

## TABLE OF CONTENTS

### ADOPTION

<b>TABLE OF CONTENTS</b> .....	Page 1
<b>SCHEDULE “A” – COMMUNITY PLAN</b> .....	Page 3
<b>I. INTRODUCTION</b> .....	Page 4
1. Purpose .....	Page 4
2. Adoption and Amendments .....	Page 4
3. Implementation.....	Page 4
<b>II. THE COMMUNITY PLAN</b>	
1. Format .....	Page 5
2. Goals .....	Page 6
3. Residential Land Use .....	Page 7
4. Commercial Land Use .....	Page 9
1. Central Business District.....	Page 9
2. Highway Commercial.....	Page 10
3. Parking for Commercial Enterprises .....	Page 10
5. Industrial Land Use .....	Page 11
6. Park Land Use.....	Page 12
7. Institutional Land Use .....	Page 14
8. Hinterland Land Use.....	Page 15
9. Airport Road/Dempster Highway Development.....	Page 16
10. Airport Developments .....	Page 17
11. Transportation and Pedestrian Circulation .....	Page 18
1. Vehicles .....	Page 18
2. Pedestrian Circulation.....	Page 19
13. Utility Services .....	Page 20
14. Environmental .....	Page 21

15. Procedures for New Subdivision Plans and Staging .....Page 22

    1. Subdivision Plans .....Page 22

    2. Phase One, Preliminary Design.....Page 22

    3. Staging .....Page 23

**SCHEDULE “B” – COMMUNITY PLAN MAPS**

Figure 1 – Community Plan Overview

Figure 2 – Community Plan

**SCHEDULE “A”**

**COMMUNITY PLAN**

## INTRODUCTION

### 1. PURPOSE

This Community Plan document consists of policy statements and maps which will guide development in Inuvik for the next 20 years.

### 2. ADOPTION AND AMENDMENTS

The Community Plan is enacted through by-law and any changes to this Community Plan can only be made by amending the by-law.

### 3. IMPLEMENTATION

The purpose of this section is to outline the Projects and Development Schemes that are required to carry out the collective wishes of the residents of the Town of Inuvik as articulated in the process of updating the Community Plan and Zoning By-laws. The Projects and Development Schemes are presented in no specific order and do not imply any priority or preference on the part of Council. Council, at its discretion, may undertake any of the following Projects and/or Development Schemes.

- (1) Preparation of a complementary Zoning By-law, which shall be adopted by by-law in order to implement many of the detailed policies in this Community Plan. All development must conform with the intent of the Community Plan and the Zoning By-law.
- (2) The preparation of an Airport Lake Recreational Cottage Development Scheme.
- (3) The preparation of a Community Beautification Scheme.
- (4) The preparation of a Central Business District Enhancement /Development Scheme.
- (5) The preparation of a Waterfront Development Scheme.
- (6) The preparation of a Town of Inuvik Transportation Study.
- (7) Participation in the development of Elders Housing Projects in the Town of Inuvik.
- (8) The preparation of a Community Access Project for the elderly and disabled.
- (9) The preparation of a Community Plan and Zoning By-law Informational Project(s).
- (10) The preparation of a Community Environmental Base-line Project.
- (11) Preparation of a Quarry Reclamation Scheme.
- (12) The preparation of a new Municipal Solid Waste Site Plan.
- (13) The preparation of a Recreation Park Plan.

## **I. THE COMMUNITY PLAN**

### **1. FORMAT**

Goals are defined as the ideal end to which the Community Plan strives. These have been established to provide a framework for the Community Plan. Land use issues, either existing or future, were then identified and documented. Desirable responses to the issues were determined and incorporated into objectives. Policies were then formulated as a means by which the objectives could be achieved.

The Community Plan By-law contains the desired Community Plan goals, objectives and policies for each land use category.

The Community Plan map describes the location and extent of each land use category. Each land use category policy description should be read in conjunction with the drawings describing their proposed location and extent.

This Community Plan By-law is based on research, analysis, and significant community involvement and input.

The By-law is designed to be flexible in order to accumulate fluctuations in the local economy and changes resulting from Land Claim Agreements and Territorial Government policies. The Community Plan does not set priorities for Council. Council will do so as it sees fit.

The Community Plan is established in accordance with a long-term target population of 5,400 people. The Town of Inuvik Community Plan shows the land uses and areas required to accommodate the target population.

