

Municipality of the County of Kings

By-law 105

Municipal Planning Strategy



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1.1 The Regional Context: Past to Present

To better plan for the future, it is important to first understand and consider history. This chapter summarizes the rich history and current challenges of the Municipality of the County of Kings (Municipality) to provide the context for achieving the Vision.

Historic Kings County

Kings County is situated on Nova Scotia's northwestern shore bounded by the Bay of Fundy and Minas Basin. First settled by First Nations communities, the region has long been known for the influence of the French explorers. The arrival of the French Acadians saw the first extensive agricultural development who settled the Minas Region in 1675. This wave of immigration expanded the Port Royal colony at the mouth of the Annapolis River established some seventy years earlier.

The Region offered rich soil deposits, with the Acadians quickly recognizing the productive potential of the area, by dyking the tidal marshes to reclaim several hundred acres from the sea. The dyked land readily yielded wheat, rye, hay and other field crops. Fruit trees were imported from France that led to internationally recognized orchards. Field crops and vegetable production, livestock and poultry-raising, fruit tree cultivation, and hunting and trapping, encouraged Acadian self-sufficiency and prosperity of the New Minas Region unmatched in the province.



By 1713, the British gained control of mainland Nova Scotia from the French, culminating in the 1755 expulsion of the Acadians who refused to swear allegiance to Great Britain. The lands, provided to the New England Planters, were divided into two townships: Horton and Cornwallis, with the Cornwallis River serving as the township boundary. The New England Planters reclaimed additional land from the sea and improved the orchards.

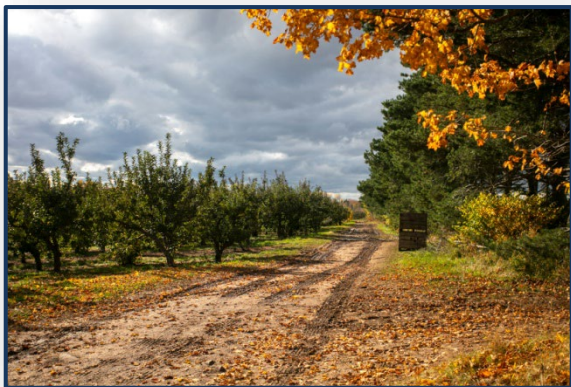
The arrival of the Empire Loyalists after the American Revolution of 1775 – 1783 provided the greatest stimulus to development. Many of these refugees settled in Aylesford Township and although they were not originally farmers, they soon turned to the land. Some of them were actively engaged in agricultural experimentation, particularly with different varieties of fruit.

The population increase resulted in an expanded economic base and trade markets. By 1790, the export of farm products, wood, fish, and hides to Halifax, New Brunswick and New England saw a rise in shipbuilding that lasted for more than a hundred years. Communities such as Scots Bay, Halls Harbour, Baxter's Harbour, Horton Landing, Black Rock, Kingsport, and Canning became the trade and shipbuilding centres of the era.

Wolfville became the education centre of Kings County in 1839 with the establishment of Acadia University comprising Horton Collegiate Academy, Acadia College and Acadia Ladies Seminary. Elsewhere, small manufacturing enterprises appeared, including flour mills, cheese factories, tanneries, and, by 1877, a brick-making plant in Avonport.

The completion of the Windsor and Annapolis Railway in 1869 provided a reliable method of transport, thereby stabilizing many industries including apple production by expanding access to new markets. Once goods from Kings County had penetrated the British market in the 1890s, Port Williams managed apple shipments sent overseas. However, with the advent of the railroad, the shipbuilding industry and associated coastal communities began to decline.

Kings County was incorporated as a Municipality in 1879, consolidating the townships of Horton, Cornwallis and Aylesford, which is the current local government structure. The Towns of Kentville in 1886, Wolfville in 1893 and Berwick in 1923 were incorporated as separate entities.



Apples and other tree fruits continued to be a major source of income for local farmers until the collapse of export markets with World War II. The establishment of the Aldershot Militia Training Camp in 1904 and the Kentville Agricultural Research Station in 1913 marked a commitment by the Government of Canada to the regional economic base. The Federal Government strengthened this commitment in 1941 with the construction of a Canadian Forces Base at

Greenwood, which has grown to include 1,825 regular and reserve personnel and provides employment for nearly 450 civilian residents (2012 data).

Urban growth developed in tandem with agriculture, forestry and other resources, with communities that had originated as market centres for the industrial sector becoming financial, commercial and institutional centres. Kentville had become the government and financial hub with New Minas leading regional commerce. This urban development boom was accompanied by a demand for residential lots, which were readily available throughout the Municipality.



Relatively inexpensive rural land, combined with the increasing preference for a rural living promoted development in rural areas.

The last 25 years have been marked by a strengthening of the links between the agricultural base and food processing industries. Notwithstanding some economic diversification, over 50 per cent of estimated manufacturing sector production continues to be in meat, poultry, fruit and vegetable processing reflecting the dominant natural resource base. Hundreds of farms line the valley floor in the Municipality and account for over a third of provincial farm cash receipts.

The Municipality offers one of the most attractive counties for residential development in Nova Scotia, combining a rural agricultural setting with urban conveniences within a one-hour drive from the Halifax-Dartmouth Metropolitan Area.

History of Planning in the Municipality of the County of Kings

In the late 1970s, at the behest of concerned residents and the Federation of Agriculture, Council endeavoured to address an increase in non-farm dwellings in the agricultural areas of the Municipality, while encouraging growth in the urban areas.

The first planning document, the Kings County Municipal Development Plan of 1979 consisted of complementary Urban Growth Centre and Rural Land Capability policies to separate and define the urban and rural areas and plan their respective future development.

The Growth Centre - Land Capability concept provided for two lifestyles within the Municipality, urban and rural, while remaining sensitive to potential land use conflicts. The Plan encouraged the development of urban living in Growth Centres, a rural development focus in small rural communities known as Hamlets, and a strictly rural environment in the remainder of the Municipality, with the exception of the Shoreland Designation where cottage development was permitted.

Prior to adopting the Plan, 35 per cent of all new housing was developed on lands classed as having high capability for agricultural production. Since the introduction of the Agricultural Designation and policies, this figure had been reduced significantly to 18 per cent in the latter part of the 1980s, and to a low of 5.7 per cent in 2005. For most of the 2000s, the majority of new housing has been successfully directed to the Growth Centres or to lands with low agricultural soil capability, with only 10 to 12 per cent of new residential development occurring in agricultural areas. The policies effectively reduced non-farm development on lands that are reserved for agricultural uses.

Over the same period, residential development in Growth Centres increased from a low of 31.7 per cent of all new housing in 1979 to a high of 70.6 per cent in 2005. Commercial expansion statistics for the same period also substantiate Growth Centre concept success.

Since 1979, the Municipal Planning Strategy (or MPS) has seen various amendments and reviews. Council reviewed agricultural policies in 1988, 2001 and 2006, and urban policies in 1992. Council has also adopted community-specific Secondary Plans for several Growth Centres, and New Minas' 1975 Sector Plan was updated in 1982. Hundreds of site-and topic-specific amendments have supplemented formal reviews, with an average of 31 amendment applications yearly throughout the 2000s.

Given the extensive development that has occurred since 1979 and evolving economic and development pressures, Council committed in 2012 to a comprehensive review of the Municipal Planning Strategy as part of the Kings 2050 project.

Present Day Patterns, Issues and Trends

A Changing Environment

Mitigating potential effects of climate change on farming and forestry industries, as well as shore-line communities, requires attention to ensure resilient and sustainable communities. Temperature and precipitation change, extreme weather events, and sea-level rise, are all contributing factors to be considered. Renewable energy technologies, both on a commercial and a private scale, energy-efficient construction, and alternative modes of transportation are all increasingly common responses to reduce dependence on fossil fuels.

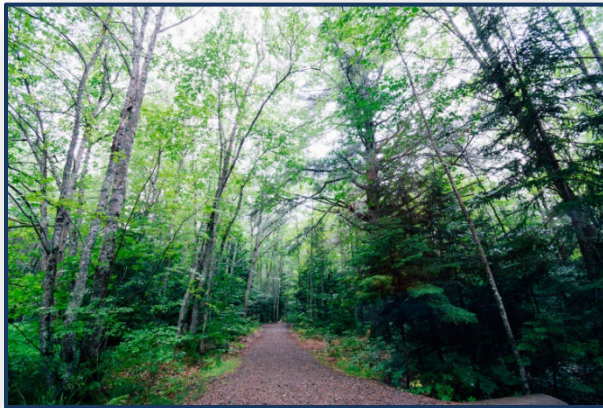
Challenging Demographics

Lower natural birthrates over time have reduced demand on the public school system and other child-related services. A concurrent aging population has increased demand for satisfactory seniors' housing and has markedly taxed the long-term care and healthcare systems, while the

skilled labour force has decreased in parallel. Retaining young, skilled workers in a global marketplace requires the provision of economic opportunities and a superior quality of life. The Municipality provides stunning natural beauty, increasingly recognized culture and heritage, a strong sense of community, access to world-class agricultural products, and close proximity to the major economic and social hub of Halifax. Success in attracting newcomers and retaining current residents will require the preservation and promotion of the appeal of Kings County.

Greater Community Needs and Desires

A welcoming community that promotes diversity is essential for attracting and retaining newcomers. Current-day business and residential expectations include high-quality infrastructure and services such as reliable communications networks, transportation networks incorporating active transportation infrastructure such as bike lanes and trails, and quality affordable housing. There has also been increasing appetite for mixed-use communities that sensitively incorporate residential, commercial and industrial uses to reduce the total number and distance of vehicle trips, thus promoting an active lifestyle and supporting healthy and complete communities.



There is increased demand for services to improve public health and safety while also protecting the environment. A portion of existing infrastructure is near the end of its lifespan and will require investment in maintenance and upgrades to address increasing service demands. Innovative revenue sources, a commitment to getting value for tax dollars, a strong economic base, and a recognition that sprawling development is costly will help to defray infrastructure costs and ensure lasting financial sustainability.

Economic Opportunities and Challenges

Many major employers in Kings County are stable or growing; Michelin Tire, 14 Wing Greenwood and Acadia University are major employers and economic drivers bringing millions of dollars to the local economy.

The Municipality is privileged to have a strong agricultural heritage and industry. Diversified crops offer opportunities within the agricultural industry for new markets, value-added agricultural products, and growing interest in farming through buy-local campaigns and agritainment. Demographic and labour issues, however, pose challenges to the agricultural industry. Rising land prices threaten the financial viability of farms and encourage farmers to develop land



for non-agricultural and quasi-agricultural uses. Changes in food processing and distribution systems, combined with other market conditions, have reduced the viability of some agricultural industries.

Changing Technology

Looking to 2050, the role of technology must also be recognized. Its integration into traditional farming practices is enabling farmers to analyze their crops using innovative methods, providing for increased efficiency and streamlined operations. Social and digital media have increased demand for government transparency and presented opportunities for engagement, and have also provided the tools to meet those expectations. However, as digital communications expand, the Municipality is mindful that the digital transition has not included everyone, and accordingly traditional forms of media are also required for convenient and open access to government.

Conclusion

The Municipality possesses unique and positive natural advantages, a history of adaptation and a resourceful and resilient population. This Municipal Planning Strategy builds on these strengths and addresses the challenges facing the Municipality to ensure our planning vision has been realized and is operational in Kings County in 2050.

Vision

Umbrella Vision

The Umbrella Vision is a statement that captures the community’s ideas and aspirations for the future. It emphasizes the unique strengths of the Municipality and the core outcomes that will result from a successful implementation of this Municipal Planning Strategy. The Umbrella Vision was developed through a Regional visioning process that included the Municipality and the Towns of Berwick, Kentville and Wolfville.

In the year 2050, Kings County will be a vibrant, resilient, and complex community. People of all ages, ethnicities, and backgrounds will want to reside in Kings County because it is a great place to live. Kings County values and nurtures the unique blend of small town and rural ways of life, safe and healthy communities, beautiful landscape, an agreeable climate, and a neighbourly and generous Valley spirit.

The Municipality has built strong working partnerships over the past 40 years. With these partners, the Municipality is driven to sustain a healthy balance between rural and more urban ways of life. Local communities reap the benefits of robust farms and agricultural services, a multifaceted economy, proximity to Halifax, knowledge-based institutions, a world renowned cultural environment, and scenic landscapes.

Local governments and communities of interest work alongside an active, concerned, and engaged public. Our local governments collaborate, accept joint responsibility for decisions, and act to achieve our common, sustainable future. Together, we steward our natural and human resources carefully, wisely seeking opportunities to be more efficient, while celebrating our strong history of planning.

Vision Statements

The following theme-based vision statements and defining elements will guide and motivate action by reflecting fundamental characteristics and values of the umbrella vision. The Municipal Planning Strategy will refer to and reflect these vision statements throughout.



The large Growth Centres within the Municipality are centrally-located communities characterized by flourishing development, a range of housing choices, professional services, and exceptional health care along with varied opportunities to engage in business, education, recreation, and the arts. The smaller Growth Centres are spread throughout the region and are characterized by the presence of residential clusters with supporting neighbourhood-based commercial and recreational activity.

Settlement priorities:

- ❖ Concentrate new commercial and residential development, including mixed uses, in the Growth Centres with clearly defined boundaries;
- ❖ Encourage efficient service and infrastructure delivery; and
- ❖ Enable and encourage a diversity of housing throughout the region.



The Municipality has protected important areas of land for future agricultural development and production. The agricultural heritage is enhanced through diversification and innovation in the sustainable use of agricultural land. There is a robust industry which is recognized as a leader in the agricultural sector and is characterized by ongoing stability, viability, and best practices.

Agriculture priorities:

- ❖ Identify and continue to protect agricultural land;
- ❖ Encourage a diverse blend of adaptive, dynamic farms and farming reflecting a range of sizes, practices, production capabilities, and products;
- ❖ Enable the exchange of knowledge and business practices between established farmers and new farmers;
- ❖ Become leaders in agriculture by creating an environment that supports innovation in a broad range of farming practices; and
- ❖ Forge a deeper understanding of agriculture within the community through access to healthy, affordable, locally-produced food.



The rural areas are characterized by and renowned for large uninterrupted stretches of forested land, active agriculture, the Bay of Fundy coastline, and the north and south mountain ranges. The Municipality protects sensitive natural features, including precious rural vistas and natural resources. To preserve rural character, natural areas, and to provide space for resource based industries, there is less residential development in rural areas with small pockets of housing located close to key transportation corridors.

Rural and Natural Area Priorities

- ❖ Retain the rural character of all areas other than the Growth Centres;
- ❖ Identify, minimize and mitigate negative impacts to sensitive natural features, resources, and vistas; and
- ❖ Manage the sustainable development of natural resources.



Transportation



The Municipality has reduced dependency on the car and improved the transportation system by enhancing transit and key road corridors while providing increased opportunities for active transportation. New multi-modal networks have been created both within and between local communities, ensuring equitable access and mobility for all our residents.

Transportation priorities:

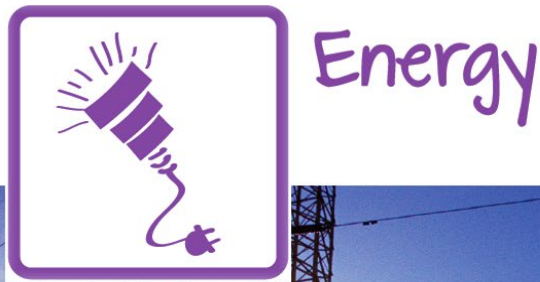
- ❖ Develop and invest in healthy and diverse transportation infrastructure;
- ❖ Make walking, cycling, and public transit transportation options viable alternatives to the car; and
- ❖ Develop safe active transportation networks within and between Growth Centres and along key transportation corridors to better connect outlying areas.



The Municipality has a prosperous economy built on a diverse and stable economic base. Vigorous entrepreneurship is a critical part of this economy and is encouraged by a supportive environment that enables, promotes, and sustains local businesses, products, and non-profit organizations.

Economic Development priorities:

- ❖ Support new innovative areas for economic growth and sustain a blend of traditional and non-traditional sectors;
- ❖ Strengthen entrepreneurship and local business by supporting the “buy local” movement within the Valley and Province; and
- ❖ Develop comprehensive support systems for local entrepreneurs, organizations, and businesses.



Local communities have evolved to exemplify energy conservation, take advantage of green technologies, maximize energy efficiencies, and provide opportunities for renewable energy infrastructure development.

Energy priorities:

- ❖ Local actions reinforce the 3 Rs of community energy: reducing, re-using, and replacing energy; and
- ❖ Encourage the development of renewable energy that makes use of natural advantages and respects shared community values.



The Municipality provides opportunities for all residents to maintain healthy, active lifestyles and benefit from an outstanding quality of life that features access to excellent health care, diverse and affordable housing, nutritious and affordable food, safe drinking water, robust social and volunteer support networks, and a culture of engagement.

Healthy Communities priorities:

- ❖ Enhance the Valley tradition of neighbourliness and strong volunteer networks;
- ❖ Create and sustain an urban and rural environment that fosters active lifestyles and healthy living;
- ❖ Encourage housing that is healthy, affordable, sustainable, adequate, appropriate, safe, and accessible;
- ❖ Enable residents, including youth, to engage in and take ownership of the realization of a sustainable future;
- ❖ Identify and protect drinking water and groundwater supplies; and
- ❖ Enable all residents to participate in and benefit from a healthy community through the removal of barriers and by addressing inequities.



Local communities reflect civic pride and showcase a rich heritage, cultural diversity, and artistry. The importance of arts and culture in economic and personal development is recognized and the experience and creation of community features and spaces that exemplify these values is celebrated.

Arts and Culture priorities:

- ❖ Identify, respect, celebrate, and promote community features that reflect a shared cultural heritage;
- ❖ Support programs, public spaces, and infrastructure that foster life-long learning, active living, creativity, and artistry; and
- ❖ Encourage social diversity and respect by supporting the unique characteristics and preferences of all people and by upholding the rights of all individuals to actively participate in creating a shared future.

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1.2 Introduction

Planning Context

This Municipal Planning Strategy communicates the Municipality's long-term Vision and implements the policy tools to achieve its long-term goals. While divided into parts and sections for ease of reference, it is intended to be read as a comprehensive whole. This Municipal Planning Strategy is the policy framework used by Municipal Council to guide development, land use, and other matters of interest within the parameters of Parts 8 and 9 of the *Municipal Government Act*. The Municipality receives the authority to draft a Municipal Planning Strategy from the province through section 212 and 213 the *Municipal Government Act* which enable the Municipality, through the development of a Municipal Planning Strategy, "provide statements of policy to guide the development and management of the Municipality". The Land Use By-law (LUB) and the Subdivision By-law are companion documents and are the regulatory tools to "carry out the intent of the Municipal Planning Strategy" as set out in Section 219 of the *Municipal Government Act*. The Municipal Planning Strategy for the Municipality of the County of Kings was approved by the Minister of Municipal Affairs on August 6, 1992, and the Sector Plan for the Village of New Minas was approved by the then-Minister of Municipal Affairs on June 17, 1979. Subsequent amendments to each are repealed on the date when this MPS comes into force and effect.

Interpretation

For the purposes of this MPS, the planning area of the Municipality of the County of Kings is the entire Municipality of the County of Kings as incorporated in 1879, including the villages. This MPS is applicable only within the Municipality boundaries.

This Municipal Planning Strategy is a policy statement of Council..
No development is permissible that is contrary to MPS policies.



The Schedules appended hereto form part of the document. The Maps referred to form part of the Land Use By-law.

Imperial measurements are used to show required standards; metric measurements are approximations for convenience only.

Policies are shown in shaded text and reflect the intent of Council. Notwithstanding the words "Council shall," preceding policy text throughout the document, policy statements are intended

to be permissive, not mandatory. Non-shaded text, photos and sidebars are intended to provide context and assist in comprehension.

Background Reports

For policy context, please reference background documents including, but not limited to:

Kings 2050 Regional Approach Report

Kings 2050 Agricultural Background Report

Kings 2050 Built Heritage and Culture Background Report

Kings 2050 Community Health Background Report

Kings 2050 Public Services Background Report

Kings 2050 Demographics Development Activity and Land Use Background Report

Kings 2050 Business Background Report

Kings 2050 Environment Background Report

Kings 2050 Housing Background Report

Kings 2050 Information Communications Technology Background Report

Kings 2050 Infrastructure Background Report

Kings 2050 Kings County Signage Background Report

Kings 2050 Road Assessment Background Report

Kings 2050 Transportation Background Report

Document Structure

This document is structured for easy reference to a particular block of text or policy and to track document changes over time, according to the following notation format:

1.0	Part
1.1	Section
1.1.1	Policy
1.1 (a)	Clause
1.1.1 (a) (i)	Subclause

Plan amendment procedure will follow this format:

- ❖ Deleted sections, policies, clauses, or subclauses will be replaced with the date of deletion and a reference to the file or project that led to the deletion. Remaining policies will not be re-numbered.
- ❖ Policy insertions will be delineated by a capital letter to differentiate the new number from the preceding number; for example, Policy YY-2A between Policy YY-2 and Policy YY-3. Inserted policies shall include a note with the amendment date and a file or project reference.

Statements of Provincial Interest

This Municipal Planning Strategy has been prepared in accordance with the *Municipal Government Act*, as amended from time to time . Section 198 of the *Municipal Government Act* requires that municipal planning documents be “reasonably consistent” with the directives of the statements of provincial interest (or SPI). Accordingly, it is not required that municipalities adhere to the letter of the statements of provincial interest, but rather the general directive. Conflict among statements of provincial interest can create difficulty in this regard; for example, efficient and cost-effective infrastructure use may conflict with protection of agricultural land. The statements of provincial interest protect the interests Nova Scotians in the use and development of land within the Municipality. At the time of adoption, there were five applicable statements of provincial interest.

Infrastructure

Continuous investment from all levels of government has contributed to the comprehensive infrastructure within the Municipality that includes roads, sanitary sewer and water systems. The Municipality aims to ensure infrastructure is used efficiently and cost-effectively by directing development to existing infrastructural areas and limiting its installation where development is discouraged. Sections 2.1 and 2.3 offer specific policy direction related to infrastructure.

Flood Risk Areas

The Municipality recognizes the risks associated with development in flood risk areas. The Municipality has historically protected development from the negative impacts of floods and is committed to protecting flood risk areas through restrictive zoning. Additional study has been conducted to inform this MPS vis-à-vis flood risk areas within the Municipality. Section 2.4 offers specific policy direction related to flood risk areas.

Drinking Water

Municipality residents derive their drinking water from groundwater sources, be it municipal or through a private well. The Municipality has therefore incorporated drinking water protection policies and regulations that restrict uses to protect drinking water quality. Section 2.6 offers specific policy direction related to these protection measures.

Housing

The Municipality is committed to diverse housing forms, types and tenures through development of various zones to accommodate, and comprehensively designed residential areas with specifications for wide-ranging housing types. Section 3.1 offers specific policy direction related to housing.

Agriculture

The origin of the Municipality's first Municipal Planning Strategy was a citizen movement to protect agricultural land. This commitment continues within this MPS and is strengthened through restrictions on non-farm residential uses in the Agricultural Designation. Section 3.4 offers specific policy direction related to the protection of agricultural land.

Statements of Regional Interest

Kings 2050 was a collaborative project between the Municipality and the Towns of Kentville, Berwick, Wolfville with the idea that dealing with issues such as climate change, economic development and transportation are more effectively addressed collectively. Kings 2050 was first and foremost an effort to look beyond political boundaries to develop a vision for the whole of Kings County and to plan for opportunities and challenges that are not constrained by lines on a map.

Especially in terms of transportation and water and sewer infrastructure, significant costs savings could be achieved by forming forward looking partnerships. Kings 2050 was anticipated to be a large task with four municipal units working together with the intention that the future development of Kings County would happen as efficiently as possible. The results so far has been the adoption of a Kings 2050 Vision, presented in section 1.1 of this Strategy, the adoption of a regional Municipal Climate Change Action Plan and the Kings 2050 Regional Approach Report which provided a framework for future municipal planning emphasizing inter-municipal cooperation with the identification of 4 Statements of Regional Interests. The Statements of Regional Interest were endorsed by Council in September 2017.

The four statements are modeled on the statements of provincial interest and are intended to become the basis for managing regional planning issues. The Statements of Regional Interest are as follows:

1. **Settlement** – To ensure an effective, efficient, equitable and a focused pattern of development that will support planned residential growth in response to the needs of the public.
2. **Economic Development** – To encourage the development of the Kings regional economy for the benefit of all communities and residents.
3. **Municipal Facilities** – To ensure the efficient provision of cultural, recreation and other facilities required to service and enhance the lives of all residents in the Kings region
4. **Environmental Protection** – To ensure the protection and enhancement of valued features of the natural environment in the Kings region.

The policies contained in this Strategy have been developed with regard to these Statements of Regional Interest.

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2.1 Growth Centres





Context





The majority of Municipality residents live in Growth Centres – serviced areas in large part, with urban amenities such as central water, sidewalks, and recreation facilities. Growth Centres comprise vibrant neighbourhoods and are local and regional employment and commercial destinations. The continued development of Growth Centres maximizes existing infrastructure investment without imposing on rural areas.

Goal

To provide vibrant, complete communities in Growth Centres with municipal servicing, economic development, a high quality of life and distinct character.

Objectives

THEME	OBJECTIVE
 	<p>To provide a wide range of urban development and business opportunities supported by cost-effective municipal services.</p>
 	<p>To protect agricultural land and rural character by directing development to clearly defined Growth Centres.</p>

	<p>To promote the development of compact, complete communities with accessible and active transportation options.</p>
	<p>To promote energy efficiency in design and infrastructure.</p>
	<p>To support and facilitate active lifestyles and community engagement.</p>
	<p>To preserve historic centres and the traditional urban-rural blend of the region.</p>

General Growth Centre Policies

The Municipality contains twelve Growth Centres, each with its own distinct history, development pattern, and opportunities. Each Growth Centre is described below, grouped in regional clusters. This organization is intended to assist Council in evaluating land availability for development from a regional perspective rather than on a community scale. This represents Council’s intention to conduct growth management on a regional rather than community scale. While the towns of Berwick, Kentville and Wolfville, and the communities of Annapolis Valley First Nation and Glooscap First Nation are not within municipal jurisdiction as their authority is derived from the Provincial and the Federal Governments, respectively. These communities are noted for completeness in assessing the geographic region’s settlement pattern and growth potential. Available Residential Land Schedules of this Strategy (Schedules D1-D5) illustrate the regional clusters, including the Towns of Berwick, Kentville and Wolfville and provide information on land available for housing within the Growth Centres of each cluster.

Some Growth Centres are located within a village. A village is an incorporated area governed by a village commission. Pursuant to the *Municipal Government Act*, villages may provide various services including central water and sewer, snow and ice removal, libraries, and fire and emergency services. Villages do not have legislative capacity to make land use planning decisions; accordingly villages are subject to the MPS. There are seven (7) villages located within the Municipality: Kingston, Greenwood, Aylesford, Cornwallis Square, New Minas, Port Williams and Canning.

Kingston/Greenwood/Aylesford

This cluster contains the Growth Centres of Kingston, Greenwood and Aylesford; each is located within a village. They anchor the west end of the Municipality and provide services to residents of its western area and neighbouring Annapolis County. The main employer and one of the defining cluster developments is 14 Wing Greenwood, the largest air force base in eastern Canada. This cluster features an array of housing types and businesses uncommon outside major cities because of the base and its diverse personnel.

Kingston is the largest Growth Centre in the cluster in both area and population. It has a small commercial core and is the major residential community in the western area of the Municipality. Kingston features extensive natural open space areas, recreation facilities, a golf course, and two schools, among other institutional uses.



Greenwood is located between the banks of the Annapolis and Fales rivers. With the arrival of the Royal Air Force training base in 1940, now 14 Wing Greenwood, the community grew exponentially and has become one of the most prosperous in the region. With the largest shopping mall in the western Annapolis Valley, it is the commercial centre for the broader area.

Though Aylesford is physically removed from Kingston and Greenwood, it is very much a part of the western area of the Municipality. In the years since the decommissioning of the railroad, Aylesford's character has been as a residential community serving the local area. An elementary school, fire department, and several churches are community focal points.

The rate of residential development in this cluster has been variable with no trends either upward or downward. The transitory nature of the population associated with CFB Greenwood and its operations influences housing demand in this cluster.

Berwick to Coldbrook

Berwick is one of only three towns in Kings County. It is unique in that it does not have a central water system (meaning properties source their own water individually through private wells) and it is one of only five municipal units in Nova Scotia to own an electric production and distribution

system. Berwick is known as the “Apple Capital of Nova Scotia” paying homage to the importance of the industry to its development.

While Waterville and Cambridge, are two distinct Growth Centres within the Village of Cornwallis Square (see sidebar), together they compose a significant portion of the Berwick to Coldbrook cluster. Major employers located in this area include Michelin Tire, Kings Regional Rehabilitation Centre, the Nova Scotia Youth Centre and three schools. Combined, they have more employees than there are residents in both Waterville and Cambridge. The new business park and a number of commercial businesses are also located along or near Highway 1. The traditional ‘downtown’ area of Waterville, on Maple Street, has seen many of its commercial buildings converted to other uses as business has migrated towards Highway 1.

Village of Cornwallis Square
The Village of Cornwallis Square originated as four separate rural communities which, through a common need for fire protection, cooperated to incorporate a formal service district. The result is, geographically, the largest of the seven incorporated villages in Kings County. It consists of the urban communities of Waterville and Cambridge, the rural hamlets of Woodville and Grafton, as well as large tracts of mostly agricultural land. The Village was originally incorporated in 1947 and was expanded in the 1960s to include Woodville and area.

The Growth Centre of Coldbrook has grown substantially, both residentially and commercially, since sewer servicing was provided in the community in 1978. Factors such as proximity to major employers in Waterville, Cambridge and Kentville, easy access to Highway 101, a burgeoning commercial sector, and an elementary school in the community combined to make Coldbrook one of the fastest growing communities in Nova Scotia in the 1980s and 1990s.



Population and residential development have slowed somewhat in recent years but Coldbrook continues to be a leader in regional growth.

Located across the Cornwallis River from Cambridge, the Annapolis Valley

First Nation is a part of the Berwick to Coldbrook region. Established in 1880 and with a growing population, this vibrant community boasts a daycare centre, community hall and a medical centre.

Kentville to Wolfville

The largest and most populated area in Kings County encompasses the towns of Kentville and Wolfville as well as the Growth Centres of North Kentville, Centreville, New Minas, and Port Williams. The Growth Centres of New Minas and Port Williams lie within villages, while the Growth Centres of North Kentville, and Centreville are unincorporated communities.

This cluster accounts for approximately one third of the population in the Municipality and is the key business, industrial and residential area. There are several distinct business districts, most notably in Kentville, New Minas and Wolfville, but most of the other communities also have a significant business sector. Industrial uses are centred in the Annapolis Valley Industrial Park in Kentville, but other industrial uses are spread throughout the cluster, along with retail, institutional and residential uses that together form a semi-contiguous urban landscape. Highway 101 is conveniently located in proximity to most of the cluster. The Cornwallis River and the surrounding dykelands are the dominant natural features.



Kentville, the Shire Town of the Municipality, is the administration and business centre of Kings County. Along with a vibrant downtown and residential market, financial institutions, insurance companies, law offices and related business uses are located in Kentville. Government offices and services and the Federal Agricultural Research Station are major employers, as are the many businesses located in the industrial park at the west end of town.

North Kentville is the area located north of the Cornwallis River, abutting Kentville. The Aldershot military base remains a significant feature of the community, though its military role today is reduced. Valley Regional Hospital, the Kingstec campus of the Nova Scotia Community College and an elementary school, as well as several churches and a small commercial sector, are the notable non-residential entities in the community. The closure of the municipal landfill site and the construction of the New Minas Connector Road in the 1980s contributed to North Kentville's appeal, and residential growth has been substantial in the years since.

Centreville, located five kilometres north of Kentville, is primarily a residential community. A number of subdivisions have been developed there since the 1970s, as have several apartment buildings that are popular with seniors. Commercial services are local in nature and most

residents travel to other nearby communities for work. Surrounded by active agricultural land, Centreville offers a community park and a golf course that abuts the southern limit of the community. The population grew substantially in the 1980s and 1990s when new residential activity peaked. Since 2001, the population has varied very little.

The Growth Centre of New Minas is the largest retail centre in the Municipality. Commercial Street (Highway 1) bisects the community and is lined with retail shops, big box stores and shopping centres. With substantial residential development, New Minas is the most populous Growth Centre in the Municipality, also offering top-tier recreation facilities, a golf course, two schools, and a number of institutional and industrial uses.



The Growth Centre of Port Williams is located within a predominantly agricultural area on the shores of the Cornwallis River within a short drive of Kentville, Wolfville and New Minas. This convenient location has contributed to its development as an attractive residential community. Commercial development is limited to small-scale rural retail and business services, but the potential of a reinvigorated waterfront holds some promise for the community to grow as a business and residential

centre. Residential growth has been very consistent in Port Williams over the years, with young families choosing to live in Port Williams due to its proximity to larger urban services and to the elementary school located in the community.

Located adjacent to the Minas Basin, Wolfville boasts a beautiful harbour that has evolved from mercantile activity to a place of tourist and recreational interest. The Town is home to Acadia University which is an important economic and social engine for the region. The Town population doubles each fall with the return of approximately 4,200 full and part-time students to Acadia University. Wolfville acts as a service centre for the surrounding rural and agricultural area and has recently become the hub for an evolving food and beverage industry.

Canning

The Growth Centre of Canning is located within the Village of Canning on the shores of the Habitant River. It is the market and service centre for the northeast part of the Municipality and is one of the most productive agricultural areas in Nova Scotia. Canning contains a traditional commercial district characterized by walkable streets and historic buildings. Two schools, a hockey arena, a park, and a trail system comprise a combined institutional and recreation area at its western edge. The population is likely to remain stable over the coming years, given the community's role as a commercial service centre, and as the site of one of four regional high schools in the Municipality.



Hants Border

The Growth Centre Hants Border is the most easterly community with sewer service in the Municipality. Hants Border lies along the Kings County side of the Kings-Hants county line and is largely residential in nature. Residential housing is an extension of development from Hantsport. Several small farms operate in the area, and with its proximity to Highway 101 as well as several commercial business situate there, residents of Hants Border have access to services outside their own community.

Policy

Council shall:

- 2.1.1 identify the following Growth Centres on Schedule A –Municipal Structure:
- (a) Kingston;
 - (b) Greenwood;
 - (c) Aylesford;
 - (d) Waterville;
 - (e) Cambridge;
 - (f) Coldbrook;

(g) North Kentville;

(h) Centreville;

(i) New Minas;

(j) Port Williams;

(l) Canning; and

(m) Hants Border;

2.1.2 identify Growth Centres as the primary growth areas within the Municipality;

2.1.3 recognize that Growth Centres have characteristics that differentiate them from the surrounding rural areas of the Municipality. These characteristics may include

(a) central sewer services;

(b) central water services;

(c) active transportation corridors;

(d) community facilities;

(e) recreation facilities;

(f) educational facilities;

(g) diverse housing options; or

(h) a concentration of commercial and/or industrial opportunities;

2.1.4 establish detailed and individualized policy direction within the Secondary Plan for each of the Growth Centres of Kingston, Greenwood, Centreville, Coldbrook, New Minas and Port Williams; *(Amended May 2, 2023, New Minas Secondary Plan)*

2.1.5 govern the development of the Growth Centres of Aylesford, Cambridge, Waterville, North Kentville, Canning, and Hants Border through the policies of this Strategy; *(Amended April 19, 2023, New Minas Secondary Plan)*

2.1.6 review existing Secondary Plans and adopt detailed Secondary Plans for Growth Centres giving priority to those Growth Centres that:

- (a) exhibit significant rates of urban growth and development;
 - (b) would benefit from community development planning, including areas that would benefit from more specific plans such as healthy community plans, cultural landscape plans and open space plans;
 - (c) would benefit from enhanced community involvement in planning; or
 - (d) have had significant alterations to the boundaries of the Growth Centre; and
- 2.1.7 permit in each Growth Centre a range of land uses that may include existing agricultural, residential, commercial, and industrial uses.

