environmental and offensive impacts. Special provisions may include wider space buffers along street frontages, maintenance of tree cover along frontages, high fencing or other screening, lot maintenance standards, etc. Higher standards for general property appearance will be required for areas visible from the street.

3.5 PUBLIC USES

A number of sites in Pasadena are designated as Public Use in order to recognize existing uses such as schools, churches, the Town Hall, government properties, and community service buildings.

Policies

1. Land Use

Within the Public Use designation, the predominant use of land will be community-oriented facilities such as schools, places of worship, government offices, and community facilities. Complementary uses may be permitted, provided that they will not conflict with the satisfactory operation of existing facilities or the future development of public uses.

2. Compatibility with Residential Uses

The development and operation of facilities and buildings for public use will not impose adverse effects on adjacent residential areas in terms of traffic, noise, and hours of operation.

3.6 OPEN SPACE

Three Open Space designations are established in this Plan:

- (a) Open Space/Recreation
- (b) Open Space/Cemetery
- (c) Open Space/Buffer

3.6.1 Open Space / Recreation

Policies

1. Location

Community recreation areas, both formal and informal, are located at various sites in the Town. The main recreation area is located on Tenth Avenue opposite the Town Hall. It includes two ballfields, a soccer field, a playground, two volleyball courts, three tennis courts, a skateboard park, an outdoor rink, and an outdoor swimming pool. A third ballfield is located near the sewage lagoon in South Brook. This is also the site of a speed skating oval constructed for the 1999 Canada Winter games. Two additional playgrounds are located on Forest Road and Watton's Grove.

Several trail systems are designated in the Municipal Plan (See Map 1). These include the Newfoundland T' Railway /Trans Canada Trail, the Pasadena Cross-country Ski Club trails, a fragmented trail along Blue Gulch Brook, and a proposed multi-use trail following South Brook.

The Open Space-Recreation designation also includes several undeveloped natural areas.

2. Land Use

The predominant use of land within areas designated Open Space-Recreation shall be recreational activities and facilities, trails and trail systems, public parks, and natural areas. This designation can take a linear shape on the Future Land Use Map (Map 1) to designate trail corridors.

3. Development Criteria

Council shall ensure that facilities are designed and maintained to a high standard with regard to safety, appearance, and compatibility with surrounding land uses.

Adverse effects of any proposed development on adjacent residential areas shall be prevented or minimized through proper site layout and buffering. An appropriate buffer depth shall be provided between residential areas and active recreational uses. Where necessary, buffering and screening may be required, including appropriate trees, shrubs, earthen banks or berms, landscaping, and fences.

4. Newfoundland T’Railway

The Newfoundland T’Railway corridor shall be reserved as a Open Space/Recreation area. The T’Railway will be used to accommodate multi-use trail activities including walking, hiking, bicycling, equestrian, snowmobiles, and all-terrain vehicles. Conflicting land uses shall not be permitted to encroach on the T’Railway corridor.

A limited number of road crossings will be permitted across the T’Railway to facilitate new development. These will only be permitted in a way that does not impede the viability of the corridor as a continuous recreational trail.

3.6.2 Open Space / Cemetery

Policies

1. Location

Pasadena has five cemeteries: three on Church Street and two on North Harbour Road.

2. Land Use

The Open Space/Cemetery designation is used to reserve land for cemeteries. The only land uses permitted are cemeteries and their accessory buildings.

3.6.3 Open Space / Buffer

Policies

1. Location

One Open Space/Buffer area is designated on North Harbour Road to separate the Rural Industrial designation from the Residential CDA 3 area.

2. Land Use

The intent of the Open Space Buffer designation is to provide a space separation between residential areas and incompatible land uses such as industrial and mineral working areas, which have a high probability of conflict.

Within an Open Space-Buffer area, existing uses may be operated and maintained. Other uses that will not detract from the area's primary function as a buffer may be permitted. Examples include outdoor recreational activities, vegetable plots, and similar non-obtrusive uses. Council must be satisfied that these uses themselves will be compatible with both of the adjacent land uses. Natural screening such as trees will not be removed unless Council is satisfied that this will not interfere with the area's function as a buffer.