The following section describes the goals, objectives and policies for each of the land use categories.

## **2. GOALS**

The goals of the Community Plan are as follows:

- (1) To encourage economic development and growth in a manner that contributes positively to the revitalization and overall betterment of Inuvik;
- (2) To ensure that infrastructure and community facilities provide appropriate options for people of all ages and income levels;
- (3) To supply sufficient amounts of various land uses to meet demand;
- (4) To ensure that land uses are compatible;
- (5) To encourage innovative design and high quality standards of construction for all new developments;
- (6) To minimize the use of natural resources and encourage the preservation and enjoyment of the natural environment;
- (7) To encourage healthy living through trails and recreation facilities;
- (8) To encourage the preservation and enjoyment of the natural environment; and,
- (9) To encourage the development of a uniquely northern community that is both attractive and economically healthy.

The broad objective of the Community Plan is to describe the manner in which development or re-development of the Town of Inuvik may best be organized and carried out, with regard to orderliness, economy and convenience.

### **3. RESIDENTIAL LAND USE**

The Residential Land Use designation seeks to provide good quality residential development with due consideration for population, housing form, municipal servicing and subdivision design.

Single household dwellings, duplexes, mobile homes, row housing, walk-up apartments and similar types of single and multi-household housing are considered acceptable land uses. Non-residential land uses which may be suitable to residential areas and which compliment neighbourhoods include parks, playgrounds and institutional uses (e.g. elementary schools and churches).

#### **OBJECTIVES:**

- (a) To support a variety of housing types and housing costs;
- (b) To establish location and design criteria for various housing types and densities;
- (c) To establish municipal water and sewer servicing options for various housing types;
- (d) To develop a Country Residential and a Recreational Cottage designation with appropriate land use and development criteria; and,
- (e) To establish policies that will support revitalization of Inuvik's existing land uses.

#### **POLICIES:**

- (a) Single household or duplex dwellings will not front arterial roads;
- (b) Varied design of single household dwellings will be encouraged on each street;
- (c) It is the intention of the Town that a minimum of 30% of all units in any new residential neighbourhood be single household dwellings;
- (d) Multi-household housing sites will be located near collector and arterial roads in order to minimize heavy traffic flow along residential streets;
- (e) Multi-household housing sites will be located within walking distance of Open Space areas and community/recreation facilities;
- (f) Multi-household housing developments will be expected to provide on-site parking, parks and other "on-site" amenities as determined by the Development Officer, or Council acting as the Development Officer;
- (g) Multi-household housing sites which demonstrate a high standard of quality and innovation shall be encouraged;
- (h) The maximum building height shall be determined by council;
- (i) Innovative housing types, subdivision designs and municipal servicing will be considered in order to reduce the cost of housing to the purchaser;

- (j) Multi-household housing will be allowed only in small concentrations of approximately 2 hectares maximum. The intention is to avoid imposing areas of multi-household dwellings which could detract from the character of the community;
- (k) If the Town foresees a need for additional residential land, appropriate demand studies, and engineering and planning investigations will be undertaken in order to ensure that sound and timely municipal investment is made; and,
- (l) Country Residential land uses are intended to provide for single household housing in a rural setting. The Municipality shall not provide any municipal services to Country Residential developments.



#### **4. COMMERCIAL LAND USE**

Commercial Land Use provides for a wide range of commercial and personal services with due regard for safety, convenience, attractiveness and economic development.

Acceptable land uses in the central business district include offices, personal services and commercial retail outlets. Non-commercial uses which may be suitable include parks, mixed commercial residential and institutional uses.

Highway Commercial land uses are intended to serve the traveling public and should offer convenient access to the highway system. Uses such as motels, service stations and interpretive centres are acceptable in these areas.

##### **1) CENTRAL BUSINESS DISTRICT**

###### **OBJECTIVES:**

- (a) To encourage intensive commercial uses in the central business district;
- (b) To ensure that the central area is compact and not allowed to become scattered; and,
- (c) To improve the appearance and appeal of the downtown business district.

###### **POLICIES:**

- (a) Central commercial land uses will be located within the central business district;
- (b) A central business district development scheme shall be prepared; and,
- (c) Vacant land within the central business district will be developed or redeveloped before the expansion of this zone is considered. Development in the central business district will be considered, subject to some or all of the following criteria:
  - A theme for development or redevelopment;
  - Specific types of building materials;
  - Compatible types of commercial uses; and,
  - Possible street closures.

