

FEBRUARY 2025

Prepared by:



• **BACKGROUND REPORT**

For the development of the 2025 Municipal Plan
for the Town of Eastport

Prepared for the Eastport Town Council





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A.1 LOCATION

The Town of Eastport is located on the Eastport Peninsula in Central Newfoundland (see 'Illustration 1: Provincial Context'). The Town faces Eastport Bay to the northeast, which is an inlet of Bonavista Bay. The community is located in close proximity to Terra Nova National Park (see 'Illustration 2: Regional Context'). The municipality is bound by the Town of Sandringham to the west, Town of Salvage to the east, and Town of Happy Adventure and Town of Town of Sandy Cove to the south (see 'Illustration 3: Municipal Planning Area (MPA)'). The Town's Municipal Boundary (MB), or commonly referred to as Town limits, extends approximately 6.5km west-east from Sandringham to Salvage; and extends approximately 5.5km south-north from Sandy Cove and Happy Adventure, northward to around Eastport Bay to Eastport North, Watch Point and the Burnside-St. Chads Local Service District (LSD). The Town's Municipal Planning Area (MPA), for which the Municipal Plan and Development Regulations apply, is the same as the MB. The area of the MPA is approximately 19km².

Illustration 1: Provincial Context

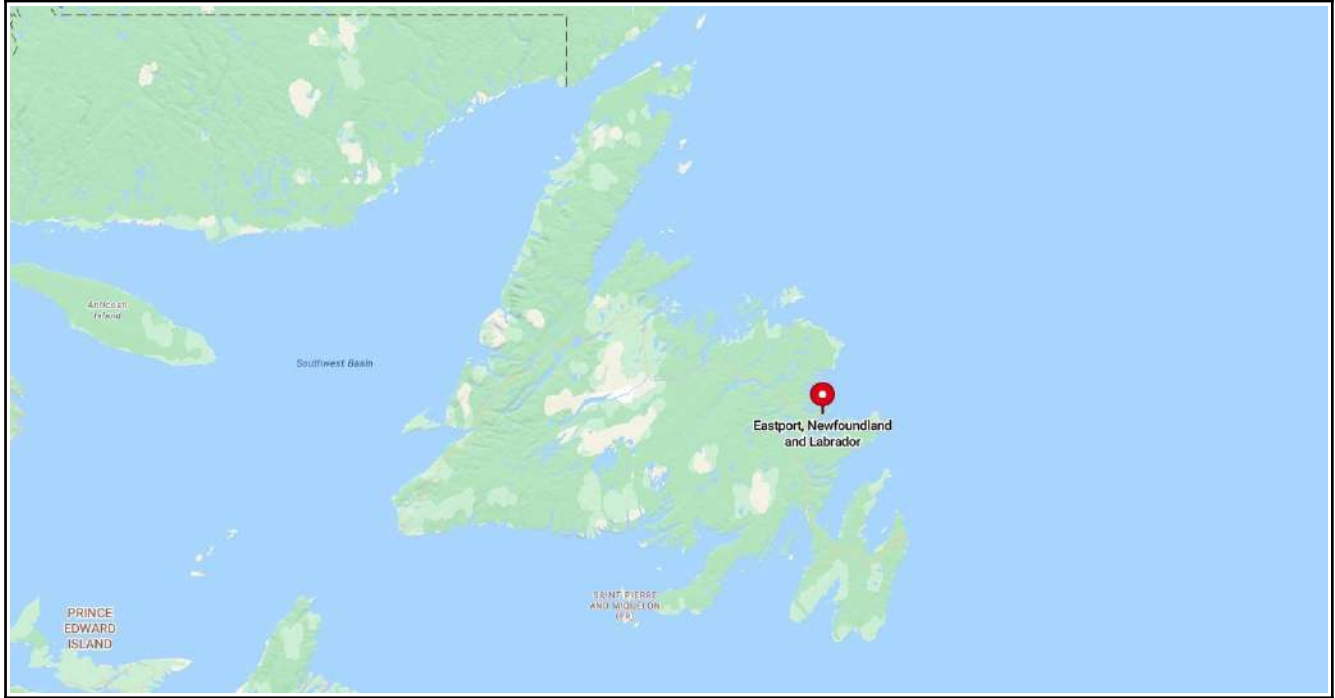


Illustration 2: Regional Context

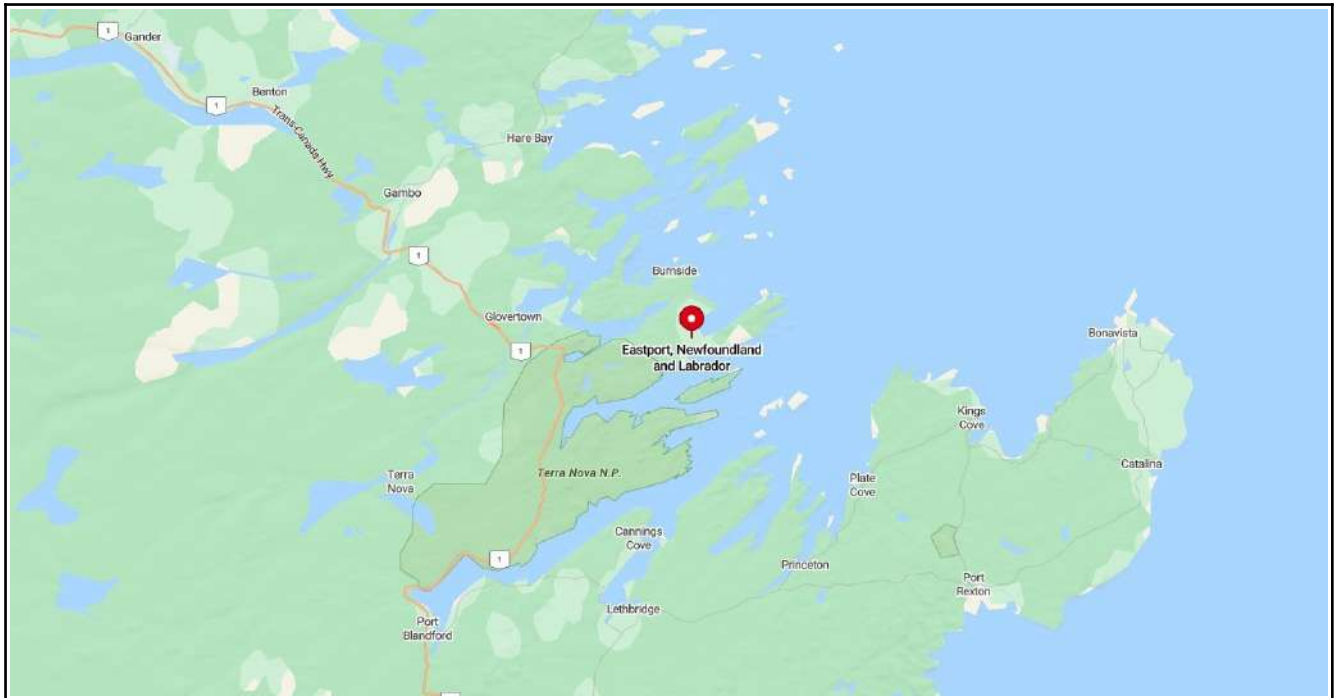
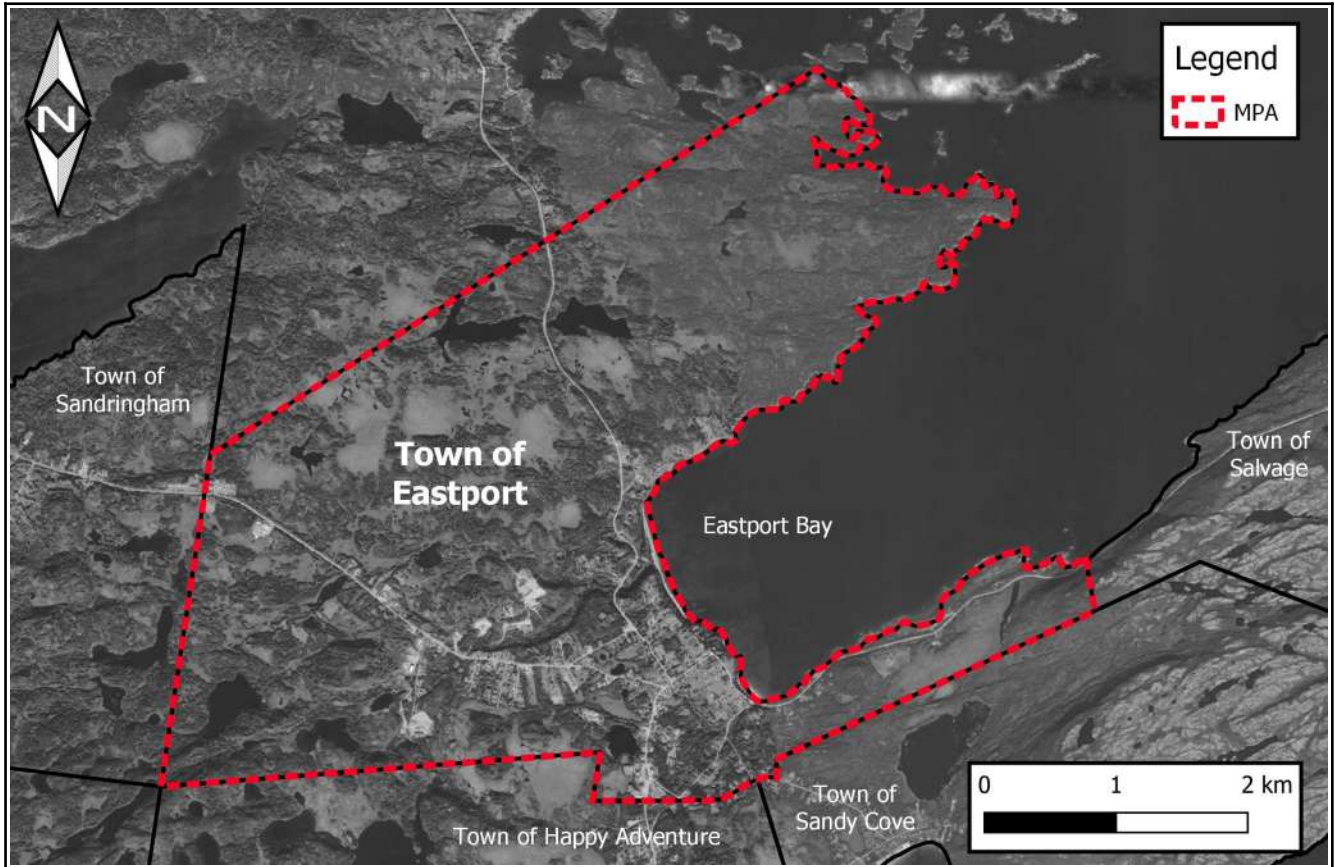


Illustration 3: Municipal Planning Area (MPA)

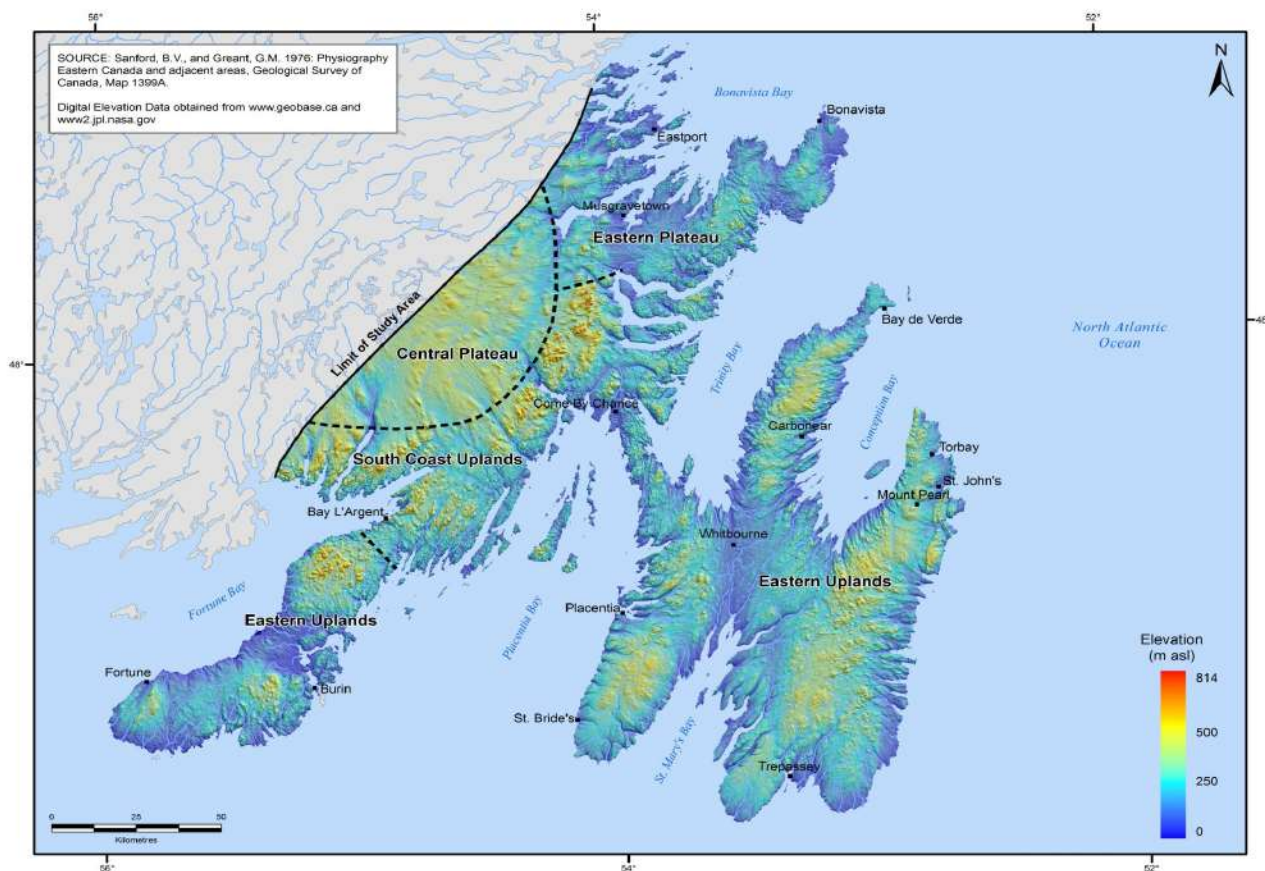


A.2 PHYSIOGRAPHY AND GEOLOGY

The Town of Eastport is within the Eastern Plateau sub-region of the Central Plateau physiographic region.⁽¹⁾ (See 'Illustration 4: Relief and Physiographic Divisions.')