Growth Centre Boundaries

Definitive boundaries for Growth Centres are required to discourage inefficient development patterns, to provide efficient central water and sewer services, to encourage development of vacant or underused lands, and to protect agricultural lands in rural areas. However, Growth Centres must also offer an adequate supply of land for development to accommodate varied housing types, business enterprise and employment.

Policy

Council shall:

- 2.1.8 place Growth Centre boundaries according to the following criteria:
- (a) ensuring the cluster, including lands within the Towns of Kentville, Wolfville and Berwick, but not necessarily the particular Growth Centre, has an adequate supply of vacant or underused land to provide a variety of residential development opportunities for the next 30 years;
 - (b) minimizing the spread of urban development into agricultural areas;
 - (c) encouraging cost-effective water, sewer, and transportation networks;
 - (d) historic development patterns;
 - (e) aligning, where possible, Growth Centre boundaries with distinct geographic features and natural breaks, such as rivers, floodplains, ravines, natural or agricultural corridors, rights-of-way, and roads to reinforce boundaries between urban and rural landscapes;

- (f) discouraging strip development along major roads that stretch between Growth Centres, in particular Highway 1; and
- (g) aligning, where appropriate, Growth Centre boundaries with political and service boundaries, such as village, municipal and/or General Service Area (GSA) boundaries;

(Amended to remove 2.1.9 May 2, 2023, New Minas Secondary Plan)

Future Growth Centre Expansion Areas

The location and size of each Growth Centre is intended to provide ample development opportunities for the next 30 years. Council recognizes that there may be a need for future expansion if population and economic growth meet or exceed the highest growth projections. Areas identified as appropriate if future urban development is required are described below.

North Alton

South of Kentville, and north of Highway 101, is an area of minimal development in recent years, and forms part of the community of North Alton. There are several small subdivisions and fairly mature strip development along existing roads, with some small business. The area's location near Highway 101 and Kentville makes it a convenient residential locale. In 2008, the Municipality extended central water services to some of the existing subdivisions. The area is not particularly well-suited to high-value forestry or to agricultural activities, so is a sensible location for future urban use should the need arise.

North Cambridge

Both Cambridge and Coldbrook have benefitted greatly from their proximity to the Michelin Tire plant, Kings Regional Rehabilitation Centre, Nova Scotia Youth Facility and Annapolis Valley Regional Industrial Park. Residential and commercial activity increased significantly with this enterprise and, the existing ample and vacant land could accommodate new development in the event of an employment base increase. The area north of the Growth Centre of Cambridge, south of Highway 101 is well-suited as a future expansion area since this area does not consist of high quality agricultural land, and proximity to a municipal sewer treatment plant facilitates sewer service provision.

Policy

Council shall:

- 2.1.10 identify Future Growth Centre Expansion Areas, as identified on Schedule A - Municipal Structure, in order to plan for transportation networks and central service connections ; and

- 2.1.11 collaborate with the appropriate towns, villages, First Nations communities and other regional stakeholders to develop and implement a comprehensive land use plan for any area within a Future Growth Centre Expansion Area being considered for Growth Centre classification;

Development Agreements

- 2.1.12 consider proposals for commercial or industrial development within a Future Growth Centre Expansion Area only by development agreement and with criteria as follows:
- (a) offers significant economic opportunity for long-term employment in the Municipality that associated with the proposal;
 - (b) cannot reasonably be accommodated within an existing Growth Centre; and
 - (c) meets the general development agreement criteria set out in section 5.3 Development Agreements & Amending the Land Use By-law.

Amendments: Future Consideration of Growth Centre Boundary Expansions

The Municipality has conducted extensive study and consultation in establishing the Growth Centre Boundaries indicated on Schedule A – Municipal Structure of this Strategy. The following policy is intended to guide any future consideration of Growth Centre boundary amendments.

Policy

Council shall:

- 2.1.13 periodically review the boundaries of Growth Centres, with any amendments to be in accordance with:
- (a) the Growth Centre Boundaries policies contained in this section;
 - (b) the future Growth Centre Expansion Areas policies contained in this section; and
 - (c) the results of an Agricultural Impact Assessment where a Growth Centre Boundary is proposed to expand to include lands within the Agricultural (A1) Zone. The Agricultural Impact Assessment shall address the following:
 - (i) the impact of the loss of the agricultural lands on the farming industry in the Municipality;

- (ii) the economic impact of the loss of agricultural land to the economy of the Municipality;
- (iii) the quality of the soils lost from active and potential agricultural production;
- (iv) the impacts on adjacent farms; and,
- (v) any other consequences identified by Council.

2.2 Rural Areas

Context

Over 80 per cent of the lands located within the Municipality are outside of Growth Centre boundaries and have agriculture or resource extraction uses with limited residential and commercial uses on the coast and around freshwater lakes. Rural areas are primarily large tracts of uninterrupted land and are characterized as working landscapes that support the agricultural and resource extraction industries. The character of the Municipality as a whole is strongly linked to the character of the rural areas.

The rural areas also include small clusters of residential, commercial and industrial development, formerly known as Hamlets, that are intended to provide opportunities for rural living and supporting services such as agriculture and resource extraction. Council does not support significant expansions to the developed area in these locations.











The health of the rural areas is essential to the health and economy of the Municipality. The rural areas, specifically the agricultural and resource areas, are significant economic drivers in the agricultural, forestry, aggregate extraction, and renewable energy generation industries. The rural areas also contain sensitive environmental features such as rivers, lakes, wetlands, and dykelands that provide ecological services such as the provision of habitats for Species at Risk, pollutant filtration, erosion prevention and groundwater replenishment.

Goal

To identify lands where the existing rural character, ecological value and economic functions of rural areas is protected.

Objectives

THEME	OBJECTIVE
	<p>To minimize development opportunities for uses for Growth Centres.</p>
	<p>To restrict residential developments in agricultural areas by providing a variety of development opportunities within Growth Centres; and To encourage and promote agricultural activities in areas identified as having agricultural capability.</p>
	<p>To maintain the rural character of the landscapes; and To protect sensitive natural features from development pressures.</p>
	<p>To minimize the creation of new public roads in rural areas; and To use the existing rural road network efficiently and provide opportunities for recreational trails.</p>
	<p>To promote the development of renewable energy sources within the rural areas.</p>
	<p>To foster industry that increases the viability of and supports rural businesses.</p>
	<p>To increase access to locally-produced food.</p>
	<p>To maintain the rural character and landscape of areas outside of Growth Centres as part of the region’s cultural identity.</p>

Policy

Council shall:

- 2.2.1 identify areas located outside of Growth Centres as rural areas on Schedule A – Municipal Structure. These areas are intended to contain primarily agricultural and resource uses and their related industries, rural commercial uses, rural industrial uses, recreational uses, renewable energy uses, and limited residential development;
- 2.2.2 establish and enable the following Rural Zones common to the Agricultural and Resource Designations in the Land Use By-law:
 - (a) Rural Commercial (C4): lands zoned for commercial uses serving rural industries, visitors, and residents to locate and expand in rural communities;
 - (b) Rural Industrial (M3): lands zoned to include existing industrial businesses and areas intended to contain industrial businesses that require large tracts of rural land, industries that support agricultural and resource uses including, but not limited to, agricultural processing and sawmills and industrial uses that need to be well separated from residential uses; and
 - (c) Highway Commercial (C5) Zone: a description of this zone is in policy 3.2.2;
- 2.2.3 permit household livestock uses in all zones enabled in the Resource, Agricultural and Shoreland designations, with the exception of within the Lakeshore Residential (S1) Zone. The scale of such uses shall be limited based on the lot area and the zone;
- 2.2.4 limit development on lots without frontage on public or private roads in existence on November 21, 2019; *(amended April 13, 2022, File 21-02)*
- 2.2.5 recognize former Hamlets as existing areas of clustered development and limit the expansion of these areas; and,
- 2.2.6 implement setbacks, coverage, and buffering controls to ensure that large tracts of undeveloped rural land are maintained.

Rural Commercial (C4) Zone

There are a number of established businesses in the rural areas that provide services to those communities, such as gas bars, convenience stores and restaurants. Many businesses are located at historic stopping places and near schools or community centres, and some cater to both the local population and visitors. Existing rural commercial uses shall be placed within this zone, however, due to the unpredictable demand for these uses, additional lands shall not be pre-zoned Rural Commercial (C4).

Policy

Council shall:

- 2.2.7 zone as Rural Commercial (C4) areas with existing rural commercial businesses and areas intended to contain commercial businesses serving the rural community and visitors; and
- 2.2.8 restrict uses that are not related or complementary to agricultural or resource uses.

Rural Industrial (M3) Zone

Rural industry such as agricultural processing, warehousing, sawmills and other related uses are intended for the Agricultural and Resource Designations. Other industrial uses indirectly connected to agriculture, such as uses that service rural businesses and residents may also be permitted in the zone. Existing rural industrial uses shall be placed within this zone, however, due to the unpredictable demand for these types of uses, lands shall not be pre-zoned Rural Industrial (M3).



Policy

Council shall:

- 2.2.9 zone as Rural Industrial (M3) areas with existing industrial businesses and areas intended to contain industrial businesses that require large tracts of rural land or need to be well separated from residential uses; and
- 2.2.10 establish lot size, setback, and screening controls to adequately buffer rural residents from industrial uses.

Amendments

Anticipating siting rural commercial and industrial businesses can be difficult. While areas within the Rural Commercial (C4) Zone and Rural Industrial (M3) Zone will provide some opportunities, Council recognizes that these uses may wish to locate in other appropriate places either through new development or the reuse of existing structures.

Policy

Council shall:

- 2.2.11 consider proposals to rezone lands within the Agricultural Designation or Resource Designation from any other zone, except lands within the Agricultural (A1) Zone, to the

Rural Commercial (C4) Zone. In evaluating such proposals, Council shall be satisfied that the proposal:

- (a) limits the rezoning area to the size reasonably required to accommodate the proposal, including any proposed phasing;
- (b) meets any specific rezoning criteria in the designation applicable to the lot. For the Agricultural Designation, the criteria are in section 3.4 and for the Resource Designation, section 3.6; and
- (c) meets the general criteria for amending the Land Use By-law set out in section 5.3 Development Agreements and Amending the Land Use By-law; and

2.2.12 consider proposals to rezone lands within the Agricultural Designation, except lands within the Agricultural (A1) Zone, or the Resource Designation from any other zone to the Rural Industrial (M3) Zone. In evaluating such proposals, Council shall be satisfied that the proposal:

- (a) will not negatively impact nearby agricultural operations or contribute to undue conflict with rural residents;
- (b) limits the rezoning area to the size reasonably required to accommodate the proposal, including any proposed phasing;
- (c) meets any additional rezoning criteria in the designation applicable to the lot. For the Agricultural Designation, these are in section 3.4 and for the Resource Designation, section 3.6; and
- (d) meets the general criteria for amending the Land Use By-law set out in section 5.3 Development Agreements and Amending the Land Use By-law.

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2.3 Infrastructure

Context

Municipal infrastructure, including water, sewer and road servicing, is critical to the economic and social health of communities. The Municipality is increasingly taxed in this regard, and Council aims to focus on sustainability through methods to renew aging infrastructure.

The Municipality has a widely dispersed infrastructure network with discrete systems that serve low-density scattered development. By restraining urban sprawl and encouraging higher density development along existing infrastructure, municipalities can increase the cost-efficiency of infrastructure provision. The Municipality's current policy framework must support more connected and compact development to remain sustainable with densities and construction patterns that optimize existing infrastructure.



Regulatory requirements for water utilities are increasingly stringent, demanding more labour, system testing and monitoring, with operating costs therefore increasing. Similarly, sewer infrastructure is more costly due to geographic constraints and regulatory requirements, and both capital and operating costs are rising.







Council will focus on infill development within existing serviced areas and will enable alternate technologies and service delivery options to maximize sustainability of the Municipality's water and sewer infrastructure.

Council intends to upgrade and redesign the existing transportation network, including introducing and expanding active transportation options and public transit.

Goal

To construct and maintain high quality, strategically located, and sustainable infrastructure to service the Municipality.

Objectives

THEME	OBJECTIVE
	<p>To make effective use of existing infrastructure located within Growth Centres.</p>
	<p>To minimize inefficient development patterns and residential development in agricultural areas.</p>
	<p>To minimize inefficient development patterns into rural areas; and To integrate natural areas within developed areas, emphasizing low-impact drainage practices.</p>
	<p>To maintain a reliable and accessible transportation network; To provide greater transportation options with active transportation infrastructure within and between Growth Centres; and To efficiently use transportation infrastructure by encouraging greater development densities along transit routes and major transportation routes.</p>
	<p>To provide reliable and fiscally sustainable infrastructure.</p>
	<p>To provide safe and reliable public drinking water; and To promote active lifestyles, while also reducing vehicular air pollution by offering active and alternative modes of transportation.</p>

Growth Centre Policy

Council has directed urban development to specific areas termed Growth Centres from the outset of land use regulation, in order to protect agricultural land and to maintain efficient infrastructure. This approach has helped protect agricultural land and has also encouraged the development and maintenance of efficient infrastructure networks. This is ever more vital as

costs rise, and Council intends to continue to direct urban development to existing Growth centres to maximize infrastructure efficiencies.

Policy

Council shall:

- 2.3.1 permit the development of new publicly-owned and publicly-maintained roads, water and sewer services and sidewalks only within Growth Centres. In addition, Council may also permit:
 - (a) new public roads in the Country Residential (A4) zone; *(Amended October 1, 2024, File P21-01)*
 - (b) the extension of municipal sewer services outside of Growth Centre boundaries only through the adoption of, or an amendment to an existing, wastewater management district by-law passed by Council; and
 - (c) infrastructure needed in any location to address a health and safety issue;
- 2.3.2 encourage the development of higher density communities in Growth Centres that permit various housing types to increase the efficiency and cost-effectiveness of municipal sanitary sewer and water servicing;
- 2.3.3 permit active transportation infrastructure to connect Growth Centres to each other and to other points of interest, consistent with the transportation policies of this Strategy;
- 2.3.4 permit public transit facilities that support inter-regional routes;
- 2.3.5 consider alternative technologies and service delivery options, where traditional infrastructure provision is technically or financially inefficient; and
- 2.3.6 permit infrastructure that supports the economic development objectives of this Strategy.

Central Water and Sewer

Central water and sewer services are provided in various areas and by several providers. Some areas have access to both, while others access only central sewer services. The Municipality owns and operates 11 sewage treatment plants and one water utility. Villages play an important role, with some providing both central water and central sewer services and others providing central sewer. The Municipality and the Village of New Minas cooperate with the Town of Kentville to maintain a



regional sewage treatment plant located in New Minas. In addition, water services from the Town of Kentville supply parts of the Municipality and sewer services from the Town of Wolfville have been extended into small areas of the Municipality to address health and safety issues.

Council recognizes that use of existing services is cost-effective, and will require development to use central services in most cases where they are available.

Council also recognizes that many areas do not have central water servicing. Council will evaluate whether there is sufficient ground water available to service new proposals before permitting the development.

More specific policies for some areas are in the Secondary Plans of this Strategy.

Policy

Council shall:

- 2.3.7 require new development to use existing water and sewer services where available;
- 2.3.8 permit linear water and sewer facilities and associated infrastructure in all zones. However, Council shall permit office buildings, maintenance facilities and storage buildings associated with a utility only in zones where similar uses are permitted; and

Development Agreements

- 2.3.9 consider only by development agreement, proposals that use alternate services , and only if the proponent demonstrates that the proposal is more fiscally and environmentally sustainable than connecting to existing services.

Drainage/Stormwater Infrastructure

Stormwater management issues have come to the fore in urban areas. Stormwater Management is the practice of controlling and mitigating the effects of naturally-occurring runoff patterns that have been disrupted by development. The objective is to ensure, through a variety of methods and techniques, that disrupted discharge or runoff does not threaten or damage homes, businesses, and infrastructure and is returned to the natural ecosystem. Until recently, stormwater management was an exercise in controlling the natural environment through heavy reliance on human-made infrastructure such as storm sewer systems and open ditches or channels. However, there are physical and financial benefits to preserving natural systems when compared to the escalating costs of building and maintaining artificial systems. Stormwater management issues are expected to be aggravated by climate change. Many natural features can be adapted to permit greater groundwater recharge, which is important considering the present reliance on groundwater sources for drinking water. This philosophy informs Municipal flood minimization and stormwater management policies.

Areas requiring a tailored approach to managing drainage and flooding issues are addressed in the Secondary Plans of this Strategy.

Policy

Council shall:

- 2.3.10 establish watercourse setback requirements to reduce drainage issues and drainage infrastructure damage;
- 2.3.11 require drainage plans for proposals involving development of new municipal infrastructure; and
- 2.3.12 require new developments to preserve and integrate existing natural drainage features into all drainage plans and/or to include low-impact development drainage features where practical.

Transportation

A community that has active transportation options can reduce energy use, promote healthy and active lifestyles, reduce obesity and diabetes, and contribute to the development of a superior community.

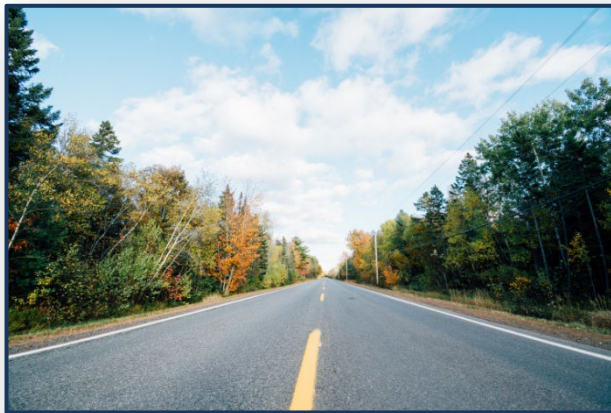
While a reliable and efficient road network is essential, Council's approach to transportation planning is focused on providing more sustainable options such as walking, cycling, and public transit. Transportation planning will be linked to land use planning, prioritizing connectivity both

within and between Growth Centres, with attention to the quality of sidewalks, walking paths, and bike lanes along roads and through neighbourhoods.

Roads

In 2012, the Municipality partnered with the towns of Kentville, Wolfville, and Berwick to undertake the first regional road assessment that identified current network constraints, reviewed planned improvements, evaluated future growth capacity, and reviewed current standards and policies.

The results indicate that the overall road network generally operates well with respect to traffic congestion. There are some bottlenecks within the larger Growth Centres where the existing road infrastructure is undersized for the traffic volume, and certain “pinch” points requiring upgrades to improve traffic service levels at peak hours. Also, the report indicated that consideration of alternate routes will provide redundancy in order to accommodate future development. The



report also identified several areas in the Growth Centres where unchecked development could cause traffic congestion. The message is that Growth Centre development considerations must involve road network planning, in the way of construction of alternate routes, upgrades to existing infrastructure to accommodate alternate transportation modes and use of alternative energy sources for vehicles.

The review of the current road standards for Kings County also indicated that while roads are largely to industry standard, wider rights-of-ways and more robust pavement structures should be provided for new roads to increase life span and improve capacity.

While the 2012 road network assessment focused on car and truck transportation, roads are also key routes for other forms of transportation. Supporting infrastructure for all modes of travel will be emphasized, including the use of traffic calming measures, appropriate signage, good-quality surfaces, cycling infrastructure, and safe and frequent pedestrian crossings.

Policy

Council shall:

- 2.3.13 identify collector roads located within Growth Centres on Schedules C1-C12 - Future Land Use that can support a higher intensity of development. Collector roads are roads that:
- (a) enable travel among different neighbourhoods;
 - (b) often contain streetlights, sidewalks or crosswalks;
 - (c) collect vehicle and pedestrian traffic from a number of local roads; or
 - (d) support multiple modes of transportation
- 2.3.14 encourage the development of complete streets, including the use of traffic calming measures, appropriate signage, good-quality surfaces, active transportation infrastructure including but not limited to sidewalks, multi-use trails, dedicated bicycle lanes, bicycle parking structures, and safe and frequent pedestrian crossings;
- 2.3.15 require streetlights on new public roads, provided the streetlights are owned and maintained by a power utility, the Municipality or another government entity;
- 2.3.16 permit the development of new private roads only within the Shoreland Designation; and
- 2.3.17 make improvements to known constrictions within the road network and adopt improved road construction standards as identified in the 2012 Road Network Assessment or subsequent studies.

Sidewalks

Sidewalks are a key pedestrian infrastructure, providing safety by reducing vehicle conflict. Sidewalks for active transportation use must be convenient, safe and accessible, and connect people to where they live, work, shop, go to school, and play. Sidewalks that are well-designed and maintained also provide reliable access for everyone - especially children, seniors and people with mobility limitations – but come with high construction and maintenance costs. Council will focus the development and improvement of this urban amenity in areas that most need this infrastructure.



Policy

Council shall:

- 2.3.18 install new sidewalks only within Growth Centres;
- 2.3.19 give priority sidewalk installation within Growth Centres as shown on Schedules E1-E10 - Sidewalk Priority in the following locations:
 - (a) along collector roads that connect residential areas with local amenities including but not limited to employment areas, commercial areas, parks, and public transit stops;
 - (b) along collector roads within central business and commercial areas; and
 - (c) along local roads containing a higher than average density of development;
- 2.3.20 consider the installation of sidewalks within three (3) kilometres of all elementary or secondary schools, notwithstanding policies 2.3.1 and 2.3.19; *(Amended October 1, 2024, File P21-01)*
- 2.3.21 give priority to the annual funding and construction of sidewalks, identified in policies 2.3.19 and 2.3.20, in accordance with the following criteria:
 - (a) sidewalks that can be constructed in conjunction with planned road improvement projects;
 - (b) sidewalks that connect or extend existing sidewalks;

- (c) sidewalks that act as a link between active transportation and/or pathway segments;
- (d) sidewalks that build from a centralized location rather than along a periphery;
- (e) sidewalks along roads with greater speeds and/or traffic volumes;
- (f) sidewalks along roads with documented safety concerns or pedestrian/car incidents; or
- (g) sidewalks that service areas with a higher than average residential density; and

2.3.22 require appropriate active transportation infrastructure within new residential subdivisions, subject to the requirements of the Municipal Subdivision By-law.

Pathways

In the Municipality, places to walk that are not along roads are divided into two types: trails and pathways. A ‘trail’ is designed for recreational purposes and takes people along natural and scenic features of the landscape. Trails are generally used for the purpose of recreation as opposed to active transportation since they may not connect people to service destinations. ‘Pathways’ provide efficient intra-community linkages by directly connecting residential subdivisions, roadways, and transportation corridors via a short paved or gravel link between two points. Pathways promote active transportation, as they provide direct, convenient, and safe designated pedestrian and cyclist routes.

Policy

Council shall:

- 2.3.23 prioritize construction of and upgrades to trails and pathways in the following locations:
- (a) along the former rail bed to connect Growth Centres;
 - (b) within and adjacent to areas that connect subdivisions to each other, or to sidewalks, other paths and/or local amenities, including but not limited to employment areas, grocery stores, parks, and public transit stops; or
 - (c) logical, and often already informally used, pedestrian short cut routes; and
 - (d) consistent with the *Active Kings: Active Transportation Plan*; or
 - (e) consistent with any applicable Secondary Plan; and

(Amended May 2, 2023, New Minas Secondary Plan)

2.3.24 require pathways to be incorporated into new residential subdivisions in Growth Centres, in accordance with policy 2.3.23, above.

Public Transit

The rural settlement pattern in the Municipality has produced scattered communities and generally low population density, which is challenging for the provision of public transit. However, the largest communities, historically developed along rail lines and main roads, are aligned in an east-west direction along Highway 1, making transit service more practical in these areas and with the potential for service connection to Halifax. Increasing the links between transit route and land use planning will increase ridership, reduce costs and improve overall transit system efficiency. Council will encourage housing, employment, shopping, and other destinations to locate around key transit routes and Growth Centre hubs.

Policy

Council shall:

2.3.25 permit the greatest mix and density of uses near transit routes and bus transfer areas by controlling Growth Centre boundary and zone placement.

Coordination with Villages

Villages are a form of local government enabled by the *Municipal Government Act*. In general, the powers available to a village are similar to those of a municipality; however, only a municipality has jurisdiction over land use planning and the ability to approve and take ownership of new public roads.

There are seven villages located in the Municipality: Aylesford, Canning, Cornwallis Square, Kingston, Greenwood, New Minas, and Port Williams. Some, such as New Minas, manage a variety of public assets including water and sewer services, recreation facilities and sidewalks, while others rely more on the Municipality. Within the Village of Greenwood, for example, the Municipality owns and maintains the water and sewer facilities. There is overlap between the Municipality and villages with respect to maintenance and infrastructure management, with the Municipality regulating the location and type of development and the villages maintaining the associated infrastructure.



Council recognizes that villages are the level of government most attuned to the needs of community residents. Council intends to work with the villages to coordinate land use and infrastructure planning, deferring to the villages on prioritization of infrastructure maintenance, as the village is responsible for long-term cost management, while acknowledging the Municipality’s interest in coordinating land use planning with village infrastructure to ensure infrastructure capacity to support the desired type of development.

Policy

Council shall:

- 2.3.26 work with the seven villages to coordinate land use and infrastructure planning; and
- 2.3.27 require developers to only construct and/or convey infrastructure including but not limited to sidewalks, streetlights or parks that are the responsibility of a village to maintain, when the village has agreed to such maintenance , or when an alternative arrangement is in place between the Municipality and the village, notwithstanding any other policies in this Strategy.

Antenna Systems

There is substantial community and industry investment in communication technologies worldwide. With the swift rise of wireless communication, community survival is increasingly dependent upon competitive advantages to industry by access to information networks.

The Municipality has experienced an attendant increase in requests to locate large scale antenna systems, especially in areas close to population centres and highways. The ultimate approval



authority of such communication infrastructure is the federal government, through Innovation, Science and Economic Development Canada, or any successor body.

Council supports the siting of antenna systems in appropriate areas, and desires an opportunity to comment on behalf of Municipality residents prior to the development of large scale telecommunications facilities.

Policy

Council shall:

- 2.3.28 encourage all antenna systems requiring federal approval to locate no closer than three (3) times the tower height from a dwelling, school, or hospital;
- 2.3.29 require applicants to submit an application for any new telecommunication facilities requiring federal approval consisting of the following:
 - (a) a non-refundable application fee similar to the standard rezoning fees established by the Municipality;
 - (b) a scaled site plan clearly indicating the location, type and height of the proposed telecommunication facility, on-site land uses and zoning, adjacent land uses and zoning, adjacent roadways, proposed means of access, setbacks from property lines, elevation drawings of the proposed tower and any other structures, topography, parking, and other information required by Municipal Staff;
 - (c) a statement of potential impacts on the surrounding environment (a copy of the Environmental Attestation) to the federal approval body;
 - (d) the setback distance between the proposed telecommunication facility and the nearest residential unit, public open space, school or hospital;
 - (e) authorization from the property owner stating that they are aware of the application and have consented to the proposed location of a telecommunication facility on their property or building; and
 - (f) evidence that the applicant has made a diligent effort to mount the facilities on an existing structure or tower;

- 2.3.30 require a public meeting for any application for a telecommunications facility requiring federal approval, the date of which shall be determined in consultation with the Councillor for the district within which the telecommunication facility is proposed. Notification of the public meeting shall include, but shall not be limited to, the following:
- (a) a notice distributed to those property owners within 1,000 feet (300 metres) of the property where the proposed telecommunication facility is to be located;
 - (b) a sign, which is visible to the travelling public, erected by the applicant on the property where the proposed telecommunication facility is to be located. The sign shall be erected a minimum of two weeks prior to the public meeting and shall include the meeting details and contact information for both the applicant and the Municipality;
 - (c) a notice of the public meeting published in a local paper a minimum of 14 days prior to the meeting;
 - (d) at the meeting the applicant will explain the application and will solicit feedback from the public;
 - (e) following the meeting, the applicant must provide a written submission to Municipal Staff, itemizing the public feedback and detailing how the applicant will address any public concerns raised;
 - (f) Municipal Staff will prepare a report with recommendations for consideration by the Planning Advisory Committee. The Planning Advisory Committee shall forward a recommendation to Council; and
 - (g) Council shall consider the recommendation of the Planning Advisory Committee and give a statement of either support or non-support to the application; and
- 2.3.31 control the location of telecommunications facilities not requiring federal approval through the Land Use By-law regulations for such a use.

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2.4 Environmental Protection

Context

The settlement pattern in the Municipality developed along watercourses and the sea shore, with development and infrastructure consequently in proximity to water. Due to predicted sea-level rise and increased storm severity, this proximity leaves municipal infrastructure and developed areas vulnerable to flood risks, particularly major river floodplains and the Minas Basin shore.








Natural drainage ways such as small streams, wetlands, and ravines are vulnerable to slope failure and localized flooding. These areas are important to protect, as their preservation can help to filter pollutants, provide wildlife corridors, and reduce downstream flooding issues.

Goal

To minimize the impact of development on floodplains, areas with steep slopes, and drainage ways, while also reducing the impact of flooding on residents, property and infrastructure.

Objectives

THEME	OBJECTIVE
 <p>Settlement</p>	<p>To direct development away from areas of high flood risk and steep slopes; and</p> <p>To preserve natural drainage systems.</p>
 <p>Agriculture</p>	<p>To reduce the impact of flooding on agricultural operations and infrastructure.</p>

 <p>Rural and Natural Areas</p>	<p>To preserve natural floodplains and protect watercourses from the impacts of development.</p>
 <p>Economic Development</p>	<p>To reduce the financial impacts of flood damage on business and development.</p>
 <p>Healthy Communities</p>	<p>To minimize property loss and risk to human life caused by flooding.</p>

Environmental Constraints (O1) Zone

The Municipality has a clear mandate to minimize the impact of land uses in areas that are potentially hazardous to development. Such areas include floodplains and wet areas, steep slopes, lands susceptible to subsidence or erosion and water supply areas. Since 1979, the Municipal Planning Strategy has protected these areas by prohibiting nearly all new development. Council intends to continue to protect these identified sensitive areas.

Policy

Council shall:

- 2.4.1 establish the Environmental Constraints (O1) Zone within all designations. Lands located in this zone will include identified sensitive environments that are hazardous for development. It is intended to restrict land uses and development in areas that have an increased risk of flooding, erosion, slope failure or other unique features that cause them to be environmentally sensitive to development pressures;
- 2.4.2 permit in the Environmental Constraints (O1) Zone:
 - (a) agriculture, recreation and utility uses;
 - (b) small accessory buildings; and
 - (c) only new permanent structures related to utilities, recreation and agriculture; and
- 2.4.3 prohibit the altering of land levels, with the exception of minor recontouring related to agriculture, recreation, and permitted development.

Flood Risk

Flooding, by rivers overflowing their banks or by seawater inundation from tides, storm surge or large scale rain events, presents a risk to many areas of the Municipality. Each of the seven villages in the Municipality is located adjacent to a major river. Some of the Municipality's larger unincorporated urban areas, such as North Kentville and Coldbrook, have built-up areas adjacent to, or on, river floodplains. Wolfville is adjacent to the Minas Basin and Kentville is adjacent to the tidally-influenced Cornwallis River. Berwick may be affected by possible changes to the drainage character of the Cornwallis River. Parts of Kentville, Wolfville, Canning, New Minas, and Port Williams are located behind dykes and are subject to the compound hazard of a dyke breach.



There are almost 50 kilometres of dyke walls in Kings County that protect over 3,500 hectares of farmland and developed areas. In the late 1600s the Acadians built the dyke walls to create and protect farmland, which, over time, have also come to protect considerable buildings and municipal infrastructure. While not ideal, occasional flooding of farmland from dyke wall failure may be tolerable, but the risks to buildings and costly infrastructure pose a larger concern, and that risk is exacerbated by climate change being likely to produce more frequent severe weather events.

Mapping prepared by the Applied Geomatics Research Group (AGRG) in 2012 identifies parts of the Municipality that are at risk of overland flooding or ocean storm surge. While flood risk areas have been identified, updated, and designated since 1979, this mapping information is updated, refined and based on more recent science. It uses a 1-D-cross-section-based hydrodynamic model (Mike 11 from the Danish Hydraulic Institute) to simulate watershed runoff. For zoning and administrative purposes, this 2012 flood risk mapping has been further advanced to remove small and isolated gaps representing small hills or depressions.

Given the high level of risk from flood and storm surge it is necessary to restrict development, or require flood resistant construction, on all identified lands, which include two categories as follows:

- (1) lands identified as floodplain by the Municipality since 1979 and continue to be so identified by the 2012 AGRG mapping

- (2) lands that are newly identified as floodplain by the 2012 AGRG Mapping

Council intends to maintain the strict development limitations on lands identified as being within a floodplain since 1979, or that have been identified as flood risk areas through local knowledge of property owners. However, on lands newly identified as being within a floodplain by the 2012 mapping, Council will provide some flexibility, especially in built-up areas, to recognize the existing development patterns and the hardship of strict limitations to property owners.

Policy

Council shall:

- 2.4.4 zone as Environmental Constraints (O1) lands that were located in the Environmental Open Space (O1) Zone prior to November 21, 2019, and were identified as flood risk areas by the 2012 AGRG mapping. The following adjustments to these areas have been incorporated:
- (a) the removal of small and isolated hills or depressions;
 - (b) in Coldbrook and New Minas, the exclusion of areas previously zoned Environmental Open Space (O1) around small watercourses that are now adequately protected by a required watercourse setback;
 - (c) the inclusion of all protected marshlands as identified by the Provincial Department of Agriculture;
 - (d) the inclusion of areas with existing development where there is evidence to support previous zone boundary adjustments; and
 - (e) the inclusion of areas identified as a flood risk area through local knowledge;
- 2.4.5 create an Environmentally Sensitive Area (ESA) Overlay and apply it to lands that were not previously located within an Environmental Open Space (O1) Zone, but were identified as flood risk areas by the 2012 AGRG mapping. This overlay also includes generalized areas with steep slopes greater than 20 per cent, around watercourses, and where development could contribute to erosion, sedimentation and flooding issues. This overlay is intended to provide flexibility regarding recognition of pre-existing development patterns and the hardship of strict limitations to property owners;
- 2.4.6 within the Environmentally Sensitive Area (ESA) overlay:
- (a) require new structures to incorporate flood resistant building techniques;

- (b) require engineered design, to the satisfaction of the Municipal Engineer, for development that requires land level alteration; and
 - (c) require uses permitted in the underlying zone to meet the requirements of the Environmentally Sensitive Area Overlay as contained in the Land Use By-law (*Amended October 1, 2024, File P21-01*); and
- 2.4.7 not consider proposals to adjust the placement or boundary of the Environmental Constraints (O1) Zone without an amendment to this Strategy unless the purpose of the adjustment is to increase the area within the Environmental Constraints (O1) Zone, since this area has been earlier established and was confirmed by the 2012 AGRG mapping.

Watercourse Protection

Healthy watercourses are key indicators of environmental health. Ensuring watercourses are properly buffered from development is essential to protect the environment and maintain natural drainage systems. Buffering can also reduce development exposure to erosion or slope failure.