3.7 CONSERVATION

The Conservation designation includes certain lands, which are environmentally sensitive and ecologically significant. These include wetlands, flood plains, watercourses, bodies of water, shoreline frontages, and the Town's two water supply areas.

Policies

1. Location

The Conservation designation is used to protect the Town's two water supply areas (the Transmission Brook and the Blue Gulch Brook watersheds), Deer Lake, and all brooks and streams (Pynn's Brook, Eastern Brook, Blue Gulch Brook, Young's Brook, South Brook, Trout Creek, and Transmission Brook). It includes wetland and floodplain areas near the

mouth of South Brook and all land within 30 metres of the shoreline of ponds and lakes and within at least 15 metres of the shoreline of brooks, streams and other watercourses.

2. Land Use

The Conservation designation is intended to protect and conserve environmentally sensitive and important lands from adverse development. Development associated with conservation shall be permitted. Passive recreational uses such as walking trails may be permitted, provided that they will have no adverse effect on the site or adjacent waterways.

Accessory buildings may be permitted, provided that have no adverse effect on the site.

Boat houses and wharves may be permitted in the conservation buffer along Deer Lake subject to the approval and conditions of the Department of Environment and Labour.

Proposed developments affecting water bodies or watercourses, such as stream crossings, watercourse alterations, and public works such as sewer lines, may be permitted in limited circumstances where it is shown they will have minimal adverse impact. The number and size of such activities will be minimized. Any such proposed development shall be referred for review and approval to the Department of Environment and Lands, the Department of Fisheries and Oceans, and other relevant agencies.

3. Management of Public Water Supply Areas

The Blue Gulch Brook and Transmission Brook water supply areas are indicated as Protected Water Supply Areas on the Future land Use Maps. Generally no development will be permitted in these areas. If any development is considered by Council, it must be in accordance with Section 10 of the *Environment Act*. Before a development proposal is approved, it will be referred to the Water Resources Division of the Department of Environment and Labour. A Certificate of Environmental Approval must be obtained prior to the onset of any development project.

4. Flood Plain Management Outside Designated Conservation Areas

Prior to permitting any development in an identified flood risk area, Council will refer the application to the Water Resources Division of the Department of Environment and Labour for advice and regulatory approval. This will apply to all land use designations within the Pasadena Planning Area.

5. Conservation of Sensitive Resources Outside Designated Conservation Areas

It is the policy of Council that protection, rather than development, will take priority in sensitive areas such as wetlands, steep terrain, unstable slopes, and shorelines. If a development is proposed in a sensitive area that is not specifically designated as a Conservation area in this Plan, Council will consider the potential environmental effects before permitting development to proceed. Such proposals will be referred to the Department of Environment and Labour for advice and/or regulatory approval.

3.8 AGRICULTURE*Policies***1. Location**

Lands designated Agriculture are located east of Blue Gulch Brook north and south of Main Street. This area includes developed farmland and land reserved for future agricultural development.

2. General Intent and Land Use

Land is designated Agriculture to protect existing farmland or reserve land for agriculture development. Permitted land uses include agriculture, veterinary, and kennels.

Uses permitted at Council's discretion may include forestry, small quarries, and industrial uses associated with agriculture and forestry.

3. Residences in Agricultural Areas

Residential dwellings are not permitted in the Agricultural designation unless they are clearly accessory to a farm operation. Accessory farm residences may be permitted provided that the resident is a full-time farmer who derives more than 50% of his or her income from the farm operation. Proposals for residences are subject to review by the Agriculture Branch of the Department of Forest Resources and Agrifoods.

4. Livestock and Poultry Facilities Near Residential Areas

The development of new buildings (or the conversion of existing buildings) for the housing or processing of livestock or poultry will not be permitted within 480 metres of the street line of existing or planned streets in designated Residential areas.

Existing livestock or poultry operations located within 480 metres of an existing or planned residential street will be allowed to continue, however, will not be permitted to undergo expansions of more than 50% unless it can be shown that this will not be detrimental to neighbouring residential areas.