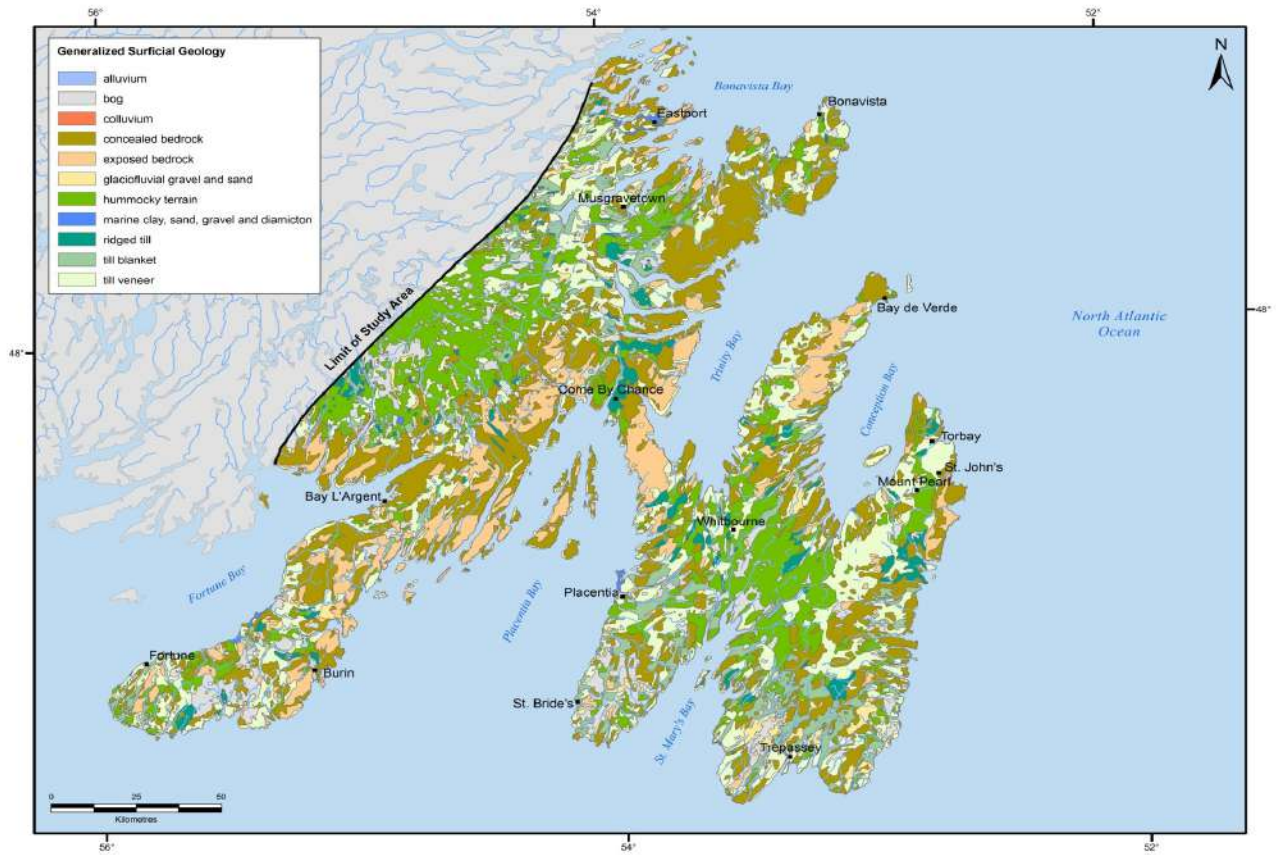
The Central Plateau region is characterized by rolling topography with a wide variety of bedrocks.⁽¹⁾ Local topographic variations are caused by ice scour and deposits of glacial material.⁽¹⁾

Illustration 4: Relief and Physiographic Divisions



The surficial geology of the built-up area of the Town is comprised of alluvium, whereas the outer extents have exposed bedrock (see 'Illustration 5: Surficial Geology').⁽¹⁾ Alluvium is a material deposited by rivers, forming the lower part of a river, floodplain, and delta.⁽²⁾ Bedrock in the eastern region is either exposed or concealed by soil development and vegetation including scrub and peat bog, which is often capped with a thin veneer of broken clasts derived from frost weathering.⁽¹⁾

Illustration 5: Surficial Geology



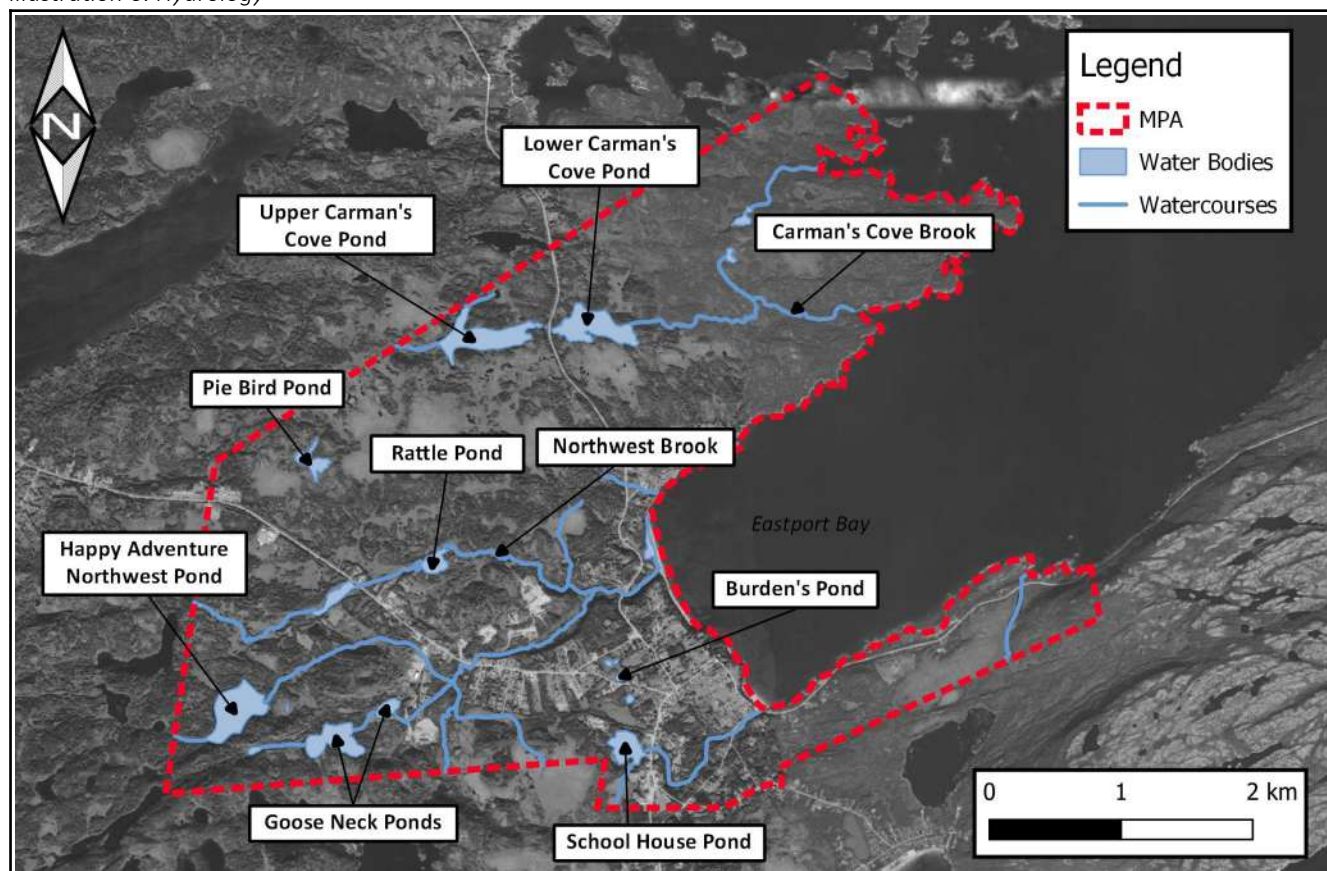
A.3 SOILS

The Town is not within a provincial Agricultural Development Area (ADA). The provincial ADA program is based on comprehensive soil surveys throughout the province and was designed in recognition that the limited amount of arable land in the province must be carefully developed and protected as to ensure its availability for agricultural use over the long term.⁽³⁾ However, as highlighted in subsection 'A.2 Physiography and Geology,' most of the community lies within a well defined alluvium deposit. The unconsolidated, overlain soils are quite fertile and suitable for growing vegetables and other crops, including potato, cabbage, beet, turnip, and carrot. The fertility of the local soils is also evidenced by the historical use of the lands for farming as the settlement (Salvage Bay) was first established as a farming community to serve the needs of the surrounding fishing communities.

A.4 HYDROLOGY

There are no major water bodies within the Town (see 'Illustration 6: Hydrology'). Rattle Pond flows into the Northwest Brook which converges with the outflows from the southwest hydrological system, which includes Happy Adventure Northwest Pond and Goose Neck Ponds. Wetland areas make up a significant portion of the MPA with the majority of wetlands located in the northern half of the MPA. Where Eastport is situated within the Eastern Plateau, the lands are relatively flat and slope slightly northeastward towards Eastport Bay. As is characteristic of the Central Plateau, exposed bedrock is often capped with a thin veneer of broken clasts derived from frost weathering.⁽¹⁾ Much of the study area is comprised of concealed bedrock overlain by alluvium and minor areas of exposed bedrock.⁽¹⁾ In these places, poor infiltration of rainwater into the ground results in significant surface runoff and flows in watercourses draining these areas tend to rise and fall rapidly with precipitation events.⁽¹⁾

Illustration 6: Hydrology



A.5 VEGETATION AND WILDLIFE

Outside of the developed portion of the community, much of the interior lands are made up of thickly wooded forests and wetland areas. Conifers are the main tree type, but small stands of deciduous trees, such as white birch and aspen, do occur. These naturalized areas are home to a range of wildlife typical of the island of Newfoundland such as moose, black bear, fox, and hare. The Town of Eastport is within provincial Moose Management Area (MMA) No. 28 (Black River), which extends south to the south coast at Fortune Bay.⁽⁴⁾ There are also trout and salmon in the Northwest Brook watershed. However, populations are being depleted due to land use impacts (particularly the encroachment of active quarries and the resultant over siltation of watercourse habitats) combined with past, adverse recreational fishing practices.

A.6 CLIMATE

The Town of Eastport has a moderate, maritime coastal climate which is regulated by Bonavista Bay. The cold Labrador Current flows into Bonavista Bay from the north (see 'Illustration 7: Major Ocean Currents').

The Town has an overall humid climate with relatively cool summers and warm winters. On average, August receives the warmest temperatures ranging from an average low of 4.5°C to a high of 30.1°C; and February receives the lowest temperatures ranging from an average low of -20.5°C to a high of 3.2°C (see 'Illustration 8: Eastport Average Temperature').⁽⁵⁾

Umbrellas and raincoats are most handy in the month of September when it rains an average of 120mm.⁽⁵⁾ This is 12.14% of the annual rain experienced in Eastport.⁽⁵⁾ The month of October is also rainy with an average rainfall of 115.9 mm.⁽⁵⁾ January is on average the snowiest month of the year with a mean 59.8mm of snowfall.⁽⁵⁾ Prevailing winds are west in the winter and west-southwest in the summer. However, the coldest winds are from the northwest, carrying cold Arctic air.