Policy

Council shall:

- 2.4.8 regulate the separation distance between developments and watercourses, including increasing separation distances for uses that may create a higher risk of watercourse contamination, to protect watercourses from development; and
- 2.4.9 regulate the maintenance of buffer areas in order to minimize erosion and naturally filter potential pollutants where practical, including increasing buffering requirements for uses that may create a higher risk of watercourse contamination.

Wetlands

Wetlands are critical landscapes that provide ‘ecological services’ such as pollutant filtration, erosion prevention, coastal protection from storm surges, and groundwater replenishment. Wetlands are also highly productive ecosystems that are home to a diverse range of plant and animal species.

The abundance of rivers and lakes in the Municipality house numerous wetlands that are of great local importance. Provincial policy protects these wetlands by requiring approvals for wetland alterations, based on overall size. The Province also has an objective of no ‘net loss’ of wetland, meaning that any destruction of wetland must be offset by wetland restoration elsewhere, or by

the protection of special wetlands. The *Nova Scotia Wetland Conservation Policy* also includes objectives to promote wetland stewardship, promote the long-term net gain of wetlands, and encourage the use of buffers between development and wetlands.

Council values wetlands while also recognizing that the Province is leading wetland preservation efforts. Council will support provincial efforts by sharing information and considering wetland preservation goals when establishing, changing, and implementing land use controls.

Part 4, Secondary Plans, contains more specific policies concerning the protection of wetland areas.

Policy

Council shall:

- 2.4.10 implement processes and procedures intended to inform developers of the Province’s wetland preservation policies;
- 2.4.11 consider the protection of wetlands when evaluating applications to amend the Land Use By-law or enter into a development agreement; and
- 2.4.12 zone as Environmental Constraints (O1) significant wetlands that are located within the Growth Centre of Kingston.

The issue of wetland protection is especially relevant in Kings County because the Southern Bight wetland complex on the Minas Basin is designated as a Wetland of International Importance under the Ramsar Convention on Wetlands. This area, which stretches from Medford to Avondale in Hants County, is also listed as an Important Bird Area by BirdLife International.

2.5 Economic Development

Context

The Municipality has a rich history, varied geography and ideal climate, with an economy that was historically driven by agriculture, but has evolved to be much more varied. These factors combine to create an attractive place to live and to do business, fostering a stable population and diverse economy.






Within easy commuting distance of Halifax Regional Municipality, Kings County has the second largest population base of the Counties on mainland Nova Scotia – a mix of urban and rural living and a cultural hotbed for visual and musical arts and theatre. The communities, villages and towns composing Kings County each contribute meaningfully to a vibrant retail and business sector. The anchor industries of Kings County are 14 Wing Greenwood, Michelin Tire, Acadia University, and the Kentville Agricultural Research Station, along with the industries combining to form the agriculture and tourist sectors, are all key contributors to the economic base.

Home-based businesses present an opportunity for economic growth while enriching residential neighbourhoods. Council has also developed a new business park to transition the former Municipal Airport lands from aviation-related industries to more varied industrial uses, and will support development at key highway interchanges along the well-travelled Highway 101 for highway commercial uses.

Goal

To sustain the Municipality's diverse economic base, and encourage entrepreneurship and innovation.

Objectives

THEME	OBJECTIVE
	<p>To provide diverse opportunities for businesses to locate and expand in communities, including home-based business, retail destinations, and business parks.</p>
	<p>To encourage agri-business expansion and innovation, including agritainment and value-added processing.</p>
	<p>To facilitate and promote outdoor recreation and eco-tourism opportunities that take advantage of our natural and scenic assets.</p>
	<p>To cultivate a resilient economy, supporting business development while maintaining environmental awareness.</p>
	<p>To promote arts and cultural assets, including local artists and heritage and cultural destinations.</p>

Business-Friendly Policies

Businesses have diverse location, infrastructure, and building needs, ranging from water and sewer capacity to fibre optic technology, and from transportation corridors to lands for storage and parking. Land use development regulations inform business decisions to expand, move, or locate in an area, and can likewise create barriers to business enterprise.

Council will provide sufficient space and opportunity for diverse businesses to locate and expand, while also ensuring regulations are relevant and facilitate new enterprise.

Policy

Council shall:

- 2.5.1 ensure that there are sufficient development and redevelopment opportunities to accommodate future business growth in the Municipality when establishing, placing, and changing the location of commercial, industrial, agriculture, and resource zones;

- 2.5.2 encourage the development of new businesses ranging in breadth and scale;
- 2.5.3 facilitate innovation by supporting new businesses not previously contemplated in appropriate locations either as home-based businesses or stand-alone commercial enterprises;
- 2.5.4 promote the Municipality as a superior location for new businesses; and,
- 2.5.5 encourage business associations and merchants to engage in cooperative efforts to enhance and revitalize all or parts of commercial areas. Council intends to support community initiatives where possible in its by-laws.

Home-based Business Policies

Council supports home-based businesses that enhance the residential neighbourhood and do not detract from commercial development. Council views home-based businesses as:

- financially supporting either rent and utilities or home ownership;
- providing convenient employment opportunities for those with physical challenges or home care responsibilities;
- facilitating self-employment and promoting entrepreneurship and innovation;
- providing a range of opportunity for business, education, recreation and the arts;
- reducing commuting and energy resources ;
- providing a diverse and stable economic base;
- providing efficient use of existing buildings, especially larger, older homes;
- allowing business growth and development to facilitate transition to commercial premises; and
- providing for essential services and amenities within more remote, rural areas.

Council recognizes the benefits of home-based businesses for residents and for the municipal economy and promotes maintenance of the residential character of neighbourhoods and the viability of commercial core areas.

Policy

Council shall:

- 2.5.6 permit home-based businesses in all zones that permit residential development. To provide various opportunities while ensuring scale limitations and integration into residential neighbourhoods, the Land Use By-law shall contain provisions that:
 - (a) permit home-based businesses as uses accessory and incidental to all dwellings provided they are located on a public road;

- (b) require the operator of the home-based business to live in the dwelling;
- (c) limit the number of employees who do not live in the dwelling;
- (d) limit the range of business uses to those that will not have an undue impact on the neighbourhood due to noise, fumes, traffic volumes, parking, and other potential hazards;
- (e) permit an increased range of sizes and uses depending whether the lot has frontage and access to a collector road; and,
- (f) require changes to the exterior of the building to be compatible and consistent with the character of the existing neighbourhood;

Development Agreements

2.5.7 consider, only by development agreement, in all zones that permit residential development new or expanded home-based businesses, uses not considered to be home-based businesses, or expansions to established home-based businesses beyond the size limits permitted as-of-right provided the proposal:

- (a) is for a use that will not unduly impact the neighbourhood due to noise, fumes, traffic volumes, parking and other potential hazards;
- (b) continues to be limited to a scope, scale and design that is compatible with surrounding residential uses; and
- (c) meets the General Development Agreement requirements set out in section 5.3 Development Agreements and Amending the Land Use By-law.

Agri-Business Policies

The rich farmlands of the Municipality continue to support the most successful agricultural region of Nova Scotia. Both primary and value-added agriculture are key to the Municipality’s cultural heritage and continue to be vital economic drivers for the Municipality. Many new residents and tourists come to the Annapolis Valley because of its beautiful landscape, amenities, and way of life, all of which are directly tied to the agricultural resource.



The Municipality is a leader in agri-business and agricultural research, providing opportunities for industry and research institutions to capitalize on this concentration of resources and to promote advancements in business, research, and technology.

Policy

Council shall:

- 2.5.8 prioritize agriculture, agri-business, and value-added processing within appropriate locations;
- 2.5.9 enable municipal sewer services extension only by adoption of, or amendment to an existing, wastewater management district by-law; and
- 2.5.10 promote and encourage the establishment of new and expanded agriculture, agri-business, and value-added processing in the Municipality.

Tourism Policies

The Municipality is fortunate to be a tourism destination, offering the pastoral beauty of the Annapolis Valley, rugged mountain plateaus and the spectacular Bay of Fundy. Kings County is also home to many historical sites and has an open and friendly population that supports cultural diversity and vibrant entertainment and culinary scenes. Proximity to Halifax, the largest population centre in Atlantic Canada with a major cruise-ship port and international airport, is also a tourist asset. Continued growth and prosperity in the sector depends on increasing demand, adapting to changing trends, and a regulatory regime that is supportive and flexible.

Council encourages tourism-related business development. Urban areas will continue to be a commerce centre to serve visitors to the Municipality, while maintaining a balance in rural areas between the resource-based land uses and their value as a tourism asset. To that end, Council will provide flexibility for tourism-oriented businesses in terms of location and expansion and will also impose limits on the type, location and scale of these uses to minimize conflict and protect the rural landscape and natural features that are key to their appeal.



Policy

Council shall:

- 2.5.11 permit a variety of opportunities for visitor-oriented businesses in locations and at a scale consistent with the intent of the zones enabled within the Agricultural, Resource, and Shoreland Designations as well as the Historic Hamlet of Grand Pré (A5) Zone;
- 2.5.12 encourage and promote opportunities for visitor-oriented businesses in the Municipality; and,

Development Agreements

- 2.5.13 consider only by development agreement within the Agriculture, Resource, and Shoreland Designations, with the exception of in the Agricultural (A1) Zone, proposals for visitor-oriented developments not permitted as-of-right. In evaluating development agreements, Council shall be satisfied that:
 - (a) the proposal is oriented to visitors or the travelling public, such as, but not limited to, lodging, restaurants, events venues, or other type of special attractions;
 - (b) the subject property has a lot area that can appropriately accommodate the proposed use, any accessory uses and structures, parking areas and required infrastructure;
 - (c) the site facilities are adequately buffered and/or separated from surrounding residential dwellings (other than a residential dwelling occupied by the operator) to mitigate negative impacts associated with noise, light, and other visual impacts;
 - (d) if the proposal is for a lot located on a lake within the Shoreland Designation, Council shall be satisfied that:
 - (i) that the use is directly related to lakeshore activities;
 - (ii) access to the subject property is directly from a public road either by public road frontage or exclusive access from a public road by easement or other registered access;
 - (iii) the lot is of adequate size to ensure buffering between uses enabled through the development agreement and neighbouring properties;
 - (iv) access recorded on the parcel register to the lakefront or coast shall be required for proposals located on back lots;

- (v) the proposal will not negatively impact lake health;
 - (vi) if the proposal is on a lakeshore, that native vegetation, particularly on the lands closest to the water's edge, has been preserved or restored as much as possible;
 - (vii) the proposal has been designed to reduce, slow and filter surface water runoff;
 - (viii) parking areas are designed to include only the parking required for the uses on the subject property; and
- (e) if the use is a listed permitted use, the condition(s) that prevent the proposal from being permitted as-of-right in the designation is addressed by development agreement including, but not limited to, enhanced buffering and the positioning and design of buildings and structures; and
- (f) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements & Amending the Land Use By-law.

Industry

Industrial activity in the Municipality is diverse, in large part involving agricultural processing, but with the single largest operation being the manufacturing operations of Michelin Tire. Proximity to Halifax, with its container port, international airport, and rail links permits efficient and expedited shipping and goods transportation to market and is supported by a number of large trucking companies based in the Municipality.

The Municipality also has a long history in the forestry, fishing, and aggregate extraction industries. In addition, renewable energy has been increasingly recognized as a valuable resource, and large, commercial-scale renewable energy “extraction” has become industrialized with requirements similar to traditional resource industries.



Land earmarked for development within the Annapolis Valley Regional Industrial Park is limited, as Municipal wells belonging to the Town of Kentville are located in the area and land uses within wellfield recharge areas are restricted.

In order to retain existing industrial uses and attract new industries to the Municipality Council will develop supportive and flexible land use regulations that support industry in appropriate locations that consider resource needs, transportation requirements, wellfield locations, and nearby land uses.

Policy

Council shall:

- 2.5.14 ensure there are sufficient development and redevelopment opportunities to accommodate future industrial development when establishing, placing, and changing the location of zones intended for industry;
- 2.5.15 give priority to resource-based industries in the Resource Designation by implementing flexible land use regulations, and ensuring there is sufficient space for resource-based industries to locate without risk of conflict with residential uses; and,
- 2.5.16 encourage consultation with the towns and villages when new potable water wells are established in Growth Centres that may impact the continued operation and development of new industrial uses.

Education

Kings County is fortunate to have select educational facilities. In addition to Acadia University, the Nova Scotia Community College (NSCC) Kingstec campus in Kentville offers innovative post-secondary training programs in trades and technology. A skilled workforce is a cornerstone of economic development and innovation. Since 1991, Municipality residents who hold either a post-secondary certificate or a university degree are on a steady increase. According to the 2016 Census, more than 50 per cent of the population has earned one or both while only 43 per cent could claim the same distinction in 1991.



Several zones are intended to accommodate public and private educational developments; however, Council acknowledges that an otherwise appropriate proposal may not be permitted as-of-right due to scale, design, or location.

Development Agreements

Council shall:

- 2.5.17 consider only by development agreement in all designations and zones, proposals for permitted educational facilities that cannot meet zone standards. In evaluating development agreements, Council shall be satisfied that:
- (a) the condition(s) that prevents the proposal from being permitted as-of-right in the designation is addressed by the development agreement including but not limited to enhanced buffering and the positioning and design of buildings and structures; and
 - (b) meets the general development agreement criteria set out in section 5.3 Development Agreements & Amending the Land Use By-law.

Camp Aldershot and 14 Wing Greenwood

The Municipality is home to two military bases. Both 14 Wing Greenwood and Camp Aldershot are central contributors to the economy and social fabric of the Municipality. The economic impact of the military is considerable and land use regulations must address the unique needs of this sector. The Municipality shares infrastructure with the bases but has no direct control over how the federal land is developed and used. Land use decisions in relation to proximate lands can impact military operations and Council intends to be sensitive to this and support military investment in the Municipality.

The Department of National Defence has signed into law *Greenwood Airport Zoning Regulations (1996)* to address the potential effects of development near airports, and mitigate land use conflicts in relation to 14 Wing Greenwood's operations. The three (3) key areas regulated are: exclusion zones restricting structure height, noise exposure



forecasts with corresponding development restrictions, and bird hazard zones that restrict certain land uses that may attract birds.

Policy

Council shall:

- 2.5.18 limit development permitted adjacent to the airport, particularly in areas located within NEF 35 and above, and not consider proposals for development agreements or amendments to the Land Use By-law intended to increase the development of sensitive uses within NEF 35 and above;
- 2.5.19 restrict the height of structures in the vicinity of 14 Wing Greenwood in accordance with the *Greenwood Airport Zoning Regulations*;
- 2.5.20 restrict land uses that may attract birds including, but not limited to, sanitary landfills, food garbage disposal sites, sewage lagoons, and open water storage reservoirs, in accordance with of the *Greenwood Airport Zoning Regulations*; and
- 2.5.21 engage in consultation with representatives from 14 Wing Greenwood and Camp Aldershot when developing Municipal by-laws and policies that may have an impact on their operations, and to minimize and mitigate, where reasonable, land use conflicts with Base operations.

2.6 Drinking Water

Context

Every household, school, business and industry in the Municipality depends on groundwater as the primary water source. All other development considerations are secondary to safe and reliable water, as its supply is essential to public health and community stability. The quality and quantity of water is a key indicator of sustainable development, and therefore of a viable social and economic base.

Through the Municipal Planning Strategy, Council will protect both this vital resource and the public investment in central water supply and distribution services, through a combination of education, promoting awareness of water supply issues, public acquisition of critical lands, Land Use By-law regulations, and ministerial orders to protect wellfields and recharge areas. There is no single public entity charged with groundwater supply and distribution management, so Council must employ an approach applicable to an array of existing water supply and delivery systems, with individual, technical and administrative challenges. Moreover, Council will continue to encourage the Province to implement a Nova Scotia Water Resource Management Strategy.

Water Facts:

Only 3% of Earth's water is fresh water. 97% of the water on Earth is salt water.

68.7% of the fresh water on Earth is trapped in glaciers.




30% of fresh water is in the ground.

1.7% of the world's water is frozen and therefore unusable.

Goal

To protect, maintain and enhance the quality and quantity of groundwater resources for future generations.

Objectives

THEME	OBJECTIVE
	<p>To provide reliable and safe drinking water supplies to residents and businesses.</p>
	<p>To encourage responsible water access and use by residential, commercial and industrial stakeholders.</p>
	<p>To minimize risks of ground water contamination from inappropriate land uses.</p>

General Groundwater Protection Policies

The quality of groundwater supply is directly linked to surface activities. As water filters from the surface into the ground it can carry pollutants, bacteria, or other toxins from both natural sources and human activities. The risk a particular activity presents to a groundwater extraction well is characterized by how long it would take for a contaminant to seep through the ground into the wellhead. This is referred to as “time of travel”. Depending on the underlying geology, the time of travel generally increases (and the risk decreases) farther away from a wellhead.

Certain human activities carry a particularly high risk to groundwater supply, such as dry cleaning activities or the bulk storage of solvents, fertilizers, and hydrocarbons. This section restricts land uses that pose an unacceptable risk to groundwater through the use of “overlays” that correspond to varying degrees of risk. These overlays were developed through a series of commissioned groundwater management plans that used test well yield data, local geology, hydrogeologic characteristics of the local aquifer, projected water demand, and



estimated aquifer recharge rates to model the time of travel to each wellhead.

The success of land use control measures requires a balancing of groundwater protection for the public good and for new growth and development, with protection of the investment made by property owners in existing development. Council may consider expansion or redevelopment of existing development that, due to potential contamination risk, would not otherwise be permitted. Such development will be evaluated in terms of actual risk of groundwater contamination from a specific use or development proposal, the provisions that may be identified to mitigate groundwater contamination, and the general provisions for development agreements in this Strategy.

Policy

Council shall:

- 2.6.1 implement wellfield protection regulations through the Land Use By-law for the following groundwater supply areas located within the Municipality that serve a public water system owned by either a village or the Municipality:
 - (a) Aylesford Water Supply;
 - (b) Canning Water Supply;
 - (c) Port Williams Water Supply;
 - (d) New Minas Water Supply; and
 - (e) Greenwood Water Supply;
- 2.6.2 implement, in cooperation with neighbouring municipalities, wellfield protection regulations through the Land Use By-law for the following water systems that have ground water recharge areas that extend into the Municipality:
 - (a) Town of Kentville Water Supply;
 - (b) Town of Berwick Water Supply; and
 - (c) Town of Wolfville Water Supply.
- 2.6.3 identify on maps forming part of the Land Use By-law, in cooperation with neighbouring municipalities, where applicable, wellfield protection overlays that recognize wellfield protection zones;

2.6.4 further restrict or prohibit uses that present a significant risk to groundwater within the wellfield protection overlays and may involve the following:

- (a) abattoirs;
- (b) agricultural operations including but not limited to livestock operations, fish farms, lawn care and landscaping operations, and commercial greenhouses;
- (c) automobile-related uses including but not limited to service stations, repair shops and auto body shops;
- (d) carcass processing;
- (e) cemeteries and crematoria;
- (f) chemical storage, use, or transport including but not limited to those businesses that require the use of chlorides, nitrates, petroleum hydrocarbons, and dense non-aqueous phase liquids;
- (g) chlorinated organic compounds storage, use, or transport;
- (h) dry cleaning facilities;
- (i) fertilizer, pesticide and herbicide storage, use, or transport;
- (j) forestry operations;
- (k) industrial operations;
- (l) mining operations;
- (m) on-site sewage disposal systems;
- (n) petroleum fuel storage, use, transport, or transfer;
- (o) petroleum solvents storage, use, or transport;
- (p) recreational facilities including campgrounds, golf courses and driving ranges;
- (q) sales and service of agricultural equipment;
- (r) salt storage;
- (s) salvage yards and scrap operations;

- (t) storage and handling of waste materials including composting facilities, garbage disposal and landfill sites, sanitary service uses, storefront recycling, or waste transfer stations; and/or
 - (u) warehouses;
- 2.6.6 permit all uses within a wellfield protection overlay legally in existence on November 21, 2019 to continue as non-conforming uses, unless otherwise stated in this Strategy; and
- 2.6.7 prohibit rezoning to an industrial zone within the Canning Water Supply and the Aylesford Water Supply.

Development Agreements

The groundwater protection policies have been developed from of scientific study of the specific conditions and contexts of the ground surrounding each wellhead. Restrictions related to groundwater resource protection serve to protect the public by ensuring that all residents of the Municipality that are connected to municipal or village water systems can rely on the safety and quality of their drinking water. In cases where flexibility for existing or new uses is appropriate, Council has determined that an additional degree of control is warranted in order to protect this public resource. Development agreements provide flexibility while also ensuring regulatory oversight.

Council shall:

- 2.6.8 consider only by development agreement any expansion or redevelopment of non-conforming uses in existence on November 21, 2019, or a change in use to a less harmful use, within any wellfield protection overlay subject to the criteria in policy 2.6.16.
- 2.6.9 consider only by development agreement in the Berwick wellfield protection overlay the following uses:
- (a) Uses otherwise permitted within the Rural Industrial (M3) Zone except Emergency Services;
 - (b) Gas Bars; and
 - (c) Automotive repair;

When considering development agreements to permit the above land uses, Council shall have regard to policy 2.6.16;

2.6.10 consider only by development agreement the following uses within Wellfield Protection Zone B of the Greenwood wellfield protection overlay:

- (a) Automotive Repair;
- (b) Carwash Facility;
- (c) Manufacturing;
- (d) Commercial greenhouse;
- (e) Household Item Repair Services; and
- (f) Transportation Services;

When considering development agreements to permit the above land uses, Council shall have regard to policy 2.6.16;

2.6.11 consider only by development agreement the following uses within Wellfield Protection Zone C of the Greenwood wellfield protection overlay:

- (a) Automotive Repair;

When considering development agreements to permit the above land uses, Council shall have regard to policy 2.6.16;

2.6.12 consider only by development agreement the following uses within Wellfield Protection Zone D of the Greenwood wellfield protection overlay:

- (a) Abattoirs;
- (b) Fish Farms;
- (c) Livestock Operations; and
- (d) Sanitary Service;

When considering development agreements to permit the above land uses, Council shall have regard to policy 2.6.16;

2.6.13 consider only by development agreement the following uses within Wellfield Protection Overlay B of the New Minas wellfield protection overlay:

- (a) Carwash Facilities;

- (b) Golf Course and Driving Ranges;
- (c) Lawn Care and Landscaping;
- (d) Food and Drink Production; and
- (e) Warehousing and Storage.

When considering development agreements to permit the above land uses, Council shall have regard to policy 2.6.16; *(amended May 2, 2023, New Minas Secondary Plan)*

2.6.14 consider only by development agreement the following uses within Wellfield Protection Overlay C of the New Minas wellfield protection overlay:

- (a) Carwash Facilities;
- (b) Golf Course and Driving Ranges;
- (c) Garden centres as a main use (garden centres accessory to a main commercial use are not restricted);
- (d) Lawn Care and Landscaping; and
- (e) Warehousing and Storage;

When considering development agreements to permit the above land uses, Council shall have regard to policy 2.6.16;

2.6.15 consider only by development agreement the following uses within Wellfield Protection Overlay D of the New Minas wellfield protection overlay:

- (a) Golf Course and Driving Range; and
- (b) Garden centres as a main use (garden centres accessory to a main commercial use are not restricted);

When considering development agreements to permit the above land uses, Council shall have regard to policy 2.6.16;

2.6.16 ensure the following criteria are met for development agreement applications within any wellfield protection overlay for the expansion of non-conforming uses, or for new or expanded uses that are only permitted by development agreement:

- (a) the proposal does not include accessory uses that would otherwise be prohibited by wellfield policies or by-laws, unless otherwise specified by policy;
- (b) the applicant shall submit a report prepared by a qualified person to the satisfaction of the Municipal Engineer, that assesses the risk of the proposal on groundwater quality and quantity, as well as recommend measures to minimize and/or mitigate any potential negative impacts. Council shall be satisfied that the proposal does not increase the potential for groundwater contamination;
- (c) the applicant shall submit management plans for the storage, disposal or handling of any potential pollutants, such as, but not limited to chemicals, manure, petroleum products, batteries, solvents, and other substances that pose a risk to groundwater quality;
- (d) the applicant shall submit drainage studies and plans aimed at reducing risks of groundwater contamination;
- (e) the application must receive a favourable response from the municipal or village water authority;
- (f) appropriate controls are placed on the development in order to minimize the risks of groundwater contamination; and
- (g) meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

Backup Drinking Water Supply Areas

The Towns of Kentville and Wolfville once relied on surface drinking water supplies from lakes located on the South Mountain. While these Towns now use groundwater resources, the lakes continue to provide a backup supply. These areas have been subject to Municipal protection and land use restrictions since 1979 and Council intends to continue to cooperate with the Towns for the ongoing protection of these lands.

Policy

Council shall:

- 2.6.17 establish and apply Town Water Supply Overlays as shown on Schedule B - Rural Future Land Use of this Strategy, to the backup water supplies for Kentville and Wolfville as defined by the Towns of Kentville and Wolfville, respectively;
- 2.6.18 permit within the Town Water Supply Overlays:
 - (a) uses that do not jeopardize water quality and are consistent with the uses permitted in the surrounding zoning; and
 - (b) uses that existed prior to June 19, 1979;
- 2.6.19 provide a large natural buffer around streams and lakes by requiring large setbacks from watercourses within the Town Water Supply Overlays; and
- 2.6.20 prohibit the development of new public or private roads within the Town Water Supply Overlays.

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2.7 Recreation

Context








The Municipality offers a wide variety of recreation programs and facilities. Most of the larger indoor recreation facilities are located within the villages and towns where the bulk of the recreation programming takes place. In more rural areas, organized recreation often takes place at local community halls. Parks and trails make up an important component of recreation facilities in the Municipality. These are in the form of neighbourhood parks, linear parks that can accommodate trails and pathways and more remote parks that can provide public access to lakes, coastal areas, and scenic rural vistas. Commercial recreation opportunities are provided by the private sector, and have been divided into those considered low-impact, such as ski trails, those which are considered high-impact with predictable impacts, such as golf courses, and high-impact with more unpredictable impacts, such as theme parks.



Goal

To provide diverse and accessible recreation opportunities throughout the Municipality that complement, rather than duplicate, the recreation services provided by the towns and villages.

Objectives

THEME	OBJECTIVE
	<p>To ensure there are sufficient community parks and recreation facilities located in Growth Centres.</p>
	<p>To provide opportunities for people to enjoy the agricultural landscape, without damaging agricultural resources or activities.</p>
	<p>To provide access to important natural spaces and features, including lakes, ocean fronts, and vistas.</p>
	<p>To encourage active transportation by strategically accepting open space land in locations that contribute to an active transportation network.</p>
	<p>To promote active transportation.</p>
	<p>To support recreation opportunities as a tourism asset and business attraction.</p>
	<p>To promote active lifestyles by providing a variety of recreation opportunities for people of all ages and interests.</p>

Parks and Trails Policies

The Municipality is committed to enhancing recreation by developing and maintaining public open space, in the form of community parks and trails for the public. Council recognizes that parks are a welcome addition to any area and will enable parks and trails to be located throughout the Municipality.

The Municipality has acquired an extensive and accessible network of community parks. These parks are primarily maintained by community volunteers with financial support from the Municipality. Council policies for parks and trails is therefore focused on maintaining those existing assets, developing active transportation networks, and providing public access to the water and other unique natural features.

Council supports the development of new parkland in new or expanded residential subdivisions by requiring the dedication of land or cash *in lieu* of land through the Municipality’s Subdivision By-law. Council intends to expand the types of land that may be accepted as open space. Rather than the typical flat square lot to create a playground, the Municipality may accept linear parcels of land for pathways and trails, as well as parcels that support multiple Municipal needs, such as drainage ways, wetlands, or ravines that also contribute to an active transportation network or lands that provide a buffer on the periphery of Growth Centres to reduce land use conflicts between rural and urban land uses. Since a portion of the required contribution may be natural features not amenable to traditional public use, the required open space contribution has been increased to a maximum of ten (10) per cent. Subdivisions related to employment activities will be exempt in order to remove potential barriers to economic development.



Many rural residents access outdoor recreation in their own backyards while also benefitting from urban recreational assets. Residents value public access to scenic or cultural points of interest.



Rather than acquiring land, Council intends to use open space funds to develop rural parks and trails that build on existing assets, create linkages and provide access to significant points of interest.

The Municipality has many lakes that provide highly valued recreational opportunities maintaining both motorized and non-motorized boat launches on several lakes. The

Municipality also has a full-service beach facility at Aylesford Lake that includes a boardwalk, playground, canteen, and lifeguards in the summer months. Council intends to provide public access to all accessible, large lakes by maintaining and promoting the existing waterfront access and acquiring additional lakefront lands in strategic locations. Council will also consider acquiring land in strategic locations on the Fundy and Minas Basin shores to preserve and promote unique natural features and views.

Policy

Council shall:

- 2.7.1 permit parks in all zones, with limited controls to provide flexibility respecting size, location and design, while establishing appropriate setbacks for large park structures;
- 2.7.2 require a contribution of land up to ten (10) per cent of the area of the lots shown in any final plan of subdivision for public park and open space purposes or cash *in lieu* of land up to a maximum of five (5) per cent based on the assessed value of the new lots being created, or a combination thereof. Contributions for Growth Centres shall be in accordance with policy 2.7.5, contributions for rural areas shall be in accordance with policy 2.7.6 and contributions within the Shoreland Designations shall be in accordance with policy 2.7.7; *(Amended October 1, 2024, File P21-01)*
- 2.7.3 permit up to five (5) per cent of a land contribution to consist of natural heritage features provided the remaining five (5) per cent is usable by the general public for recreation or active transportation as defined by the Subdivision By-law;
- 2.7.4 administer exemptions to open space contribution requirements through the Municipal Subdivision By-law;
- 2.7.5 prioritize the acquisition and development of parks, pathways and trails in the following locations within Growth Centres, not in any order of priority:
 - (a) lands that provide public access to scenic and culturally significant points of interest, including but not limited to views and historic sites ;
 - (b) lands that link residential areas to destinations and contribute to an active transportation network, consistent with policy 2.3.19;
 - (c) neighbourhoods that do not already have a community park;
 - (d) lands that provide recreational value and also protect the natural landscape, including but not limited to storm drainage ways, ravines, watercourses, and wellfields;

- (e) lands on the outer edges of Growth Centres that provide recreational value as well as a physical separation to reduce land use conflict between residential uses and agricultural, resource, or forestry uses; or
 - (f) where applicable, priority areas identified in a Secondary Plan, Part 4;
- 2.7.6 prioritize the development and support of parks, pathways, and trails in the following locations within the Resource Designation:
- (a) lands that provide public access to scenic and culturally significant points of interest, including but not limited to views and historic sites;
 - (b) lands that provide public access to a lake;
 - (c) lands connecting areas of interest and contributing to an active transportation network, consistent with policy 2.3.19; or,
 - (d) lands that build on existing assets and partnerships with the Provincial government, Federal government, villages or community groups;
- 2.7.7 prioritize the acquisition, development, and support of parks, pathways and trails around the lakes on the South Mountain Plateau that provide any one of:
- (a) public access to the water, particularly lakes with significant cottage development;
 - (b) multiple points of public access on Aylesford, Gaspereau, and Black River lakes; or
 - (c) protection of, or public access to, scenic lake features; and
- 2.7.8 prioritize the acquisition, development, and support of parks and trails that provide public access to the water and scenic features along the Fundy Shore, Minas Basin and other waterways.

Indoor Recreation Uses

The Municipality has extensive recreation facilities, which together with programming, are essential to resident quality of life, contribute to individual and community health, and draw people and businesses to the area. While many facilities are located in the towns, the Municipality has multiple arenas, ball fields, school playgrounds, tennis courts, and skateboard parks. Outdoor recreation facilities will be permitted as part of parks which are permitted as-of-right in all zones. Indoor recreation uses are often located outside of park areas and, therefore, benefit from additional siting restrictions. Council continues to support varied and accessible

recreation facilities that complement the existing facilities and that are located where people, live, work and shop.

Policy

Council shall:

- 2.7.9 permit indoor recreation facilities to locate in zones enabled within the Commercial Designation; and
- 2.7.10 permit indoor recreation facilities to locate on collector roads in all zones within the Residential Designation. The Land Use By-law will include requirements to minimize land use conflict for recreation facilities located within the Residential One Unit (R1) and Residential One and Two Unit (R2) Zones.

High-Impact Recreation Uses

High-impact recreation uses carry unacceptable negative impacts on neighbours such as excessive noise or require permanent structures or land alterations. Golf courses, campgrounds and similar uses are high-impact recreation uses that have predictable impacts and are located throughout the Municipality.



The Commercial Recreation (P1) Zone provides some opportunity for high-impact uses, though businesses may wish to locate in other appropriate areas. It is difficult to predict impacts and demand associated with certain high-impact recreational uses such as motor cross, theme parks and race tracks, which makes siting challenging, and therefore dependent on the proposal specifics. Council will impose

more restrictions on intensive and unpredictable high-impact recreation uses by considering them only by development agreement.

Policy

Council shall:

- 2.7.11 establish the Commercial Recreation (P1) Zone, intended for areas within any designation that contain, or are intended to contain commercial recreation facilities and uses, indoor recreation uses and high-impact recreation uses with predictable land use

impacts including but not limited to, golf courses, campgrounds, gun ranges or similar uses;

- 2.7.12 permit in the Commercial Recreation (P1) Zone golf courses, campgrounds, uses with a similar level of impact, and complementary uses; and
- 2.7.13 establish setback and buffering controls to reduce land use conflicts with surrounding uses;

Development Agreements

2.7.14 consider only by development agreement any high-impact recreation uses not permitted as-of-right within the Commercial Recreation (P1) Zone due to their unknown impacts and need for site-specific controls. In evaluating such development agreements, Council shall be satisfied that:

- (a) the proposal does not include lands located in the Residential Designation or within the Agricultural (A1) Zone;
- (b) meets the minimum lot area and minimum lot frontage requirements for the Commercial Recreation (P1) Zone;
- (c) if the proposal is for lands located on a lake within the Shoreland Designation, Council shall be satisfied of compliance with clause 2.5.13 (d) of this Strategy; and
- (d) the proposal meets the development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use by-law. *(Added October 1, 2024, File P21-01)*

2.7.15 consider only by development agreement on any property eligible to be rezoned to the Commercial Recreation (P1) Zone development proposals that would otherwise be permitted within the Commercial Recreation (P1) Zone but cannot meet all the standards of the zone or are for a use that is not otherwise permitted. In evaluating such development agreements, Council shall be satisfied that:

- (a) the condition(s) that prevents the proposal from being permitted as-of-right in the zone is addressed by the development agreement including, but not limited to, enhanced buffering, increased setbacks and the positioning and design of buildings and structures; and
- (b) the proposal meets the development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law; and

Amendments

2.7.16 consider proposals to rezone lands within any designation to the Commercial Recreation (P1) Zone. In evaluating such proposals, Council shall be satisfied that the property to be rezoned:

- (a) does not include lands zoned Agricultural (A1), Lakeshore Residential (S1), Lakeshore Limited Development (S2), Environmental Constraints (O1) Zone or lands within the Residential Designation;
- (b) meets the minimum lot area and minimum lot frontage requirements for the Commercial Recreation (P1) Zone; and
- (c) meets the Land Use By-law amendment criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

2.8 Energy

Context

Energy is a ubiquitous topic, with daily use by residents of electricity and fuels heating, cooling and lighting, powering appliances and electric gadgets, transportation, and the manufacture of goods. Its fundamental role means our economy and communities are sensitive to rising energy costs. Further, electricity production and fuel combustion have implications for local land use and local values, and global implications through associated pollutants and greenhouse gas emissions. A careful reduction in non-renewable energy sources can provide long-term energy cost stability and reduce local greenhouse gas and pollutant emissions.