3.9 RURAL*Policies***1. Location**

All lands within the Pasadena municipal planning area not falling within other land-use designations are designated as Rural. The rural areas include the majority of lands outside the Pasadena urban, agricultural, and protected water supply areas.

2. General Intent and Land Use

Land uses in the Rural designation may include agriculture, forestry, mineral exploration, trails, outdoor recreation, and adventure tourism. Activities associated with the conservation of soil, wildlife, and fish are permitted.

Uses that may be permitted at the discretion of Council include wood harvesting, mineral workings, aggregate extraction, and industrial uses associated with the resource base. This will apply particularly to uses that need to be located close to raw material supplies or for some other reason cannot be located close to built-up areas.

3. Waste Disposal Sites

Council will not permit the development or expansion of waste disposal sites within lands designated as Rural.

Council will close the existing Municipal Waste Site on North Harbour Road as soon as an alternate site comes on stream. In the meantime, the existing site will be treated as a legal non-conforming use.

4. Buffer Zone Around Waste Disposal Site

While the Municipal Waste site on North Harbour Road remains open, a buffer zone of 1.6 kilometres will be maintained around the site. Proposed development within this buffer area will be referred to the Government Service Centre in Corner Brook for comments and approval under the Waste Material Disposal Act.

5. Farm Dwellings

Residential dwellings may be permitted in the Rural designation if they are clearly subsidiary to a farm operation, where the owner is a full-time farmer who derives more than 50% of his or her income from the farm operation. Proposals for residences are subject to review by the Agriculture Branch of the Department of Forest Resources and Agrifoods.

6. Dwellings in Pynn's Brook

A residential dwelling may be permitted within the existing developed area of Pynn's Brook subject to the following:

- (a) It is located on a single lot of 4,000 m² or larger in area.

- (b) It does not have direct vehicular access to the Trans Canada Highway.
- (c) Its water supply and sanitary sewer arrangements have been approved by the Departments of Health and Community Services, Government Services and Lands, or other applicable authority.

7. Non-Agricultural Dwellings

Temporary dwellings associated with permitted land use activities other than agriculture may be permitted at Council's discretion if this is essential for the successful operation of the business or activity. An applicant must provide all information as requested by Council to show that a proposed temporary dwelling is essential for the operation.

Limits will be placed on the size and structure of temporary dwellings as set out in the Development Regulations. Before issuing a permit, Council will require a written agreement with the business owner, which elaborates the purpose and permitted uses of the structure. Council may rescind the permit at any time if the operator does not abide with the agreement. If this occurs, Council will require that the building is removed from the property.

8. Livestock and Poultry Facilities Near Designated Residential Areas

The development of new buildings or the conversion of existing buildings for the housing and/or processing of livestock or poultry will not be permitted within 480 metres of the street line of existing or planned streets in designated Residential areas.

Existing livestock or poultry operations located within 480 metres of an existing or planned residential street will be allowed to continue, however, will not be permitted to undergo expansions of more than 50% unless it can be shown that this will not be detrimental to neighbouring residential areas.

9. Mineral Workings

9.1 Approval of Mineral Working Areas

In considering applications for a quarry, Council shall consider the following factors: existing land uses; site access; soil conditions; compatibility with adjacent land-use areas; proximity to water courses, water bodies, trails, and other features; and the type of quarrying or mining proposed.

Quarry development will require a quarry permit from the provincial Department Mines and Energy. Council intends to work with the Department to ensure coordinated review of all new applications and application renewals for quarry permits and leases and municipal development permits.

Before being issued with a quarry development permit, an applicant will be required to post performance bonds with the Council. Council shall set performance conditions regarding operation of a new quarry and future rehabilitation of the site. The performance bond shall be forfeited to Council if the conditions are not met.

9.2 Impacts on Adjacent Areas

Quarries and gravel pits shall be located in a manner which minimizes the visual impact and the impact of traffic, noise, and dust on adjacent areas. Where necessary, minimum separation distances may be specified by Council. Buffering and screening may also be required, including appropriate trees, shrubs, earthen banks or berms, landscaping, and fences.