Illustration 7: Major Ocean Currents

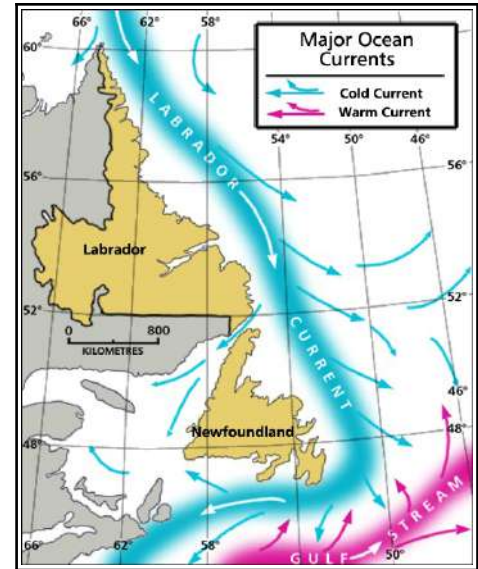
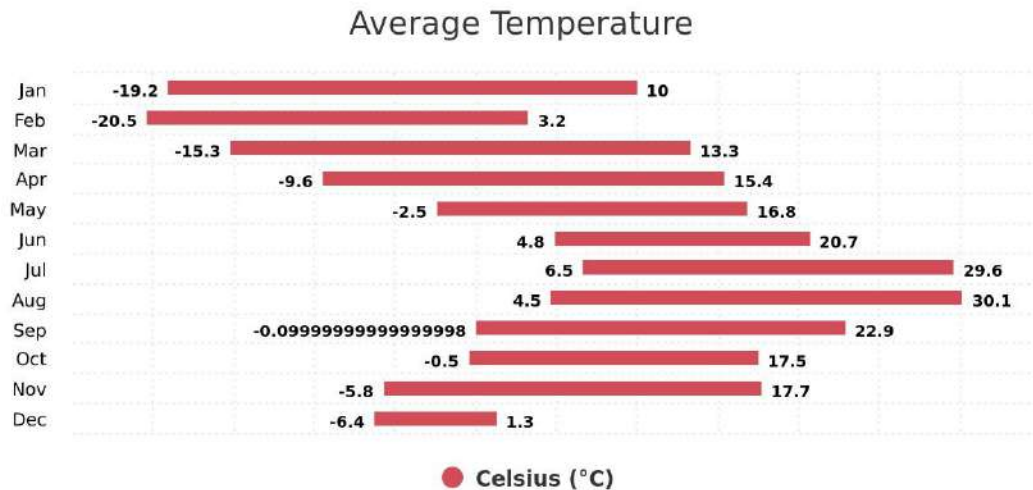


Illustration 8: Eastport Average Temperature



Eastport is within Pedoclimatic Zone 3 (Central Newfoundland).⁽⁶⁾ This zone receives approximately 160 days of vegetative season and >1200 degree days with temperature greater than 5°C.⁽⁶⁾ The area is categorized by an overall milder climate with a longer frost-free period.⁽⁶⁾ This results in a growing season that is generally between the months of June and October. Climate change is expected to increase the growing season in the future.

Despite this effect on the growing season, climate change will have an overall negative impact on the community. Extreme weather events will increase in intensity and be more frequent in nature. Combined with a rise in sea level, this will exacerbate sea surge and coastal rates of erosion. Overland flooding and infrastructure washouts are also expected to increase due to higher precipitation events brought on by inclement weather.

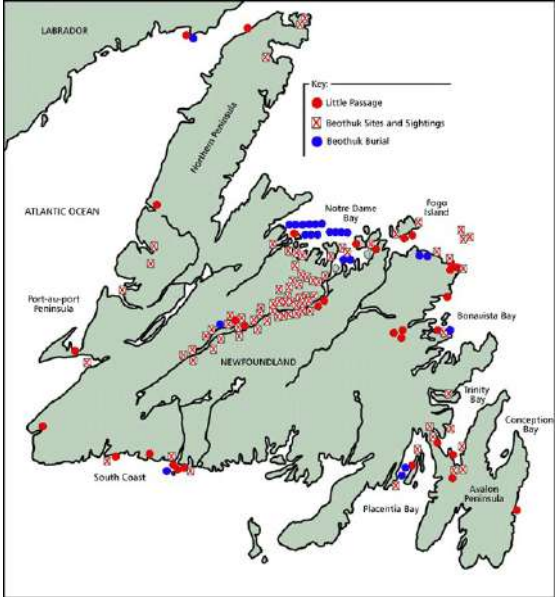


B.1 HISTORY AND CULTURE

The Eastport Peninsula has a longstanding history of occupation by Indigenous peoples prior to European contact. The lands that make up the current Town of Eastport were occupied and frequented by Indigenous peoples throughout millennia, including the Beothuk and their ancestors and later the Mi'kmaq.

The inner reaches of Bonavista Bay were occupied by Indigenous cultures dating back 5000 years.⁽⁷⁾ (See 'Illustration 9: Beothuk Campsites, Sightings, & Burials'). These cultural groups included the precontact peoples known as The Maritime Archaic, Paleo-Eskimo (Groswater and Dorset) and the probable ancestors of the Beothuk (Beaches and Little Passage traditions).⁽⁷⁾

Illustration 9: Beothuk Campsites, Sightings, & Burials



A campsite, or village, at the Beaches on Bloody Reach, also known as the Cowpath near Burnside, was occupied by the Maritime Archaic about 5000 years ago and by their successors, including the historic Beothuk up to about 250 years ago.⁽⁷⁾ The Beaches has yielded artifacts from all the major cultures and traditions known to have lived in Newfoundland up to the time of European contact.⁽⁷⁾ It is thus one of the most significant archaeological sites in the province.⁽⁷⁾

Additional surveys have identified numerous sites used by Indigenous cultures in the surrounding area.⁽⁷⁾ Many of these are Beothuk including those at Sandy Cove, Sailors Island, and Long Island.⁽⁷⁾ Salvage itself is a place name evidently coined from the Spanish word "Salvaje", meaning wild, savage or untamed.⁽⁷⁾ Bloody Bay (present-day Glovertown) is a name believed by some to derive from violent

confrontations between Beothuk and Europeans, probably early 18th century salmoniers and furriers.⁽⁷⁾ The various evidence suggests that Beothuk ranged around the shoreline of the inner bay harvesting a variety of estuarine, coastal and marine resources well into the 18th century.⁽⁷⁾

With the demise of the Beothuks in the early 19th century, Mi'kmaq trappers and hunters expanded their range from the southern region of the island to include much of the interior of the main portion of the island.⁽⁸⁾ Along with numerous other areas in central Newfoundland, Mi'kmaq camps were found in the Bonavista Bay area.⁽⁸⁾ The Eastport Peninsula is included in the traditional territory of the Qalipu First Nation.

The later colonial settlement of Eastport (originally Salvage Bay) was for the purpose of establishing a farming community to serve the needs of the surrounding fishing communities.⁽⁹⁾ Records show pioneer families from Salvage settled in Eastport in the mid-1860s.⁽⁹⁾ Despite being compelled by social and economic circumstances to turn to farming as a means of livelihood, many of the menfolk did not adapt easily to their new landlocked profession.⁽⁹⁾ Thus, in about 1874 when the cod fishery recovered and experienced a relative boom, the men returned to their former tradition of fishing and, in particular, the summer fishery on the coast of Labrador, leaving the women to care for the crops and livestock.⁽⁹⁾

For over a century, hundreds of tons of root vegetables and other farming produce were shipped yearly from the shores of Eastport.⁽⁹⁾ Small boats, skiffs, and larger vessels, such as the famed "Glencoe" anchored offshore to be loaded with Eastport's produce for delivery to communities along the northeast coast of Newfoundland as far as St. Anthony.⁽⁹⁾

In 1939, Eastport was finally connected via a road to the Newfoundland railway at a siding known as Alexander Bay Station.⁽⁹⁾ Trucks could then pick up the produce from the various farms and root cellars and bring it to the railway where it was stored in freight sheds until the next train came to take it to the market.⁽⁹⁾

In the early 1870s the Anglican church made the decision to build a school-chapel to serve the three communities; over time, they managed to acquire a 30-acre (0.12km²) block of land in this central area which is known locally as 'The Neck'.⁽⁹⁾ Over the years, this central area has provided the space needed for cemeteries, schools, recreation areas and other public buildings.⁽⁹⁾ Until the 1960s, it contained an armoury built for the Church Lads Brigade for the primary purpose of training the boys.⁽⁹⁾ For decades, The Neck also served as the main inter-community venue for social and cultural activities.⁽⁹⁾ Today, The Neck is still a bustle of activity providing space for worship, cemeteries, a war memorial as well as educational, social, and recreational venues for the Peninsula.⁽⁹⁾

B.2 GOVERNANCE

B.2.1 MUNICIPAL CONTEXT

The Town Council of Eastport consists of seven elected councillors.⁽¹⁰⁾ The Mayor and Deputy Mayor positions are elected from within Council.⁽¹⁰⁾ Councillors each take a role on in-house committees as well as liaise with outside organizations.⁽¹⁰⁾ Council is responsible for policy development and governance of the municipality.⁽¹⁰⁾ Council meets the second Wednesday of each month, and the second Wednesday following that, unless notified otherwise.⁽¹⁰⁾ Meetings are held in Council Chambers at the Town Hall.⁽¹⁰⁾

The Town employs three full-time staff, a Town Clerk-Manager, a Public Works Supervisor, and a Public Works Employee. Also, two full-time Public Works Labourers (funded by the Gambo and Area Employment Corporation), a part-time Clerical Assistant, and a part-time Janitor.

Illustration 10: Town Office



B.2.2 PROVINCIAL LEGISLATIVE CONTEXT

The municipality is a Town incorporated under the *Municipalities Act, 1999*, SNL 1999, c M-24.⁽¹¹⁾ The Municipal Boundary (MB) of the Town is established through the *Town of Eastport Order*, CNLR 150/96.⁽¹²⁾ Council is enabled to exercise local governance powers through the *Municipalities Act, 1999*.⁽¹¹⁾ This includes, but is not limited to, powers to:

- Install, manage and maintain public water, sewer, and solid was services (section 156);
- Acquire or establish parks, stadiums, or other recreational facilities (section 174);
- Collect and remove solid waste (sections 176 and 178);
- Establish and operate a public transportation system (section 190);
- Prohibit the construction of a building, on-site septic system, or storm water management infrastructure unless a permit is obtained form the Town (sections 194, 195, and 196);
- Prohibit the installation of a sign, unless a permit is obtained from the Town (section 197);
- Designate and protect heritage buildings, structures, or areas (section 200);
- Expropriate land for municipal purposes (section 222); and
- Issue stop-work and removal orders for certain unauthorized developments (e.g. buildings) within the Town (section 404).

The Minister of the Department of Municipal and Provincial Affairs established the Town's Municipal Planning Area (MPA) in 2004 through the *Eastport Municipal Planning Area Order*, CNLR 22/04.⁽¹³⁾ The MPA defines the area for which the Municipal Plan and Development Regulations apply. As outlined under subsection 'A.1 Location' (see 'Illustration 3: Municipal Planning Area (MPA)'), the MPA and the Municipal Boundary (MB) share the same boundaries. The Town is thus able to control development (MPA) in the same area for which taxes are collected (MB).

B.3 INFRASTRUCTURE AND SERVICES

B.3.1 STREET NETWORK

Public streets within the Town of Eastport are under provincial and municipal jurisdiction (see 'Illustration 11: Existing Street Network'). Within these jurisdictions, there are three types of streets that permit vehicular traffic usage within the Town's boundaries. Major Collectors consist of streets that permit access to sections of the Town served by less travelled or smaller streets. Main Street is the only Major Collector, connecting the Town's local streets with Route 310 leading to the Trans-Canada Highway (see 'Illustration 12: View East along Route 310'). Minor Collector streets provide access to different sections of Town and connect to the Major Collector. Minor Collectors include Sandy Cove Road, Church Street, North Side Road, Beach Road, Burdens Road, and Legion Road. Major and Minor Collector streets within the boundaries of the Town are also used to access the neighbouring communities of Salvage, St. Chad's-Burnside, St. Brendan's, Happy Adventure and Sandy Cove. Local

Streets include all other public streets within the Town. These streets form an important part of the Town's transportation network as they allow residents to gain access to residential areas and provide a connection between various collector streets. The existing network of streets adequately serves the needs of the Town. Expansions, additions, and upgrading will be undertaken as required and financially feasible.

Illustration 11: Existing Street Network

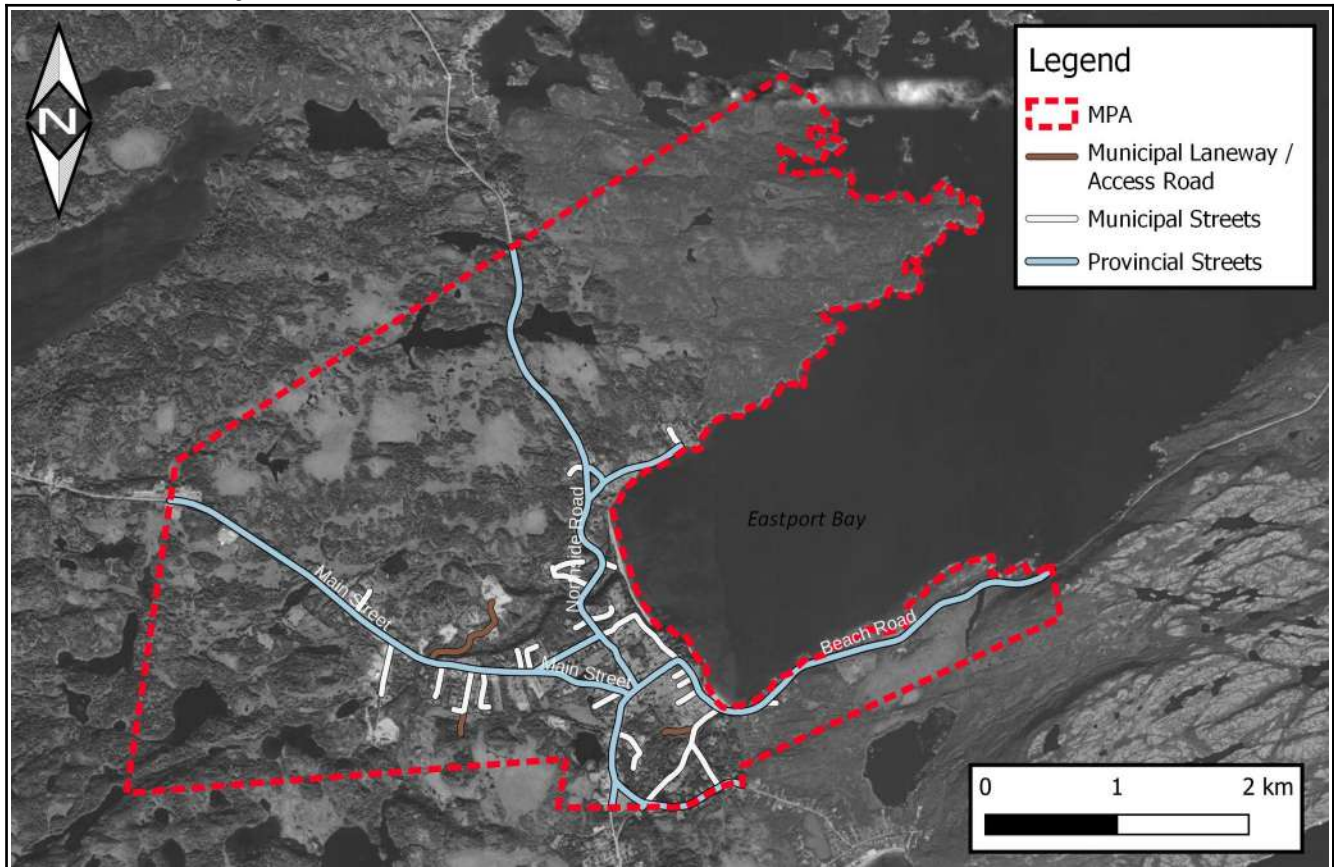


Illustration 12: View East along Route 310



There are no provincial protected roads within the Town; therefore there is no provincial zoning along Route 310 or its secondary sub-routes. Development along provincial roads is, however, regulated under the provincial *Building Near Highways Regulation, 1997*,⁽¹⁴⁾ which provides for minimum development/vegetation setbacks from these roads.