The energy industry is changing rapidly, with technological advancements, shifting market conditions, and fluctuating support from senior levels of government altering the viability of different technologies. Municipalities neither control the electrical grid nor determine the technologies supplying Nova Scotia's electricity. Instead, the municipal role is to regulate land use and ensure appropriate integration of the technologies into local communities.

Council intends to be flexible and clear in their policies to enable and encourage residents and businesses to reduce energy use. Council will permit electricity generation on a range of scales, with consideration to resident health and safety, the local environment, and community culture, heritage and values. This section is expected to require updates given the evolving energy industry.

Goal

To encourage and enable energy conservation measures and to enable the development of renewable energy that makes use of natural advantages and respects shared community values.

Objectives

THEME	OBJECTIVE
	<p>To encourage development patterns that reduce transportation needs; and To provide the flexibility for energy-efficient building forms.</p>
	<p>To protect prime agricultural land from unsuitable energy development; and To increase the viability of agricultural communities by encouraging energy conservation and enabling renewable energy development and use.</p>
	<p>To promote and encourage the sustainable development of renewable energy resources available in rural areas while being sensitive to its impact on rural character.</p>
	<p>To invest in, and encourage, infrastructure that reduces or eliminates fossil fuel-based transportation.</p>
	<p>To reinforce the 3 Rs of community energy - reducing, re-using and replacing energy.</p>
	<p>To take advantage of economic opportunities presented by renewable energy development; and To insulate our communities from rising fuel costs.</p>
	<p>To foster community engagement in energy conservation.</p>

Energy Conservation

The energy equation has two components: generation and consumption. Reducing consumption in turn reduces the need for non-renewable energy, and businesses and individuals can be active participants in this endeavour through transportation choices, purchasing decisions, and thoughtful investments in siting, designing, and upgrading buildings to use less energy.

Municipalities can likewise reduce their energy use in their operations and municipal building design. The Municipality has taken action in the form of assessments and retrofits on existing municipal properties and structures, and has many more initiatives planned through the implementation of the Municipal Climate Change Action Plan.

Municipalities can have a tremendous indirect impact on energy through policies and regulations that provide flexibility and encouragement for businesses and residents to make energy conservation choices. This can take the form of infrastructure and compact community designs that provide alternatives to vehicle use, the flexibility to consider unique community and building forms that require less energy, and the capacity to repurpose and reuse existing buildings.

Policy

Council shall:

- 2.8.1 prioritize flexibility and encourage businesses and residents to make choices that reduce energy consumption, while protecting human health and safety when establishing policies in this Strategy and in community infrastructure investment.

Wind Turbines

The primary purpose of wind turbines is to convert the kinetic energy of the wind into useable electricity or mechanical energy. For many people, wind turbines are an attractive way to produce electricity; they represent local electricity generation and, once they have been built, their fuel is free and clean. However, the moving parts in a wind turbine, along with the need to reach the best winds at high heights, mean that wind turbines are not without impact. Concerns over noise, visual impact, ice-throw, effects on flight safety, communication, and consequences to wildlife all necessitate careful consideration in siting wind turbines.



Wind turbines have different purposes and scales, from the generation of electricity or mechanical energy for use on a single site use, for a farm or neighbourhood, to larger-scale electricity for transmission throughout Nova Scotia. Increases in scale carry concurrent increases in impact. Accordingly, Council will establish different categories of wind turbines.

Policy

Council shall:

- 2.8.2 define the following three categories of wind turbines:
- (a) accessory wind turbines. Very limited in scale, these are suitable for the provision of electricity for “off-grid” sites, such as hunting and fishing cabins, recreational vehicles, and remote scientific monitoring equipment. Mechanical versions of accessory wind turbines are also used to pump water;
 - (b) small-scale wind turbines. These give residents and businesses with modest energy requirements the opportunity to supplement or fully replace the electricity they draw from the grid. While they may feed electricity back into the grid at times through “net-metering” programs, Council does not intend small-scale turbines to be a commercial venture; and
 - (c) large-scale and utility wind turbines produce electricity at a scale primarily intended for distribution or transmission through the electricity grid. They may be constructed as a single, stand-alone turbine or in a larger grouping of turbines informally called “wind farms”.

There are economic and renewable energy benefits to operating large-scale wind turbines. However, there has also been significant controversy in the Municipality over potential negative impacts on the local community, including health and quality of life issues from noise and shadow flicker, and impact on birds and other wildlife. For these reasons Council has elected to take a cautious approach to large-scale wind turbine development.

Policy

Council shall:

- 2.8.3 permit accessory wind turbines as an accessory use in all zones;
- 2.8.4 adopt regulations that regulate accessory wind turbines as accessory structures with minimal additional criteria necessary for the protection of human health and safety;
- 2.8.5 permit small-scale wind turbines as an accessory use in all rural zones;
- 2.8.6 adopt regulations that:
- (a) control the location, design, and number of small-scale wind turbines on a lot to discourage the development of small-scale wind turbines as a commercial venture; and

- (b) outline the additional documentation required before a development permit can be issued for small-scale wind turbines, including but not limited to consent from relevant transportation or communication bodies and structural plans; and
- 2.8.7 identify a Large Scale Wind Turbine Overlay area on Schedule B - Future Land Use of the Municipal Planning Strategy and Map 13 - Rural Zoning Map of the Land Use By-law. In identifying this area, Council has considered the following criteria:
- (a) the lands consist primarily of Crown lands;
 - (b) the boundaries of the Large Scale Wind Turbine Overlay area are located a minimum of three (3) kilometres from dwellings existing on November 15, 2018;
 - (c) the boundaries of the Large Scale Wind Turbine Overlay area are located a minimum of three (3) kilometres from the boundaries of the Cloud Lake Wilderness Area existing on November 15, 2018;
 - (c) development opportunities are limited due to few existing public and private roads, as defined by the Municipality's Subdivision By-law,
 - (d) in addition to (c) above, no new public or private roads, as defined by the Subdivision By-law, shall be permitted; and
- 2.8.8 permit large-scale wind turbines within the Large Scale Wind Turbine Overlay as identified on Schedule B - Future Land Use of the Municipal Planning Strategy and Map 13 - Rural Zoning Map of the Land Use By-law.

Solar

Every day the sun radiates vast amounts of energy onto Earth's surface. Solar radiation can be harnessed to provide space and water heating, produce steam, or generate electricity directly through the photovoltaic effect.

On-Building Solar Collector Systems

Solar collector systems are usually mounted on buildings in the form of separate solar panels flush to the building surface or on elevated racks to provide optimum panel angle relative to the sun. However, as technology develops, solar collector systems are increasingly integrated into other building materials, such as roofing tiles and window glazing.

On-building solar collector systems have few moving parts, and therefore result in limited negative impacts beyond a change in building appearance and structural considerations to support their weight. The physical footprint is small because the area is already occupied by a building. Therefore, Council will not specifically regulate on-building solar collector systems, and will provide some flexibility with regard to maximum building height to avoid compelling building owners and developers to choose between installing on-building solar collector systems or constructing the building to the height limit.



Policy

Council shall:

2.8.9 permit on-building solar collector systems to exceed maximum building heights.

Within heritage conservation districts or on designated heritage buildings, the design of on-building solar collector systems is not simply aesthetic, but may impact the heritage value of that property. Heritage regulations are typically addressed separately from the Land Use By-law, and Council does not currently have any regulations specific to on-building solar collector systems on heritage properties.

Policy

Council shall:

2.8.10 permit on-building solar collector systems on designated heritage buildings and properties.

Off-Building Solar Collector Systems

Mounting solar collector systems as a stand-alone structure may be preferable for some property



owners because it provides more flexibility for optimal orientation of the solar collectors, provides ease of access for maintenance, and eliminates the need to provide additional structural support for mounting on an existing building. However, off-building collector systems consume land space and can alter surrounding community character. These challenges grow in scale as projects grow in

size. While large-scale solar collector systems are being constructed worldwide, they are limited in Nova Scotia. Projects of this scale may also be regionally significant and require additional oversight.

Policy

Council shall:

- 2.8.11 define two categories of off-building solar collector systems:
 - (a) small-scale solar collector system. These are capable of supplementing or fulfilling the energy needs of a home or small business but will very rarely net a positive energy contribution to the grid when averaged over a year;
 - (b) large-scale solar collector system. These can provide a significant amount of energy to farms or larger businesses in addition to supplying electricity to the grid; and
- 2.8.12 permit small-scale solar collector systems as an accessory use in all zones;
- 2.8.13 permit large-scale solar collector systems as an accessory use in the Tidal Shoreland (T1) Zone, and all zones in the Resource and Agricultural Designations; and
- 2.8.14 regulate the design and location of small-scale and large-scale solar collector systems on a lot to reduce shading of neighbouring lots and to integrate these systems with the scale and character of the surrounding neighbourhood.

Other Technologies

In addition to the range of renewable energy technologies discussed earlier, Nova Scotia is positioning itself to be a leader in the emerging tidal energy field generation. Hydroelectricity has a long history in this province. Other jurisdictions have shown the potential benefit of district heat and power systems, and there will be other technologies developed and commercialized over the coming years.

Some of these technologies are located in areas outside of municipal jurisdiction, such as the offshore location of tidal energy systems and marine wind turbines, while other technologies are more general in nature and do not require specific controls. Future technologies may have impacts, benefits, and requirements that are as yet unknown. Some existing technologies may have ancillary uses that do occur within municipal jurisdiction, such as on-shore connection points for tidal energy systems. Council will consider these new energy projects by development agreement until specific policies addressing these technologies are developed.

Policy

Council shall:

- 2.8.15 consider only by development agreement proposals for the development of non-fossil fuel based energy generation or conservation systems in all designations. In evaluating such development agreements Council shall be satisfied that:
- (a) the scale and nature of the proposal is in accordance with the intent of the designation where the project site is located;
 - (b) the development agreement requires that there has been no objection from relevant transportation and communications bodies before a development permit can be issued;
 - (c) any required provincial and federal approvals have been acquired by the applicant on the date the development agreement is registered; and
 - (d) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

2.9 Heritage

Context

The rich heritage of the Municipality is evident in the rural landscape, its reclaimed tidal marshes, and dykelands originating from colonial farming activity in Nova Scotia. The Irish and Black history in the Municipality is enduring, and we are still learning the scope of this cultural contribution to the built heritage of the area. The Municipality also has a rich natural heritage including Cape Blomidon, the Blue Beach fossil deposits, the rugged Fundy shore, and pristine wilderness areas.

The Grand Pré area is the Municipality's most recognized heritage asset. The area is a symbol of hope, perseverance, and pride to Acadians who endured a forced migration in 1755. The Planters, who migrated to the area after the Acadian deportation, also have a special connection to this land, as does the Mi'kmaw community which used the area for seasonal camps prior to the Acadian arrival. The natural heritage of Grand Pré and area is also extraordinary, with stunning views of the distinctive Minas Basin and Cape Blomidon. The area is rich in culture and history and is a tourist and recreation destination. In 2012, Grand Pré and area was inscribed as a UNESCO World Heritage site in recognition of its significant heritage value.









Built heritage is a physical retention of the past, a respect for ancestry, and a preservation of historical landscape. Council has chosen to preserve the build environment by policy only in Grand Pré and area landowners may register properties as municipal heritage properties, and many have chosen to do so as federal or provincial heritage properties. The history and heritage of the Municipality is strongly supported and preserved by many active historical and heritage organizations.

Council recognizes that preservation of heritage structures and resources necessitates that buildings and landscapes be used for current business and housing uses. Regulations must be tailored to the specific heritage value of the built or natural asset and developed in consultation with communities and property owners.

Goal

To identify and respect culturally significant buildings, streetscapes and landscapes.

Objectives

THEME	OBJECTIVE
 <p>Settlement</p>	To identify and respect historic buildings, development patterns, streetscapes, and cultural landscapes.
 <p>Agriculture</p>	To recognize how agriculture has shaped the Municipality.
 <p>Rural and Natural Areas</p>	To identify and respect important cultural landscapes and areas.
  <p>Energy Economic Development</p>	To encourage the adaptive reuse of historic buildings and structures.
 <p>Arts and Culture</p>	To recognize and celebrate the rich cultural heritage and the value it brings to the region.

Heritage Buildings, Streetscapes & Landscapes

From historic cemeteries to the Port Williams waterfront and the world-renowned Landscape of Grand Pré, the Municipality contains a number of heritage buildings, streetscapes and landscapes. Some of these assets are protected by Municipal regulations, while others have no heritage-related controls.

The Municipality will continue to work with communities and property owners to develop and implement appropriate Municipal controls to protect buildings, streetscapes, and landscapes in a suitable manner for the affected community.

Policies related to built and natural heritage for specific communities are found in the Part 4 Secondary Plan for Port Williams and the Grand Pré and Area Community Plan.



Policy

Council shall:

- 2.9.1 accommodate and promote historic streetscapes when establishing, placing and updating zone provisions within historic village cores by:
 - (a) adjusting yard requirements;
 - (b) adjusting parking requirements;
 - (c) permitting mixed use development; and
 - (d) considering architectural controls;
- 2.9.2 adopt policies related to built and natural heritage that are tailored to specific communities or regions, where appropriate;
- 2.9.3 consider the region's rich cultural and natural history when establishing and amending land use policies and regulations throughout the Municipality;
- 2.9.4 maintain a Municipal Heritage Property By-law to assist with the protection of individual heritage properties and buildings; and

2.9.5 work with villages and community groups, as requested, to develop land use controls that preserve the historic characteristics of important streetscapes and landscapes.

Unique Structures, Unique Lots and Historic Places and Structures

The Municipality has an extensive and varied development history, a consequence of which is certain sites and structures that are not easily categorized. Aside from non-conforming uses and structures, which are addressed in section 3.0 General Policies, these sites and structures are classified as: unique structures, unique lots or historic places and structures. Ownership and insurance issues often necessitate the creation of separate lots at both unique and historic sites. Council will allow subdivision of these sites not in compliance with the Subdivision By-law. Council will permit the development of each of the unique structures, unique lots, and historic places and structures, but also accessory and associated uses and lots.

Policy

Council shall:

2.9.6 define as follows:

- (a) Unique Structures: those structures constructed prior to 1979, the date of the first Land Use By-law for the Municipality, that have characteristics that considerably limit their development potential for uses permitted in the assigned designation and zone. An individual unique structure may be a non-conforming structure. The use for which the unique structure was constructed has been inoperative for so long that it cannot be considered a non-conforming use. Foundations, remnants of walls and other reminders of past structures do not constitute unique structures for the purposes of these policies;
- (b) Unique Lots: those lots created before 1979 that have features that limit their development potential for uses permitted in the assigned designation and zone. The boundaries of a unique lot may have been altered by addition or consolidation after 1979, but still have features that limit their development potential; and
- (c) Historic Places and Structures: a structure, building, group of buildings, district, landscape, archaeological, or other place that is recognized, either formally or informally, for its heritage value. Heritage value is based on the aesthetic, historic, scientific, cultural, social, or spiritual importance or significance for past, present or future generations. The heritage value of a historic place is embodied in its character-defining materials, forms, location, spatial configurations, uses and cultural associations. Historic places can range from an old pioneer cemetery, a home designed by a renowned architect, a designated heritage property, or a

significant archaeological site. Historic places present subdivision challenges due to lack of access or public road frontage, or non-compliance with zone restrictions;

Development Agreements

- 2.9.7 consider only by development agreement within all designations and zones:
- (a) proposals for the reuse of unique structures, unique lots and historic places and structures that do not meet the requirements of the Land Use By-law; and
 - (b) proposals for subdivision of lands associated with unique structures, unique lots or historic places and structures in a manner that does not meet the requirements of the Subdivision By-law. In this context, “lands associated with” means not only the unique lot or the lot on which the unique structure, or historic places or structures is located, but also nearby lots that would support accessory or associated uses.
- 2.9.8 In evaluating such development agreements Council shall be satisfied that:
- (a) the proposal includes a unique structure, unique lot or historic place or structures as defined in policy 2.9.6;
 - (b) the proposal is in keeping with the intent of the designation in which it is located;
 - (c) if the use is a listed permitted use, the condition(s) that prevents the proposal from being permitted as-of-right in the designation is addressed by the development agreement including but not limited to enhanced buffering and the positioning and design of buildings and structures; and
 - (d) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

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3.0 General Policies

Context

The Policies of this section are general in nature and apply to all areas of the Municipality, and include items such as parking and signs that overlap with several topics. The umbrella vision, goals and objectives of this Strategy are intended to guide the policies of this section.

Non-Conforming Uses, Structures, and Uses Within Structures

There are land uses throughout the Municipality that do not meet planning regulations but exist legally. Some were created before this Municipal Planning Strategy and Land Use By-law came into effect, and others were developed with permits in place, but the rules were later changed in a way that would not permit a similar use to be developed today. These are referred to as “non-conforming uses” within the *Municipal Government Act*, which provides basic protections for these uses.

There are also structures that do not meet the present requirements for structures to locate on a lot but also legally exist. These are referred to as “non-conforming structures”.

Because these uses and structures were legally created, Council will permit reasonable continuation of the use or structure. Council will provide more flexibility to expand or change the use than provided in the *Municipal Government Act* as certain situations cannot be anticipated. Council will consider a relaxation provided for in section 242 of the *Municipal Government Act* primarily through development agreements to enable site-specific reviews and controls.

Policy

Council shall:

3.0.1 Non-Conforming Uses

- (a) relax the maximum restrictions specified in the *Municipal Government Act* for non-conforming uses located in wellfield protection overlays, unless otherwise stated in the policies of section 2.6 of this Strategy, and Environmental Zones and overlays;
- (b) relax restrictions for expansion, alterations, and rebuilding from those specified in the *Municipal Government Act* for non-conforming residential uses on public and private roads; and
- (c) enable the recommencement of a non-conforming use if it has been discontinued for less than 12 months;

3.0.2 Non-Conforming Structures

- (a) enable the reuse of non-conforming structures for uses permitted in the zone in which the structure is located; and
- (b) establish conditions for the use, expansion, and repair of non-conforming structures in the Land Use By-law;

Development Agreements

3.0.3 consider only by development agreement the expansion, alteration or reconstruction of a non-conforming use in a structure, the reconstruction of a non-conforming structure or the extension of a non-conforming use of land in all designations. In evaluating such development agreements, Council shall be satisfied that:

- (a) the use will not adversely affect adjacent land uses;
- (b) adequate buffering, setback or separation distances are maintained to reduce visual and other impacts on surrounding uses;
- (c) the expanded use is not obnoxious by virtue of noise, odour, dust, vibration, smoke or other emission;
- (d) adequate provision is made for the acceptable maintenance and appearance of the expansion; and
- (e) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law;

3.0.4 consider only by development agreement a change in a non-conforming use of land or a non-conforming use in a structure to a use similar in nature that is not permitted in the zone. In evaluating such developments, Council shall be satisfied that:

- (a) the new use will not adversely affect adjacent land uses;
- (b) adequate buffering, setback or separation distances are maintained to reduce visual and other impacts on surrounding uses;
- (c) the new use is not obnoxious by virtue of noise, odour, dust, vibration, smoke or other emission;
- (d) adequate provision is made for the acceptable maintenance and appearance of the new use; and

- (e) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law;
- 3.0.5 consider only by development agreement the recommencement of a non-conforming use of land or a non-conforming use in a structure that has been discontinued for more than 12 months. In evaluating such developments, Council shall be satisfied that:
- (a) the recommenced use will not adversely affect adjacent land uses;
- (b) adequate buffering, setback or separation distances are maintained to reduce visual and other impacts on surrounding uses;
- (c) the recommenced use is not obnoxious by virtue of noise, odour, dust, vibration, smoke or other emissions;
- (d) adequate provision is made for the acceptable maintenance and appearance of the recommenced use;
- (e) if the proposal is for the recommencement of a non-conforming use of land, Council shall consider the following:
- (i) investment on the property associated with the recommenced use such as buildings or construction associated with the use of land or other infrastructure;
- (ii) if the use operates on otherwise vacant land, whether the use can reasonably be relocated to a property where the use is permitted as-of-right, through an amendment to the Land Use By-law or by development agreement provided in this Strategy; and
- (f) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

Parking & Access

Parking areas and driveway access are required for many land uses, but also consume extensive land, contribute to storm water runoff issues and are financially burdensome on property owners.

There is reduced demand for parking in urban areas, due to clustered infrastructure and active transportation support. Indeed, parking oversupply can reduce urban functionality as large parking areas push land uses apart and decrease viability of sidewalks and bicycle lanes. Policy

is intended to minimize parking lot space, provide reasonable vehicle access, and prevent spillover of parking onto roads and neighbouring properties.

Policy

Council shall:

- 3.0.6 establish use-specific standards regarding required parking spaces and location, design, surfacing and size standards for parking areas, parking spaces, and loading spaces for any development; and
- 3.0.7 establish standards for the number, location, and size of driveway accesses from a lot to the abutting roads to facilitate traffic circulation.

Accessory Uses and Structures

Accessory uses, buildings and structures will be regulated to reduce impact on surrounding properties due to their size, number, or location.

Policy

Council shall:

- 3.0.8 regulate accessory uses, buildings and structures by:
 - (a) controlling the number, location and height of accessory buildings and structures; and
 - (b) controlling the types, location, and size of accessory uses.

Height Restrictions

Building height is regulated to provide a coherent pattern of development, to ensure density does not exceed service capacity, and to permit solar exposure. There will be exemptions for low impact structures such as chimneys, flag poles, and utilities that require additional height.

Policy

Council shall:

- 3.0.9 regulate maximum building height and provide for specific exemptions consistent with the intent of this Strategy.

Outdoor Lighting

Outdoor lighting, although important for safety and security reasons, can create a nuisance if it is improperly directed. Proposed lighting should be installed to minimize impact on nearby roads and properties.

Policy

Council shall:

3.0.10 regulate outdoor lighting to minimize impact on neighbouring properties and roads.

Temporary Uses, Structures and Signs

The Municipality hosts many special events, from the Apple Blossom celebrations and the Tremont World's Fair to private weddings and feasts, to commercial and residential sale events such as store openings and yard sales. Many of these involve the use of temporary structures and signs, and in order to accommodate temporary events, Council will adopt flexible controls on uses, structures, and signs, with limits intended to ensure these events remain temporary in nature.

Policy

Council shall:

3.0.11 permit for specified time periods temporary uses, structures and signs associated with a construction site, a special occasion, or a holiday, with no requirement for a development permit.

Cemeteries

The Municipality has a number of cemeteries, many pre-dating land use regulation.

Policy

Council shall:

3.0.12 consider cemeteries in existence on November 21, 2019 to be permitted uses in all zones including the Agriculture (A1) Zone; and

3.0.13 require all new cemeteries to have road frontage.

Yards

Yards are defined as the space between buildings and a lot line. The National Building Code and the Provincial Fire Code have separation requirements between buildings or between a building and a lot line in order to reduce the spread of fire.

Policy

Council shall:

- 3.0.14 establish minimum yard requirements to separate buildings from lot lines in a manner consistent with the intent of each zone to allow for emergency vehicle access, on-site parking, maintenance of buildings and land, private outdoor space, solar exposure, air circulation, waste storage, vision at intersections, and the separation of land uses in order to reduce land use conflicts; and
- 3.0.15 regulate permitted encroachments into yards for features such as canopies, ramps, eaves, and utilities.

Buildings

The location, size, and number of buildings permitted on a lot can have a significant impact on neighbouring properties and the character of an area. In addition, some developers may wish to locate buildings on more than one lot, or develop the properties jointly on adjacent lots.

Policy

Council shall:

- 3.0.16 establish requirements regarding the location of buildings on a lot, the number of main buildings on a lot, the placement of buildings on a lot, and the size of buildings, to implement the intent of each specific zone.

Undersized Lots

Undersized lots are those created prior to the adoption of certain Land Use By-law standards and do not meet current zone requirements. Council may still permit development on these lots.

Policy

Council shall:

- 3.0.17 establish regulations for the use of lots that do not meet zone requirements in which they are located; and
- 3.0.18 permit the development of lots created under the variance provisions of the *Municipal Government Act* (section 279) and the Municipal Subdivision By-law.

Outdoor Storage and Display

Outdoor storage and display of goods and materials, such as cars and building supplies, is necessary for business operations, but can have a negative impact on nearby properties. Council

intends to regulate outdoor storage and display to minimize potential land use conflicts, particularly between commercial or industrial areas and residential neighbourhoods.

Policy

Council shall:

- 3.0.19 permit temporary or occasional outdoor markets in areas zoned for commercial, recreational, or institutional uses; and
- 3.0.20 regulate outdoor display and open storage associated with any use to minimize potential land use conflict consistent with the intent of each specific zone.

Signs

Well designed, placed and constructed outdoor signage contributes to the visual appeal of commercial areas, supports heritage objectives and enables visitors and residents to easily locate community goods and services. Uncontrolled and overused signage, however, detracts from landscapes and streetscapes, creates safety hazards through obstruction of traffic signals and driver distraction, and results in “sign pollution”. Council will regulate the number, size, and characteristics of signs to enable advertisements, provide directions, and establish reasonable limits to address aesthetic and safety issues.

Policy

Council shall:

- 3.0.21 ensure that signage contributes to the aesthetic appeal of both urban and rural areas and streetscapes by establishing safety and aesthetic standards;
- 3.0.22 control off-site signs within public highway rights-of-way under section 49A of the Public Highways Act;
- 3.0.23 implement a visitor-oriented directional signage program to achieve a consistent and effective wayfinding system along roads in the Municipality; and
- 3.0.24 support the Landscape of Grand Pré Society’s (LGPS), or successor body, plans to implement a standardized signage system leading to and within the boundary of the Grand Pre and Area Community Plan, by permitting the range of signs that are part of the LGPS signage program.

Urban Agriculture

In recent years, there has been a resurgence of small-scale agriculture within urban areas rooted in the desire for food self-sufficiency through access to safe, healthy food on a local scale. Consequently, residents are increasingly gardening and keeping small livestock such as chickens for personal consumption. Council supports small-scale agriculture that is an individual rather than commercial venture, but intends to regulate the number of, and the conditions under which chickens are permitted to be kept within urban areas to minimize associated negative impact such as noise and smell.

Policy

Council shall:

- 3.0.25 promote small-scale agriculture for personal consumption within Growth Centres including, but not limited to, the growing of crops, small-scale orchards, and the keeping of urban chickens;
- 3.0.26 establish regulations limiting the number of urban chickens and coop requirements; and
- 3.0.27 restrict or prohibit the keeping of other types of livestock within Growth Centres.

Residential Facilities

Municipality residents live in various housing types, from emergency shelters to facilities that provide meal and chore assistance, to 24-hour care institutions. With an aging population, the demand for assisted living is expected to increase.

Council supports satisfactory housing for all residents, and since those living in institutions or facilities have needs similar to residents living independently, Council will permit a spectrum of housing options with varying levels of care including residential care homes of various sizes and residential facilities in zones that permit independent housing of similar size, with the exception of those facilities operated, licensed, or under contract to Corrections Canada or Nova Scotia Corrections.

Policy

Council shall:

- 3.0.28 permit residential care homes, within one and two unit dwellings all zones that permit residential uses;
- 3.0.29 permit residential facilities in appropriate locations within Growth Centres;

- 3.0.30 permit any correctional centre that is licensed by or under contract to Corrections Canada or Nova Scotia Corrections within appropriate commercial, industrial or institutional zones; and
- 3.0.31 permit any residential facility or institution in existence on November 21, 2019 in any zone in which it is located.

Zones Permitted in All Designations

The uses proposed for some zones are reasonable to permit throughout the Municipality.

Policy

Council shall:

- 3.0.32 permit the following zones within all designations:
- (a) Environmental Constraints (O1) Zone;
 - (b) Institutional (I1) Zone;
 - (c) Commercial Recreation (P1) Zone; and
 - (d) Aggregate Related Industry (N2) Zone.

Institutional Zone

Large institutions, such as hospitals and schools, have unique land use needs and potential impacts. These include higher parking demand, the potential for high peak traffic (e.g. as school is dismissed), large land area requirements, and room to expand. Institutions also can also require supportive uses, including food services, small retail uses, and long-term accommodations for students, staff, visitors, or patients. While the majority of such institutional uses are located in urban areas, some have located or may need to locate in rural areas. The Institutional (I1) Zone is intended to accommodate institutions and their supportive uses and provide land use controls tailored to the unique potential impacts of these uses.

Policy

Council shall:

- 3.0.33 zone lands within any designation as Institutional (I1). It is intended to include lands that contain or are intended to contain institutional uses including but not limited to schools, fire halls, and hospitals;
- 3.0.34 permit in the Institutional (I1) Zone:

- (a) institutional uses, including but not limited to schools, hospitals, government offices, and community facilities, in a broad range of building sizes and configurations;
 - (b) retail and commercial service uses accessory or complementary to institutional uses to serve visitor and employee needs; and
 - (c) residential uses supportive to institutional uses, including but not limited to residences associated with a school and residential care associated with hospital;
- 3.0.35 regulate the location of driveways and parking and loading areas to facilitate efficient traffic flow within the Institutional (I1) Zone;
- 3.0.36 regulate setbacks and buffering to reduce potential land use conflicts with adjacent Residential Zones within the Institutional (I1) Zone; and
- 3.0.37 regulate lot standards, setbacks and landscaping to encourage the development of an attractive streetscape within the Institutional (I1) Zone.

3.1 Residential Designation

Context

Residents in the Municipality have experienced new challenges in terms of both the availability and affordability of housing over recent years. The crisis in housing has affected both the quality of life at the household level and poses serious challenges for economic development as businesses are unable to find housing for new staff.



The approach to the development of new housing differs between designated Growth Centres and Rural Areas in terms of how land is utilized, as well as the scope and scale of development. The location of most new housing in the Municipality is directed to Growth Centres to make best use of existing public investments in urban services and infrastructure and to reflect existing community patterns.

The Municipality will position itself to be an effective actor within the greater housing community. Provisions within the *Municipal Government Act* allow the Municipality to shape policies, regulations, and processes to adapt to changes in the housing market and facilitate the availability of housing options that are affordable.

Council has incorporated a range of policies to incentivize the development of housing units across a variety of formats and scales. As-of-right development permits higher density levels than have been considered in the past to capitalize on the ability of existing infrastructure to accommodate increased residential unit development. This will include controls in the form of development criteria on minimizing the impact to adjacent properties, factors promoting pedestrian safety and walkability, active and vibrant streetscapes, and the availability and capacity of infrastructure. The shorter processing time for as-of-right approvals would be attractive to developers and allow for smaller scale increases that are less risky and costly than larger scale proposals.

Where higher densities are requested, developers will be required to provide community benefits which can be in the form of affordable housing units or contributions to other amenities

such as public parks, sidewalks, or recreation facilities to help offset the impact of densification on existing communities.

Council will review and adjust housing policies periodically to reflect the needs of communities and the most current data available. *(Amended February 6, 2024, File P22-02)*

Goal

To identify lands where the development of complete residential neighbourhoods is promoted and prioritized over other land uses.

Objectives

THEME	OBJECTIVE
	<p>To accommodate a wide range of housing options, including opportunities for mixed uses and increased densities in areas where urban services are efficient to deliver; and</p> <p>To protect residential neighbourhoods from undesirable commercial and industrial activities.</p>
	<p>To support small-scale agriculture within neighbourhoods; and</p> <p>To discourage residential developments in rural areas by providing a variety of development opportunities within Growth Centres.</p>
	<p>To discourage urban developments in rural areas by providing a variety of development opportunities within Growth Centres.</p>
	<p>To encourage higher-density development adjacent to main transportation corridors.</p>
	<p>To encourage energy-efficient neighbourhood designs and energy-efficient dwellings.</p>
	<p>To enable small business entrepreneurship and innovation within residential areas.</p>
	<p>To support active lifestyles within neighbourhoods; and</p> <p>To provide a wide range of housing choices, including affordable housing.</p>
	<p>To preserve historic streetscapes and buildings.</p>

General Residential Policy

Council shall:

3.1.1 designate as Residential, areas located within Growth Centres where the maintenance and development of residential neighbourhoods is encouraged. It is intended to contain primarily residential uses and may also include home-based businesses, compatible small-scale commercial, service and office uses as well as open space areas;

3.1.2 establish the following Residential Zones in the Land Use By-law:

- (a) Residential One Unit (R1) and Residential One and Two Unit (R2): lands located in these zones are intended to maintain existing residential areas while encouraging energy efficiency and providing opportunities for infill development primarily on roads located on the periphery of Growth Centres. These zones are intended to consist primarily of one and two unit dwellings;
- (b) Residential Mixed Density (R3): lands located in this zone are intended to provide a transition between areas of low and high density or on properties that would benefit from flexible development options including a diversity of building forms. This zone is intended to include residential units in a variety of building types at a density consistent with the Residential One Unit (R1) and Residential One and Two Unit (R2) Zones;
- (c) Residential Multi-unit (R4): lands located in this zone are intended for the development of housing in higher density building types in strategic locations such as near main transportation corridors, and near employment and commercial areas. This zone is intended to include residential units at a higher density in a variety of building types.
- (d) Comprehensive Neighbourhood Development (R5): lands located in this zone are intended for integrated and comprehensive planning of new large-scale neighbourhoods by development agreement. Additional policies related to this zone are listed in policies 3.1.13 through 3.1.14.

(Amended February 6, 2024 File P22-02)

3.1.3 permit within the Residential Designation:

- (a) all zones listed in policy 3.1.2 above;
- (b) all zones permitted within all designations, as listed in policy 3.0.32;
- (c) isolated commercial or industrial zones applied to uses in existence on November 21, 2019, as provided for in policy 3.1.5; and

- (d) Mixed Commercial Residential (C3) Zone, as provided for in policy 3.2.2.
(Amended May 2, 2023, New Minas Secondary Plan)

- 3.1.4 permit in all zones located within the Residential Designation, community facility uses including, but not limited to, community centres, places of worship, libraries, and local government offices with specific requirements regarding:
- (a) height, building footprint, and setbacks in order to ensure neighbourhood compatibility;
 - (b) impact mitigation on surrounding properties, including but not limited to privacy, noise, and traffic circulation; and
 - (c) screening and buffering parking and service areas from surrounding residential uses; and
- 3.1.5 recognize isolated commercial and industrial uses in existence on November 21, 2019 on lands located within the Residential Designation. Council shall recognize their continued legal operation, regardless of the zone in which they are located.

Development Agreements and Amendments

While the Residential Designation is intended to accommodate wide-ranging residential development, Council supports other uses that contribute to a more vibrant community, such as community facilities. Moreover, some proposals may be suited to a different zone or may not meet zone standards due to scale or design, or the specific context of the lot. Where appropriate, Council will consider amendments to the Land Use By-law in accordance with policies 5.3.3-5.3.5 of this Strategy to accommodate such proposals. Council will consider by development agreement proposals that cannot meet zone standards or to permit a similar use to those uses permitted as-of-right in the Land Use By-law. Both approaches are intended to permit innovative designs and the efficient land use, while ensuring neighbour consultation and site-specific controls for land use compatibility where warranted.