## **2) HIGHWAY COMMERCIAL**

### **OBJECTIVES:**

- (a) To develop a clearly identifiable and attractive highway commercial district;
- (b) To encourage the development of highway commercial enterprises that are appealing to the traveling public; and,
- (c) To ensure the provision of adequate off-street parking, loading and unloading space and functional landscaping and signage.

### **POLICIES:**

- (a) Highway Commercial lands shall be adjacent to arterial roads or on sites currently developed along Airport Road;
- (b) Service roads will be provided as part of the development as required;
- (c) Buffers between commercial and residential uses will be provided by developers of the commercial properties in accordance with Town specifications; and,
- (d) Further development along Airport Road will be limited based on Council approval, and existing Highway Commercial sites will be redeveloped in accordance with the Community Plan and the Zoning By-law.

## **3) PARKING FOR COMMERCIAL ENTERPRISES**

### **OBJECTIVES:**

- (a) To ensure that commercial developments provide sufficient off-street parking, loading and off-loading spaces.

### **POLICIES:**

- (a) Parking stalls, or cash in lieu of parking stalls, shall be provided to meet the estimated requirements for employee and customer use, as set out in the Zoning By-law;
- (b) New commercial enterprises will provide appropriate parking and building access for the disabled and elderly; and,
- (c) Commercial developments shall provide adequate off-street loading/unloading space(s) to encourage safe and efficient vehicular and pedestrian movement.

## **5. INDUSTRIAL LAND USE**

Industrial Land Use provides for a wide range of industrial and business uses. Light Industrial land uses are comprised of industrial and business uses which are considered compatible and which do not adversely affect adjacent land uses.

Heavy Industrial uses are those which usually require larger tracts of land, have a need for considerable outside storage, and involve manufacturing, fabricating, processing, assembly, movement and storage of materials. Heavy Industrial uses are generally not compatible with other land uses, and are separated from other land uses in Inuvik.

### **OBJECTIVES:**

- (a) To provide categories for industrial land use to ensure compatibility of land uses and consideration of industrial requirements;
- (b) To give consideration to the development of industrial water front lands as identified in the 1987 Town of Inuvik Waterfront Study; and,
- (c) To ensure heavy industrial uses do not generate unnecessary “off-site” nuisances.

### **POLICIES:**

- (a) Innovation in the development and use of industrial lands will be encouraged;
- (b) Where heavy industry is located adjacent to residential areas, a 20 metre buffer is required;
- (c) Truck traffic will be discouraged in residential areas through the use of truck routes, street signs and street design; and,
- (d) The Town of Inuvik may prepare an implementation strategy for the 1987 Town of Inuvik Waterfront Study.

## **6. PARK LAND USE**

This land use protects and enhances areas for active and passive recreation. Park land uses include tot lots, playgrounds, neighbourhood parks and other similar land uses that provide for both active and passive recreational activities.

### **OBJECTIVES:**

- (a) To determine a hierarchy of parks which vary in both size and function including:
  - i. tot lots;
  - ii. playgrounds; and
  - iii. neighbourhood parks;
- (b) To preserve and improve existing tot lots, playgrounds and neighbourhood parks;
- (c) To develop a full range of recreational uses to meet the needs of various ages and interests;
- (d) To enhance Inuvik's appeal by promoting the development of unique park activities, themes and signage;
- (e) To link parks together with walking trails;
- (f) To preserve and integrate the existing cross-country ski network into future expansion areas wherever possible;
- (g) To provide opportunities for water-related recreation;
- (h) To develop cycling trails; and,
- (i) To prepare a plan for the development and enhancement of existing and future park areas.