The development/vegetation prohibition under section 3 of the *Regulation* is as follows:

Prohibition

3. A person shall not erect, repair, alter or structurally improve a fence, building or other structure, nor shall he or she plant trees, shrubs or hedges without the prior permission of the minister within

(a) 45 metres from the centre line of the proposed or existing highway described in Schedule A;

(b) 30 metres from the centre line of the proposed or existing highway described in Schedule B;

(c) 20 metres from the centre line of the proposed or existing highway described in Schedule C;

(d) 15 metres from the centre line of the proposed or existing highway described in Schedule D; or

(e) 10 metres from the centre line of the proposed or existing highway described in Schedule E.

[Emphasis added]

Route 320 is listed under Schedule D:

(56) Route No. 310, GLOVERTOWN-SALVAGE HIGHWAY, from its intersection with Route No. 1 to Salvage via Glovertown and Traytown.

Other sub-routes are listed under Schedule E:

(154) Route No. 310-25, HAPPY ADVENTURE ROAD, from its intersection with Route No. 310 to the Coastal Wharf at Burnside.

(156) Route No. 310-27, SANDY COVE ROAD, from its intersection with Happy Adventure Road to Sandy Cove.

(157) Route No. 310-32, BURNSIDE, from its intersection with Route No. 310 to Coastal Wharf at Happy Adventure.

The development/vegetation setback from Route 320 (Eastport Road / Main Street) is thus 15m (49.2ft), and the setback from the sub-routes is 10m (32.8ft), each of which is measured from the centre line of the street. Any development/vegetation improvements within these areas are generally prohibited, but may be approved by the Minister under extenuating circumstances.

The minimum distance from a public street is indirectly set out via the 'Minimum Frontyard Setback' of each use zones under Schedule C of the Town's current Development Regulations. For example, the frontyard setback for a single dwelling in the 'Residential (RES)' and 'Mixed Development (MD)' use zones is 6m (19.7ft). The provincial setback is measured from the centre line of provincial streets whereas the Town's setbacks are measured from the edge of the property line (i.e., edge of street right-of-way). Where both standards apply and the provincial requirement is more stringent, the provincial requirement will prevail.

The installation of signs along provincial roads within the Town is regulated under the provincial *Highway Sign Regulations, 1999*.⁽¹⁵⁾ The area for which the *Regulations* apply is defined by the control lines under section 5:

Control lines

5. (1) *A control line is established on each side of every highway.*

(2) *Every control line shall be 400 metres distant, measured horizontally, from the centre line of the roadway or the centre line of the nearest lane of a divided highway.*

(3) *Notwithstanding section (2), within the boundaries of each incorporated municipality or the built up established areas of unincorporated communities, the control line shall be 100 metres distant, measured horizontally, from the centre line of the roadway or the centre line of the nearest lane of a divided highway.*

[Emphasis added]

Despite the reduced control lines under subsection (3), this entails a large portion of developable land within the Town. The majority of commercial sign types are not listed under the exemptions pursuant to section 6 of the *Regulations* (e.g. wall fascia, freestanding, projecting, and canopy signs), and thus require a permit from Service NL. An amendment was made to the *Highway Sign Regulations, 1999* ⁽¹⁵⁾ in 2016 (31/16 s1, addition of section 3.1) to allow municipalities to apply for an exclusion from the application of the provincial *Regulations*. Where Route 310 and its sub-routes have posted speed limits of 60km/h or less throughout (50km/h in built up areas), Council may—pending application to and approval by the Minister of Municipal and Provincial Affairs—avail of this provision to exercise sole control of the development of signs along provincial highways within town limits.

B.3.2 CIVIC AND RECREATIONAL FACILITIES

The Town's civic and recreational facilities are largely centralized at the area of the community historically referred to as 'The Neck', extending to the area around the Town Hall. From north to south (approximately 600m), this area includes the Canada Post Office, Town Hall and Library, Society of United Fishermen (SUF) Hall, Peninsula Memorial Park and Playground, Art Hunter Memorial Trail (around School House Pond), Eastport Peninsula Fire Department, outdoor hockey rink, community gardens, Holy Cross Anglican Church and hall, and Holy Cross and a Memorial Cenotaph (see 'Illustration 13: Civic and Recreational Facilities at the Neck and Town Hall Area' and 'Illustration 14: Recreational Facilities at the Neck').

Illustration 13: Civic and Recreational Facilities at the Neck and Town Hall Area

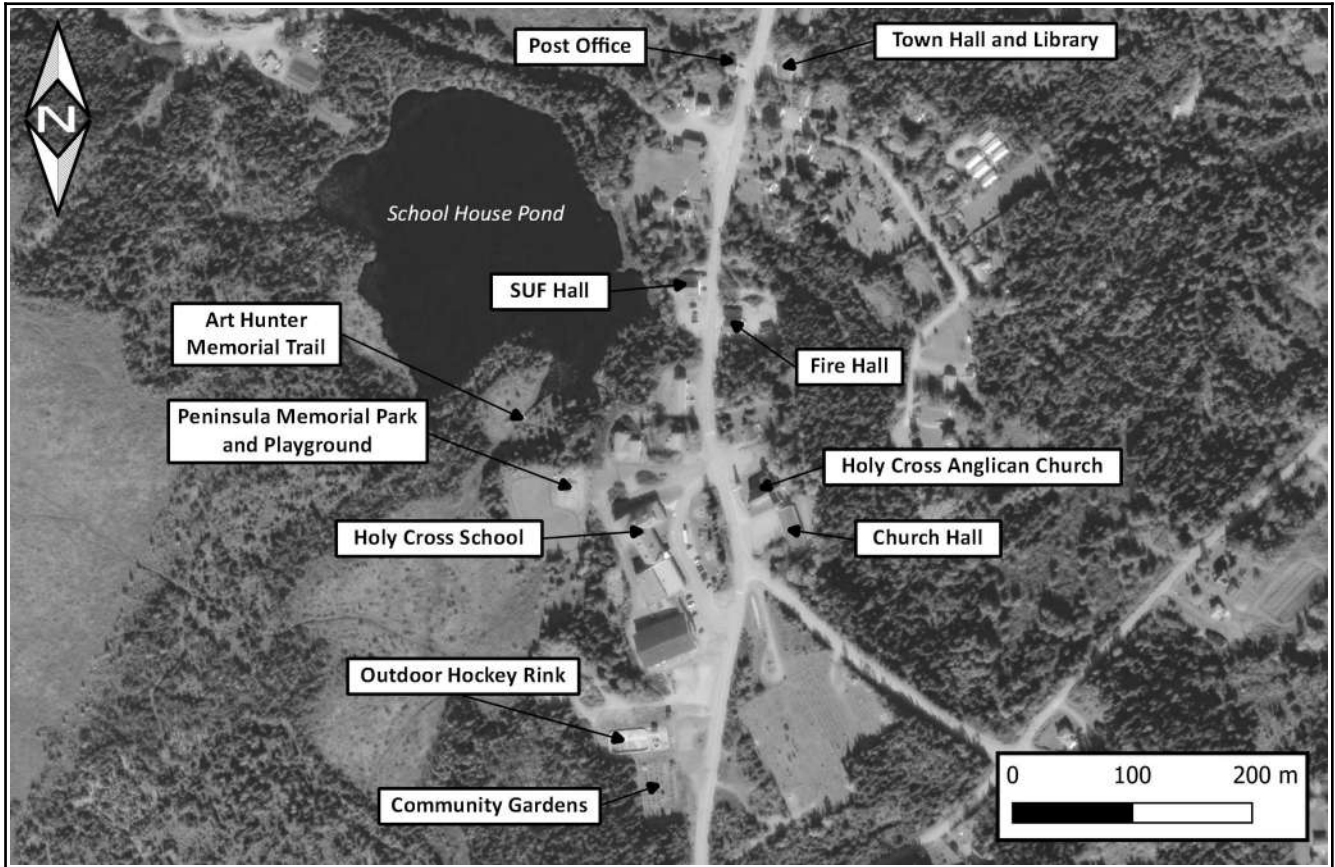


Illustration 14: Recreation Facilities at the Neck



Other civic and recreational facilities are located throughout the town, including the Northside Beach, Eastport Beach, High Tide Trail (which connects both beaches), Royal Canadian Legion Branch 41, Beaches Arts and Heritage Centre, Department of Transportation and Infrastructure depot, and NL Housing apartment building on Main Street.

B.3.3 STORMWATER, WATER AND SANITARY SERVICES

Ditching and culverts located throughout the Town are the only provisions for existing stormwater control. This system has proved to be quite adequate. To ensure that the storm water control system remains functional, continuous monitoring and assessment of the components (ditches and culverts) within the Town's stormwater system is critical to ensure that it is free of debris and obstructions. This is essential during the spring season as high spring runoff can cause further damage to other infrastructure such as road asphalt. The vast majority of culverts are within provincial streets and are therefore within provincial jurisdiction.

The Town of Eastport maintains a municipal water system through the utilization of a groundwater source (see 'Illustration 15: Eastport Protected Water Supply Area (PWSA)'). A shallow, dug well was constructed by the Town in the mid-1980s to a depth of 3.5m and lined around the sides with concrete to 0.5m above the existing ground surface, providing a natural reservoir of approximately 45,000L capacity.

Both the immediate area around the wellhead (100m radius) and the recharge area extending roughly 400m west to Church Street are provincially designated and protected Public Water Supply Areas (PWSAs). This well is recharged by two main springs that occur along the east face of the well structure. The Water Resources Management Division of the Department of Environment and Climate Change regulates the specific activities permitted in each PWSA.

Illustration 15: Eastport Protected Water Supply Area (PWSA)



Situated near this well is a pump house that delivers energy to the water supply allowing it to be pumped throughout the Town's distribution system (see 'Illustration 16: Water Supply Pump House'). This pump house also houses equipment that disinfects the Town's raw water supply.

Illustration 16: Water Supply Pump House

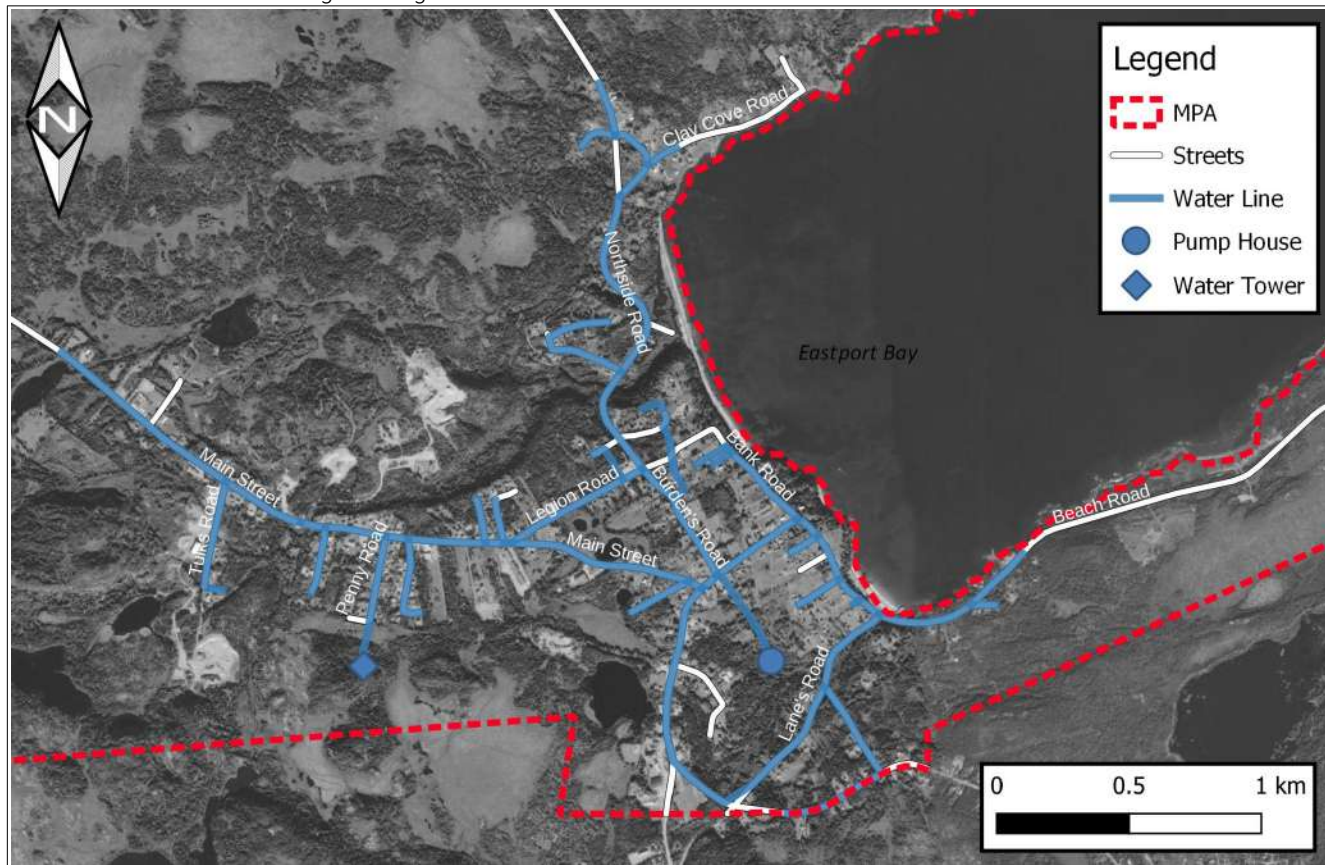


The Town has expansive water servicing covering the central portion of the community and extending along the developed portions of Main Street, Northside Road, Beach Road, and the Neck (see 'Illustration 17: Water Servicing Coverage'). A water tower for providing a gravity feed to the system is located at the end of Penny Road (see Illustration 17). Fire hydrants are only located on certain streets serviced with water in the Town.