Policy

Council shall:

Development Agreements

- 3.1.6 consider only by development agreement the establishment of community facilities that are not permitted as-of-right, or do not meet the requirements of the zone in which the lot is located, within the Residential Designation. In evaluating such development agreements Council shall be satisfied that:

- (a) if the use is a listed, permitted use, the condition(s) that prevent the proposal from being permitted as-of-right in the designation is addressed by development agreement including, but not limited to, enhanced buffering and the positioning and design of buildings and structures; and
- (b) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements & Amending the Land Use By-law;

3.1.7 consider only by development agreement the re-establishment of a commercial or industrial use that has been discontinued for a period of 12 months or more, proposals for the re-establishment of the discontinued use, or for proposals for similar small-scale commercial or industrial uses within the Residential Designation. In evaluating such development agreements Council shall be satisfied that:

- (a) the proposal is consistent with the existing character of the neighbourhood including prevailing building types, lot size and frontage, setback patterns, and parking locations;
- (b) adequate privacy for new and existing buildings has been provided by ensuring appropriate separation distance between building walls and through landscaping, planting and fencing, where necessary; and
- (c) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements & Amending the Land Use By-law;

3.1.8 consider only by development agreement in the Residential Designation, residential proposals for uses that are not otherwise permitted or cannot meet the standards of the applicable residential zone. In evaluating such development agreements, Council shall be satisfied that:

- (a) the proposal is consistent with the existing character of the neighbourhood including prevailing building types, lot size and frontage, setback patterns, and parking locations;
- (b) the condition(s) that prevents the proposal from being permitted as-of-right in the zone is addressed by the development agreement including but not limited to enhanced buffering and the positioning and design of buildings and structures; and
- (c) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

High Density Residential Development

Large apartment buildings, beyond the density or height provided for in the Land Use By-law can provide housing options and make efficient use of serviced land. These types of developments can have a significant impact on the surrounding neighbourhood from increased traffic and the visual impact of large or tall buildings. To balance the benefit of increased residential units with perceived negative impacts on the surrounding area, Council will consider proposals for new high density residential development by development agreement. *(Amended February 6, 2024, File 22-02)*

Policy

3.1.9 *Removed February 6, 2024 File P22-02*

Development Agreements

Council shall:

3.1.10 consider only by development agreement proposals for residential development that exceeds the permitted density or height permitted under the Land Use By-law in the Residential Designation. In evaluating such development agreements, Council shall be satisfied that:

- (a) the proposal has frontage on or near a collector road;
- (b) the design, scale and location of buildings is sensitive to surrounding land uses;
- (c) if the use is a listed, permitted use the condition that prevents the proposal from being permitted as-of-right in the designation is addressed by the development agreement including but not limited to enhanced buffering and the positioning and design of buildings and structures; and
- (d) the proposal meets the general development criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

((e) Removed February 6, 2024, File 22-02)

Comprehensive Neighbourhood Developments

The Comprehensive Neighbourhood Development (R5) Zone is intended for integrated and comprehensive planning of new large-scale neighbourhoods by development agreement. This zone is appropriate for locations that are environmentally sensitive or prominently located within an established community, or where an innovative development form is desirable.



The Comprehensive Neighbourhood Development (R5) Zone provides an opportunity for alternative lot standards and development forms, as well as innovation in open space and community amenities, such as pedestrian pathways and bike lanes, or energy-efficient technologies such as district heating.

Open space is fundamental to good community planning and is especially required in areas that have increased density or nearby agricultural areas.

Policy

Council shall:

- 3.1.11 zone as Comprehensive Neighbourhood Development (R5) lands that are intended to enable the development of large-scale and comprehensively-planned neighbourhoods. This zone may be applied to areas that:
- (a) are a minimum of five (5) acres in size;
 - (b) would benefit from a public planning process, such as lands that are prominently located within an established community; and
 - (c) need to be well integrated with surrounding lands to meet the goals of this Strategy or its Secondary Plans, including, but not limited to, areas that require the construction of important transportation infrastructure, that require complex sewer or water infrastructure, that contain or abut environmentally sensitive features, or where an innovative development form is desired; *(Amended May 2, 2023, New Minas Secondary Plan)*
- 3.1.12 permit within the Comprehensive Neighbourhood Development (R5) Zone a limited amount of as-of-right development that is not expected to prevent future comprehensive development including, but not limited to, forestry uses, agriculture, and the limited expansion of existing uses;

Development Agreements

3.1.13 consider only by development agreement proposals for comprehensive planned neighbourhood developments within the Comprehensive Neighbourhood Development (R5) Zone. In evaluating such development agreements, Council shall be satisfied that the proposal:

- (a) consists of land uses that are consistent with the intent of the Residential Designation, including but not limited to residential uses, community facilities, recreational facilities and commercial uses intended to serve the neighbourhood;
- (b) provides a mix of housing options rather than only one building type;
- (c) has an overall minimum density of four (4) units/acre for developments serviced by central sewer and water and similar density for unserved developments provided the environment can sustainably support the proposed density;
- (d) has a neutral or positive long-term impact on municipal finances, as shown by a fiscal impact analysis, or the community or environmental benefits outweigh the costs;
- (e) includes appropriate phasing to ensure orderly development that minimizes the creation of vacant parcels of land between the existing developed lands and the proposed site;
- (f) results in public infrastructure that is efficient to service and maintain;
- (g) encourages active transportation by providing sufficient sidewalks, pathways and/or trails consistent with the transportation infrastructure policies contained in section 2.3, Infrastructure;
- (h) minimizes environmental impact by protecting sensitive natural features and incorporating low-impact approaches for managing storm water;
- (i) provides a minimum 100-foot-wide vegetated buffer within Comprehensive Neighbourhood Development (R5) Zones adjacent to the Agricultural (A1) Zone. This buffer area must be entirely contained within the development and may be used for park, recreation and service utility purposes, but must not contain buildings for any other use. The width of the buffer area may be reduced where natural or built features, including but not limited to a ravine, watercourse or road create a buffer with the Agricultural (A1) Zone;
- (j) notwithstanding the minimum requirements set out in the Subdivision By-law, provides a minimum of ten (10) per cent open space contribution;

- (k) utilizes, alternative road, lot, servicing and other infrastructure standards where appropriate;
- (l) provides sufficient vehicle and pedestrian transportation linkages with any adjacent town, village or property through the dedication of land intended for use as a road reserve;
- (m) complements existing and planned development within an adjacent town or village in location, design, and any linkages between town or village and Municipal infrastructure; and
- (n) meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law;

3.1.14 consider including lands outside the Comprehensive Neighbourhood Development (R5) Zone in a development agreement that applies primarily to lands within the Comprehensive Neighbourhood Development (R5) Zone without an amendment to the Land Use By-law to expand the zone. In considering such an addition Council shall be satisfied that:

- (a) the lands abut a Comprehensive Neighbourhood Development (R5) Zone; and
- (b) the lands in the Comprehensive Neighbourhood Development (R5) Zone development agreement demonstrably contributes to protecting natural features, improving transportation linkages or facilitating the development of isolated properties; and

Amendments

3.1.15 consider requests to rezone lands within the Residential Designation to the Comprehensive Neighbourhood Development (R5) Zone. When evaluating applications for rezoning, Council shall be satisfied that the proposal:

- (a) is consistent with policy 3.1.11, which describes the location where the Comprehensive Neighbourhood (R5) Zone should be applied; and
- (b) meets the general Land Use By-law amendment criteria set out in section 5.3 Development Agreements and Amendments to the Land Use By-law.

Affordable Housing and Community Benefit Incentive Policies

(Added February 6, 2024, File 22-02)

The Act provides Council with tools to incentivize the development of community benefits that are not generally provided by private developers. Such benefits often include the provision of affordable housing units. Both bonus zoning and inclusionary zoning can enable Council to take advantage of these benefits in exchange for increased residential density or residential units within a proposed development.

The provision of affordable housing is an important consideration for Council since vibrant and healthy communities include people of all ages and income levels. Changes in living situations such as the breakdown of a relationship, loss or change of job, or other events that may result in the need for more affordable housing should not result in an individual or family having to seek housing outside the community. Incorporating a range of housing at a range of costs can assist in ensuring this is not a necessity.

Bonus zoning is a planning tool, enabled under the Act, that enables the Municipality to require a development to provide public benefits in exchange for certain development requirements being relaxed.

Inclusionary Zoning is an affordable housing policy tool, enabled under the *Municipal Government Act*, which is intended to result in the development of below-market residential units that the private market on its own would not produce at a given location. Inclusionary Zoning can be seen as a type of incentive zoning where the primary public benefit is the creation of affordable housing units wherein the developer of housing is permitted to develop a greater number of units than is permitted as-of-right, provided a portion of the units are charged below market rents for a given period.

Policy

Council shall:

- 3.1.16 periodically review the availability and affordability of housing in the Municipality;
- 3.1.17 support the maintenance and expansion of affordable housing, by:
 - (a) continuing to work with a wide range of community and private sector stakeholders to monitor and support housing needs in the Growth Centres;
 - (b) continuing to work with other levels of government to increase and improve the supply of affordable housing;

- (c) continuing to identify and address barriers to housing affordability;
- (d) supporting new and existing co-operative housing developments as a housing model that encourages community building and local ownership of housing;
- (e) considering the use of surplus municipal land for affordable non-market housing; and
- (f) encouraging the renewal, repair and upgrade of affordable non-market residential units.

Bonus Zoning

The intent of this policy tool is to offset other municipal investments; so that higher levels of permitted density are accompanied by appropriate levels of community amenities and public benefits that support the development of complete communities. Further, this approach seeks to ensure that any public benefits obtained reflect the overall goals and objectives of this Strategy.

To this end, Council intends to incorporate bonus zoning as a mechanism for encouraging appropriate levels of densification in new residential developments while obtaining community amenity contributions that enhance the community and/or neighbourhoods expected to absorb the new developments. The development of a by-law enabling this approach will outline the requirements for considering additional density and corresponding public amenities and fully define the guidelines for the collection and distribution of funds collected through bonus zoning.

Public benefits can include affordable housing, heritage conservation, public art, acquisition and improvements to municipal parks, affordable community cultural indoor spaces, and such other public benefits that may be set out in the By-law. The By-law will establish the public benefits where only cash-in-lieu will be accepted.

Policy

Council shall:

3.1.18 establish a by-law outlining conditions and criteria for the purpose of collecting community amenity contributions of assets or the collection of cash-in-lieu to provide additional public benefits where proposed residential development exceeds the scale, height or density permitted under the Land Use By-law.

Inclusionary Zoning

Inclusionary Zoning is an increasingly popular tool for municipalities as it takes advantage of existing interest in developing housing and incentivizes the development of affordable housing and may or may not include expanded permissions for an increased number of units in the proposed development. Since the affordable housing forms part of an already proposed development, it can also contribute to income diversity within residential developments, further contributing to the development of complete communities.

Policy

Council shall:

3.1.19 establish a By-law to enable the Municipality to outline conditions and criteria for requiring the provision of affordable housing or the collection of cash-in-lieu in new residential developments.

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3.2 Commercial Designation

Context

Services and trade are important drivers for employment and economic development, and remain a cornerstone of many of the Growth Centres. Successful commercial uses depend on high visibility, transportation connections and a large customer pool, and therefore benefit from proximity to other commercial uses, with a concentration of businesses providing customer convenience and lending to business alignment.

Traditionally, many commercial operations were small, privately-owned businesses and therefore provided little residential and commercial separation. Throughout the latter half of the twentieth century the philosophy shifted, resulting in a diversity of commercial areas within the Municipality including traditional 'Main Streets', large-scale regional commercial centres and commerce located near highway interchanges.











Today there is revived interest in blending commercial and residential uses, with benefits including reduced transportation needs and a built-in customer base. The Commercial Designation is intended to recognize this diversity and ensure commercial uses have adequate access to strategic locations while allowing some opportunity for residential use and its associated benefits.

Goal

To identify lands where commercial activities are promoted and prioritized over other land uses.

Objectives

THEME	OBJECTIVE
	<p>To encourage a broad range of commercial opportunities in single use and mixed use developments and support efficient use of public infrastructure.</p>
	<p>To provide opportunities for agricultural products sale and services.</p>
	<p>To discourage commercial development in rural areas by providing sufficient land for commercial uses Growth Centres.</p>
	<p>To direct commercial centres to main transportation corridors.</p>
	<p>To allow mixed-use retail and commercial area development.</p>
	<p>To develop and expand commercial retail and service uses; and To promote and encourage entrepreneurship and innovation.</p>
	<p>To encourage active transportation by allowing mixed residential, commercial and light industrial uses in appropriate areas.</p>
	<p>To protect cultural and historically significant streetscapes and buildings.</p>

General Commercial Policy

Council shall:

- 3.2.1 designate as Commercial, lands located within Growth Centres where commercial uses are encouraged and prioritized over other land uses;
- 3.2.2 establish the following Commercial Zones in the Land Use By-law:
 - (a) General Commercial (C1): lands located in this zone are intended to accommodate a very wide range of commercial uses, as well as limited residential opportunities, and low-impact industrial developments, along main transportation corridors;
 - (b) Central Business (C2): lands located in this zone are intended to preserve the character of the traditional ‘Main Street’ commercial areas located in Canning, Kingston, Aylesford, and Port Williams. These areas have limited residential opportunities;
 - (c) Mixed Commercial Residential (C3): lands located in this zone are intended to complement established commercial areas. These areas shall generally be located on main transportation corridors and associated side streets that have commercial development, traditional ‘Main Street’ areas within commercial areas that have not yet experienced much development, or areas where flexibility between residential and commercial uses is desired; and to permit both residential and lower impact commercial uses, such as local retail or business offices, in the same area of a Growth Centre;
 - (d) Highway Commercial (C5): lands located in this zone are intended to complement established commercial areas by permitting commercial uses that are intended to serve the traveling public; commercial uses that are not usually desired within traditional ‘Main Street’ commercial or mixed use areas; and commercial uses that benefit from exposure to high traffic volumes or require straightforward access to a major transportation route; and
 - (e) Comprehensive Business Development (C6): lands located in this zone are intended to enable the development of large-scale and comprehensively planned business areas;
- 3.2.3 permit within the Commercial Designation:
 - (a) all zones in policy 3.2.2 above;
 - (b) all zones permitted within all designations, as listed in policy 3.0.32; and
 - (c) Light Industrial Commercial (M1) Zone;

- 3.2.4 regulate the location of driveways and parking and loading areas within the Commercial Designation to facilitate traffic flow and provide a safe and vibrant streetscape for pedestrians, cyclists and other users of alternative transportation;
- 3.2.5 permit flexible parking standards within the Central Business (C2) and Mixed Commercial Residential (C3) zones;
- 3.2.6 establish setback and buffering controls within the Commercial Designation to reduce land use conflicts with any adjacent Residential Zones;
- 3.2.7 enable lot standards, setbacks, building size controls, building design controls, landscaping controls, and limits on the size and number of signs, within the Commercial Designation to encourage the development of an attractive streetscape; and
- 3.2.8 recognize and reinforce the unique characteristics of existing commercial areas.

Development Agreements and Amendments

While the Commercial Designation is intended to accommodate wide-ranging development, Council recognizes that certain proposals may be suited to a different zone or may not meet zone standards due to scale or design, as well as the unusual shape of some existing properties. Council will consider amendments to the Land Use By-law in accordance with policies 5.3.3-5.3.5 of this Strategy to accommodate such proposals. Council will consider by development agreement proposals that cannot meet zone standards or to permit a similar use to those uses permitted as-of-right in the Land Use By-law. Both approaches are intended to permit innovative designs and efficient land use that will contribute to the development of vibrant streetscapes that contribute to the commercial viability of the Municipality, while ensuring neighbour consultation and site-specific controls for land use compatibility where warranted.



Development Agreements

Council shall:

- 3.2.9 consider only by development agreement in all commercial zones, proposals for commercial, industrial, mixed use, and residential developments that are not otherwise permitted or cannot meet applicable commercial zone standards. In evaluating such development agreements, Council shall be satisfied that:
- (a) the condition(s) that prevents the proposal from being permitted as-of-right in the designation is addressed by the development agreement including but not limited to enhanced buffering and the positioning and design of buildings and structures;
 - (b) if the proposal is for a residential use or mixed use, Council shall be satisfied that:
 - (i) the residential component of the proposal has a compact built form and does not consist of low-density housing forms including, but not limited to, one and two unit dwellings or grouped dwellings;
 - (ii) the proposal is oriented to the street and contributes to a vibrant and active streetscape;
 - (iii) the proposal incorporates pedestrian friendly features into the design including pedestrian-oriented entrances, canopies, walkways, planters, amenities and/or facades; and
 - (c) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

Amendments

- 3.2.10 consider proposals to rezone lands from any zone within the Commercial Designation to the Light Industrial Commercial (M1) Zone. In evaluating such proposals, Council shall be satisfied that the proposal:
- (a) minimizes land use conflicts with adjacent or nearby commercial, mixed use or residential areas;
 - (b) maintains the existing or planned mixed use or pedestrian-oriented character of the area; and
 - (c) meets the general Land Use By-law amendment criteria set out in section 5.3 Development Agreements and Amendments to the Land Use By-law.

- 3.2.11 consider proposals to rezone land from any zone within any designation, except lands located within the Agricultural (A1) Zone, to the Highway Commercial (C5) Zone. In evaluating such proposals, Council shall be satisfied that the proposal:
- (a) is in the vicinity of a Highway 101 interchange;
 - (b) has frontage on a road other than Highway 101;
 - (c) is not located within the Grand Pré and Area Community Plan boundary, which is guided by specific policies in Grand Pré Community Plan and is not within lands north of the Highway 101 interchange at Greenwich, Exit 11; and
 - (d) meets the general criteria for amending the Land Use By-law set out in section 5.3 Development Agreements and Amending the Land Use By-law.

Comprehensive Business Development (C6) Zone

The Comprehensive Business Development (C6) Zone is intended for integrated and comprehensive planning of new large-scale employment areas by development agreement. The zone is intended for locations that are environmentally sensitive, are prominently located within an established community, involve complex road and infrastructure developments, or where an innovative development is desired.

Policy

Council shall:

- 3.2.12 zone as Comprehensive Business Development (C6) lands that are intended to enable the development of large-scale and comprehensively planned business areas. This zone will include lands that:
- (a) have a minimum lot area of five (5) acres;
 - (b) are located in areas that would benefit from a public planning process, such as lands that are prominently located within an established community; or
 - (c) are in areas that require integration with surrounding lands to meet the goals of this Strategy, including but not limited to areas that require transportation infrastructure, that contain or are adjacent to environmentally-sensitive features, or where an innovative development form is desired;
- 3.2.13 permit within the Comprehensive Business Development (C6) Zone a limited amount of development that is not expected to prevent future comprehensive development,

including but not limited to recreation, agriculture and the limited expansion of existing land uses;

Development Agreements

3.2.14 consider only by development agreement comprehensive planned business developments within the Comprehensive Business Development (C6) Zone. These may include a broad range of commercial, industrial, and institutional uses and a limited range of complementary residential uses. In evaluating such development agreements, Council shall be satisfied that the proposal:

- (a) is for uses consistent with the intent of the Commercial Designation, including any policies specific to an area;
- (b) provides employment opportunities consistent with this Strategy's Economic Development objectives and the policies in section 2.5, Economic Development;
- (c) ensures that any public infrastructure developed is efficient to service and maintain;
- (d) encourages active transportation by providing sidewalks, pathways and/or trails as appropriate and consistent with the transportation infrastructure policies in section 2.3, Infrastructure;
- (e) minimizes environmental impacts by protecting sensitive natural features and incorporating low-impact approaches for managing storm water;
- (f) provides appropriate buffering along Comprehensive Business Development (C6) Zone boundaries that abut the Residential or Agricultural Designation;
- (g) utilises appropriate alternative road, lot, servicing and other infrastructure standards, including private roads;
- (h) meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law;

3.2.15 consider including lands outside the Comprehensive Business Development (C6) Zone in a development agreement that applies primarily to lands within the Comprehensive Business Development (C6) Zone without an amendment to the Land Use By-law to expand the zone provided:

- (a) the additional lands abut a Comprehensive Business Development (C6) Zone; and

- (b) the lands subject to a development agreement demonstrably protect natural features, improve transportation linkages or facilitate the development of isolated properties; and

Amendments

- 3.2.16 consider requests to amend the Land Use By-law to rezone lands from any other zone within the Commercial Designation to the Comprehensive Business Development (C6) Zone. When evaluating such proposals, Council shall be satisfied that the proposal:
- (a) is consistent with policy 3.2.12, which establishes the potential locations of the Comprehensive Business Development (C6) Zone; and
 - (b) meets the general criteria for amending the Land Use By-law in section 5.3 Development Agreements and Amending the Land Use By-law.

3.3 Industrial Designation

Context

Active industry in the Municipality is vital for continued economic prosperity. The industrial landscape of the Municipality largely comprises agricultural processing and trucking operations, though the single largest industrial employer is Michelin Tire.

Proximity to Halifax and its container port, international airport, and rail links provides efficient and expedient global shipping options for products originating in the Municipality, and transport to market is facilitated by the numerous large trucking companies in the area.



To retain existing industrial uses and attract new industries to the Municipality, Council has developed a business park on the former Municipal Airport site and continue to support industrial uses in both Growth Centres and rural areas.






Goal

To identify lands where serviced industrial activities are promoted and prioritized over other land uses.

Objectives

THEME	OBJECTIVE
 <p>Settlement</p>	To encourage industrial development that increases public infrastructure viability.
 <p>Agriculture</p>	To promote agriculture-related industrial uses to support agricultural area viability.

 <p>Rural and Natural Areas</p>	<p>To discourage industrial uses that are neither agricultural nor resource-based in rural areas by providing sufficient land for these uses in Growth Centres.</p>
 <p>Transportation</p>	<p>To direct industrial uses to areas near main transportation corridors.</p>
 <p>Economic Development</p>	<p>To develop and expand industrial businesses, including manufacturing and agricultural processing.</p>

General Industrial Policy

Council shall:

- 3.3.1 designate as Industrial lands within Growth Centres that are developed with, or are intended to be developed with, industrial uses;
- 3.3.2 establish the following Industrial Zones in the Land Use By-law:
 - (a) Light Industrial Commercial (M1): lands within this zone are intended to recognize and provide for the development of industrial uses with light impact. The Light Industrial Commercial (M1) Zone will also permit development of non-retail commercial uses serving the industrial sector as well as commercial uses requiring large areas of land for outdoor storage, outdoor commercial displays or warehousing;
 - (b) Heavy Industrial (M2): lands within this zone are intended for the development of heavy industrial uses and to provide industrial uses with access to transportation routes and raw resources while reducing the impact of these uses on areas of residential development;
- 3.3.3 permit within the Industrial Designation:
 - (a) all zones in policy 3.3.2 above; and
 - (b) all zones permitted within all designations, as listed in policy 3.0.32;
- 3.3.4 regulate the location of driveways, parking areas and loading areas to facilitate efficient traffic flow;

3.3.5 provide setback and buffering controls to reduce land use conflicts with any nearby Residential Zones; and

3.3.6 regulate landscaping and fences to reduce the visual impact on surrounding areas;

Development Agreements and Amendments

The placement of Industrial Zones within the Industrial Designation is intended to control the location of different land uses. The zone placements reflect the policy intent and community development pattern at the time the zones were applied. A need may arise to adjust Industrial zone placement on some properties in response to changing development patterns and specific development proposals; therefore, Council will consider amendments to the Land Use By-law in accordance with policies 5.3.3-5.3.5 of this Strategy, and will consider by development agreement proposals that cannot meet zone standards or to permit a similar use to those permitted as-of-right in the Land Use By-law. Both approaches are intended to support innovation in technology use or changes in the industrial landscape of the Municipality.

Council shall:

3.3.7 consider only by development agreement in all Industrial Zones, commercial, or industrial development proposals, including the expansion of an existing commercial or industrial developments, that are not otherwise permitted or cannot meet the standards of the applicable industrial zone. In evaluating such development agreements, Council shall be satisfied that:

- (a) the condition(s) that prevents the proposal from being permitted as-of-right in the designation is addressed by the development agreement including but not limited to enhanced buffering and buildings and structures positioning and design; and
- (b) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

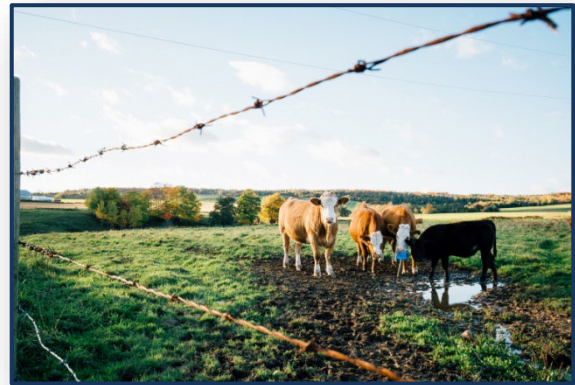
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3.4 Agricultural Designation

Context

Agriculture is a dynamic and complex industry, responsible for meeting our basic human need for sustenance. Its roots are local, but global influences guide its sustainability and growth. The Municipality is steeped in the tradition of farming, which began with the first Acadian settlers in Grand Pré, Nova Scotia's most recent UNESCO World Heritage Site.

The Municipality is a centre for scientific research and advances in agricultural technology, as the industry is a key economic driver locally and throughout the province. It provides employment for those working directly on the farm, as well as those working in related and value-added industries. Agriculture is also key to the Valley's tourism industry, providing a distinct identity for the Municipality - the bucolic setting with picturesque fields, orchards and vineyards denotes a strong agricultural heritage and tradition.



Agriculture in the Municipality is stable and growing. The micro-climates, warm weather, extended growing season, fertile soils and agricultural infrastructure create excellent conditions for growing and processing grain crops, fruits, vegetables and livestock. In 2012, approximately 18 per cent of the land base in the Municipality was in agricultural production. Farms in the Municipality represent 16 per cent of the farms and 12.5 per cent of the farm land in Nova Scotia,



generating 34 per cent of all Provincial farm receipts (2016 Census of Agriculture). Although the size of farms in the Municipality is only 77 per cent of the Provincial average, they generate more than double the average farm receipts in Nova Scotia. Municipality farms produce the majority of corn, wheat, soybean, potatoes, vegetables, and tree fruit crops grown in the Province and most of

Nova Scotia’s sows, weaner pigs, turkeys, and broiler chickens. The economic importance of agriculture in the Municipality extends far beyond municipal boundaries.







There is a conscious distinction between urban areas of the Municipality that provide a range of residential options and services, and rural lands that are devoted to agricultural uses. Planning policies reinforce this distinction and the result is a balanced approach that directs the bulk of urban development into established Growth Centres while supporting agriculture in areas that enhance the industry by reducing land use conflict and by controlling the amount of land that can be used for non-farm uses. Without intervention and purposeful control, productive farmland could be lost to non-farm development on agricultural land.



Goal

To identify lands where agricultural and related land uses are encouraged, promoted and prioritized over other land uses.

Objectives

THEME	OBJECTIVE
	<p>To limit and manage non-farm development that could otherwise be located in Growth Centres.</p>
	<p>To protect agricultural lands for future generations and facilitate the growth of the agricultural industry; and</p> <p>To reduce undue fragmentation of farmland that limits future agricultural expansion.</p>
	<p>To maintain the rural character of the landscape; and</p> <p>To protect sensitive natural features.</p>
	<p>To provide a flexible regulatory environment that accommodates innovation, agri-business, value-added agriculture, and agritainment.</p>
	<p>To encourage access to locally-produced foods.</p>
	<p>To maintain the agricultural landscapes that form part of the region's cultural identity.</p>

General Agricultural Policy

Council shall:

- 3.4.1 designate as Agricultural portions of the Valley floor, North Mountain and South Mountain. The Agricultural Designation is intended to encompass the rural parts of the Municipality where agriculture is a dominant land use;
- 3.4.2 establish the following Agricultural Zones in the Land Use By-law:
- (a) Agricultural (A1): lands located in this zone are those identified as high-capability agricultural lands for future agricultural production. This zone will provide maximum flexibility for agricultural and complementary uses and limit non-farm development, including residential development; *(Amended October 1, 2024, File #P21-01)*
 - (b) Rural Mixed Use (A2): lands located in this zone are intended for a mix of agricultural, residential and resource uses to enable the agricultural industry expansion as well as to accommodate rural housing demand; *(Amended October 1, 2024, File P21-01)*
 - (c) Farm Commercial (A3): lands located in this zone contain existing farm operations along Highway 1 between New Minas and the Town of Wolfville. These lands are intended for the development of farm commercial and agritainment uses that involve, support or complement agricultural activities in the described area. Commercial uses that are not related or complementary to farming business operations will be limited;
 - (d) Country Residential (A4): lands located in this zone are intended to maintain on-site serviced low-density neighbourhoods, consisting primarily of one or two unit dwellings, while encouraging the efficient use of land and infrastructure in an agricultural setting. This zone has also been applied to isolated areas of serviced development in rural areas of the Municipality *(Amended October 1, 2024, File P21-01)*; and
 - (e) Historic Hamlet of Grand Pré (A5): lands located in this zone are intended for maintenance of existing residential areas in the Historic Hamlet of Grand Pré while allowing for residential care facilities, non-profit camps, and small-scale fixed roof accommodations, with or without a public restaurant component. Policies related to this zone can be found in section 4.6 of this Strategy, the Community Plan for Grand Pré and Area; and
- 3.4.3 permit within the Agricultural Designation:
- (a) all zones in policy 3.4.2 above;
 - (b) Rural Commercial (C4) Zone, as provided for in policy 2.2.2;

- (c) Rural Industrial (M3) Zone, as provided for in policy 2.2.2;
- (d) all zones permitted within all designations, as listed in policy 3.0.32.

Agricultural Uses

The Agricultural Designation prioritizes agricultural uses, from crops and barns to greenhouses and processing, permitting extensive agricultural and related uses to enable farms to grow and adapt. Council will promote the protection of productive agricultural lands through policies that facilitate agricultural uses and restrict those that do not support and complement agriculture.

Policy

Council shall:

- 3.4.4 permit within all agricultural zones a broad range of agricultural and related uses, which may be tailored to the intent of the specific zone, including but not limited to farm buildings, the processing of agricultural products, and the direct sale of farm products; and
- 3.4.5 require flexible lot and building standards for agricultural uses, while also providing appropriate separation from adjacent properties and sensitive environmental features.

Livestock Operations

The raising of livestock, such as poultry, cattle and mink, is an integral part of the agricultural economy. The Municipality has one of the highest densities of commercial livestock facilities in



Eastern Canada. Although livestock buildings need not locate on optimal soils, the feed the animals consume and the manure they produce are interconnected with other agricultural systems. Livestock operations, therefore, must be permitted to locate and expand in many locations. Appropriate controls, based on the scale and potential impact on neighbours, are established to mitigate land use conflict and environmental concerns. Livestock operations are distinguished as intensive or commercial-scale livestock operations, and household livestock which are small-scale, hobby or niche-market livestock operations.

Policy

Council shall:

- 3.4.6 permit within the Agricultural (A1), the Rural Mixed Use (A2), and the Rural Industrial (M3) Zone, livestock operations; and
- 3.4.7 establish for all livestock operations within all Agricultural Zones flexible controls to provide a variety of opportunities. These controls shall require:
- (a) adequate separation between the livestock operation and Growth Centres, and watercourses consistent with the intent of the zone; and
 - (b) a manure disposal plan for new or expanded operations, subject to Provincial Regulations and Guidelines.

Agritainment

The Municipality's agricultural areas are important not only for producing food, but also increasingly as a major tourism attraction. From wineries to u-picks, farm stays and wagon rides, visitors are coming to the region to sample and purchase agricultural goods and products directly from producers and to experience farming practices.

Section 2.5, Economic Development of this Strategy describes the growing importance of tourism to the economic development of the region and the intention to encourage visitor-oriented businesses. Council intends to permit agritainment developments within the Agricultural Designation that do not interfere with the agricultural character that is the essential to its appeal. Additional direction for tourism and agritainment uses are contained in policies 2.5.11-2.5.13 of this Strategy.



Policy

Council shall:

- 3.4.8 permit within the Agricultural (A1) Zone, the Rural Mixed Use (A2) Zone, the Farm Commercial (A3) Zone and the Rural Commercial (C4) Zone, various agricultural-related tourism uses accessory to a farm business including, but not limited to, farm product sampling, lodging, u-picks and other uses that enable people to visit and experience farming operations; and
- 3.4.9 regulate agricultural related tourism uses to ensure that the agritainment use is accessory to a farm business and to control the scale, nature and location of the use to limit the potential impact on surrounding agricultural and residential uses.

Topsoil Removal

The removal of topsoil for commercial sale has been a long-standing concern. This practice is extremely detrimental in agricultural areas, where topsoil removal can severely limit future cultivation. In other areas, complete topsoil removal can create a multitude of problems, including erosion and sedimentation of watercourses.

Policy

Council shall:

- 3.4.10 prohibit topsoil removal in the Agricultural (A1) Zone, other than removal incidental to the development of uses permitted in the zone and ongoing use of the property.

Agricultural (A1) Zone

The Annapolis Valley is recognized as one of the most fertile agricultural areas east of Québec. The Annapolis and Gaspereau valley floors, in particular, have been cultivated for hundreds of years and support many crops, including



apples, grapes, legumes, corn and hay, as well as livestock operations.

As part of the 1979 Planning Strategy, Council used soil mapping to define and protect productive agricultural areas. Throughout the 1980s and 1990s, Council updated and refined this mapping, including the mapping of active agricultural areas, both to identify

productive agricultural areas, and to guide agricultural and non-agricultural development on a site-specific basis.

Since the protection of agricultural land in 1979, one of the most controversial topics in the Municipality has been the development of non-farm dwellings. It is broadly recognized that non-farm dwellings in agricultural areas have a negative impact on the long-term viability of agricultural areas by removing lands, permanently in some instances, from agricultural production, fragmenting farmland, and creating land use conflicts. Consequently, Council has limited or prohibited non-farm dwellings in agricultural areas. By 2018, however, Council had adopted many exceptions to this rule. Council intends to build on and improve its efforts to protect agricultural areas by zoning the Annapolis and Gaspereau Valley floors as Agricultural (A1) to ensure that the agricultural sector can thrive for generations to come. Similar to earlier zoning, the placement of this zone is based on the prevalence of Class 2, 3 and 4 soils, and the amount of agricultural activity (Schedule F - 2012 Land Cover Map). Given the generalized nature of the mapping, Council does not intend to base site-specific land use controls on the soils mapping; for example, whether a non-farm dwelling is permitted. Council intends to refine its approach by strictly restricting non-farm dwellings. Exceptions will not be based on lot age, but rather permitted only when there is demonstrably low impact on surrounding agricultural uses. In these cases, controls will be applied to reduce the impacts on agricultural lands and to protect them for current and future agricultural production

Policy

Council shall:

- 3.4.11 zone as Agricultural (A1) geographically distinct portions of the Annapolis Valley and Gaspereau Valley floors and portions of the North Mountain that correspond closely with the Agricultural Designation in place at the time of adoption of this Strategy. It is intended to include blocks of land defined by physical features such as roads with more than 60 per cent Class 2 and 3 soils, and Class 4 land, or when combined with lands in active agriculture production as shown on Schedule F - 2012 Land Cover Map;
- 3.4.12 permit within the Agricultural (A1) Zone:
- (a) a wide range of agricultural uses, farm supportive uses and uses that complement and support agricultural operations;
 - (b) accessory restaurants in association with an agritainment use;
 - (c) farm dwellings and tenements to enable owners and workers to live on the farm business property; and

- (d) a limited amount of residential development where there is a maximum distance of 300 feet along a public road between dwellings in existence on November 21, 2019 or between a dwelling in existence on the November 21, 2019 and the intersection of two public roads; and
- 3.4.13 require site plan approval for development enabled by policies 3.4.12(b) and (d), above, to minimize negative impacts on agricultural production and potential by ensuring that the non-farm dwelling is located close to the adjacent road(s); and
- 3.4.14 prohibit the issuance of development permits for non-farm dwellings on under-sized lots existing on November 21, 2019 unless the requirements for non-farm dwellings described in policy 3.4.13, above, are met.