### **POLICIES:**

- (a) Tot lots will be incorporated into multi-household developments at the developer's cost and will have up to 0.2 ha. per development. The primary purpose of tot lots will be to serve as "back yards" for small children who live in multi-household housing units;
- (b) Playgrounds will be up to 0.8 ha in size. Each playground will serve all housing units within a 0.4 kilometre radius. Playgrounds are intended to provide play facilities for children under 12 years of age;
- (c) Neighbourhood parks will have a maximum size of approximately 2 ha. They will serve all housing units within a 0.8 kilometre radius. Neighbourhood parks will be designed to serve the active recreation requirements of the surrounding neighbourhood;
- (d) In new subdivisions, land for playgrounds and for neighbourhood and community parks will be a minimum of 5% of the gross land area;

- (e) Where possible, parks will be part of an interconnected walking trail system;
- (f) Consideration will be given to the integration of parks with school sites, elders facilities, the hospital and other similar facilities on a joint use principle;
- (g) Access to tot lots, playgrounds and neighbourhood parks will not necessitate the crossing of major roads, whenever possible;
- (h) Town Council will give consideration to the preparation of a Recreation Master Plan with an accompanying implementation strategy;
- (i) The allocation of river front land uses will allow space for both private marinas and more informal boat docking. Public beach and swimming areas shall also be designated;
- (j) Convenient access from the developed Townsite to the Hinterland will be maintained for cross-country skiing; and,
- (k) Where feasible, outdoor lighting for winter sport activities will be provided.

## 7. INSTITUTIONAL LAND USE

Institutional Land Use provides for a variety of essential public services such as schools and churches. Non-institutional uses which may be acceptable in such areas includes parks, staff living quarters and institution-related office facilities.

### **OBJECTIVES:**

- (a) To provide for adequate institutional facilities in convenient locations to meet the needs of Inuvik's population now and in the future.

### **POLICIES:**

- (a) Existing institutional sites and buildings shall be developed or renovated whenever possible and reasonable;
- (b) The Town will take advantage of grants intended for institutional facilities;
- (c) Senior citizen housing will be located in areas that offer convenient access to park and open space areas, shopping facilities, public services and community facilities where possible;
- (d) Independent seniors housing shall be located and carefully integrated within the existing Happy Valley Campground area designated Community Use (CU);
- (e) Seniors housing for dependent seniors shall be located and appropriately complexed with health care facilities at the existing hospital site;
- (f) School sites shall be located in accordance with criteria established by the Inuvik District Education Authority and approved by Council;
- (g) Institutional buildings should provide safe and convenient access for all those who may utilize them; and,
- (h) All institutional sites shall be landscaped and integrated with the walking trail system where possible.

## **8. HINTERLAND LAND USE**

Hinterland is to allow for the careful management of lands outside the built-up area of Inuvik. This is to ensure that Inuvik's growth occurs in a manner consistent with sound planning practices and prudent environmental considerations.

### **OBJECTIVES:**

- (a) To avoid the premature subdivision and/or development of lands;
- (b) To encourage land use or development of a temporary or traditional nature which may be phased out as future requirements dictate;
- (c) To encourage use of Hinterland for environmental protection and casual recreation purposes; and,
- (d) To appropriately manage and regulate Country Residential and Cottage Recreational developments near Hinterland areas.

### **POLICIES:**

- (a) Co-operate with other government agencies in establishing and maintaining environmental protection zones;
- (b) Traditional hinterland activities including temporary or seasonal camps, hunting and trapping are supported. Permanent or seasonal occupation of land outside the built-up area of Inuvik shall only be permitted in areas designated Country Residential or Recreational Cottage;
- (c) The Town will review the status of its municipal boundaries to ensure that development occurring on the fringe of Inuvik's boundaries is appropriately managed and regulated for the benefit of all of Inuvik's residents;
- (d) It is the intention of Council to review and extend the Municipal Boundaries of the Town of Inuvik. Further it is the intent of Council to appropriately zone those lands encompassed by the extended municipal boundaries, in accordance with the goals and objectives of the Community Plan;
- (e) If a proposed development is deemed significant by the Development Officer, or Council acting as the Development Officer, the applicant may be required to account for potential impacts and benefits of the development proposal;

## **9. AIRPORT ROAD/DEMPSTER HIGHWAY DEVELOPMENT**

This section seeks to provide for the use of land along Airport Road/Dempster Highway in an appropriate manner.

### **OBJECTIVES:**

- (a) To accommodate developments in areas which are environmentally best suited for the intended purpose(s) as opposed to encouraging strip development along the highway;
- (b) To encourage self-contained developments in order to avoid strip development along the Dempster Highway; and,
- (c) To ensure compatibility of uses which may be both tourism and community-oriented.