A regional water study completed in 2002 investigated a proposed regional water system to include other nearby communities. This study suggested extending the water main upgrades throughout key areas of the Town so that ample water will be pumped to a proposed storage tank and to provide fire flows to other communities (Town of Sandy Cove in particular). This study resulted in the subsequent construction of the above-noted water tower and a Shared Water Service Agreement with the Town of Sandy Cove.

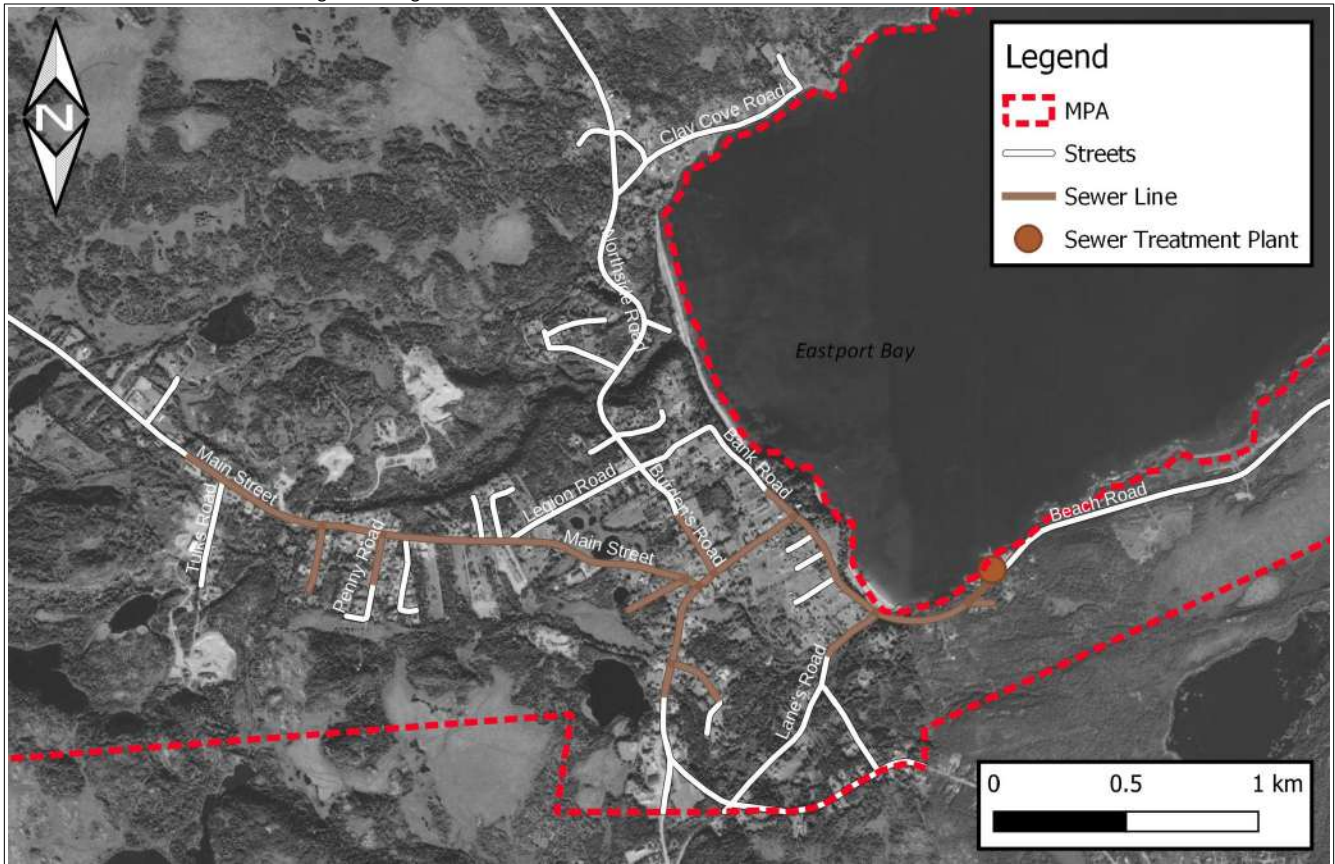
Some areas of the Town remain unserviced with water. These properties have private on-site wells.

Illustration 17: Water Servicing Coverage



In addition to public water, the Town also has a public sewer system which mainly services the central area of the community, the developed portion of Main Street, all of Church Street and the Neck area (see 'Illustration 18: Sewer Servicing Coverage'). However, the system is nearing capacity as additional connections are made. The Town is therefore commissioning a separate wastewater engineering study in 2026, following a 12-month flow metre valve monitoring period, to determine the nature of sanitary constraints and what infrastructure upgrades may be required to address existing and future capacity issues.

Illustration 18: Sewer Servicing Coverage



B.3.4 SOLID WASTE AND SNOW CLEARING SERVICES

The Town contracts out its regular solid waste (i.e. garbage) and recycling pick-up services to a private contractor. Household garbage and recycling is collected weekly. Solid waste and recycling are transported to the Central Newfoundland Waste Management (CNWM) transfer facility located on the TCH near the Route 310 exit. The provincial Used Beverage Container Recycling Program (fee-for-deposit program) is still in Authority. The Town has a recycling drop bin for beverage containers located on Main Street. The nearest redemption facility is the Green Depot, which is located in Glovertown South. As with solid waste collection, the Town contracts out its snow clearing services. However, the Town is purchasing equipment to enable snow clearing by town employees commencing in late 2025 and 2026. The Town also has a sand/salt spreader for roads which are the Town's responsibility. The Department of Transportation and Infrastructure is responsible for clearing provincial roads where the Town's contracted services are responsible for municipal streets.

B.3.5 EMERGENCY AND HEALTH SERVICES

The Eastport Peninsula Volunteer Fire Department services all communities on the Eastport Peninsula. Other municipalities and Local Service Districts (LSDs) on the peninsula contribute towards this service. The Town handles administration and houses the equipment at the Fire Hall on Church Street, which includes two pumpers and a van. The fire department is volunteer-based and is made up of the Chief, Assistant Chief, and 26 other members from the Town and neighbouring communities. Eastport has a mutual aid agreement with the Glovertown Fire Department for backup services.

Illustration 19: Eastport Peninsula Volunteer Fire Department Crest



Bonavista Bay Search and Rescue is located approximately 30km away in Glovertown. The nearest Emergency Medical Service (EMS, ambulance dispatch) facility is operated by Delaney's Ambulance Services, which is located roughly 18km away in Traytown. The Eastport Medical Center is a day clinic located on Main Street within the Town. However, the nearest emergency room is located in the Town of Gander at the James Paton Memorial Hospital, located roughly 85km from Eastport. Policing services are provided by the Royal Canadian Mounted Police (RCMP). The nearest detachment is located in Glovertown roughly 21km from Eastport. (See 'Illustration 20: Emergency and Health Services for Eastport'.)

Illustration 20: Emergency and Health Services for Eastport

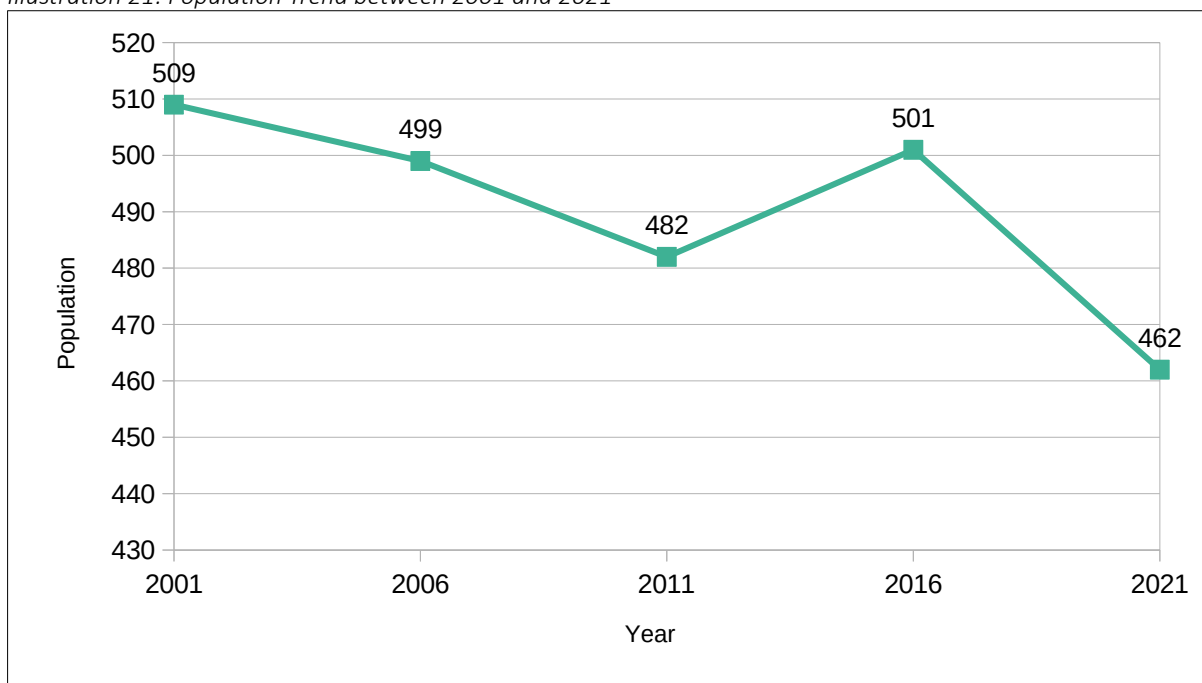


B.4 DEMOGRAPHICS

B.4.1 POPULATION PROFILE AND PROJECTIONS

Between 2001 and 2021, the population of the Town experienced an overall decrease (-9.25%) from 509 to 462 (see 'Illustration 21: Population Trend between 2001 and 2021').⁽¹⁶⁾ Over the previous five census periods, the Town experienced its sharpest decrease from 2016 to 2021 (-7.8%). (Note: The 2021 Census population number for Eastport was revised by Statistics Canada from 527 to 462.⁽¹⁷⁾)

Illustration 21: Population Trend between 2001 and 2021



Local Area 48 (Alexander Bay) can be used to make regional statistical comparisons with Eastport. It includes Burnside-St. Chads, Cull's Harbour, Eastport, Glovertown, Happy Adventure, Salvage, Sandringham, Sandy Cove, St. Brendan's and Traytown. Compared with the region and province as a whole, the population of Eastport is declining more rapidly (see 'Illustration 22: Comparative Population Change for 2016 and 2021').^(17,19) However, this decrease is near the median of all (366) communities in Newfoundland and Labrador and is typical of rural municipalities outside of the growing urban areas.⁽¹⁷⁾

Illustration 22: Comparative Population Change for 2016 and 2021

	Eastport	Median of All NL Communities (366)	Local Area 48	Province
2016	501	NA	3,870	519,716
2021	462	NA	3,680	510,550
% Change	-7.8%	-5.5%	-4.9%	-1.8%

The population pyramid for the Town shows the population structure for 2021 (see ‘Illustration 23: 2021 Census Population Pyramid’).⁽¹⁸⁾ The population is contracting (i.e., aging) with the bulk of residents being above the age of 45 (see ‘Illustration 24: Change in Population Structure from 2001 – 2021’). In 2021, the median age for the Town was 60.8.⁽¹⁷⁾ The median age in Local Area 48 was 58.⁽¹⁹⁾ The median age in Newfoundland and Labrador was 48.⁽¹⁹⁾ In summary, the population structure for the Town is slightly older than the region, which in turn is older than the province.