10. Proposed Golf Course

Tentative plans have been developed for the construction of an 18-hole golf course on rural lands south of Midland Row and east of Valleyview Estates. As a permitted recreational land use in the Rural designation, Council encourages and supports this development.

11. Designated Trails

The Pasadena Nordic Ski Club operates a network of trails south of Midland Row. These trails will be protected from conflicting land use development and activities. Wood cutting will not be permitted within a buffer of 50 metres of all trails maintained by the Ski Club.

Council may designate snowmobile and other recreational trails for the establishment of protective buffers, where wood cutting and other conflicting land uses will not be permitted.

3.10 TRANSPORTATION USES

The municipal road system shown on the Future Land Use Maps exists to facilitate the efficient movement of people and goods throughout Pasadena. A hierarchy of roads is established in Pasadena based on volume and speed of traffic. These include: Arterials, Major Collectors, Minor Collectors, and Local Streets.

3.10.1 Arterial Road

The only road classified as Arterial in Pasadena is the new four-lane Trans Canada Highway and its two major interchanges connecting with Pasadena's Main Street.

Policies

1. Purpose

The primary purpose of arterial roads is to provide safe, efficient traffic flow for vehicles travelling within and through the Planning Area.

2. Accesses

The Trans Canada Highway is a limited access road to ensure that its efficiency is preserved for the long-term. Along the new separated, four-lane section of the Highway, public accesses will be limited to the two interchanges east and west of the Town and the Stentaford Avenue access onto the two eastbound lanes of the Highway.

3.10.2 Collector Roads

Two collector road categories are established in this Plan - Major Collectors and Minor Collectors.

Policies

1. Major Collectors

A Major Collector is a primary internal traffic route that distributes traffic to different parts of the town and to the Trans Canada Highway. The one Major Collector road in Pasadena is Main Street.

2. Minor Collectors

Minor Collectors are streets that distribute traffic within different parts of the town and to major collectors and arterial roads. Existing Minor Collector roads include Midland Row, Tenth Avenue, Fourth Avenue, Church Street, First Avenue, and North Harbour Road.

3. Access to Abutting Properties

Access to properties on collector roads will not be restricted but will be properly planned.

4. Future Road Linkage Reservations

Future road linkage reservations will be maintained on existing roads so that needed linkages can be constructed to provide access to future development areas or connect existing streets. a number of these are indicated on Map 1.

5. Fourth Avenue Intersection with Main Street

Fourth Avenue serves as a minor collector to funnel traffic from Midland Row and several local streets to Main Street. Presently Fourth Avenue connects with Second Street, a low traffic local road, before intersecting with Main Street. This creates somewhat of a bottleneck for exiting traffic onto Main Street.

It is a policy of this Plan to alter the present street configuration at the Second Street/Fourth Street/Main Street intersection. Fourth Street will connect directly with Main Street. Second Street's current exit onto Main Street will be removed and it will be diverted to exit onto Fourth Street.

6. Future Road Reservation

A future collector road reservation is indicated on Map 1, which will connect Midland Row to Forest Road.

3.10.3 Local Roads

Policies

1. Purpose

The remaining streets in Pasadena are local in function. Local roads are intended to serve abutting properties. They are generally not used by traffic except to approach abutting properties or adjoining streets.

2. Future Road Linkage Reservations

Future road linkage reservations will be maintained on existing roads so that needed linkages can be constructed to provide access to future backland development areas. A number of these are indicated on Future Land Use Map 1.

3. Future Road Reservations

Future local road reservations are indicated on Map 1 for planned streets in Valleyview Estates and Woodland Acres. These show the approximate street layouts required to minimize capital and operating costs for piped water and sewer services and will guide detailed subdivision design in these areas.

3.10.4 Public Walkways

Policies

1. Pedestrian Access

It is the policy of Council to develop a sidewalk on the south side of Main Street from Tenth Avenue west to Forest Road, and on the north side from Ninth Avenue west to Church Street.

3.10.5 Provision for the Disabled

Policies

1. Design Guidelines

All roadways, sidewalks, public walkways, and access points to public buildings will be designed to facilitate easy access and mobility by disabled persons.