### **POLICIES:**

- (a) Adequate setback requirements shall be maintained to ensure sufficient space for the development of service roads as future requirements may dictate;
- (b) Any future development along Airport Road must be of a high quality and should strengthen Inuvik's tourist appeal;
- (c) Adequate signage; and,
- (d) Council supports the development of Airport Road tourist initiatives that serve to attract tourists into Inuvik and improve the "arrival experience" into Inuvik.



## **10. AIRPORT DEVELOPMENTS**

The Community Plan seeks to regulate those uses of land which tend to congregate in the vicinity of the Mike Zubko airport.

### **OBJECTIVES:**

- (a) To accommodate developments which relate to the operation and maintenance of the airport and all ancillary services;
- (b) To review the airport boundaries in order to accommodate Recreational Cottage developments; and,
- (c) To ensure that land use conflicts do not develop between the airport(s) and adjacent land uses.

### **POLICIES:**

- (a) Only those businesses which deal directly with the operation of the airport, and whose main business activity is related to the air transportation industry and services, will be allowed to locate in the vicinity of the airport;
- (b) Aviation safety and the protection of air traffic are to be ongoing priorities of the Town;
- (c) Council, in consultation with the appropriate authorities, will review the existing airport boundary in order to accommodate development at Airport Lake as set out in the Zoning By-law; and,
- (d) All developments within airport approach and transition zones will be reviewed by appropriate Federal, Territorial and Town officials to ensure development meets airport zoning requirements.

## **11. TRANSPORTATION AND PEDESTRIAN CIRCULATION**

### **1) VEHICLES**

This section seeks to establish a road transportation system within the municipality which is safe, efficient and appropriate.

#### **OBJECTIVES:**

- (a) To define a system of roads which facilitate safe and efficient traffic flow and makes use of the various classification of roads; and,
- (b) To ensure the vehicle transportation system, including roads and parking areas, does not conflict with other land uses.

#### **POLICIES:**

- (a) Road right-of-ways should be a minimum of 18 metres with actual road widths to be as follows:
  - i. Arterials – minimum of 13 metres with restricted parking;
  - ii. Collector roads – minimum of 13 metres; and,
  - iii. Local roads – minimum of 11 metres with parking on both sides (10 metres with parking on one side only).
- (b) Industrial areas will be linked directly to highways via arterial(s) which will not pass through residential areas;
- (c) All residential units will provide off-street parking;
- (d) All roads in new subdivisions will be paved as part of their respective developments;
- (e) The Town, working with the school authorities, will address parking, access and pedestrian safety concerns.

## **2) PEDESTRIAN CIRCULATION**

The purpose of this section is to improve the pedestrian circulation and to encourage visitors and residents alike to use the walking trail system.

### **OBJECTIVES:**

- (a) To encourage the development of a pathway circulation system which is separated from the vehicle circulation system;
- (b) To encourage the maintenance of the waterfront area for pedestrian-oriented activity; and,
- (c) To ensure full public access to persons of all ages and abilities throughout Inuvik.

### **POLICIES:**

- (a) Consideration will be given to locating and implementing clearly identifiable walking trails linking Inuvik's open spaces, parks and institutional facilities;
- (b) Access for the disabled and elderly shall be a consideration in the review of all development proposals;
- (c) Council may review the 1987 Town of Inuvik Waterfront Study as it pertains to pedestrian circulation, and in co-operation with the Parks and Recreation Committee, may prepare policy regarding the development of Inuvik's waterfront;
- (d) Where the continuity of a walking trail is constrained by a utilidor or existing property rights, Town Council shall determine the most suitable solution; and,
- (e) Wherever reasonable and possible, subdivision developments shall be designed to facilitate the free and unobstructed movement of pedestrians throughout the community.

## **12. UTILITY SERVICES**

The purpose of this section is to set Council's objectives and policies with regard to utility services within the municipality. They will provide direction for future capital planning and public investment.

### **OBJECTIVES:**

- (a) To ensure acceptable water quality and sewage treatment;
- (b) To ensure that services provided by the Town of Inuvik are monitored regularly so that operations are cost-effective and meet the requirements of the Town of Inuvik water licencing regulations;
- (c) To ensure that all projected land uses are adequately serviced in an orderly and economic manner and that developers contribute to servicing costs; and,
- (d) To provide an acceptable range of water and sewer servicing options for new residential developments.