Illustration 23: 2021 Census Population Pyramid

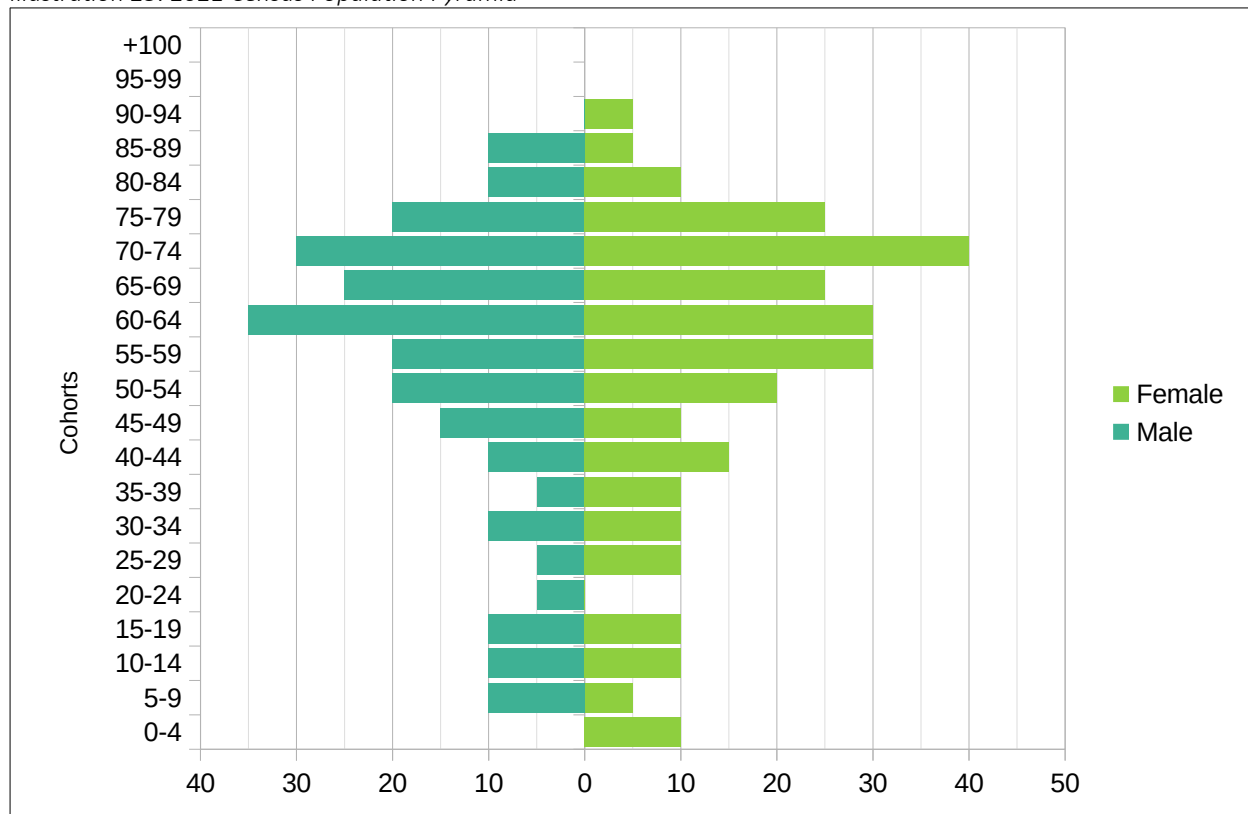
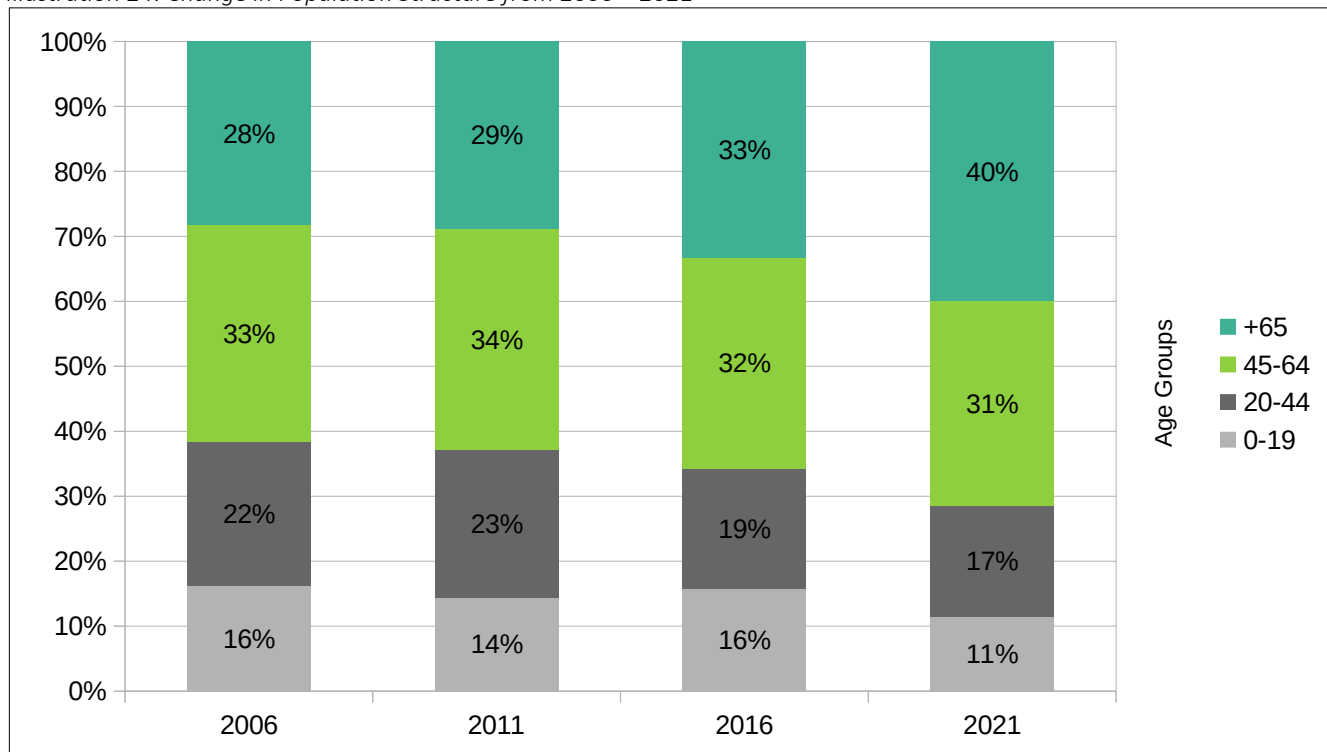
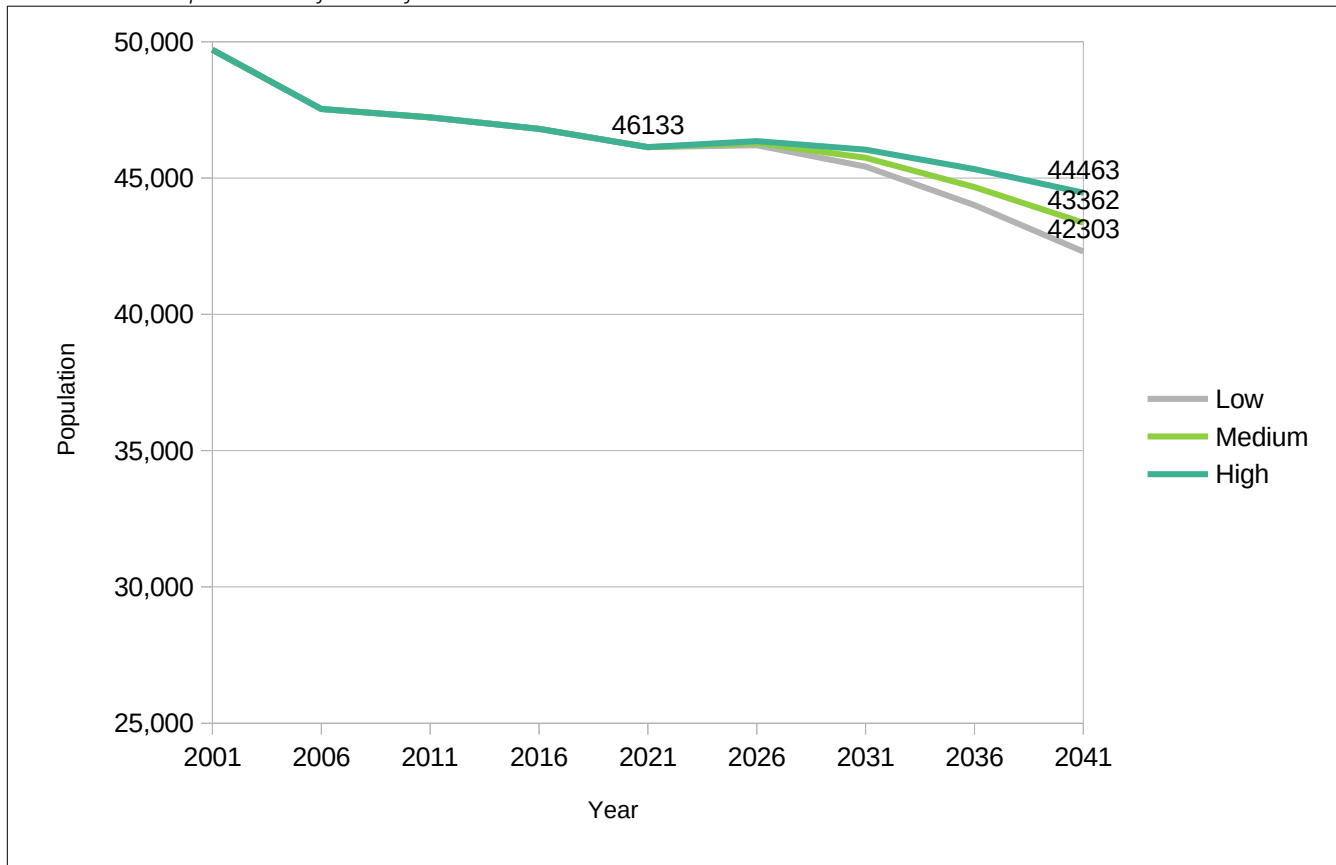


Illustration 24: Change in Population Structure from 2006 – 2021



The NL Statistics Agency provides population projections for the Province to 2043.⁽²⁰⁾ The Province is divided into 20 economic zones. The Town is a part of the Kittiwake Economic Zone (Zone #14), which includes Gander, Fogo Island, and Twillingate. Population projections are based on low, medium, and high forecasting models.⁽²⁰⁾ These are summarized to the nearest future census year (2041) in 'Illustration 25: Population Projections for Economic Zone #14.'⁽²⁰⁾ The projected percent changes from 2021 to 2041 are -3.6% (high scenario), -6.0% (medium scenario), and -8.3 (low scenario).⁽²⁰⁾ Although the Town will not be immune to these overall, projected regional population variations, changes in localized economic activities and population distributions are also expected to play key roles in defining the future population profile of the Town.

Illustration 25: Population Projections for Economic Zone #14



Statistics Canada reports ‘Total private dwellings’ and a sub-category of ‘Private dwellings occupied by usual residents.’ The latter is defined as follows⁽¹⁸⁾:

A private dwelling occupied by usual residents refers to a private dwelling in which a person or a group of persons is permanently residing. Also included are private dwellings whose usual residents are temporarily absent on May 11, 2021.

This statistic is a good proxy for estimating total seasonal dwellings and population. The average household size in 2021 was 2.0.⁽¹⁸⁾ Using a lower per-household figure for seasonal dwellings (1.75), which assumes a higher proportion of empty-nesters that are residing seasonally in the community, we can estimate the seasonal population (see ‘Illustration 26: Seasonal Dwelling and Population Estimates’). Although this figure did not substantially increase between 2016 and 2021, this population now makes up a larger portion of the overall community (estimated increase from 33.5% to 37.9%).

Illustration 26: Seasonal Dwelling and Population Estimates

Dwellings			Population		
	2016	2021		2016	2021
Occupied by Usual Residents (Census)	238	264	Permanent (Census)	501	462
Not Occupied by Usual Residents (Census)	96	100	Approximate Seasonal (Estimated)	168	175
Total	334	364		669	637

The average household size in Eastport decreased from 2.1 in 2016 to 2.0 in 2021.⁽¹⁸⁾ This decrease and shift in householder formation is expected to continue. Coupled with a gradual increase in seasonal dwellings, the demand for new housing will continue into the planning period (10 years) despite the projected decline in population.

Where the total population of the Town is low, the structure is highly sensitive to localized changes. For example, the conversion of the Salvage Bay Motel to house migrant workers likely added a disproportionate number of residents to the lower age cohorts. Similarly, the future addition of seniors' housing that draws residents at a regional scale could easily skew the population structure in the +65 cohort.