Development Agreements

Council supports diversification of farm businesses to balance income loss caused by unfavourable seasonal weather conditions or other factors. Development of tourism uses is one such avenue. While policy direction is provided for other zones in the Agricultural Designation in section 2.5, Economic Development, Council will provide specific policy direction for tourism-oriented proposals in the Agricultural (A1) Zone. In addition to uses permitted as-of-right in the Land Use By-law, Council intends to permit additional uses by development agreement, to ensure protection of agricultural land while permitting business diversification.

It is also Council's intention to facilitate the development of new farms and new or relocated farmers. Due to the nature of farming, it is preferable for farmers to live on the land that they farm. New or relocated farmers may not be able to meet the requirements for the construction of a farm dwelling.

Council shall:

- 3.4.15 consider only by development agreement proposals for event venues or restaurants to be developed within the Agricultural (A1) Zone. In evaluating such development agreements Council shall be satisfied that the proposal:
- (a) is accessory to an operating farm business and the owner's income from the farming business for the previous year exceeds the income from all other sources;
 - (b) establishes a maximum setback from the road for any proposed structure to minimize disruption to land in production;
 - (c) includes the conversion of a building existing on the date of application or the construction of a new building. If the proposal includes a new building, Council

shall be satisfied that the location of the new building minimizes potential negative impacts on current or future farming practices;

- (d) includes, if the ability to use temporary structures is requested:
 - (i) a maximum number of times each year that temporary structures may be located on the lot;
 - (ii) a maximum duration for each time temporary structures are located on the lot; and
 - (iii) the location on the lot of any proposed temporary structure;
- (e) excludes the ability to obtain or use a cabaret licence or its equivalent;
- (f) includes sufficient parking for the proposed permanent structure and any proposed temporary structures. Council shall be satisfied that the parking areas:
 - (i) are flat, stable surfaces;
 - (ii) are in close proximity to the restaurant or event venue; and
 - (iii) are designed for easy reversion back to agricultural production; and
- (g) the proposal may include small-scale accessory fixed roof accommodation; and
- (h) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law;

3.4.16 consider only by development agreement the development of a farm stay operation to provide guests with opportunities to learn about or participate in farming activities. In considering such proposals, Council shall be satisfied that the proposal:

- (a) is accessory to an operating farm business and the owner's income from the farming business for the previous year exceeds the income from all other sources;
- (b) establishes a maximum setback from the road for any proposed structure in order to minimize disruption to land in production;
- (c) the total number of farm stay units is limited to two;
- (d) includes the conversion of a building existing on the date of application or the construction of a new building or is located within seasonal structures that are not

permanently fixed to the ground, such as yurts or caravans. Council shall be satisfied that:

- (i) if the proposal includes a repurposed farm building, dwelling, place of worship, or seasonal structures each farm stay unit shall be limited to 500 square feet;
 - (ii) if the proposal consists of new buildings, each farm stay unit is limited to a maximum building footprint of 500 square feet per farm stay unit; and
 - (iii) if the proposal consists of new buildings, Council shall be satisfied that the location of the new building minimizes potential negative impacts on current or future farming practices;
- (e) complies with all other applicable provincial legislation; and
- (f) meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

3.4.17 consider only by development agreement the development of a farm dwelling for new farmers or farmers that have recently relocated to the Municipality. This policy is intended to apply to full-time, active farmers. In considering such proposals, Council shall take the following into consideration:

- (a) the development agreement shall include a site plan showing the location of crops, barns, pastures, residential development accessory to the farming business, access, site servicing and landscaping;
- (b) the submission of a professional business plan for the farming business that demonstrates the intention to farm. A third party association with agricultural expertise, such as the Federation of Agriculture, or a similar organization, shall have the opportunity to review the farm business plan and to provide comments to Municipal staff as part of the development agreement process;
- (c) the demonstration of the intent to farm by showing proof of farm financing or investment in farm related infrastructure (machinery, construction of barns, purchase of livestock or plants/trees/seeds, etc) or, if moving from another jurisdiction, a demonstrated history of farming, where farming constituted the majority of income; and
- (d) in the case of a proposed livestock operation, a Manure Storage Plan shall be submitted as part of the development agreement application; and

- (e) meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law. *(Added October 1, 2024, File P21-01)*

Amendments

- 3.4.18 prohibit any rezoning from the Agricultural (A1) Zone, with the exception of a rezoning to the Environmental Constraints (O1) Zone, without an amendment to this Strategy.

Rural Mixed Use (A2) Zone

Large areas of the North and South Mountains, as well as pockets on the Valley floor are characterized by a mix of agricultural, residential, and resource-based land uses. While the soils and climate on the North and South Mountains are not generally as productive as the Annapolis and Gaspereau Valley floors, agricultural uses are still dominant. Unlike the Valley floors there are also large stretches of forested lands with space and natural buffers for residential development. The Rural Mixed Use (A2) Zone is to permit a mix of agricultural, residential and resource uses to enable agricultural industry expansion, as well as accommodate rural housing demand.

Policy

Council shall:

- 3.4.19 zone as Rural Mixed Use (A2) portions of the North and South Mountains, as well as pockets on the Valley floor. It is intended to include:
- (a) areas of the North Mountain that contain large stretches of forests interspersed with agricultural uses, agricultural-related uses and limited residential development;
 - (b) geographically distinct portions of the South Mountain where agriculture is a significant land use, as shown on the Schedule F - 2012 Land Cover Map;
 - (c) geographically distinct portions of the Annapolis Valley and Gaspereau Valley floors containing blocks of land defined by physical features such as roads consisting of less than 60 per cent combined Class 2 and 3 agriculture capability soils and Class 4 land in active agricultural areas, as shown on the 2012 Land Cover Map; and
 - (d) distinct communities on the Annapolis and Gaspereau Valley floors, formerly identified as Hamlets, characterized as rural residential clusters and often containing a community meeting place, including but not limited to a place of worship, school, or community centre;

- 3.4.20 permit within the Rural Mixed Use (A2) Zone:
- (a) uses permitted in the Agricultural (A1) zone;
 - (b) tenements to enable workers to live on the farm business property;
 - (c) residential development on public and private roads in existence on November 21, 2019 consisting of a single dwelling containing up to two (2) residential units;
(amended April 13, 2022, File 21-02)
 - (d) a range of uses that support the agricultural and forestry industries; and
- 3.4.21 regulate the pattern of development and limit potential conflicts with agricultural uses by controlling the frontage, lot size and lot setbacks to encourage efficient development while maintaining rural character.

Development Agreements

It is Council's intent to permit a broad range of housing within the Municipality, including affordable housing options. While it is not the intent of Council to enable the development of mobile-home parks broadly throughout the Agricultural Designation or within the Rural Area as a whole, there is a desire to recognize existing mobile-home parks and enable their expansion in recognition of the viable housing option that mobile-home parks provide.

Council shall:

- 3.4.22 consider only by development agreement the expansion of a mobile-home park existing on November 21, 2019. In considering such expansions, Council shall be satisfied that:
- (a) the proposed expansion is designed in a manner that is compact in nature;
 - (b) the proposed development agreement includes provisions to reduce land use conflict between agricultural operations and residential uses;
 - (c) the proposed expansion is compliant with the Municipality of Kings County Mobile Home Parks By-law;
 - (d) there is a demonstrated need for the expansion; and
 - (e) the proposal meets the general Development Agreement criteria set out in section 5.3 Development Agreements and Amendments to the Land Use By-law.

Amendments

3.4.23 consider re-zoning from the Rural Mixed Use (A2) Zone to the Rural Industrial (M3) Zone or the Rural Commercial (C4) Zone (*amended October 1, 2024, File P21-01*). In considering such amendments, Council shall be satisfied that:

(a) the application applies only to:

(i) land that has not been in recent agricultural production as determined through a review of diverse information sources including, but not limited to:

- (a) Schedule F – 2012 Land Cover Map;
- (b) Aerial photography;
- (c) Assessment information;
- (d) Local knowledge; and/or
- (e) Any other relevant sources that become available

(Amended April 7, 2022, File 20-16)

(b) the proposal would not re-zone more land than required for the specific proposal cited in the application;

(c) will not create undue conflict with nearby agricultural uses or rural residents; and

(d) meets the general Land Use By-law amendment criteria set out in section 5.3 Development Agreements and Amendments to the Land Use By-law.

Farm Commercial (A3) Zone

The former hamlet of Greenwich, located along Highway 1, between the eastern boundary of New Minas and the western boundary of the Town of Wolfville, is a farm market destination in Nova Scotia. Given its unique character within the Municipality, it is appropriate to provide specific policy direction to support existing uses and to facilitate the area's continued success.

Policy

Council shall:

3.4.24 zone as Farm Commercial (A3) those lands with existing farm operations along Highway 1 between New Minas and the Town of Wolfville, and are developed with, or are intended to be developed with, commercial uses directly related and complementary to agricultural activities;

3.4.25 permit in the Farm Commercial (A3) Zone:

(a) agricultural uses and livestock operations; and

- (b) a variety of commercial and industrial uses that support and complement agriculture and agritainment activities, including residential uses accessory to these uses;
- 3.4.26 limit in size or prohibit uses not related to or complementary to agricultural and agritainment uses;
- 3.4.27 require lot, access and parking standards similar to the Commercial Zones; and
- 3.4.28 provide regulations to maintain the agricultural character of development;

Amendments

- 3.4.29 consider re-zoning from any zone other than the Agricultural (A1) Zone to the Farm Commercial (A3) Zone. In considering such amendments Council shall be satisfied that the proposal:
 - (a) is for lands located between the Growth Center of New Minas and the Town of Wolfville, north of Hwy 101 and south of the former rail line;
 - (b) will not negatively impact any adjacent agricultural activities; and
 - (c) meets the general Land Use By-law amendment criteria set out in section 5.3 Development Agreements and Amendments to the Land Use By-law.

Country Residential (A4) Zone

The 1979 Planning Strategy established a zone for rural residential development while also accommodating resource developments such as agriculture. It enabled on-site serviced subdivisions developed outside Coldbrook, Kentville and other Growth Centres. Several areas, as yet undeveloped, on the North and South Mountains were zoned Country Residential (A4).

Prior to the 1979 Planning Strategy, a number of rural residential subdivisions were developed throughout the Municipality, which received sewer servicing in the intervening period, and Council intends to zone these areas Country Residential (A4) to recognize the more residential character of these small subdivisions.



In 1995, the Municipality became responsible for maintaining all new roads developed in the Municipality, including any in new rural subdivisions. Ensuing significant maintenance costs caused concerns with the Country Residential (A4) Zone because it enabled the development of new roads in areas that would be inefficient to maintain and service. Accordingly, Council will limit new public road construction in rural areas, especially those far from Growth Centres.

Policy

Council shall:

- 3.4.30 zone as Country Residential (A4) developed rural subdivisions located on a public road. This zone is intended to maintain both on-site serviced and existing municipally serviced low-density neighbourhoods located outside of Growth Centres, consisting primarily of one or two unit dwellings. *(Amended October 1, 2024, File P21-01)*
- 3.4.31 permit within the Country Residential (A4) Zone:
 - (a) agricultural uses excluding livestock operations;
 - (b) residential development on public roads; and
 - (c) dwellings containing up to two (2) residential units; and
- 3.4.32 regulate the pattern of development and limit potential conflicts with agricultural uses by controlling the frontage, lot size and lot setbacks to encourage efficient development while also maintaining a rural character.

Development Agreements and Amendments

The Country Residential (A4) Zone accommodates residents who share the common bond of preferred housing is intended to meet the needs of individuals that prefer to live in a country

setting where the growth of strong community bonds between neighbours is a common occurrence. Since housing needs change throughout life, as young children grow and leave their childhood homes and/or low maintenance housing options are preferred, Council supports a variety of housing types within the Country Residential (A4) Zone to enable people to stay in their communities at all life stages.

Council does not intend to expand the Country Residential (A4) Zone due to public road maintenance cost in low density areas.

Council shall:

3.4.33 consider only by development agreement within the Country Residential (A4) Zone clustered housing developments. In evaluating such development agreements, Council shall be satisfied that the proposal:

- (a) is on a lot with a minimum area for each proposed residential unit that is equal to or greater than the minimum lot size for a one-unit dwelling in the Country Residential (A4) Zone; *(Amended October 1, 2024, File P21-01)*
- (b) consists of a maximum of eight (8) residential units contained in either grouped dwellings or low rise structure(s);
- (c) clusters the residential buildings, lawns, on-site services and accessory structures to:
 - (i) reduce the potential for conflict between residential and agricultural uses by providing a natural buffer with any adjacent agricultural or resource uses;
 - (ii) minimize loss of productive agricultural lands; and
 - (iii) protect sensitive natural features; and
- (d) meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law; and

Amendments

3.4.34 prohibit any rezoning to the Country Residential (A4) Zone without an amendment to this Strategy.

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3.5 Shoreland Designation

Context

The waters of the Municipality are of historical significance, with the marine environment once a major thoroughfare for apples and other important cargo as well as an economic hub for fishing and shipbuilding. The lakes and rivers of the South Mountain have been a source of hydroelectricity and places for recreation, reflection, and relaxation.

The economic role of these waters is now secondary, with technological advances in business and industry. Natural beauty is instead the current focus in many shoreland areas. Council acknowledges that while most shoreland areas are located far from the development core of Growth Centres, Municipal residents and visitors nonetheless seek access and shoreland development opportunities along the shore.

The natural features that make these areas desirable are vulnerable to the impact of development, and can be a significant hazard to development. Council is giving special









consideration to protecting development from the shoreland environment, and the shoreland environment from the impact of development. The Shoreland Designation will accommodate some public access and development, while implementing controls that address erosion and protect both water quality and natural vegetation.

Goal

To identify lands where limited shoreland development is appropriate and to minimize the impacts of that development and the natural environment on each other.

Objectives

THEME	OBJECTIVE
 <p>Settlement</p>	To provide limited development opportunities in shoreland areas.
 <p>Agriculture</p>	To support limited rural development in areas away from productive agricultural lands.
 <p>Rural and Natural Areas</p>	To protect sensitive natural features, including the health of lakes; and To promote and encourage public appreciation of natural areas.
 <p>Transportation</p>	To prevent the expansion of publicly-owned roads in remote areas.
 <p>Economic Development</p>	To provide opportunities for tourism development in shoreland areas; and To provide flexibility for local development in coastal communities.
 <p>Healthy Communities</p>	To provide opportunities for outdoor recreation: and To encourage stewardship of lake health.

General Shoreland Policy

Council shall:

- 3.5.1 designate as Shoreland areas of existing development on lakeshores and freshwater islands on the South Mountain, areas of existing coastal development, and areas where future development is appropriate;
- 3.5.2 establish the following Shoreland Zones in the Land Use By-law:
 - (a) Lakeshore Residential (S1): lands within this zone are intended to provide public and private opportunities for freshwater-related recreation, leisure activities, and permanent habitation while minimizing the impact of development on freshwater bodies;
 - (b) Lakeshore Limited Development (S2): lands within this zone are intended to provide opportunities for low-density development, freshwater-related recreation, leisure activities, and habitation on larger lots with larger water frontages, to reduce the need to clear large areas of the lakeshore for development and to reduce the numbers of septic systems (and the nutrients they release). Protection of lake water quality in the Lakeshore Limited Development Zone shall take priority in the event of a conflict between residential or recreational uses with lake water quality;
 - (c) Tidal Shoreland (T1): lands within this zone are intended to provide pockets of concentrated opportunity for residential development along the marine coast, and institute controls intended to protect development from coastal hazards; and
 - (d) Tidal Commercial (T2): lands within this zone are intended to provide for a limited range of uses servicing the surrounding community and visitors along the marine coast (*Amended October 1, 2024, File P21-01*); and
- 3.5.3 permit within the Shoreland Designation:
 - (a) all zones in policy 3.5.2 above; and
 - (b) all zones permitted within all designations, per policy 3.0.32.

Lakeshore Zones

Municipal Lakeshore Capacity Model and Lake Monitoring Program

The Municipality is home to 72 major lakes, almost exclusively located on the South Mountain in the Gaspereau, LaHave, Cornwallis, and Annapolis watersheds. These lakes are very dark and tea-coloured due to the tannins produced by decaying organic matter.

In 1995 Council adopted the Kings County Lakeshore Capacity Model, using watershed land cover, development intensity, and lake characteristics to predict levels of chlorophyll a in select South Mountain lakes in the Gaspereau watershed. Chlorophyll a is a key indicator of algal growth, often resulting from excess development and causing poor recreational water quality. Council adopted thresholds for acceptable chlorophyll a levels and used the model to establish specific limits on the number of dwellings permitted near these lakes.

The Kings County Lakeshore Capacity Model is a predictive tool. Water quality measurements are necessary to determine if land use controls are working, and the Lake Monitoring Program provides the necessary link. Hardwood Lake acts as the program's "control lake" and provides baseline data for water quality in an area that is undeveloped. The samples collected by volunteers give a long-term picture of chlorophyll a levels, phosphorus loading, water clarity, and many other indicators of lake health.

Every year since 1997, volunteers in the Municipality's Lake Monitoring Program have sampled the water chemistry and taken water clarity readings of a series of lakes on the South Mountain. The data collected has been recorded in an effort to monitor lake water quality over time.

The Lake Monitoring Program also acts as an educational tool. The program's long history of volunteers has cultivated a network of people who are passionate about lake health and stewardship.

The Program publishes reports, newsletters, website, and occasional educational events that bring attention to the value of the lakes and appropriate forms and scale of development surrounding lakes within the Municipality.

As of 2019, the lakes monitored through the Lake Monitoring Program are:

- Armstrong Lake



- Aylesford Lake
- Black River Lake
- Gaspereau Lake
- Hardwood Lake
- Lake George
- Lake Torment
- Little River Lake
- Loon Lake
- Lumsden Pond
- Murphy Lake
- Sunken Lake
- Tupper Lake

This long-term dataset now provides evidence that the Lakeshore Capacity Model may not be ideal for unit-by-unit regulation of lakeshore development, but is instead more effective as a macro-level predictor of lake health to provide a range of acceptable lakeshore development levels.

Council intends to revise the existing model or develop a new model to better reflect the specific characteristics of the South Mountain lakes in order to identify whether the testing program is monitoring the appropriate indicators of lake water quality. In the interim, all development in lakeshore zones will occur by site plan approval to ensure appropriate controls for dwelling location and property vegetation in an effort to minimize the impacts on lake water quality.

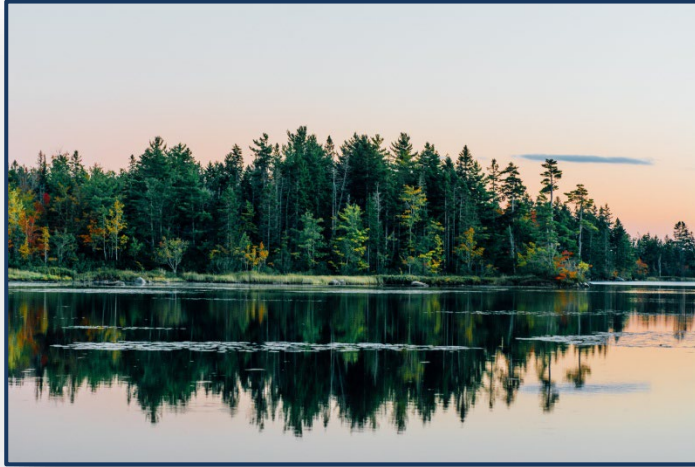


Changes to the landscape through development can impact lakes and rivers; runoff from development may carry excess nutrients and potential toxins, thereby altering water chemistry and detrimentally affecting the health and quality of freshwater bodies. Development adjacent to freshwater bodies can also have more immediate impact through changes to the shoreline and its vegetation.

Some of the South Mountain lakes were developed for recreational use prior to development constraints. Council chose to recognize existing development patterns when establishing the

Lakeshore Residential (S1) Zone, and there will be no increase in the size of this zone without an amendment to this Strategy.

Many of the South Mountain lakes remain undeveloped, which carries both ecological and aesthetic value. Council also recognizes that many of these undeveloped lands are privately owned with plans by owners to build cottages or homes. Council must adequately preserve wildlife habitat and lake water quality and concurrently provide reasonable development opportunities to land owners.



Large lots and, in particular, large water frontages are an effective way to achieve this goal. The placement of recreational vehicles on lake lots has recently increased, and given their considerable impact, which can be equivalent to that of a permanent building, the placement of recreational vehicles are to be specifically addressed.

In addition to residential development, business enterprise such as logging and agricultural uses can also produce runoff and nutrients in the greater watershed that ultimately affect lake water quality. The Municipality has very limited jurisdiction to regulate and control such operations; any changes to such activities must be voluntary by owners or come through collaboration between the Municipality, land owners, and other levels of government.

Policy

Council shall:

- 3.5.4 zone as Lakeshore Residential (S1) lakeshores and freshwater islands that contain existing residential development or have access to an existing public street or private road;
- 3.5.5 zone as Lakeshore Limited Development (S2) undeveloped lakeshores and freshwater islands;
- 3.5.6 require in both the Lakeshore Residential (S1) Zone and in the Lakeshore Limited Development (S2) Zone conservative lot standards, yard requirements, setbacks, retention or establishment of vegetative buffers, and building size controls to protect lake health and preserve natural vegetation;

- 3.5.7 require site plan approval for the development of main residential uses on waterfront lots within the Lakeshore Residential (S1) Zone and in the Lakeshore Limited Development (S2) Zone to balance demand for residential development and lake water quality. The Land Use By-law shall contain site plan requirements to control building and structure location and footprint and vegetation removal within the shoreland setback;
- 3.5.8 not consider rezoning lands from the Lakeshore Limited Development (S2) Zone to any other zone enabled within the Shoreland Designation except to the Environmental Constraints (O1) Zone;
- 3.5.9 collaborate with land owners and other levels of government to promote best practices in watershed management and to identify lakeshore areas that should be protected from development; and
- 3.5.10 continue to support the Kings County Lake Monitoring Program as a link between land use controls around lakes and the effect of development on lake water quality.

Subdivision

Lakeshore Development may have an impact on lake health. If development occurs too quickly, before quality monitoring can identify it and implement necessary development policies and standards, the impact may be permanent. Accordingly, Council supports a cautious approach to the rate of development around lakes to avoid irreversible degradation in lake water quality.

Policy

Council shall:

- 3.5.11 limit land subdivision in the Lakeshore Limited Development (S2) Zone to one lot from any lot in each calendar year.

Streets and Roads

Development of new public roads in rural areas can have significant financial impact due to servicing, maintenance, and repair costs in remote areas. Private roads offer residents an opportunity to locate homes in areas undesirable for new public streets and Council acknowledges this is the most appropriate solution for access in many Shoreland Designation zones. However, the full range of public servicing will not be provided on private roads.

Policy

Council shall:

- 3.5.12 permit residential development on private roads in the Lakeshore Residential (S1), Lakeshore Limited Development (S2), Tidal Shoreland (T1), and Tidal Commercial (T2) Zones; and

3.5.13 advise subdivision applicants that services will be limited on private roads, by means of a stamp on all approved plans of subdivision for lots on private roads in all zones within the Shoreland Designation.

Tidal Shoreland Zones

The Municipality has over 200 kilometres of tidal shoreland. The Fundy shore is generally composed of rocky beaches and hard basaltic cliffs, while the shore along the Minas Basin consists of red sand beaches and soft sandstone bluffs. The tides and temperature of the marine waters are not ideal for swimming and recreational boating, but the beauty of the shore has attracted many cottages and homes over the years.

At one time coastal communities in the Municipality were hubs of shipbuilding, trade, and fishing, and now are centres for tourism, recreation, and different fisheries. These communities are the focal point of the surrounding area and offer a limited range of services, such as restaurants, post offices, and convenience stores. They can also be home to commercial and industrial uses associated with the fisheries. Council does not encourage new subdivision or significant development outside of Growth Centres, but recognizes that coastal communities are hubs for their area and must be permitted the flexibility to adapt with changing times.

Tidal shoreland areas are desirable for residential and tourist development but carry risks to safety and to property and infrastructure

investment through shoreline erosion and sea-level rise. Coastal erosion is a natural – and largely unstoppable - process occurring along both the hard Fundy shore and the soft Minas shore. Council therefore thinks the most prudent approach to safety and investment protection is to avoid development in areas at risk of erosion. There is a lack of accurate data on coastal erosion rates in the



Municipality, so Council has elected to be conservative when establishing setbacks between development and marine shorelines. Council may revisit these requirements as more long-term datasets become available. In high erosion areas, even this setback may not offer long-term protection to development; Council strongly encourages property owners to fully investigate the risks and hazards on their property before undertaking any development. Council is also concerned about conflicts between residences and resource uses that occur in these areas, and the effect on resource viability essential to the regional economy.

Policy

Council shall:

- 3.5.14 zone as Tidal Shoreland (T1) lands along the marine coast intended for a limited amount of residential development;
- 3.5.15 zone as Tidal Commercial (T2) the lands along the coastal shoreline that are intended to provide a limited range of services to the surrounding community and visitors;
- 3.5.16 require increased shoreline setback requirements within the Tidal Shoreland (T1) zone to promote safety and protect investments in infrastructure and property, while recognizing the constraints that large setbacks may place on existing properties; and
- 3.5.17 require lot standards, yards and building sizes within the Tidal Commercial (T2) Zone to allow efficient development of private and public roads and reduce land use conflicts.

Development Agreements

The Shoreland Designation is intended to be fairly restrictive but with some room for reasonable development within the context of each zone. Recreation opportunities have been accommodated through development agreement options in section 2.7 of this Strategy. Historic development patterns may have created lots that do not meet current standards, but would otherwise be reasonable to develop with appropriate precautions. Considering unique uses and difficult lots by development agreement enables Council to accommodate reasonable proposals while providing an opportunity for community consultation and site-specific controls to protect environmental quality and mitigate natural hazards.

Policy

Council shall:

- 3.5.18 consider only by development agreement proposals for one unit dwellings on lots where a single unit dwelling cannot reasonably meet the required lot standards or yards

within the Tidal Shoreland (T1) Zone. In evaluating such development agreements Council shall be satisfied that the proposal:

- (a) maximizes the setback from the marine coast;
- (b) provides a survey of the top and toe of the bank existing at the time of consideration of the development agreement, and includes the survey in the development agreement application; and
- (c) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

3.6 Resource Designation

Context

Though agriculture is the dominating resource industry in the Municipality, the region also has a continuing history in forestry, fishing, and extractive industries. Renewable energy has been increasingly recognized as a valuable resource, and commercial-scale renewable energy “extraction” has become a developed industry with physical needs similar to traditional resource industries.

Resource industries often require large, unfragmented tracts of land for efficient operation. They also create a working landscape that can be noisy, dusty, smelly, and visually undesirable, contributing to residential use conflict if the two incongruent uses are permitted in the same area.










The large forested areas that support resource industries also offer recreational opportunities, such as snowmobiling, hunting, fishing, boating, and hiking. The Resource Designation is intended to set aside areas where resource industries and recreation can take place on significant tracts of land and are adequately separated from residential uses.

Goal

To identify lands where recreation and natural resource development, such as forestry, mining, and energy development are encouraged and prioritized over other land uses.

Objectives

THEME	OBJECTIVE
 <p>Settlement</p>	<p>To limit and manage residential development in a way that maintains large tracts of land for resource developments.</p>
 <p>Agriculture</p>	<p>To protect active agricultural lands by providing space for other types of resource-based industries in areas not suitable for agriculture.</p>
 <p>Rural and Natural Areas</p>	<p>To maintain large tracts of unfragmented land to maintain the rural character including important vistas.</p>
 <p>Transportation</p>	<p>To use the existing rural road network efficiently and provide opportunities for recreational trails.</p>
 <p>Energy</p>	<p>To provide opportunities for renewable energy development, especially those requiring large tracts of land.</p>
 <p>Economic Development</p>	<p>To provide opportunities for resource-based industries to locate and expand.</p>
 <p>Arts and Culture</p>	<p>To protect culturally significant landscapes and views.</p>

General Resource Policy

Council shall:

- 3.6.1 designate as Resource remote areas of the South Mountain that contain few public roads and few houses and are characterised by large tracts of forested land. The Resource Designation is intended to encompass the rural parts of the Municipality where uses requiring large, unfragmented tracts of land are dominant;
- 3.6.2 establish the following Resource Zones in the Land Use By-law:
- (a) Resource (N1) Zone: this zone is intended to maintain large tracts of uninhabited forested land for resource development, and recreation uses while providing limited residential development to ensure there is sufficient space for large resource-based industries to locate and expand in these areas. Where there is conflict between resource uses and residential uses in a Resource (N1) Zone, the resource use shall take priority;
 - (b) Aggregate Related Industry (N2) Zone: this zone reflects existing identified aggregate extraction operations, and may be applied to aggregate extraction operations developed following the adoption of this Strategy. It is intended to allow for aggregate-related industries in areas where aggregate extraction is occurring under a permit granted by the Province of Nova Scotia; and
- 3.6.3 permit within the Resource Designation:
- (a) all zones listed in policy 3.6.2 above;
 - (b) Rural Commercial (C4) Zone, as provided for in policy 2.2.2;
 - (c) Rural Industrial (M3) Zone, as provided for in policy 2.2.2; and
 - (d) all zones permitted within all designations, as listed in policy 3.0.32.

Resource (N1) Zone

Portions of the South Mountain are the last areas in the Municipality that are largely undeveloped. There are few roads or dwellings. These remaining large tracts of forested land are an important resource for the longstanding logging operations and provide development opportunities for mineral or energy resources as well as recreational uses.



Policy

Council shall:

- 3.6.4 zone as Resource (N1) lands that currently comprise large tracts of unfragmented forested lands and are intended to remain so, and may contain limited community development;
- 3.6.5 permit within the Resource (N1) Zone:
- (a) residential development on public and private roads in existence on November 21, 2019; *(amended April 13, 2022, File 21-02)*
 - (b) outdoor recreational uses that require large tracts of undeveloped land; and
 - (c) industrial development such as forestry, energy development, and aggregate uses that require large tracts of land; and
- 3.6.6 establish setbacks requirements to reduce land use conflict between resource industries and residents on lands within the Resource (N1) Zone.

Aggregate Related Industry (N2) Zone

Significant reserves of sand, gravel and other aggregate minerals underlie the Municipality. The Province has sole jurisdiction over extraction of these minerals and uses accessory to extraction, but the Municipality can control related uses and use of the area after extraction has ceased. The physical condition of abandoned pits or quarries and the results of any reclamation effort will influence the post-extraction uses, which may be industrial, residential, recreational or commercial.

Extraction operations can occur in any designation. Related uses are essentially industrial in nature but it is not always desirable to zone extraction sites to an industrial zone, since future industrial uses not in compliance with the Municipal Planning Strategy could then be developed. Creating a zone that narrowly restricts post-extraction uses offers the most control over future uses and ensures they are in keeping with Council's objectives.



Policy

Council shall:

- 3.6.7 zone as Aggregate Related Industry (N2) any existing identified aggregate extraction operations and, on request of the owner, consider zoning aggregate extraction operations developed following the adoption of this Strategy as Aggregate Related Industry (N2);
- 3.6.8 permit within the Aggregate Related Industry (N2) Zone structures that form part of an aggregate-related industry such as concrete batching and asphalt manufacturing facilities provided the area of the activity is at least 1,000 feet from the nearest existing dwelling; and

Development Agreements

- 3.6.9 consider only by development agreement in the Resource Designation, proposals for uses that are not otherwise permitted or cannot meet zone standards. In evaluating such development agreements, Council shall be satisfied that:
 - (a) if the use is a listed, permitted use, the condition(s) that prevents the proposal from being permitted as-of-right in the designation is addressed by the development agreement, including but not limited to enhanced buffering and building and structure position and design; and
 - (b) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

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4.0 Secondary Plans: Introduction

Context

The Municipality has a number of distinct urban and rural communities, each with unique histories, characteristics, and form. Municipality-wide policies can largely accommodate the unique nature of each community by providing flexibility for adaptation; however, some can benefit from specific policies to address issues that are of particular importance to that community.

In 1992, Council decided to undertake a program to develop Secondary Plans, then called Secondary Planning Strategies, for its urban communities. These Secondary Planning Strategies were adopted for Kingston and Greenwood in 1996, Centreville in 2005, Coldbrook in 2009, and Port Williams in 2010. As part of the Grand Pré UNESCO designation process, Council also adopted a Community Plan for Grand Pré and Area in 2010.

This Part of the Strategy is intended to retain the unique goals, objectives, and policies developed in the 1990s and 2000s for these communities. Many designations and zones now have names that differ from those within the 1992 MPS. Council has updated the structure and terminology within the Secondary Plans to reflect these changes and ensure the policies' relevance within this document. The Secondary Plans of this Strategy will provide a procedural framework for future updates to existing Secondary Plans, or to guide the development of new Secondary Plans for areas that do not have community-specific policies..

Goal

To provide a framework for adopting goals, objectives, and policies for distinct areas of the Municipality.

Policy

Council shall:

- 4.0.1 consider Secondary Plans contained within this Part and which form an integral component of this Municipal Planning Strategy as secondary plans enabled by the *Municipal Government Act*;
- 4.0.2 give precedence to Secondary Plan policies in the event of a conflict between the Secondary Plan and the policies of the remainder of this Strategy;
- 4.0.3 update and adopt Secondary Plans for distinct communities located within the Municipality. In considering whether to develop or update a Secondary Plan, Council will consider the following criteria:
 - (a) the need to address planning issues unique to a particular area or community;
 - (b) the need to enhance community involvement in the planning process; and
 - (c) the need to guide development with specific plans for parks, transportation, storm water.

4.1 Kingston Secondary Plan

*Approved December 2nd, 1997 and Amended to October 30th, 2002
Amended for formatting and references as part of Kings 2050*

The Kingston Secondary Plan provides information to assist Council in making decisions specific to Kingston, including those related to housing, business, institutions, and recreation.

Municipal Planning Context

The Municipal Planning Strategy establishes Council’s intentions for detailed community planning in section 4.0, Secondary Plan Introduction. The Municipal Planning Strategy (MPS) remains Council’s main policy document for planning in Kingston and other Growth Centres.

The purpose of this Secondary Plan is to address more specifically the planning needs of Kingston.

Objectives

- To provide for detailed urban planning;
- To capitalize on and emphasize Growth Centre “uniqueness” in planning for future development; and
- To enhance community involvement in planning.

Community Profile

Heritage

Kingston began as a settlement nearly 200 years ago and became an industrial centre in the early 1900s with the establishment of lumber and apple-processing industries. Today, the Village economy is largely influenced by Canadian Forces Base (CFB) Greenwood, a consistent generator of employment, service demand, and housing activity. A 1995 community survey indicated that approximately one quarter of households in Kingston had base-related employment.



Commerce

Kingston has a well-defined business district in which the major commercial and industrial development is concentrated. Expansion potential is limited and commercial development is focused along Highway 1 between Westwood Drive and Maple Street. This business district is surrounded by residential neighbourhoods. The area south of the old railway right-of-way contains an increasing mixture of commercial and residential uses, offering some commercial growth potential through relocation and redevelopment. Markland Road and Victoria Drive evidence the transition from residential and industrial to a more retail and service orientation. Kingston's "downtown" mixes traditional business and retail use, with increasing food and beverage services. The trend toward specialized retail and service uses is consistent with survey results wherein residents expressed a desire for more entertainment-related businesses such as restaurants and theatres.

Home-based businesses are on the rise in Kingston and throughout the Municipality and are supported by residents.

Parks and Open Space

The Village owns considerable parkland, which, combined with a golf course and natural open space areas, constitutes more than 35 per cent of the total land area. The Annapolis River defines Kingston's southern limit and is a growing focus both of environmental interests and as a recreational waterway. The Village Commission and groups like the Clean Annapolis River project (CARP) are promoting the community benefits of floodplain conservation.