2. Recreational Trails

Portions of recreational trails will be constructed to facilitate mobility by the disabled. This may include paved sections, boardwalks, or railings in specially designated areas.

3.11 MUNICIPAL SERVICING

Virtually all buildings in Pasadena's built-up area are connected to piped water and sewer services. Piped services are not available to a few farm dwellings, one or two residences on the outskirts of the built-up area, residences in the Sandy Cove area, and residences in the area west of South Brook Park. These areas are serviced by individual wells and on-site septic tanks/disposal fields. The Town has no plans to connect these isolated areas to municipal water and sewer.

Policies

1. Sanitary Sewer System

It is the policy of Council that all new development in the built-up area will be hooked into the Town's sewage collection system. Responsibility for installation will lie with private developers. Development standards must meet the specifications of the Town and the Department of Municipal and Provincial Affairs.

Sewage is discharged into a sewage treatment lagoon located on the west side of South Brook. Treated sewage is discharged into Deer Lake.

2. Water Systems

The Pasadena water supply comes from two sources. The eastern section of town is supplied from a reservoir in Blue Gulch Brook. The western section of the town is supplied from the Transmission Brook reservoir. In order to protect these water supply areas, Council will not permit any development or potentially detrimental uses of land.

It is the policy of Council that water services are extended to newly developed areas at the same time as sanitary sewer services. Responsibility for installation will lie with private developers. Development standards must meet the specifications of the Town and the Department of Municipal and Provincial Affairs.

3. Storm Sewer System

The majority of streets in the Pasadena built-up area have open ditches as the means of stormwater disposal. A storm sewer system is being installed on Tenth Avenue to solve stormwater problems which occur each year in that area. All new development in Valleyview Estates and Woodland Acres will include curb and gutter, catch basins, and storm sewer trunks.

It is the policy of Council that new subdivision development and major upgrading of existing roads will require installation of curb and gutter, catch basins, and a storm sewer system.

It is a policy of Council to preserve streams in their natural state if at all possible. In areas where storm drainage is channelled into streams or stream re-alignment is necessary, fish habitat and migration passages will be preserved. All such work will adhere to the requirements of the Federal Department of Fisheries and Oceans and the Provincial Department of Environment and Labour.

4.0 IMPLEMENTATION

The Pasadena Municipal Plan will be implemented over the next 10 years through the decisions of the Council. The following points are of particular importance to Council:

- Effective administration of the Municipal Plan;
- The annual adoption of five-year municipal capital works budgets;
- Land use zoning, subdivision, and advertisement regulations (referred to as development regulations);
- The adoption of development schemes; and,
- The procedure for considering amendments to the Plan.

These points are dealt with in turn below.

4.1 Administration of the Municipal Plan

The Pasadena Municipal Plan is composed of goals and objectives (Section 2 of this document), land use policies (Section 3), and a program of implementation (Section 4). The Background Summary, presented in Section 1 of this document, provides information but does not form part of the legally binding Municipal Plan.

1. Map Interpretation

For the purpose of administering the Plan, the Future Land Use Maps (Maps 1, 2, 3, and 4) shall be read only in conjunction with the goals, objectives, and land use policies of the Plan. The boundaries of the land use designations shown on the Future Land Use Maps are general only and, except where they coincide with roads, shorelines, or other prominent physical features, are not intended to define exact limits. No amendment to the Municipal Plan shall be required to allow minor adjustments of the land use boundaries. Other than such minor boundary adjustments, no development shall be permitted that does not conform to the Plan.

2. Development Applications

Every person or corporation wishing to develop land for any purpose within the Pasadena municipal planning area must apply to the Council for permission through the established procedure. Council shall require that all development applications conform fully to the Municipal Plan before proceeding. Council may refuse or approve the application and may set conditions on approval. The decision of Council may be appealed to the appropriate appeal board.

Once conformity to the Plan has been established, the Council shall ensure that each development proposal is given a comprehensive evaluation and shall circulate the proposal to all affected government departments and agencies. Council's final decision will be based on the desire to guide the development of Pasadena in the best long-term interest of its residents.