B.4.2 INCOME AND EMPLOYMENT

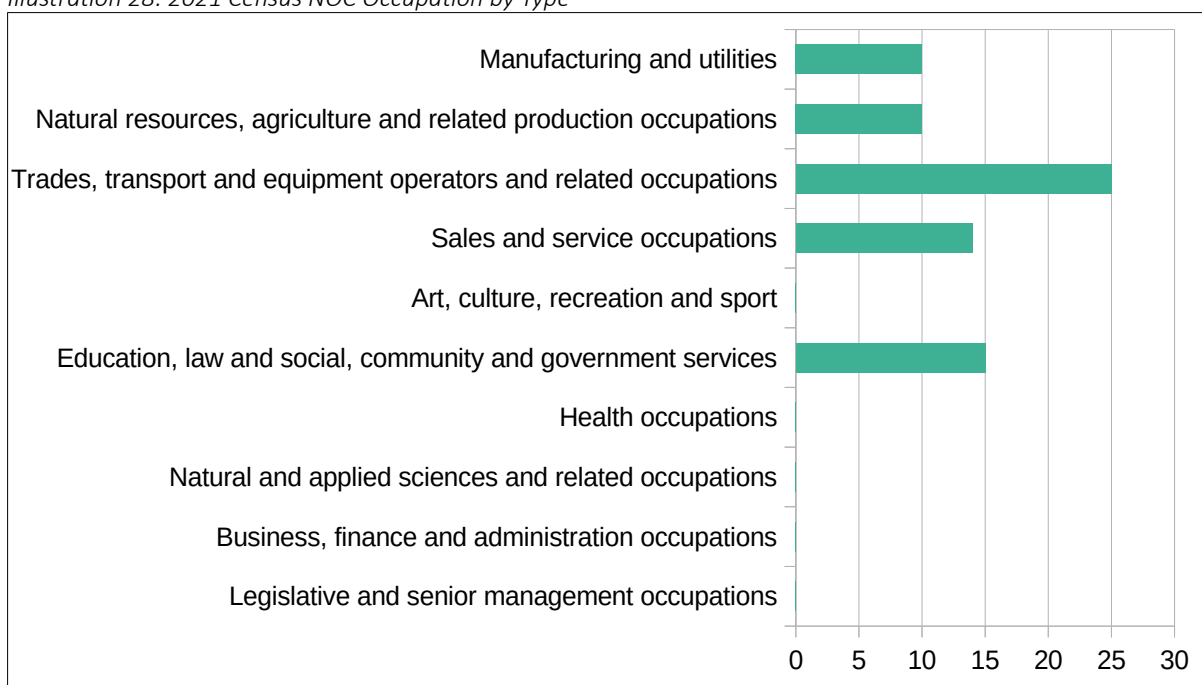
The personal income per capita in 2021 for the residents of the Town was \$34,300, which is lower than Local Area 48 and the province as a whole (see 'Illustration 25: Comparative Economic Indicators by Area').^(17,19) For the same period, the self reliance ratio was 59.1%, which is lower than Local Area 48 and the province as a whole.⁽¹⁷⁾ The self-reliance ratio is a measure of the community's dependence on government transfers such as Canada Pension, Old Age Security, Employment Insurance, and Income Support Assistance.⁽¹⁷⁾ A higher self-reliance ratio indicates a lower dependency. In summary, residents of the Town have less market sources than the region and the province, and thus have slightly higher dependence on government transfers. In 2021, the employment rate within the Town was 16%, which is lower than Local Area 48 and the province as a whole.^(17,19)

Illustration 27: Comparative Economic Indicators by Area

	Eastport	Local Area 48	Province
Personal Income Per Capita	\$34,300	\$35,500	\$41,900
Self-Reliance Ratio	59.1%	64.5%	77.2%
Employment Rate	16%	29.4%	47.5%

The 2021 Census outlines the workforce distribution under the National Occupation Classification (NOC) (see 'Illustration 28: 2021 Census NOC Occupation by Type'). Under the NOC, the majority (73%) of employed residents are employed in 'Trades, transport and equipment operators and related occupations' (33.8%), 'Education, law and social, community and government services' (20.3%), and 'Sales and service occupations' (18.9%).⁽¹⁸⁾ The remaining (27%) employment positions include 'Natural resources, agriculture and related production occupations' (13.5%) and 'Manufacturing and utilities' (13.5%).⁽¹⁸⁾

Illustration 28: 2021 Census NOC Occupation by Type

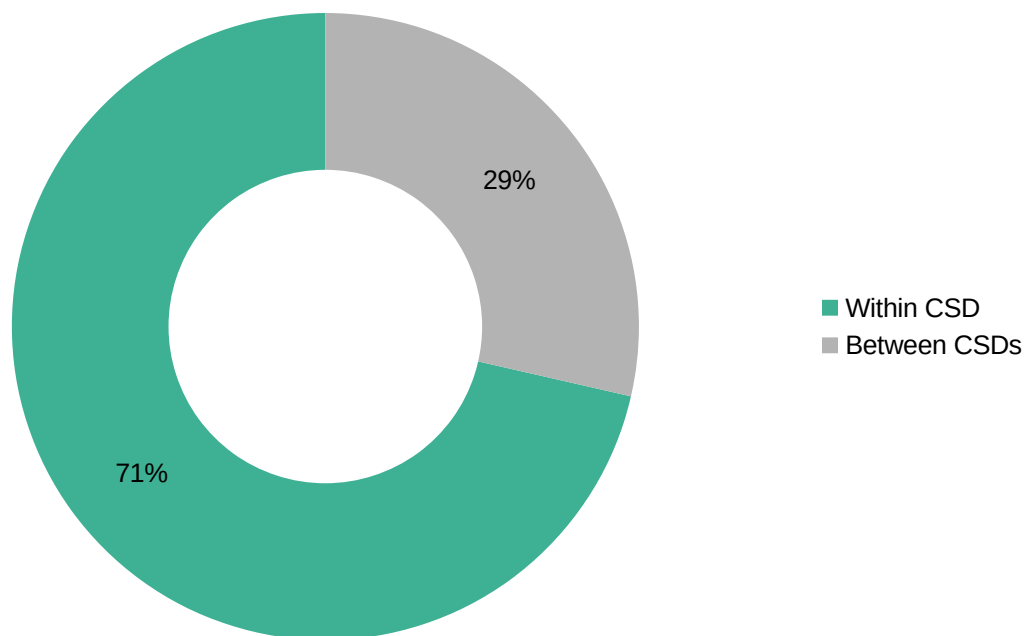


B.4.3 TRANSPORTATION AND COMMUTING

The vast majority of residents of the Town use private vehicle as their primary mode of transportation. In the 2021 census, an overwhelming majority (93.3%) of residents reported commuting as a driver, whilst 6.7% reported commuting as a passenger.⁽¹⁸⁾ There are no public transit options within the Town or region. Where most requisite services are spread apart and located in adjacent communities, active modes of transportation, such as walking and cycling, are understandably not primary modes of transportation for residents. This is especially the case where the population is aging and increasing in persons with mobility disabilities. This is reflected in the 2021 census results, whereby no residents reported commuting via bicycling or walking.⁽¹⁸⁾

The commuting data for the Town for the 2021 census are summarized below in 'Illustration 29: 2021 Journey to Work.'⁽¹⁸⁾ Based on reported commuting patterns, most residents (71%) commuted regularly within the Census Subdivision (CSD) area.⁽¹⁸⁾ The remainder (29%) commuted between CSDs, which likely entailed the surrounding communities. Interestingly none of sample Census respondents indicated commuting between Census Division (CD) areas or inter-provincially.⁽¹⁸⁾ This is a strong indicator for residents choosing to 'live local' insofar as they can with employment and access to core services.

Illustration 29: 2021 Journey to Work



B.5 SURVEY SUMMARY

A community-wide survey was implemented between November 1 and December 6, 2024. The survey was posted via the Town's Facebook page. The survey was also available in hard-copy form at the Town office. A total of 120 submissions were received. The survey was open to the public; 61.7% of respondents reported living within the Town (primary residence assumed). Nearly one-third (29.2%) reported living on the Eastport Peninsula. The remainder (9.1%) largely reported living seasonally in Eastport or elsewhere in the province.

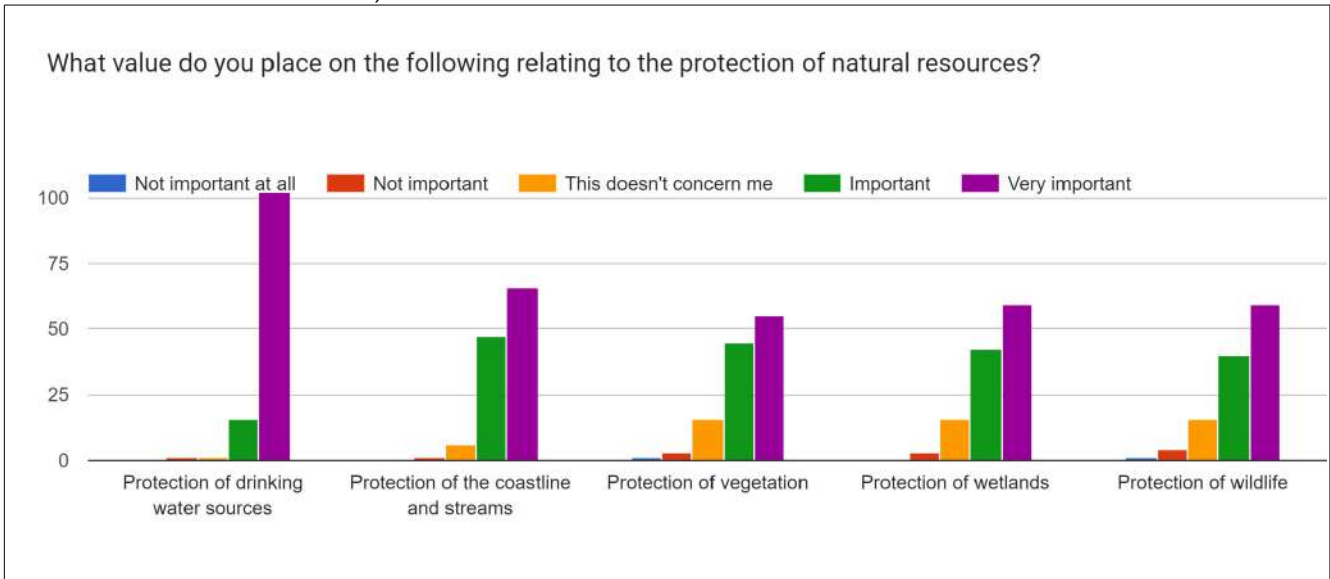
Questions 1 and 2 focused on what respondents like and dislike about living in the area. Most respondents cited 'nature/natural setting and scenery' (75%), 'lifestyle and/or culture' (54.2%), and 'being close to family' (51.7%) as being strengths. For dislikes, most respondents cited 'lack of services or travelling to other communities for services (e.g. groceries, hospital, shopping)' (75%), and 'lack of jobs' (43.3%).

Questions 3 and 4 focused on what respondents view as opportunities and challenges for the Town. For opportunities, most residents cited 'tourism and eco-tourism' (90%), 'other small-scale entrepreneurial businesses (e.g. small engine repair, convenience stores, hair salons)' (45%), and 'farming' (35%). For challenges, most respondents cited 'young people leaving and/or need for seniors' services' (70%) and 'maintaining and increasing community services' (60%).

In terms of land use and development issues (Question 5), respondents regularly cited 'unsafe road accesses causing traffic safety concerns' (32.9%), 'lack of building/development controls (e.g. sheds and structures too close to neighbours)' (28%), and 'services are too spread apart in the Town (i.e. not walkable)' (25.6%) as issues within the Town.

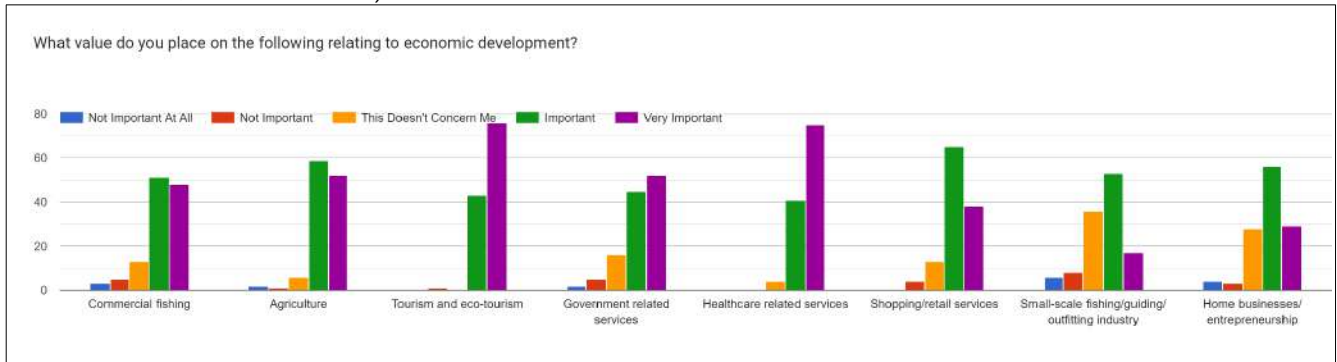
Question 6 was a weighted response item asking residents to rank the value of the protection of natural resources in the Town. Respondents overwhelmingly cited the 'protection of drinking water sources' (85.0% as 'very important' and 1.33% as 'important') as a major concern. Residents also cited the 'protection of coastline and streams' (55.0% as 'very important' and 39.2% as 'important'). Notwithstanding this, all categories ranked highly as important natural features to protect within the Town.

Illustration 30: Question 6 Summary



Question 7 was also a weighted response item. This question asked residents to rank the importance of employment industries in the Town. In terms of valuing the industries as ‘very important’ and ‘important’, residents regularly cited ‘tourism and eco-tourism businesses’ (99.1%), ‘healthcare related services’ (96.7%), and ‘agriculture’ (92.5%).

Illustration 31: Question 7 Summary



Questions 8 and 9 asked residents about raising children and growing old within the Town. A slight majority of respondents (57.5% as 4/5 and 5/5, the latter being ‘strongly agree’) reported positively about raising children. Just over half (50.9% as 4/5 and 5/5, the latter being ‘strongly agree’) of respondents reported positively.

Illustration 32: Question 8 Summary

The Town of Eastport is a great place to raise children.