Kingston also offers many institutional uses, including an elementary school, churches, community halls, an RCMP detachment, a modern fire department, an arena and government buildings.

Commercial and Residential Opportunities

Kingston is one of the few Growth Centres with a distinct central business district located close to many of its residents and transportation routes. This strategic location brings economic potential by an alternative shopping and service experience to the commercial strip and shopping centre in Greenwood. Installation of traffic lights at the Bridge St. and Highway 1 intersection in 1996, with accompanying off-street parking facilities and landscaping has cultivated a more vital and attractive streetscape.

Kingston has maintained its position as the third largest Growth Centre in Kings County. A local housing boom in the mid-1980s continued into the mid-1990s. From 1976 to 1995, Kingston's residential growth rate was 29 units per year. For the same period, 77 homes were built in the

adjacent Municipal areas. Kingston's growth rate accelerated through the 1980s and 1990s, but operational changes at CFB Greenwood decelerated the rate of growth in more recent years.

Open Space and Recreation Corridor

Goals

- To support conservation of the Annapolis River and floodplain as natural amenities for the aesthetic and recreational enjoyment;
- To recognize the Annapolis River as a local and regional recreational canoe route; and
- To support the reuse of the former railway right-of-way through Kingston for public recreation and tourism.

Objectives

- To reaffirm the Environmental Open Space (O1) Zone (now Environmental Constraints (O1) Zone) around the Annapolis River Floodplain;
- To support efforts to raise awareness of the Annapolis River and adjacent wetland and floodplain as an ecological and recreational amenity;
- To explore opportunities for public access and land acquisition in the Annapolis River Floodplain within the Growth Centre for trails and related passive recreation;
- To support organizations, including the Village Commission in promoting the social, economic and environmental advantages of reusing the railway right-of-way and its integration with other public recreation facilities; and
- To encourage the cooperation of land owners, developers, and community groups in reclaiming the sandpit site in northeast Kingston.

Water Supply Management

Goals

- To encourage local planning and management to ensure a continuous drinking water supply; and
- To reduce the contamination risks for private wells through public awareness.

Objectives

- To cultivate a community water conservation ethic to reduce waste;
- To reduce contamination risk through public awareness;
- To establish community programs to increase residents' awareness of how lawn care practices may affect groundwater quality and quantity;
- To delineate primary groundwater recharge areas for the Village and individual neighbourhoods;
- To formulate a local groundwater recharge area Protection and Monitoring Strategy;
- To implement local recharge area protection zones in accordance with MPS policy;

- To identify alternative future water supply source(s); and
- To identify future production well(s), locating sites for future water supply so as to minimize aquifer interference and to identify and avoid potential contamination sources prior to well construction.

Policy

Council shall:

- 4.1.1 zone the wetland area generally located between Highway 101 and Pine Ridge Avenue as Environmental Constraints (O1) in order to preserve its natural storm water retention and related groundwater recharge functions;
- 4.1.2 protect the system of private wells that constitute the community water supply in Kingston by working with the community and other individuals and organizations to assess the extent, condition and security of Kingston’s groundwater resources and establish where practical and in accordance with Municipal Planning Strategy policy a Groundwater Protection Overlay; and
- 4.1.3 restrict commercial and industrial uses involving handling and storage of controlled materials within the Wellfield Protection Overlay.

Stormwater Management

Goal

- To manage surface drainage to prevent flooding and promote groundwater recharge by encouraging minimal alteration of natural drainage patterns in the process of community growth.

Objectives

- To ensure development does not increase flood risk on the development site and on adjacent, upstream, or downstream lands;
- To minimize disturbance of the wetland area generally between provincial Highway 101 and Pine Ridge Avenue to preserve its natural storm water retention and related groundwater recharge functions; and
- To protect the Annapolis River and its tributary streams and swales as a natural community storm drainage system, consistent with goals for uses as a recreational area and water way.

Policy

Council shall:

4.1.4 implement the storm water management objectives established in section 2.3, Infrastructure.

Sewer System

Goal

- To support the Village Commission in its efforts to provide the highest reasonable level of environmentally sustainable sewage treatment to the community.

Objectives

- To support the Village Commission's efforts to provide equal access to sanitary sewer services within Kingston;
- To promote high treatment standards to minimize nutrient loads to receiving waters;
- To Coordinate with the Village Commission to ensure sewage treatment capacity keeps pace with population growth;
- To ensure planning decisions complement public investment in expanding treatment capacity and the extension and upgrading of trunk lines to achieve maximum efficiency and community benefit;
- To control development by ensuring new development connects to central sewer services; and
- To encourage the Village Commission in its efforts to ensure connections to central trunk lines are achieved most efficiently for servicing subsequent development.

Transportation

Goals

- To promote the development of a comprehensive and cost-efficient network of roads, walkways and public transit links; and
- To discourage future residential development within range of objectionable airport and aircraft noise.

Objectives

- To co-operate with the provincial traffic authority to identify and designate points along public roads existing as of December 2, 1997, which satisfy the stopping sight distance requirements corresponding to the speed limits of the intersecting roads;
- To classify collector roads according to the Municipal Planning Strategy;
- To identify opportunities for and the general alignment of future community collector roads; and

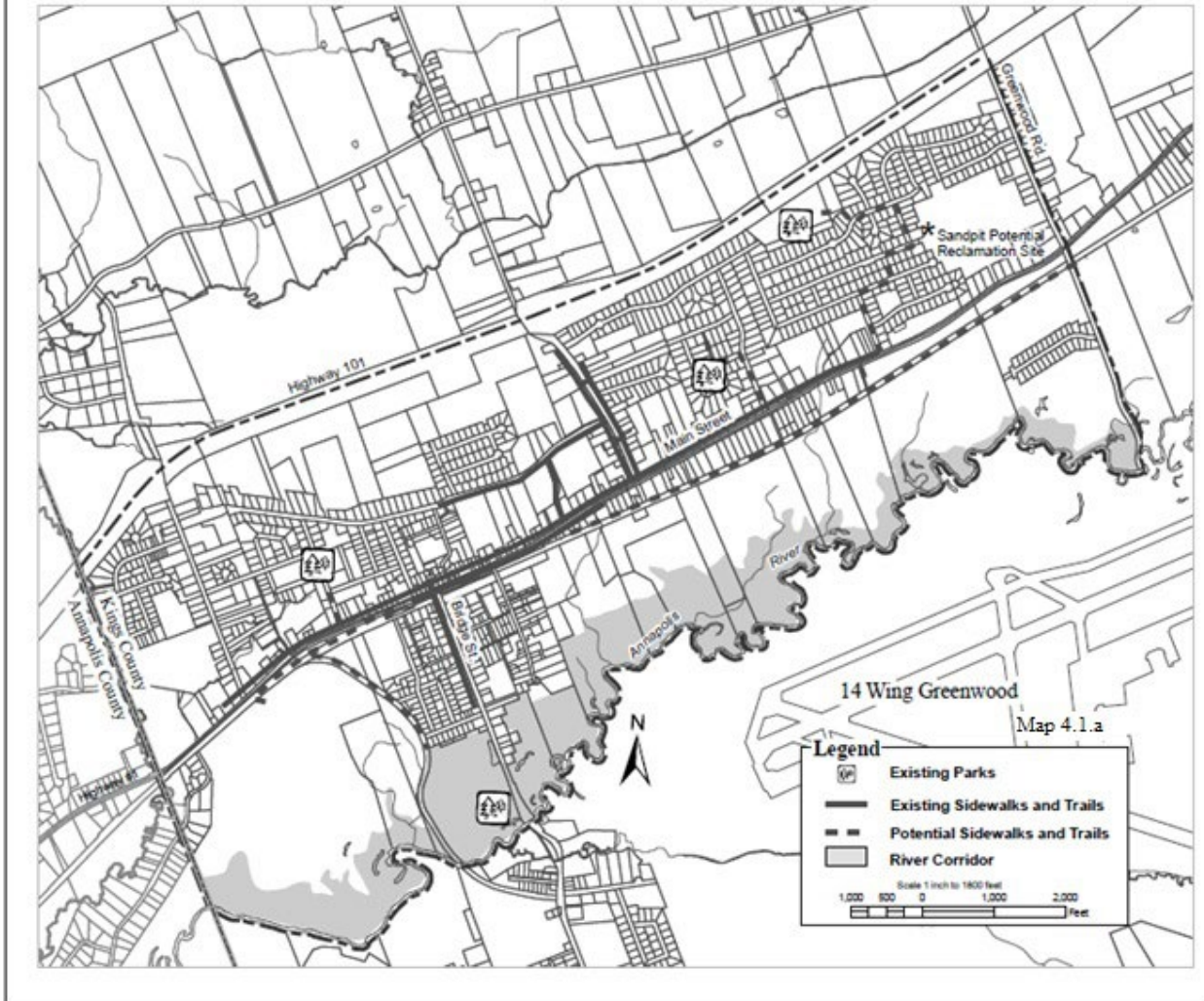
- To incorporate, where necessary, the Department of National Defense Noise Exposure Forecast contour information in delineating areas for exclusion of new residential land uses.

Policy

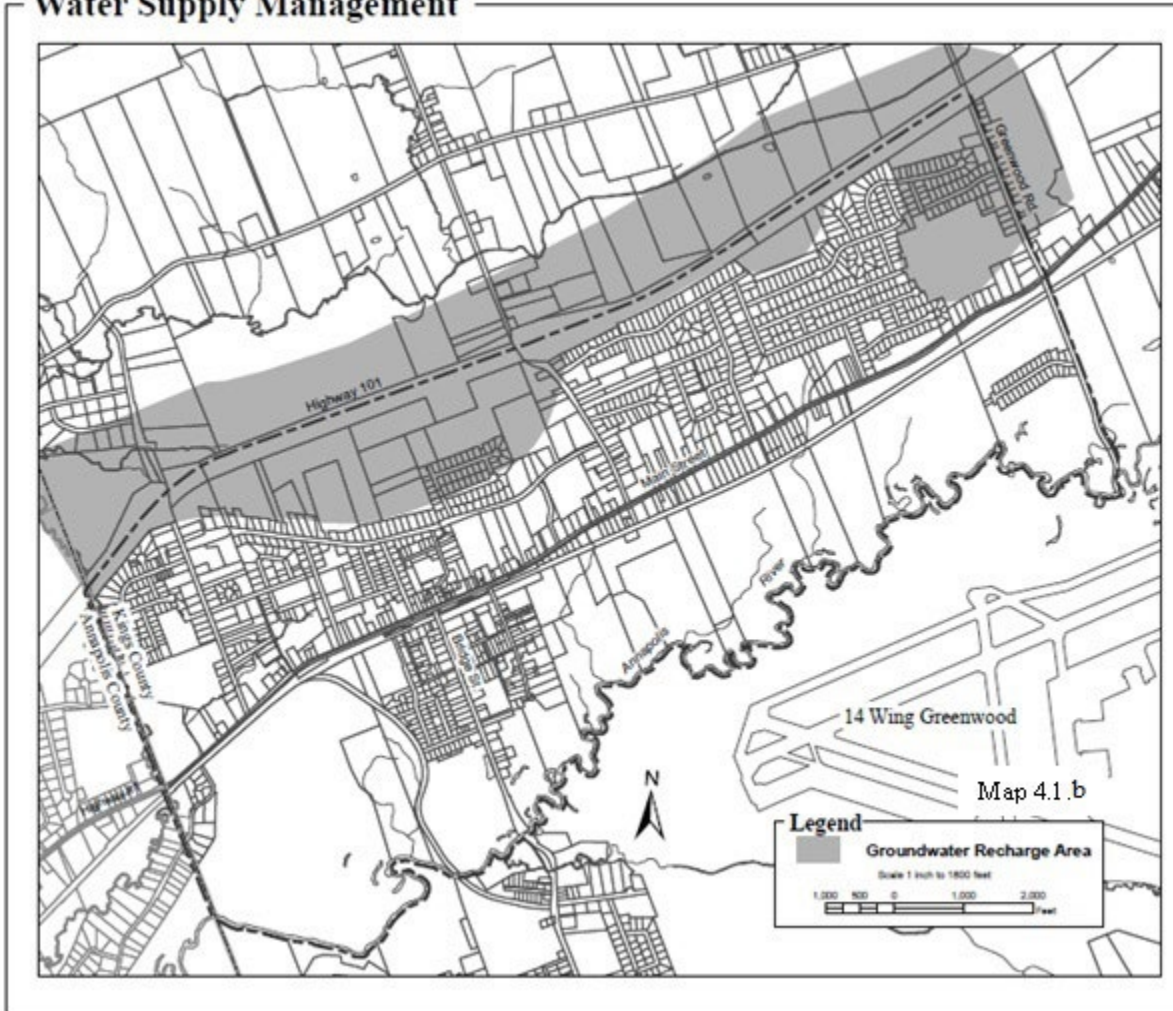
Council shall:

- 4.1.5 designate on the accompanying Map 4.1a - Kingston Transportation Map the location of future local street connections for subdivision streets;
- 4.1.6 identify those collector roads shown on Map 4.1a - Kingston Transportation Map in accordance with policy 2.3.13;
- 4.1.7 continue to cooperate with the provincial traffic authority, Kingston Village Commission and the development sector in designing and building a safe and efficient vehicle and pedestrian network throughout Kingston; and
- 4.1.8 designate those vacant lands overlain by the 35 Noise Exposure Forecast contour (and over) for primarily non-residential development, notwithstanding existing residential neighbourhoods.

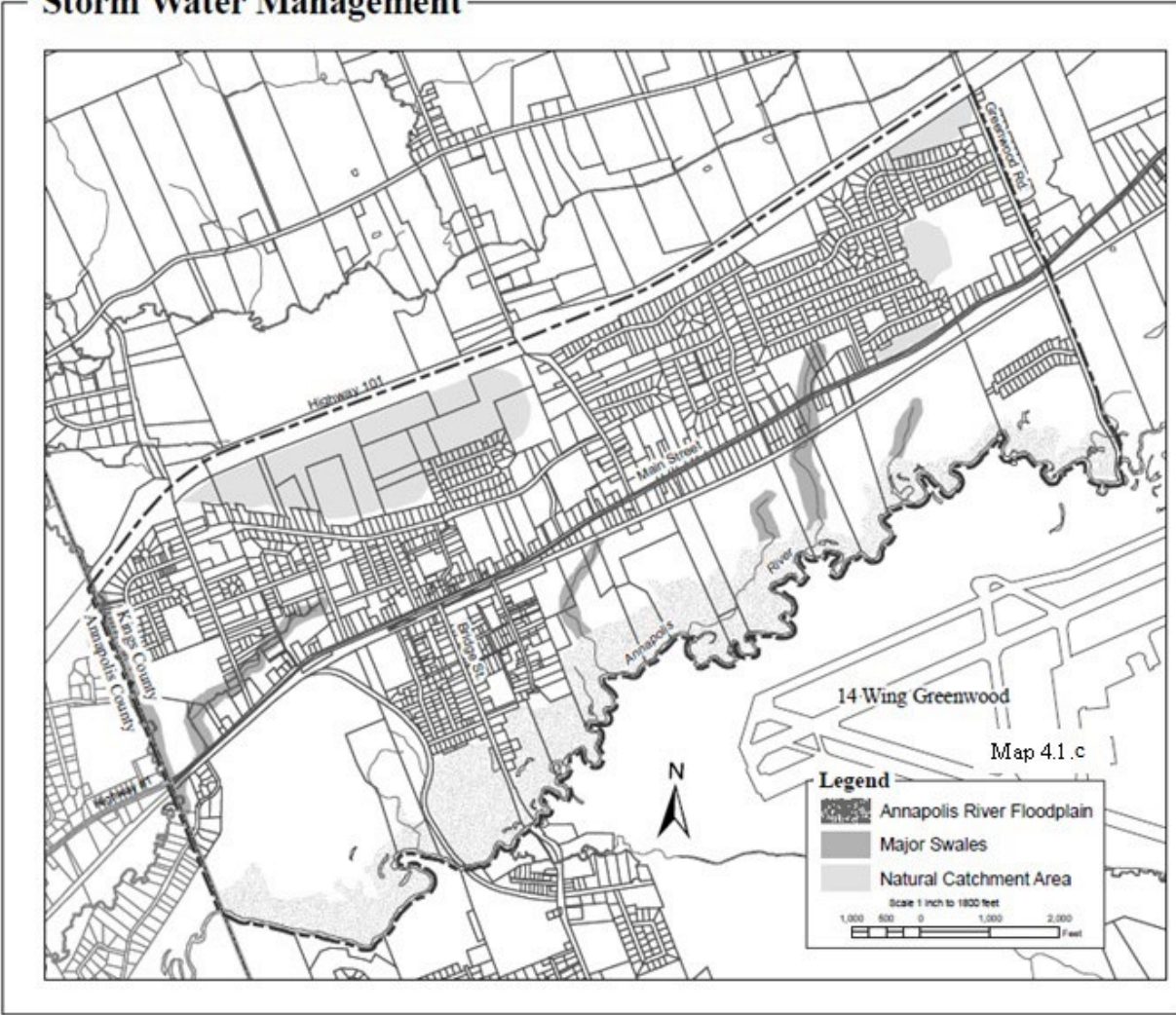
Open Space and River Corridor



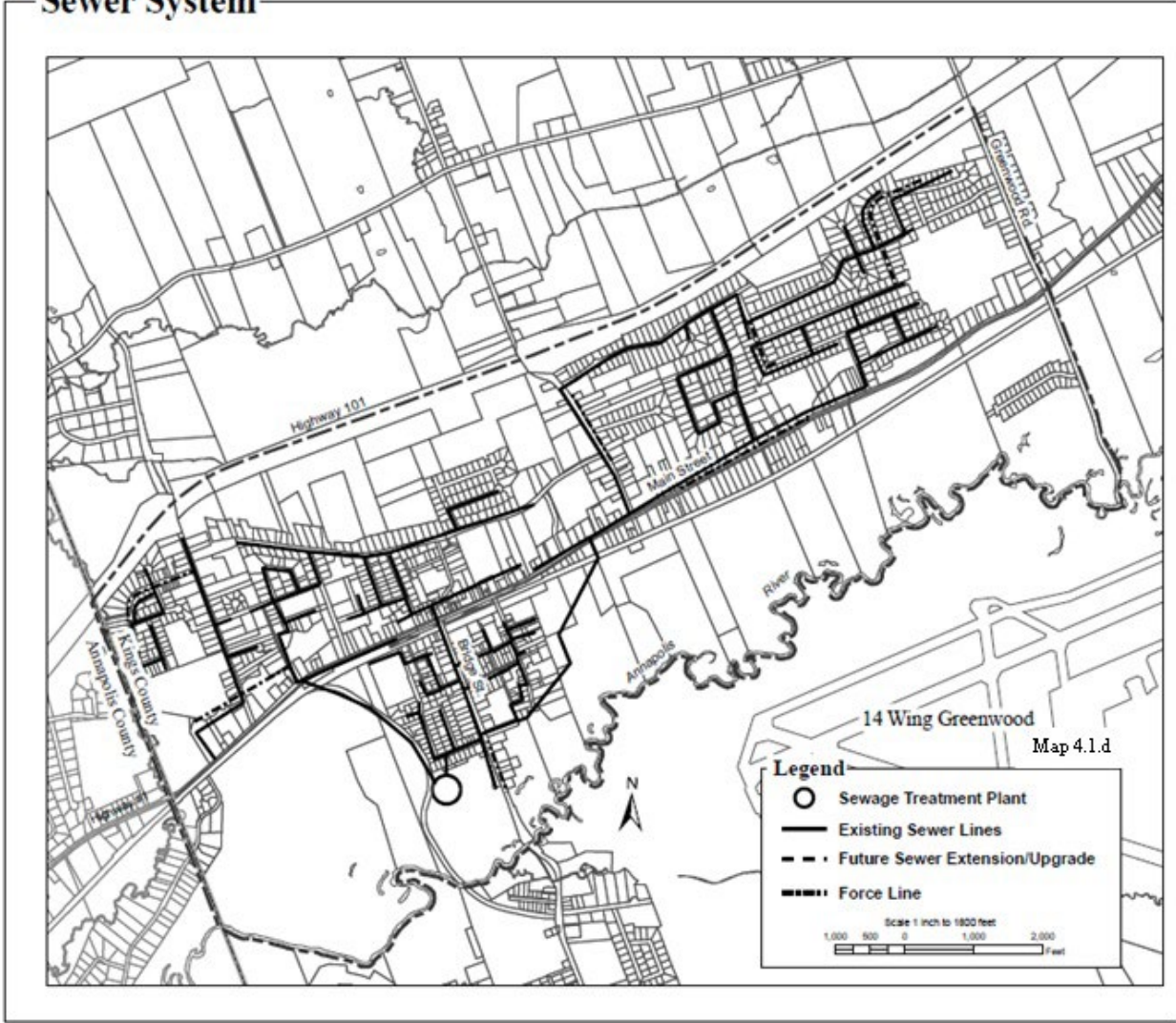
Water Supply Management



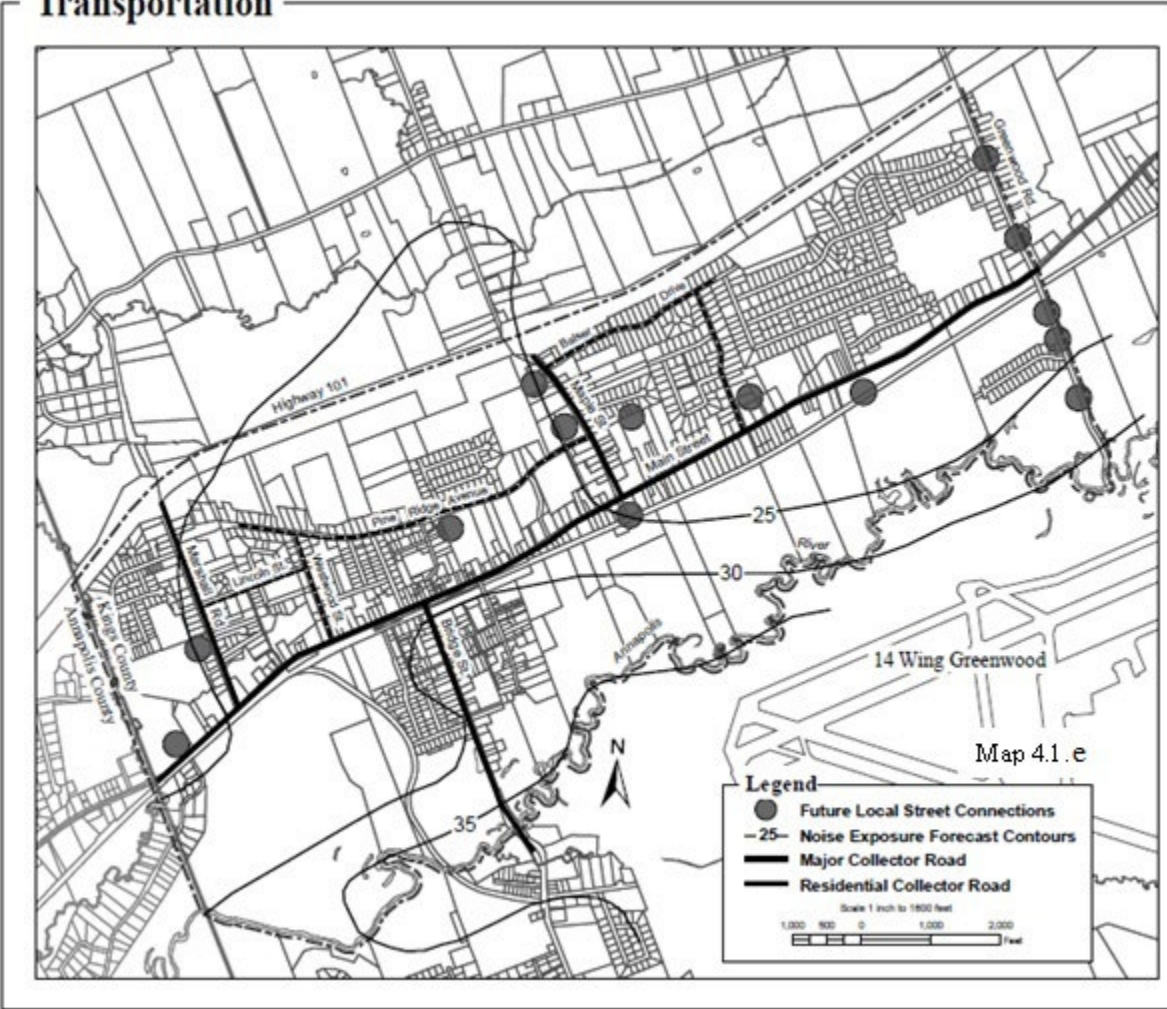
Storm Water Management



Sewer System



Transportation



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4.2 Greenwood Secondary Plan

*Approved August 19, 1996 and Amended to May 21, 2009
Amended for formatting, references and Growth Centre boundary as part of Kings 2050*

Purpose

The purpose of Secondary Planning Strategies is to accomplish the following objectives:

Objectives

- Provide for detailed urban planning;
- Capitalize on and emphasize Growth Centre “uniqueness” in planning for future development; and
- Enhance community involvement in planning.

The Greenwood Secondary Plan document combines the Future Land Use Map with six detailed plans on local sewer and water systems, water management, basic hydrology, transportation and open space. It provides a blueprint to assist Council in making land use decisions specific to Greenwood, including housing, business, institutions, and recreation.

Municipal Planning Context

The Municipal Planning Strategy (MPS) sets out Council’s intentions for detailed community planning in section 4.0, Secondary Plan Introduction. The MPS remains Council’s general policy document for planning in Greenwood as in other Growth Centres. Council will continue to implement the MPS and Secondary Plan through the Map 6 - Greenwood Zoning Map which forms a part of the Land Use By-law.



“A Community truly commits to plan for the future, the moment everyone shares in the vision and takes ownership of the end result.”

-anonymous

Heritage

Greenwood is located adjacent to the Annapolis County line south of Kingston. The community, originally a farming and industrial centre, now serves as a residential and commercial centre for the adjacent Canadian Armed Forces base.

Greenwood's population has grown to 1839 residents in 1991 from 1175 in 1976, an increase of 56 per cent. A similar rate of growth was experienced between 1966 and 1976 indicative of a stable and prosperous local economy. The Base accounts for this success and it is expected that current stability will continue.



Commerce

Greenwood contains the largest concentration of commercial businesses in Kings County, outside the Coldbrook-Wolfville Corridor. Over half of this commercial development is situated in the Greenwood Mall and the adjoining K-Mart Shopping Centre. These two facilities will accommodate considerable commercial expansion well into the future. Other commercial activity, including the Canadian Tire Store and strip mall, are located along an extensive general commercial district.

Amenities

Institutional uses include two schools and two churches. The former Greenwood Elementary School houses the Village Commission Office, a day care centre and R.C.A.F. Hall. There are also two elementary schools and one high school on Department of National Defense property. The other school is a private elementary and junior high school affiliated with the Bible Baptist Church. Many of the recreation and entertainment facilities are focused near the Base, although the Village is now establishing some athletic fields and parks.

Opportunities

Industrial

Although industrial development within the community is limited, Council designated approximately 60 acres of land at the north end of Bridge Street for future industrial development. To date, the designated lands on the west side of Bridge Street remain vacant. To the east, on Bowlby Park Drive, a 20-acre light industrial and commercial subdivision is gradually

developing. Though sewer services are available, water supply depends on private wells. As infilling occurs Council may need to address aquifer protection and well interference.

Commercial

Since 1991 a major shopping centre has been built, adding substantial floor space for future new businesses. The General Commercial District was also increased in 1992 and now extends from Fales River at the west end of Central Avenue, to the east end of Central Avenue, ending just opposite Howe Avenue. With pressure to open up Bridge Street to commercial development, in 1996 Council consulted closely with the Village Commission and community, and the response was a unanimous preference to maintain the current Residential Designation in the Bridge Street neighbourhood.

Residential

Expansion of the role of the Canadian Armed Forces Base and resulting influx of new personnel up to 1993 grew the local housing market, through 1995 when a downsizing of operations tempered the pace of development.

Future residential growth will rely on entrepreneurship and employment opportunities associated with the Base. The Municipality is planning expanded sewage treatment capacity and has already increased water supply distribution along the western segment of Central Avenue (to Whittington Drive). There is a substantial land base remaining to accommodate future fully serviced residential development.

Parks and Open Space

In past years the Village Commission has contemplated community park development at a site along the Annapolis River. For access, a former railway right-of-way to Bridge Street was acquired in 1994. Current community initiatives to formulate a plan for a linear park along the Fales River Valley are also anticipated. The Fales River and its adjacent floodplain wind through the centre of Greenwood providing potential for a river park and trail system linking existing and future residential neighbourhoods, community facilities and business areas. A 1995 survey confirmed community support for the preservation of the natural character and passive use of the river valley.

Future Growth

Greenwood has developed an average of 17 housing units per year since 1976. Over the same period, a similar amount of housing has been developed on the periphery of the Village, including substantial country residential development in Annapolis County. The low growth projection of 17 units/year reflects a continuation of the historical trend while the high projection of 28 units/year accounts for bringing up to three-quarters of the peripheral housing activity into the Growth Centre.

Sewer System

Goal

- To provide the highest reasonable level of environmentally sustainable sewage treatment to the community.

Objectives

- To ensure equal access to sanitary sewer services within Greenwood;
- To set high standards to minimize nutrient loads to receiving waters;
- To ensure sewage treatment capacity keeps pace with population growth;
- To ensure that public investment in expanding treatment capacity and the extension and upgrading of trunk lines is achieved with maximum efficiency and community benefit;
- To coordinate the use of existing trunk lines and treatment facilities with C.F.B. Greenwood;
- To control development by ensuring new development connects to central sewer services;
- To ensure that newly serviced lands are connected to trunk lines via suitable connections through public rights-of-way; and
- To ensure that connections to central trunk lines are achieved to most efficiently service subsequent development.

Policy

Council shall:

- 4.2.1 require developers to extend, at their own expense, trunk lines in accordance with municipal servicing policy and the Subdivision Bylaw.

Water System

Goal

- To ensure the Greenwood Water Utility grows to service the whole community with the highest quality of water at the lowest reasonable cost.

Objectives

- To ensure the Greenwood Water Utility continues to deliver an uninterrupted high quality water supply to the residents, businesses and institutions of Greenwood;
- To implement a wellfield maintenance and monitoring strategy;
- To ensure main trunk lines are in place before permitting development on vacant lands; and

- To assess feasibility of a central water supply for private well users.

Policy

Council shall:

- 4.2.2 plan for expanding the volume and servicing area of the Greenwood Water utility, in accordance with section 2.3, Infrastructure.

Water Supply Management

Goals

- To ensure a continuous supply of drinking water; and
- To reduce contamination risks to public and private water supplies through public awareness.

Objectives

- To cultivate a community water conservation ethic to reduce waste;
- To reduce contamination risks through public awareness;
- To establish community programs to increase residents' awareness of the effect their activities may have on ground water quality, to reduce the risk from domestic sources of contamination;
- To delineate the general recharge area in neighbourhoods relying on private wells;
- To formulate a local Wellfield Maintenance and Monitoring Strategy;
- To institute policy in the MPS to implement wellfield and recharge area protection zones;
- To identify Alternative Water Supply Source(s); and
- To identify future production well(s): Locate sites for future water supply so as to minimize aquifer interference, and to identify and avoid potential sources of contamination prior to well construction.

Policy

Council shall:

- 4.2.3 protect the community water supply in Greenwood by establishing a Wellfield Protection Overlay to cover a circular area with a 3,280 foot (1 kilometre) radius around each wellhead, corresponding with the recommended area of the 1994 UMA Engineering Report on the Greenwood Water Supply System; and
- 4.2.4 restrict commercial and industrial uses involving handling and storage of controlled materials within the Wellfield Protection Overlay.

Storm Water Management

Goal

- To manage surface drainage to prevent flooding and promote groundwater recharge by minimal alteration of natural drainage patterns in the process of community growth.

Objectives

- To ensure development does not increase flood risk on the development site and on adjacent or downstream lands;
- To minimize disturbance of natural storm water systems, watercourses and swales; and
- To protect the Fales River as an integral natural component of the Greenwood storm drainage system.

Policy

Council shall:

- 4.2.5 provide for storm water management objectives in accordance with section 2.3, Infrastructure.

Transportation

Goal

- To promote the development of a comprehensive and cost-efficient network of roads, walkways and public transit links; and
- To discourage residential development within range of objectionable airport and aircraft noise.

Objectives

- To cooperate with the provincial traffic authority to identify and designate points along existing public roads, which satisfy the stopping sight distance requirements corresponding to the speed limits of the intersecting roads;
- To classify collector roads according to the Municipal Planning Strategy;
- To identify opportunities for and the general alignment of future community collector roads; and
- To incorporate the Department of National Defense Noise Exposure Forecast contour information in the delineation of areas for exclusion of new residential land uses.

Policy

Council shall:

- 4.2.6 designate on Map 4.2a - Greenwood Transportation Map the location of future local street connections for subdivision streets;
- 4.2.7 identify those collector roads shown on the Schedule C6 – Greenwood Future Land Use Map in accordance with policy 2.3.13;
- 4.2.8 designate a future community collector road(s) on Map 4.2a - Greenwood Transportation Map as the Tremont Mountain-Rocknotch Collector;
- 4.2.9 continue to cooperate with the provincial traffic authority, Greenwood Village Commission and the development sector in designing and building a safe and efficient vehicle and pedestrian network throughout Greenwood; and
- 4.2.10 show on Schedule C6 - Greenwood Future Land Use those vacant lands overlain by the 35 Noise Exposure Forecast contour (and over) for non-residential development. Only those lots created prior to November 10, 2008 may be rezoned to the Residential One Unit (R1) or Residential Mixed Density (R3) Zone.