### **POLICIES:**

- (a) The Town will pursue the most reasonable and cost-effective means of providing municipal water and sewer services;
- (b) A municipal services policy regarding the provision of municipal services may be developed;
- (c) Incentives may be offered to developers and property owners who clearly demonstrate cost savings and economic benefits in the provision of municipal services; and,
- (d) A municipal policy regarding the development of sidewalks in existing and future development areas may be prepared.

### **13. ENVIRONMENTAL**

This section seeks to address issues which relate to (1) the conservation of the natural environment in and around the existing community, and (2) the improvement of the built environment.

#### **OBJECTIVES:**

- (a) To prepare the quality of the natural environment as development occurs;
- (b) To enhance and beautify the existing Town site;
- (c) To protect the existing Hidden Lake water supply;
- (d) To protect the existing Three Mile Lake water system; and,
- (e) To safeguard residents from sources of visual, odour, noise or other forms of pollution.

#### **POLICIES:**

- (a) Existing tree and vegetation cover will be preserved and integrated into all classes of development;
- (b) Special features of the natural environment will be used to enhance new developments (i.e. using water courses for trails/walkways, leaving unique stands of trees);
- (c) For each future subdivision, the Developer will carry out a site assessment pertaining to slope stability, soil types, tree and vegetation cover, natural drainage and any other factors deemed necessary. This provision may be waived by Council upon appropriate professional consultation. The purpose of this assessment will be to ensure minimal disruption to the environment;
- (d) Each development proposal shall include a plot plan illustrating any landscaping to be carried out as part of the development;
- (e) Each property owner shall be responsible for the cleanliness and aesthetic appearance of their development(s). The Zoning By-law will contain maintenance provisions in this regard; and,
- (f) Regulations shall be established within the Zoning By-law which will deal with watershed protection, appropriate setbacks from sewage treatment facilities, and related items.

## **14. PROCEDURES FOR NEW SUBDIVISION PLANS AND STAGING**

### **1. SUBDIVISION PLANS**

The purpose of this section is to establish a procedure for the processing of subdivision plans within the Town of Inuvik.

#### **OBJECTIVES:**

- (a) To ensure that all new subdivision development results in a positive living and working environment;
- (b) To ensure that the public has an opportunity to provide input into all new subdivision development plans; and,
- (c) To review all subdivision plans to ensure their conformance to the Community Plan and the Zoning By-laws.

#### **POLICIES:**

- (a) All new subdivision applications shall be submitted for approval.

### **2. PHASE I – PRELIMINARY DESIGN**

The preliminary planning design (Outline Plan) should show the location of future land uses, circulation and public facilities and should also show how the proposed subdivision will be integrated into the existing urban fabric. Where this Outline Plan conforms to the general intent of this by-law (i.e. in terms of land use, density and overall circulation patterns), no amendment to this by-law shall be required. Where the Outline Plan proposes to introduce a new land use, increase density or change the circulation pattern, the Outline Plan shall, when acceptable to Council, be adopted by by-law as an amendment to the Community Plan.

Detailed subdivision design (tentative plan) shall include consideration for vegetation and landscaping and shall provide (1) a clear understanding of the anticipated engineering impacts and associated servicing methods (including detailed cost estimates, sources of funding and recovery methods); (2) details of integration into the existing municipal services infrastructure. The Tentative Plan, when acceptable to Council, would form the basis for the legal survey and subsequent Zoning By-law amendment.

Council may waive the requirement for the Preliminary Design and Detail Design if the subdivision contains less than three lots or is less than 0.4 hectares.

### **3. STAGING**

The purpose of staging is to accommodate the need for housing and other facilities in planned increments and to facilitate the orderly and economic provision of roads and services.

#### **OBJECTIVES:**

- (a) To encourage a concentrated pattern of development as opposed to a more dispersed form of development;
- (b) To ensure the cost-effective provision of roads and services; and,
- (c) To establish a clear sequence of development, both in the short and long term.

#### **POLICIES:**

- (a) To prepare conceptual plans for the expansion of Inuvik as a basis for staging in the future;
- (b) The next (Phase One) residential expansion area(s) are north-west of the Ptarmigan Hill subdivision, north of Wolverine Road and north of Inuit Road; and,
- (c) To develop an Urban Reserve land use designation in the Zoning By-law.

# **SCHEDULE “B” COMMUNITY PLAN MAPS**