120 responses

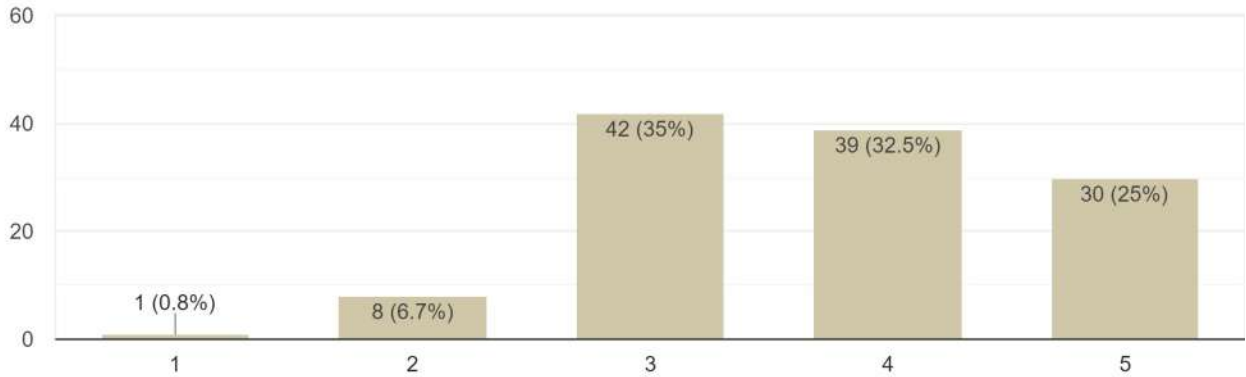
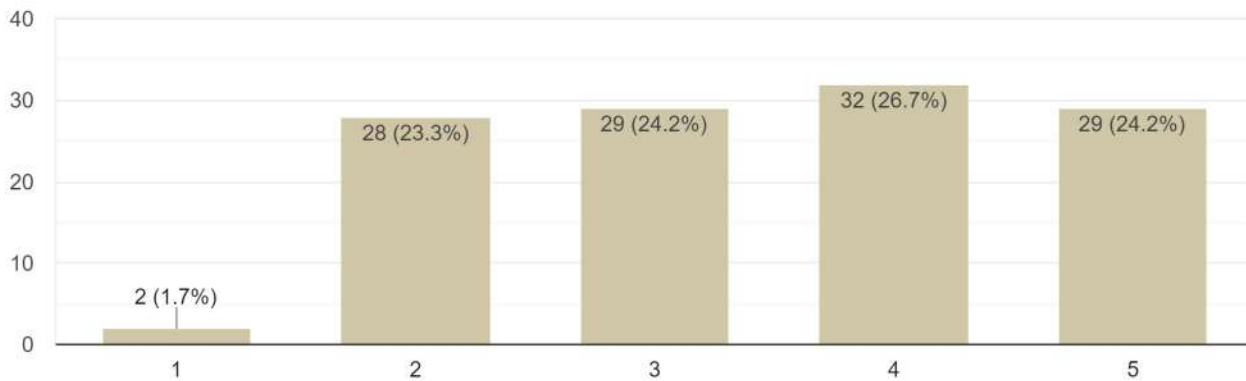


Illustration 33: Question 9 Summary

The Town of Eastport is a great place to grow old.

120 responses

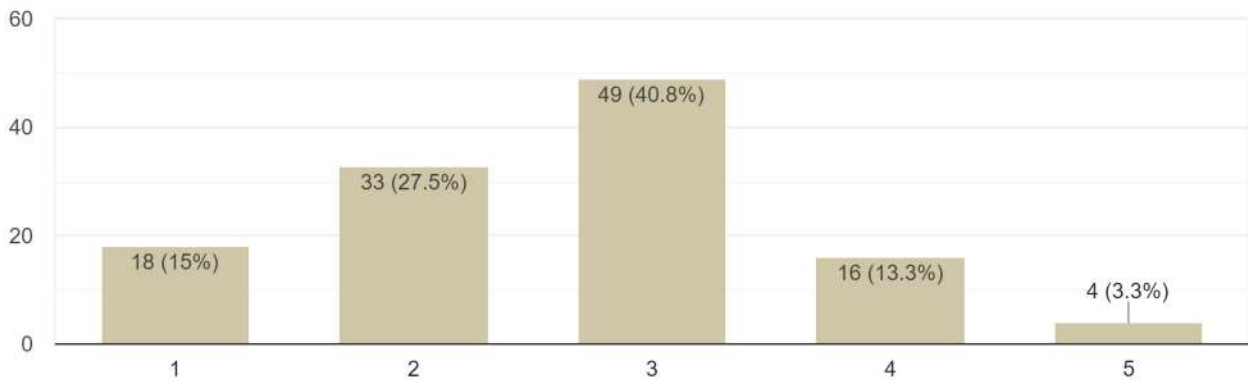


Question 10 asked residents about doing business within the Town. Only one third (36.7% as 4/5 and 5/5, the latter being 'strongly agree') of respondents cited feeling positively about the Town being a great place to do business.

Illustration 34: Question 10 Summary

The Town of Eastport is a great place to do business.

120 responses

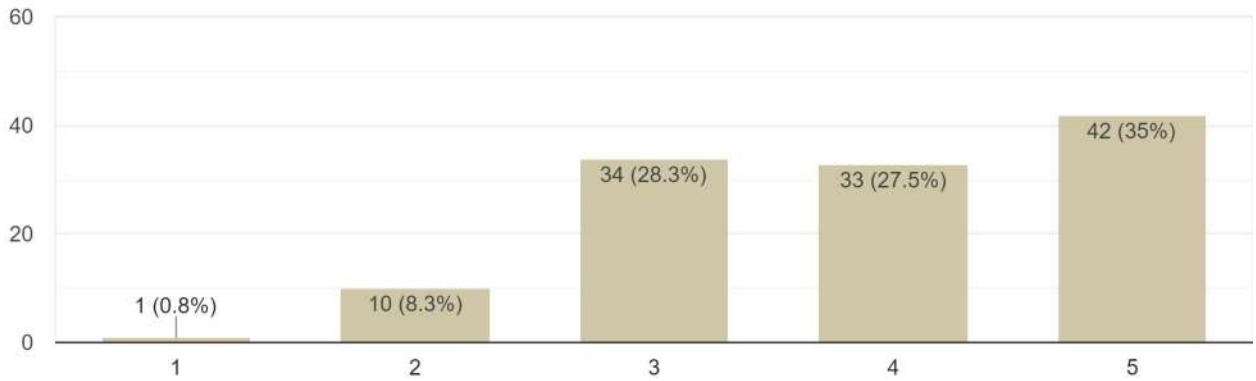


Question 11 asked residents about the need for increased protection of natural resources. A majority (62.5% as 4/5 and 5/5, the latter being 'strongly agree') of respondents agree that the Town has many natural resources that need increased protection.

Illustration 35: Question 11 Summary

The Town of Eastport has many natural resources that need more protection.

120 responses

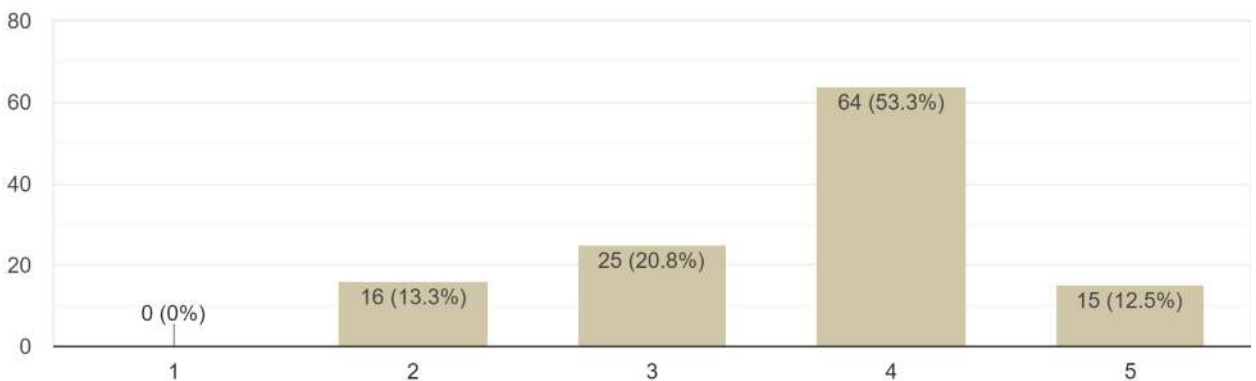


Question 12 asked residents about their perception of volunteerism within the Town. Just over half (65.8%) 'agree' or 'strongly agree' with this statement.

Illustration 36: Question 12 Summary

The Town of Eastport has a strong sense of volunteerism.

120 responses



Question 14 was left open ended whereby residents could respond as to how they would like to see the community move forward in the future. In general, residents commented on leveraging the existing assets within the Town (e.g. natural areas), spurring economic development, supporting increased affordable housing, providing increased recreational opportunities, and promoting regional collaboration. There is also a clear concern with the dynamic of permanent and seasonal residence and how this relates to community function, infrastructure and servicing, and attracting tourism and businesses.

In summary, the following key trends can be summarized from the survey results:

- Respondents highly value the protection of natural resources within the Town, particularly drinking water and water systems;
- The importance of the protection of natural resources is also reflected in the emphasis on promoting ‘tourism and eco-tourism’;
- There is interest in increased agriculture, which may be an opportunity for the Town to revive this industry albeit at a smaller and more local/individual scale;
- Home-based businesses (e.g. small engine repair, hair salons, convenience stores) are viewed as important for increasing economic activity within the Town;
- There is some concern with land use conflict within the Town, but the overarching issue appears to be related to traffic and unsafe driveway accesses; and
- There is a clear concern with economic development and business opportunity within the Town.



C.1 ILLUSTRATION REFERENCES

Illustration	Title	Reference
TOC, Parts A, B, & C	NA – TOC and Part Headings	Eastport Facebook Page and NL Tourism (https://www.newfoundlandlabrador.com/plan-and-book/attractions/211006)
1	Provincial Context	Bing Maps
2	Regional Context	Bing Maps
3	Town Municipal Planning Area (MPA)	Map by Author
4	Relief and Physiographic Divisions	From Text Reference (1)
5	Surficial Geology	From Text Reference (1)
6	Hydrology	Map by Author
7	Major Ocean Currents	https://www.heritage.nf.ca/articles/environment/images/map-showing-ocean-currents.gif
8	[Eastport] Average Temperature	From Text Reference (5)
9	Beothuk Campsites, Sightings, & Burials	https://www.heritage.nf.ca/articles/indigenous/beothuk-distribution.php
10	Town Office	Google Streetview
11	Existing Street Network	Map by Author
12	View East along Route 310	Google Streetview
13	Civic and Recreational Facilities at the Neck	Map by Author

14	Recreational Facilities at The Neck	Image Provided by Town
15	Eastport Protected Water Supply Area (PWSA)	Map by Author
16	Water Supply Pump House	Photo by Author
17	Water Servicing Coverage	Map by Author
18	Sewer Servicing Coverage	Map by Author
19	Eastport Peninsula Volunteer Fire Department Crest	Eastport Peninsula Volunteer Fire Department Facebook Page
20	Emergency and Health Services for Eastport	Bing Maps
21	Population Trend between 2001 and 2021	Graph by Author – Data from Text Reference (16)
22	Comparative Population Change for 2016 and 2021	Graph by Author – Data from Text Reference (17,19)
23	2021 Census Population Pyramid	Graph by Author – Data from Text Reference (18)
24	Change in Population Structure from 2001 – 2021	Graph by Author – Data from Text Reference (16)
25	Population Projections for Economic Zone #14	Graph by Author – Data from Text Reference (20)
26	Seasonal Dwelling and Population Estimates	Table by Author – Data from Text Reference (18)
27	Comparative Economic Indicators by Area	Table by Author – Data from Text Reference (17,19)
28	2021 NOC Occupation by Type and Gender	Graph by Author – Data from Text Reference (28)
29	2021 Journey to Work	Graph by Author – Data from Text Reference (28)
30	Question 6 Summary	Envision Eastport Municipal Plan Survey Results
31	Question 7 Summary	Envision Eastport Municipal Plan Survey Results
32	Question 8 Summary	Envision Eastport Municipal Plan Survey Results
33	Question 9 Summary	Envision Eastport Municipal Plan Survey Results
34	Question 10 Summary	Envision Eastport Municipal Plan Survey Results
35	Question 11 Summary	Envision Eastport Municipal Plan Survey Results
36	Question 12 Summary	Envision Eastport Municipal Plan Survey Results

C.2 TEXT REFERENCES

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- (3) Government of Newfoundland and Labrador – Department of Fisheries and Land Resources – Land Use Program: https://www.faa.gov.nl.ca/agrifoods/land/land_use/
- (4) Government of Newfoundland and Labrador – Department of Fisheries and Land Resources – Black River Newfoundland Moose Management Area 28: https://www.gov.nl.ca/ffa/files/MMA28_y2020m07d16am_17by22.pdf
- (5) Townfolio.com (Climate Graphs): <https://townfolio.co/nl/eastport/quality-of-life>
- (6) Government of Canada, Agriculture Canada – Vegetable Crop Suitability of Organic Soils in Newfoundland: http://sis.agr.gc.ca/cansis/publications/surveys/nf/nf90-54/nf90-54_report.pdf
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- (8) Heritage Newfoundland & Labrador – The History of the Newfoundland Mi'kmaq: <https://www.heritage.nf.ca/articles/indigenous/mikmaq-history.php>
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- (13) Government of Newfoundland & Labrador – *Town of Eastport Municipal Planning Area Order*: <https://www.assembly.nl.ca/legislation/sr/regulations/rc960150.htm>
- (14) Government of Newfoundland and Labrador – *Building Near Highways Regulation, 1997*, NLR 28/97 – Provincial Regulation: <https://www.assembly.nl.ca/legislation/sr/regulations/rc970028.htm>
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- (20) Government of Newfoundland and Labrador – Economics Division of the Department of Finance – Population Projections: <https://www.gov.nl.ca/fin/economics/pop-projections/>