3. Subdivision Proposals and Agreements

Evaluations of proposed subdivisions of land for development will include the following:

- (a) An investigation of the physical conditions and features of the site and the opportunities for and constraints on development. The lay-out of proposed lots and roads should conform to the topography of the site.
- (b) A demonstration of how the proposed subdivision will join with existing roads, how it will affect existing developments, and whether it will provide future access to undeveloped lands in the area.
- (c) A demonstration that the proposed subdivision will be compatible with surrounding land uses, both existing and future.
- (d) An examination of proposed municipal services and the long-term public costs of providing and maintaining these services.

Before major land developments are approved in the Pasadena municipal planning area, Council may require a development agreement signed by the developer and the Council. The

agreement shall establish the conditions under which development may proceed and shall be binding on both parties. Any conditions governing the development may be enforced by attaching them to the development permit.

4. Non-Conforming Uses

Nothing in the Municipal Plan shall affect the continuance of land uses which are lawfully established on the date that the Plan comes into effect. Where a building or use legally exists which does not comply with the intent of the Plan and the designated use, then it shall not be substantially expanded. Minor extensions may be approved provided there will be no adverse effects on surrounding properties or the environment.

4.2 Public Works Program

A municipal public works program shall be adopted annually and implemented by the Council. This shall include a program of work to be undertaken, as required by Section 91 of the Municipalities Act. The summary of the Town's municipal works program is presented below for the period 1999 to 2002. The scheduled completion of this work is dependent on the receipt of adequate capital works funding.

| Pasadena Public Works Program | | |
|--------------------------------------|---|----------------|
| Year | Project | Cost |
| 1999 | Storm Sewer System and Street Improvement - Tenth Avenue | \$419,625 |
| | Improvements to Water Supply Dam on Transmission Brook (West Dam) | <u>124,493</u> |
| | | 544,118 |
| 2000 | Street Improvement and Paving - Fourth Avenue | 392,084 |
| 2001 | Street Improvement and Paving - Midland Row First Half | 514,236 |
| 2002 | Street Improvement and Paving - Midland Row Second Half | 514,236 |
| | Total | 1,964,674 |

4.3 Development Regulations

Once this Municipal Plan has been adopted, Council will proceed to adopt land use zoning, subdivision, and advertisement regulations (referred to as development regulations), in accordance with Section 36 of the Urban and Rural Planning Act. The Regulations will set out the administrative procedures for dealing with applications and will provide municipal-wide standards and requirements for land use development and zoning.

The development regulations will be drawn up so as to implement the goals, objectives, and land use policies of the Municipal Plan. The regulations shall control the subdivision and development of all land within the Pasadena municipal planning area.

All land within the planning area shall be covered by land use zones which will set detailed requirements such as lot size, lot coverage, building setbacks, and parking standards.

The development regulations shall provide for the appointment by Council of a local board of appeal and shall establish the powers and rules of procedure of the board. This board, or the regional appeal board acting as the local board of appeal, shall be empowered to hear appeals against the decisions made by Council on development proposals.

4.4 Adoption of Development Schemes

The Municipal Plan may also be implemented through development schemes adopted by Council. Development schemes may be prepared at any time during the planning period in order to amplify the policies of the Municipal Plan or specify the development of particular areas. Development schemes are prepared under Sections 30 and 31 of the Urban and Rural Planning Act. After being adopted by Council, they are subject to a public hearing in the same manner as the Plan and approval by the Minister of Municipal and Provincial Affairs.

4.5 Procedure for Amending the Municipal Plan

This Municipal Plan has been prepared on the basis of existing and expected future conditions. The intention is that no amendment shall be required during the coming five years, after which the Plan will be reviewed. Conditions and policies, however, may change in unforeseen ways during the planning period. If a proposed amendment to the Plan is approved by Council, it shall be adopted, evaluated through a public hearing process, and approved in the same manner as the Plan. An evaluation of the proposed amendment will be compiled in a background report. The proposed amendment shall include a policy statement and an accompanying Future Land Use Map.