Open Space and River Corridor

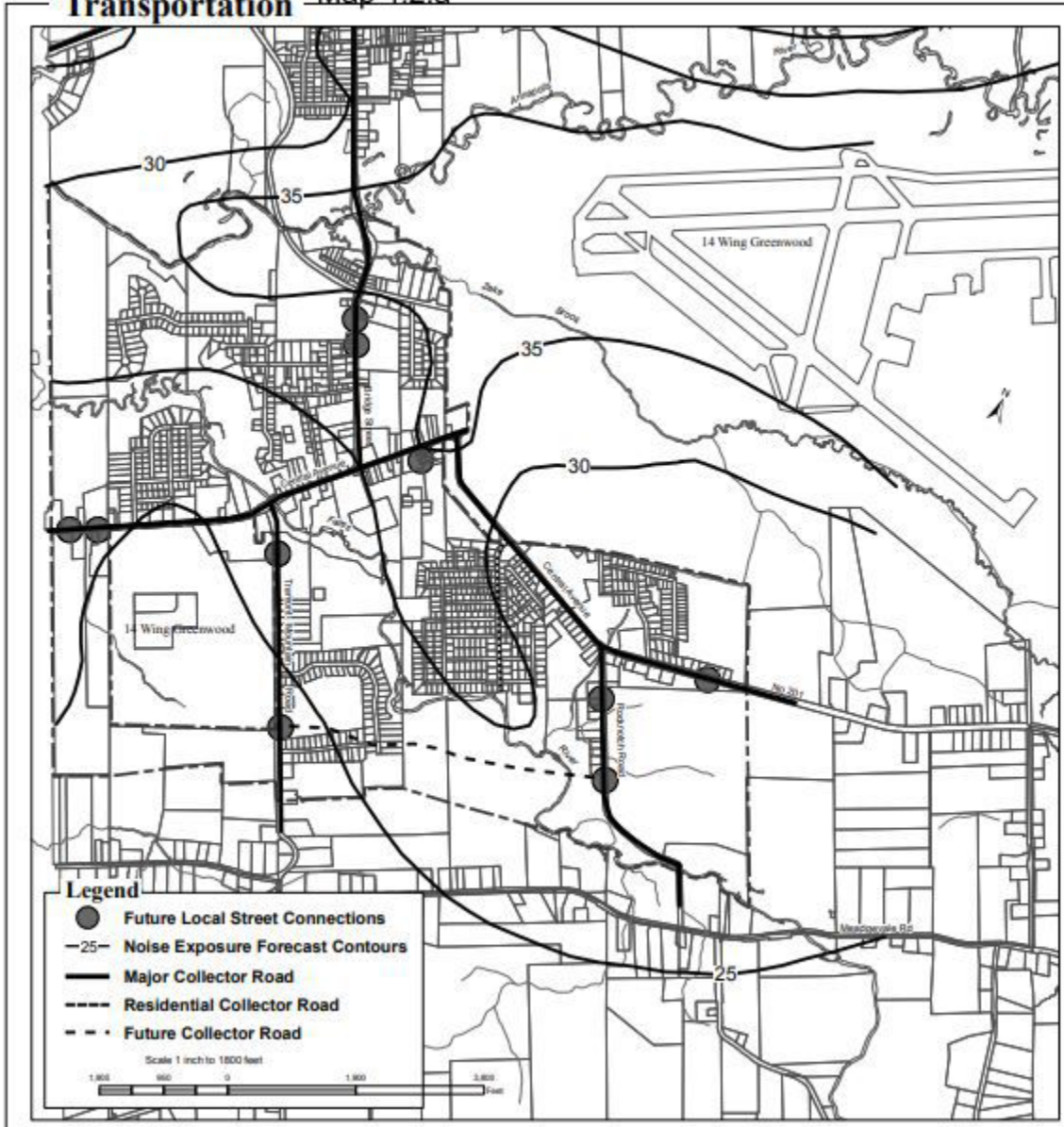
Goal

- To conserve the Fales River and environs as:
 - an undisturbed natural amenity for the aesthetic and passive recreational enjoyment of the community; and
 - as the backbone of an inter-community walking trail and natural open space network.

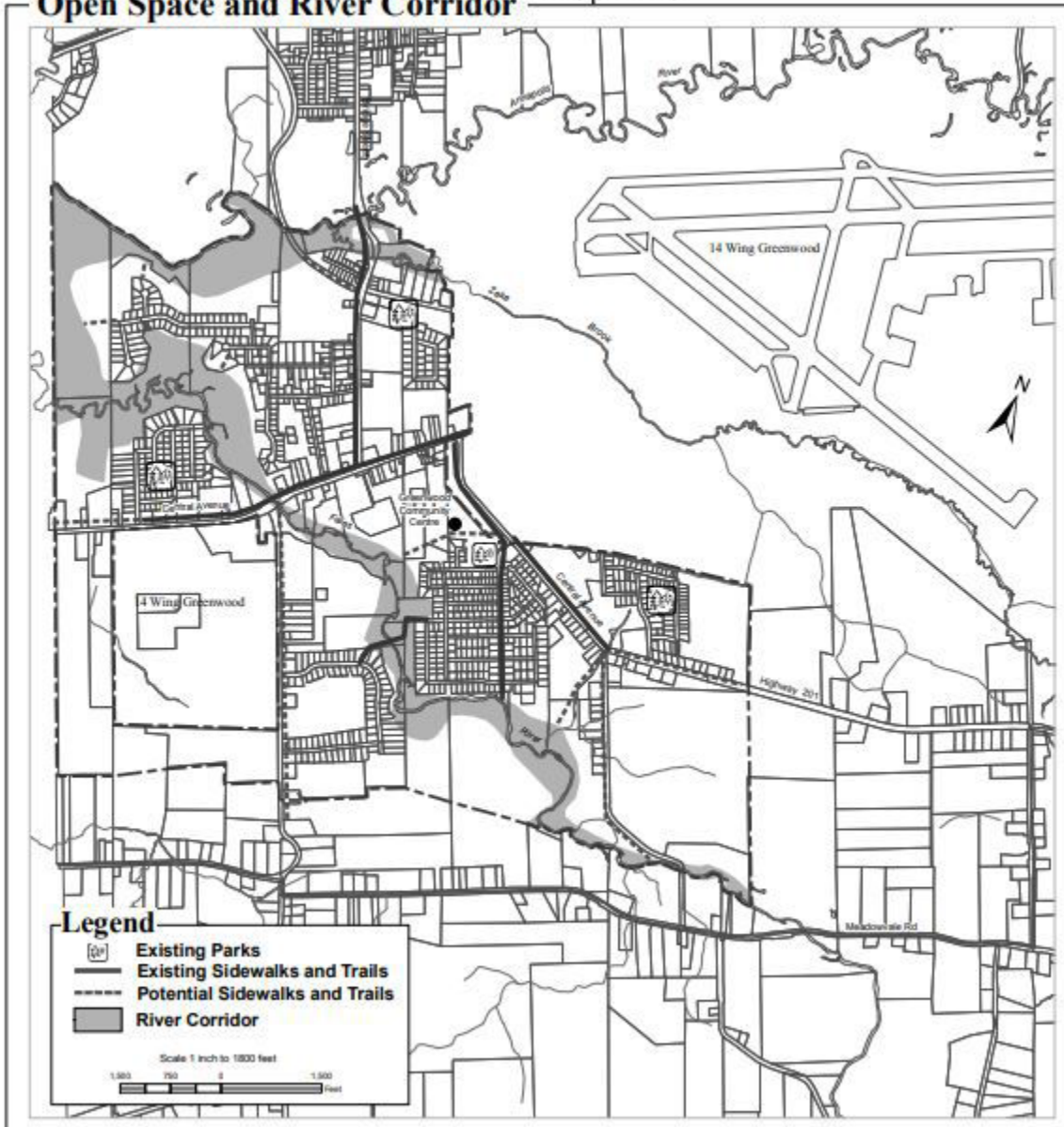
Objectives

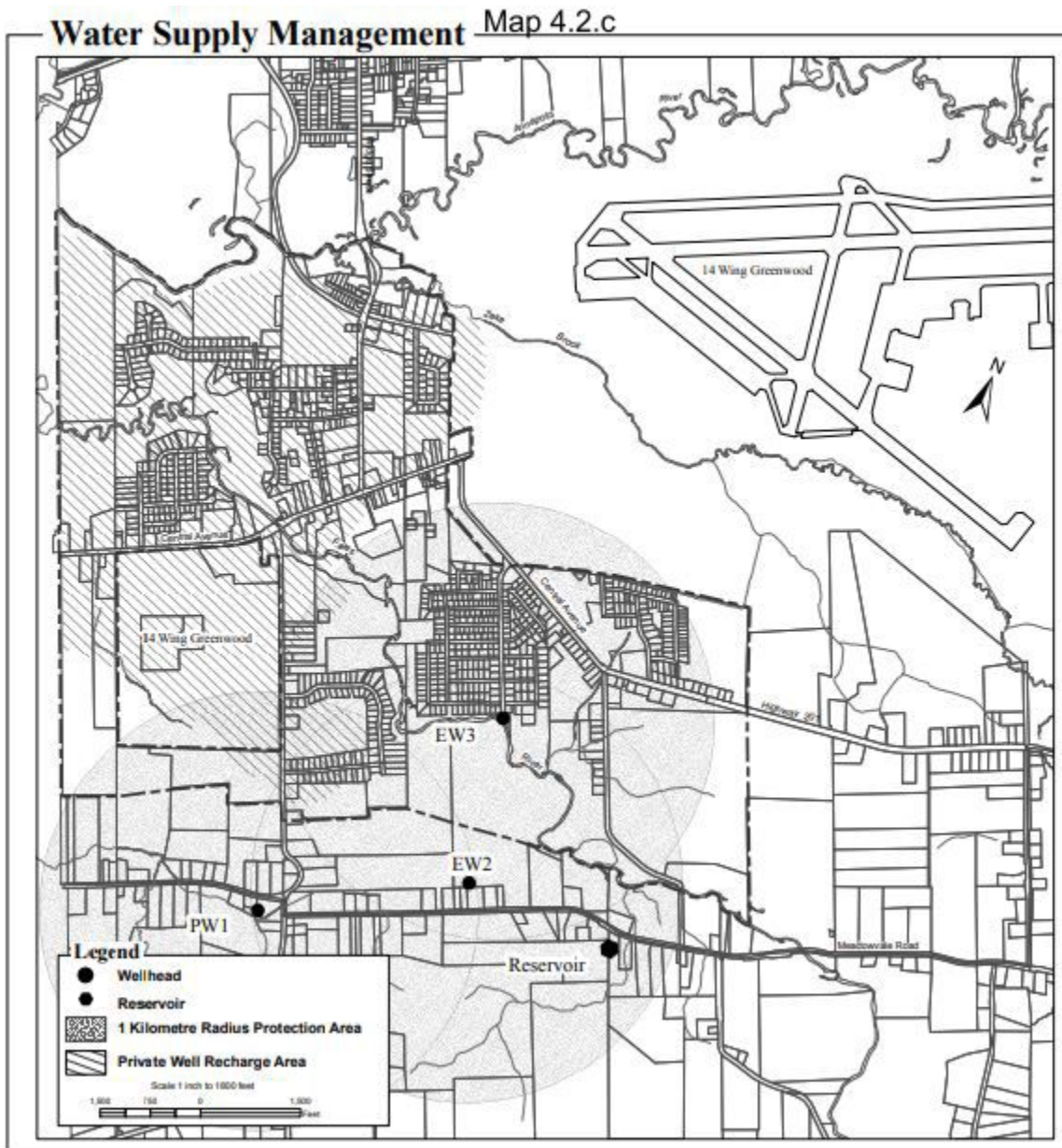
- To reaffirm the Environmental Constraints (O1) Zone around the Fales and Annapolis Rivers;
- To assemble, for public use, land in the Environmental Constraint (O1) Zone within the Growth Centre; and
- To coordinate with the Village Commission and community groups in planning, designing and following through with open space goals.

Transportation Map 4.2.a

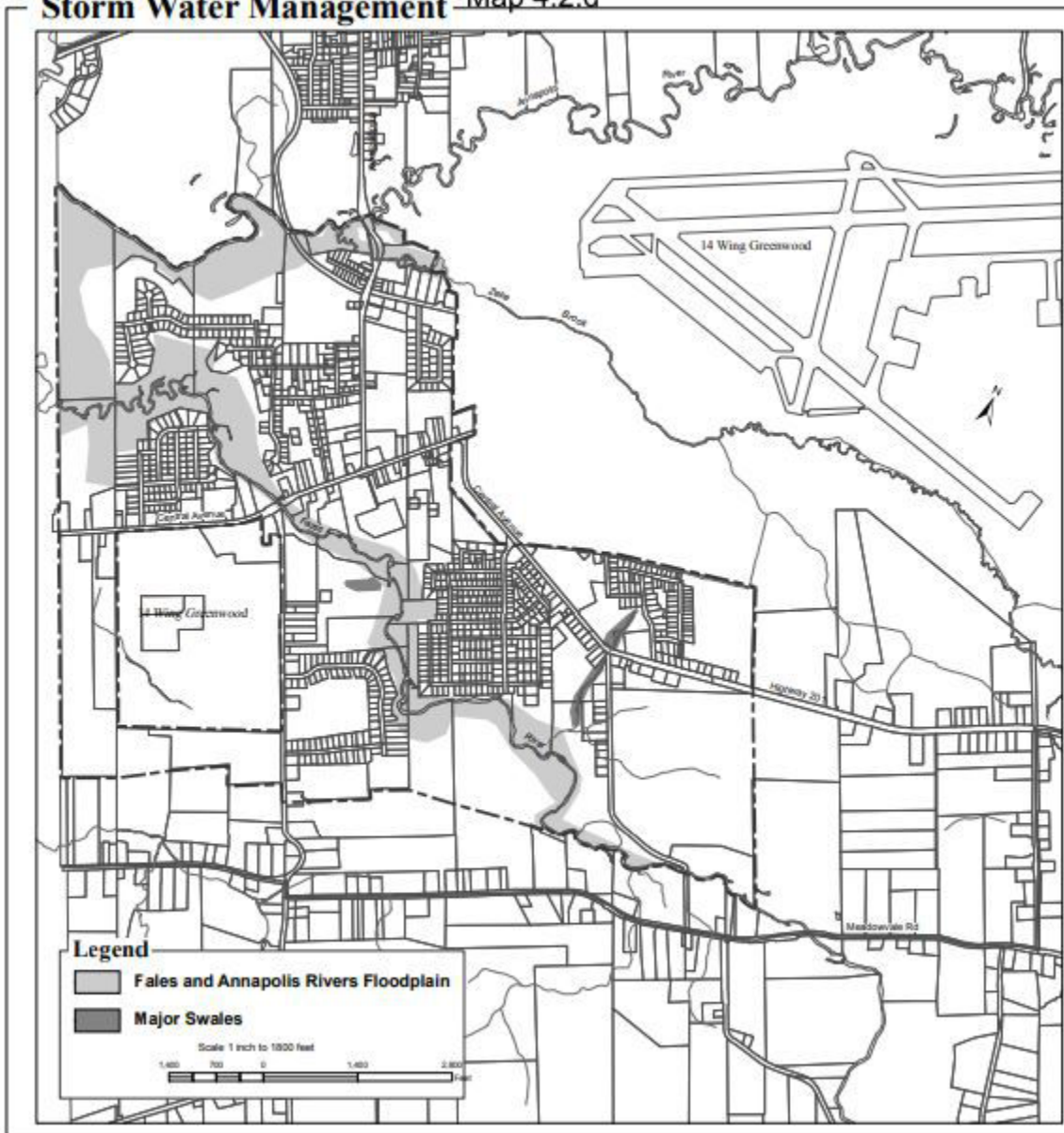


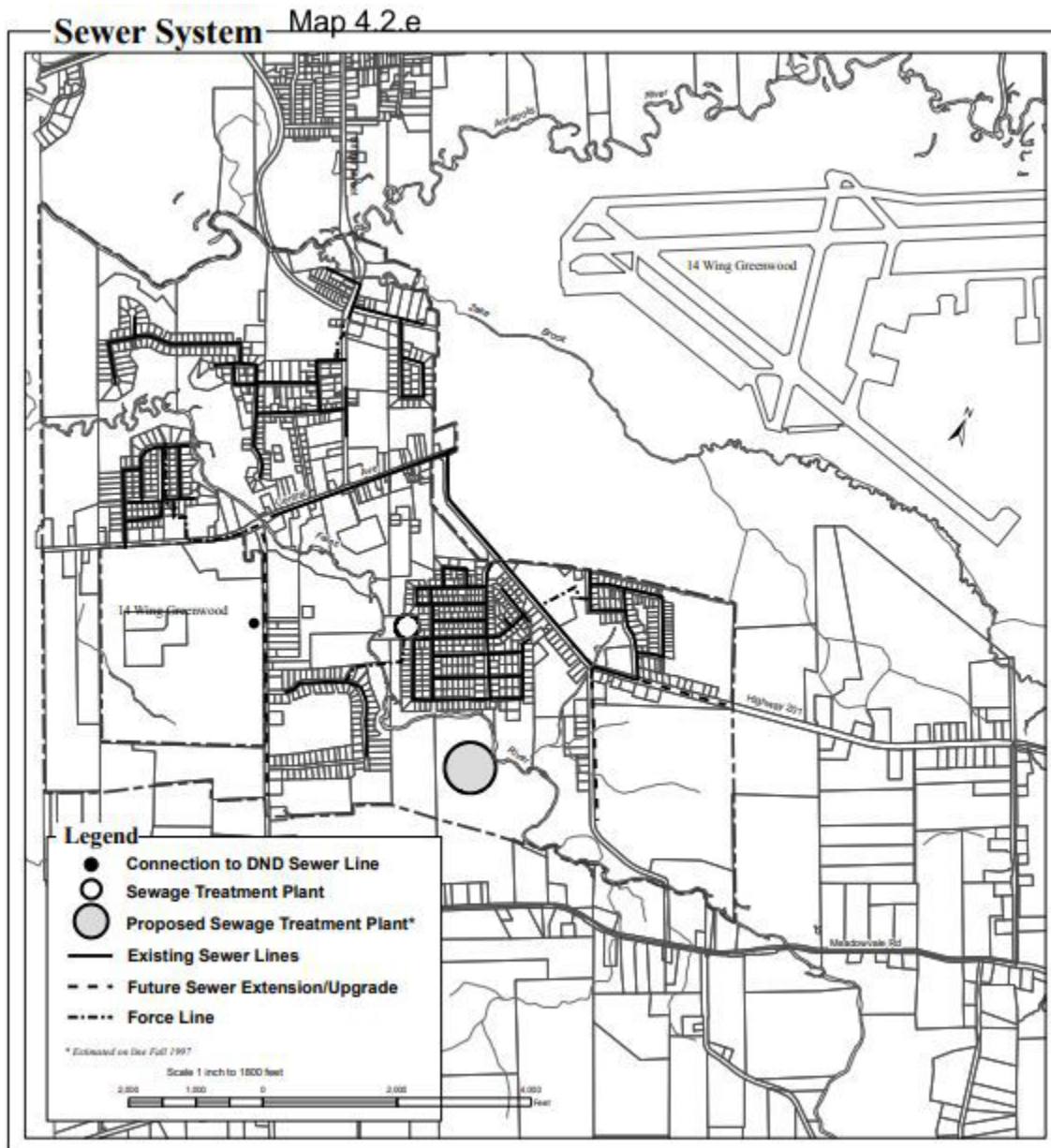
Open Space and River Corridor Map 4.2.b

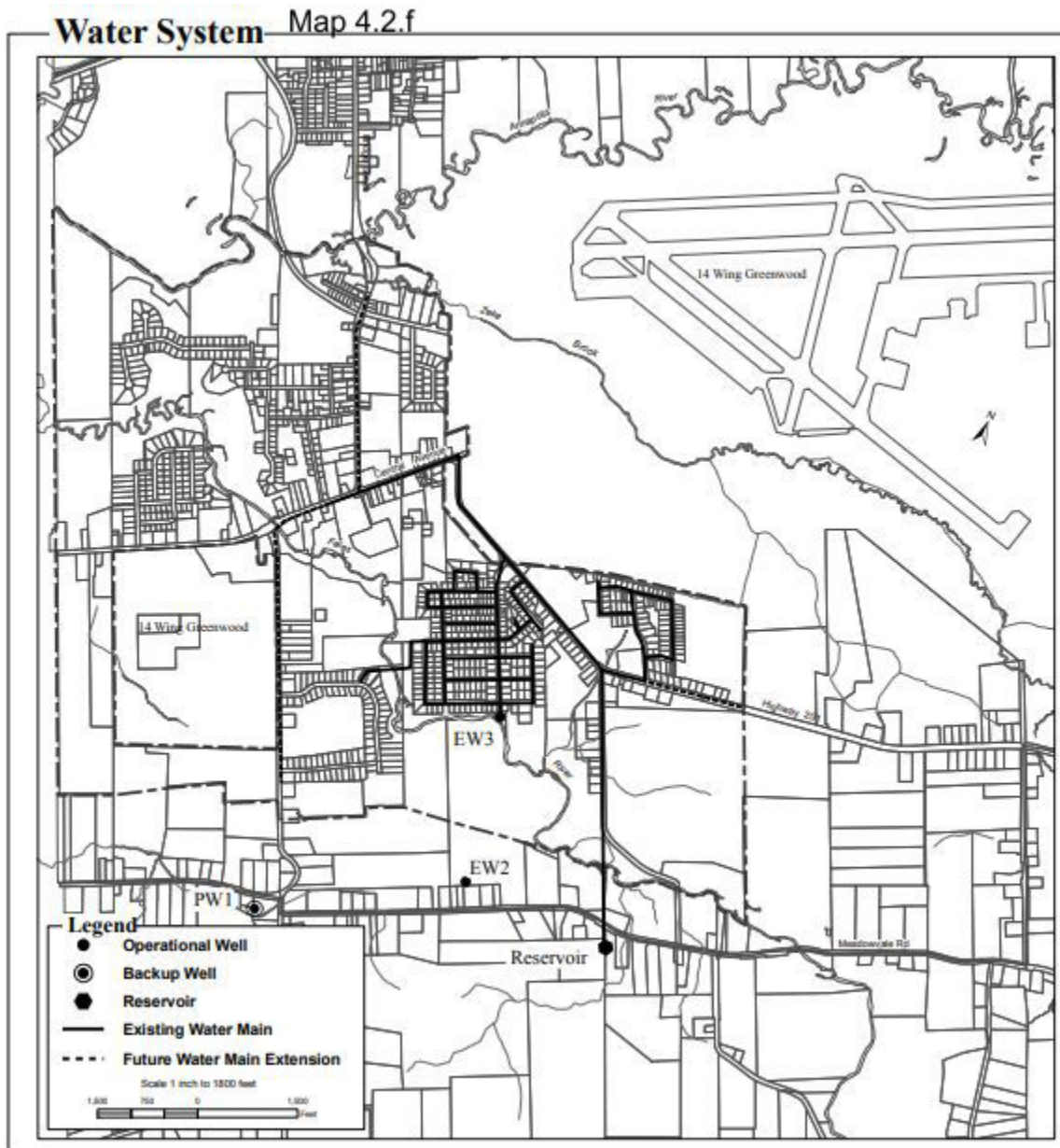




Storm Water Management Map 4.2.d







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4.3 Centreville Secondary Plan

Adopted: January 9, 2006

Amended for formatting, references and Growth Centre Boundary as part of Kings 2050

Centreville is predominantly residential. As a wide range of urban amenities is available in nearby urban areas, Municipal Planning Strategy policies promote the residential nature of this Growth Centre and extensive commercial or industrial uses will not be encouraged.

Environmental and recreational issues are also relevant in Centreville; the Valley Watershed Stewardship Association expressed interest in the idea of a Secondary

Plan. The Centreville Growth Centre contains many recreational facilities, which are important and support the residential nature of this community. A golf course, large baseball field and soccer field and numerous community trails form the backbone of this community.



Project Goal

Council's goal was to implement a Secondary Plan for the Growth Centre of Centreville. The purpose of a Secondary Plan is to address more specifically the planning needs of Centreville than is possible through the countywide Municipal Planning Strategy. The process addressed the following planning issues:

- identify the existing and potential future park and open space areas and pedestrian links;
- identify other land use planning or design related issues that are unique to Centreville;
- confirm, and where desirable, modify land use designations to optimize land use opportunities; and
- review current Growth Centre Boundaries.

As well, the Secondary Planning Strategy working group took the opportunity to capitalize on and emphasize Growth Centre "uniqueness" in planning for future development.

The Centreville Secondary Plan provides Council a blueprint for making land use decisions concerning housing, business, institutions, and recreation specific to Centreville.

Project Working Group

To complete the Centreville Secondary Plan the Municipality facilitated the establishment of a committee that worked with Municipal Planning staff to produce draft documents. Initially the committee was tasked with developing draft Secondary Plans for both Centreville and Coldbrook, but having met several times to discuss issues common to both communities the joint group formed two separate committees that more specifically represented each of the Growth Centres. Members felt that there were too many dissimilar matters to be dealt with as Coldbrook is primarily commercial and Centreville is primarily residential and each has a ‘uniqueness’ within the Municipality that the group felt deserved the individual efforts of a community-specific Committee.

Public Participation

The group held regular meetings which were open to the public. The regular committee members attended most of the meetings, and there were meetings that were attended by members of the public. Meetings were informal and those present were permitted to ask questions and encouraged to provide input into the process.

Other means of consulting the public during this process included a detailed community questionnaire, distributed by volunteers (youth groups) and collected by the Municipality. The approximately 30 per cent response rate is considered a very high rate of return.

The community also held a well-advertised day long open house event, which approximately 60 people attended. The purpose of the meeting was to gain input into and comments regarding the proposed changes.

Vision for the Growth Centre of Centreville

Centreville is one of two residential Growth Centres within the Municipality. The vision focuses on how to attract residential development through focusing on tourism opportunities and providing enhanced recreational opportunities.

Vision

A community based on country living nestled in a rich rural and mountainous seacoast hinterland with full access to quality urban services.

Motto

"A good place to live and grow"

Open Spaces/Trails/Recreation/Parks (Reference Map 4.3a)

Centreville is located close to other urbanized areas that have a variety of recreational services and amenities. Development of open spaces, trails, recreational areas and parks must meet the needs of the community, but should not duplicate nearby services. Centreville has a limited population base, which places financial limitations on the amount of recreational infrastructure that is possible.

Trails

Goal

- To preserve, manage and develop community and private trails for the recreational enjoyment of the community.

Objectives

- To work in collaboration with the community to enforce municipal by-laws to prevent dumping and damage to trails;
- To support educational programs which teach respect regarding the use of the trails for community members;
- To assist the community in the development of a trail plan that facilitates the safe and enjoyable movement of people within the Centreville Growth Centre boundaries; and
- To encourage developers, community members, community business owners, stakeholders, and landowners to develop a trail system within Centreville.

Policy

Council shall:

- 4.3.1 undertake an examination of mechanisms and opportunities to include allowances for trails during future land development; and
- 4.3.2 consider alternate funding mechanisms such as development fees or lot levies, to provide financial supports for a comprehensive trail system in Centreville.

Parkland (Reference Map 4.3a)

Goal

To plan and manage community parks for the recreational enjoyment of the community.

Objectives

- To have parks appropriate for the various age groups in the community; and
- To ensure the parks serve the needs of the community.

Policy

Council shall:

- 4.3.3 work with the community of Centreville and the provincial government to ensure parks are safe and properly managed.

Golf Course

Goal

To support the development of the golf course as an important community and tourism focal point.

Objectives

- To work with the community to support youth golf programs;
- To support the community as it develops and promotes other recreational uses of the golf course; and
- To support the limited planned expansion of the golf course in order to achieve additional recreational opportunities for the community.

Policy

Council shall:

- 4.3.4 permit golf courses to expand within the Centreville Growth Centre provided:
- (a) adequate water and sewer servicing is confirmed by a professional engineer; and
 - (b) parking is provided in accordance with the requirements of the Land Use By-law.

Recreational Infrastructure

Goal

To work with the community to support the recreational infrastructure.

Objectives

- To recognize the importance of recreation to the community of Centreville; and
- To work with the community to identify funding support for the recreational spaces.

Transportation (Reference Map 4.3b)

Goal

To promote the development of a comprehensive and cost efficient network of roads, walkways and public transit links.

Objectives

- To establish a Kings Transit Service to Centreville;
- To work with the province to ensure that public roadways are well maintained;
- To strive to ensure that major public streets in the Centreville Growth Centre are friendly to both vehicular and non- vehicular traffic such as bicycles and pedestrians;
- To support the residents of Centreville in their efforts to have the maximum speed limit within the Centreville Growth Centre not to exceed 60 kilometres per hour and to have all provincial highways, major collector streets and roads designated as no passing zones;
- To identify opportunities for and the general alignment of future community collector roads; and
- To link bicycle lanes and trails.

Policy

Council shall:

- 4.3.5 note on Map 4.3b - Centreville Transportation Map the location of future local street connections for subdivision streets;
- 4.3.6 identify those collector roads shown on the Schedule C4 – Centreville Future Land Use in accordance with policy 2.3.13;
- 4.3.7 continue to co-operate with the provincial traffic authority, Centreville Growth Centre and the development sector in designing and building a safe and efficient community vehicle and pedestrian network throughout the Growth Centre; and
- 4.3.8 require, when deemed necessary, a traffic study which indicates potential impacts on existing road networks and surrounding land uses prior to any construction resulting from a rezoning.

Sewer (Reference Map 4.3c)

Goal

- To provide the highest reasonable level of environmentally sustainable sewage treatment to the Centreville Growth Centre.

Objectives

- To ensure that public and private investment in expanding treatment capacity and the extension and upgrading of trunk lines is achieved with the greatest efficiency and benefit to the overall community;
- To ensure sewage treatment capacity keeps pace with population growth;
- To develop a public education program in conjunction with the community regarding proper septic system maintenance and installation; and
- To focus future development into areas serviced by municipal water and sewer.

Policy

Council shall:

- 4.3.9 prohibit any further development serviced by septic tank or disposal field except on lots which abut an unserviced public street in existence in August 1992 and the clubhouse expansion of the Golf Course; and
- 4.3.10 extend sewer services to those areas that identify the need for such services and ensure that users cost share with the Municipality.

Water Supply Management

Goals

- To ensure a continuous supply of potable water;
- To reduce the risk to private and public water supplies through public awareness; and
- To reduce the risk to private and public water supplies through enforcement of appropriate agricultural and natural resources environmental practices.

Objectives

- To cultivate a community water supply ethic to reduce waste.
- To establish community programs to increase the community's awareness of how various types of domestic, commercial and agricultural uses may affect groundwater quantity and quality;
- To study the impact of the agricultural sector's irrigation demands on the future groundwater quality and quantity;

- To study the impact of the natural recharge areas on the future groundwater quality and quantity;
- To delineate primary ground-water recharge areas for Centerville well fields, create a groundwater recharge area protection and monitoring strategy and implement Centerville recharge area and well field protection areas; and
- To identify future water supply sources.

Policy

Council shall:

- 4.3.11 request a water quality/quantity assessment prior to considering a rezoning to any increased residential density, any commercial rezoning or any industrial rezoning.

Water System (Reference Map 4.3c)

Goal

- To work with the owners/operators of the private utilities to ensure the Ellsworth Estates and the Sherman Belcher/Morse Lane water utilities serve their communities with the highest quality of water at the lowest reasonable cost.

Objectives

- To consider initiatives to work with the owners and operators of the Ellsworth Estates and the Sherman Belcher/Morse water utilities to ensure continued delivery of an uninterrupted high quality water supply to the residents they serve;
- To consider the implementation of a wellfield maintenance and monitoring strategy;
- To consider initiatives to work with the owners and operators of the Ellsworth Estates water utility to develop a future development plan and management strategy; and
- To explore the potential of providing a central water service to private well users.

Storm Water Management

Goal

- To manage surface drainage to prevent flooding and to promote groundwater recharge by:
 - minimal alteration of natural and existing constructed drainage patterns in the process of community growth; and
 - construction of integrated drainage patterns with new development.

Objectives

- To ensure development does not increase flood risk on development sites and on adjacent or upstream or downstream lands;
- To minimize disturbance of natural storm water systems, watercourses, wetlands and swales that impact the Centreville Growth Centre and the district;
- To protect these natural storm water systems, watercourses, wetlands and swales by integrating them into trail, greenbelt, and recreational development;
- To identify these natural storm water systems, watercourses, wetlands, and swales on an overlay of the district; and
- To work with the community to promote understanding of the importance of natural and constructed drainage systems.

Policy

Council shall:

- 4.3.12 provide for the implementation of storm management objectives in accordance with section 2.3, Infrastructure;
- 4.3.13 zone specific natural water courses and portions of adjacent lands as Environmental Constraints (O1) where such systems serve as natural storm drainage and where disruption or alteration of the water course could result in or contribute to increased flooding or erosion problems;
- 4.3.14 establish in co-operation with the province an adequate annual maintenance program on constructed storm water systems, as required; and
- 4.3.15 incorporate site development plans when approving development within the Centreville Growth Centre.

Tourism & Heritage

Centreville, like its name, is centrally located near a number of tourism and heritage attractions which are inviting to residents of the community, the Annapolis Valley, or Nova Scotia. The residential Growth Centre classification and the community's vision of remaining “a community based on country living nestled in a rich rural and mountainous seacoast hinterland with full access to quality urban services” makes it an ideal stopping place from which visitors can enjoy the attractions within and surrounding the community.

Goal

- Get the community on the map as a tourism and heritage destination.

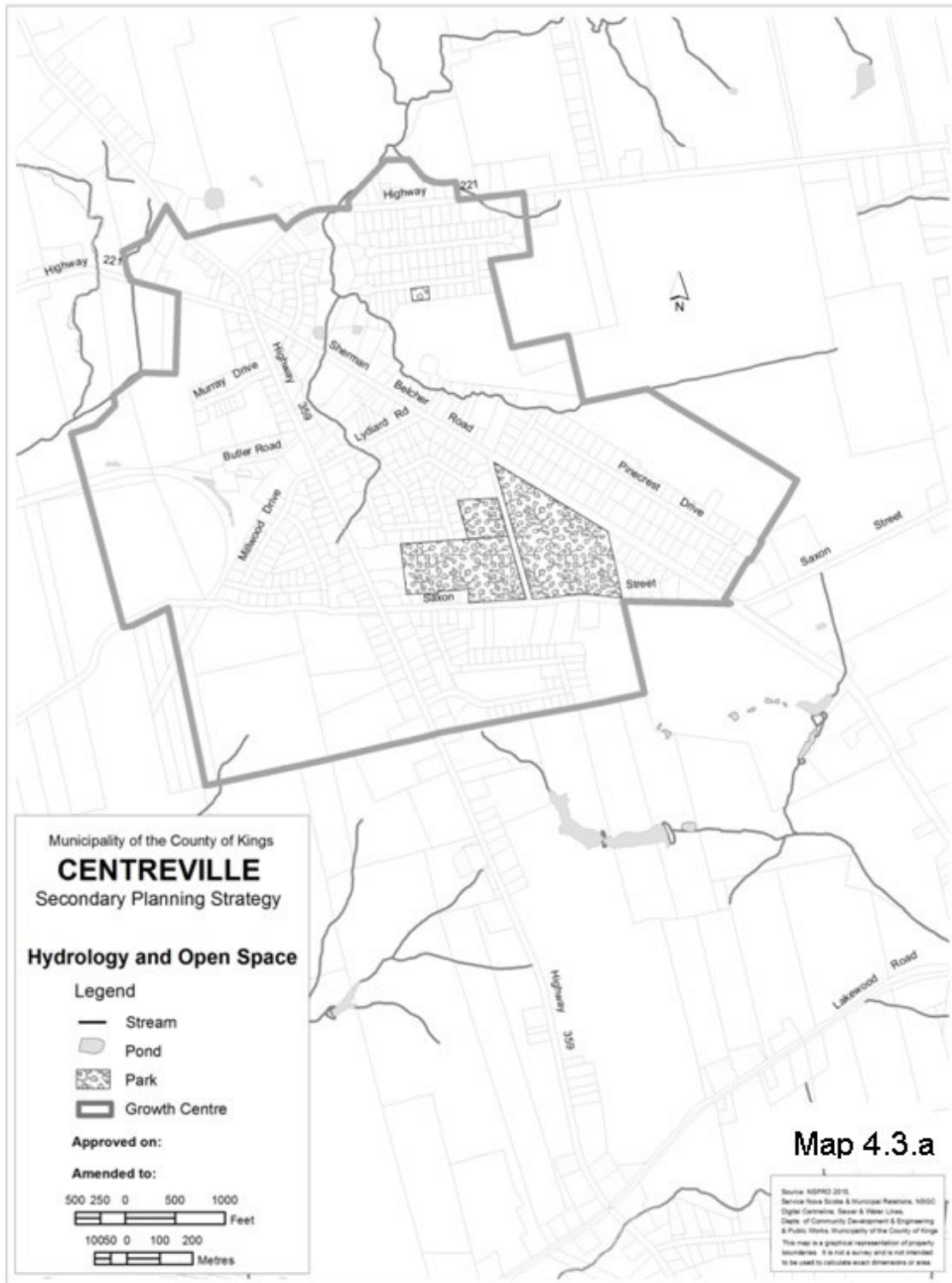
Objectives

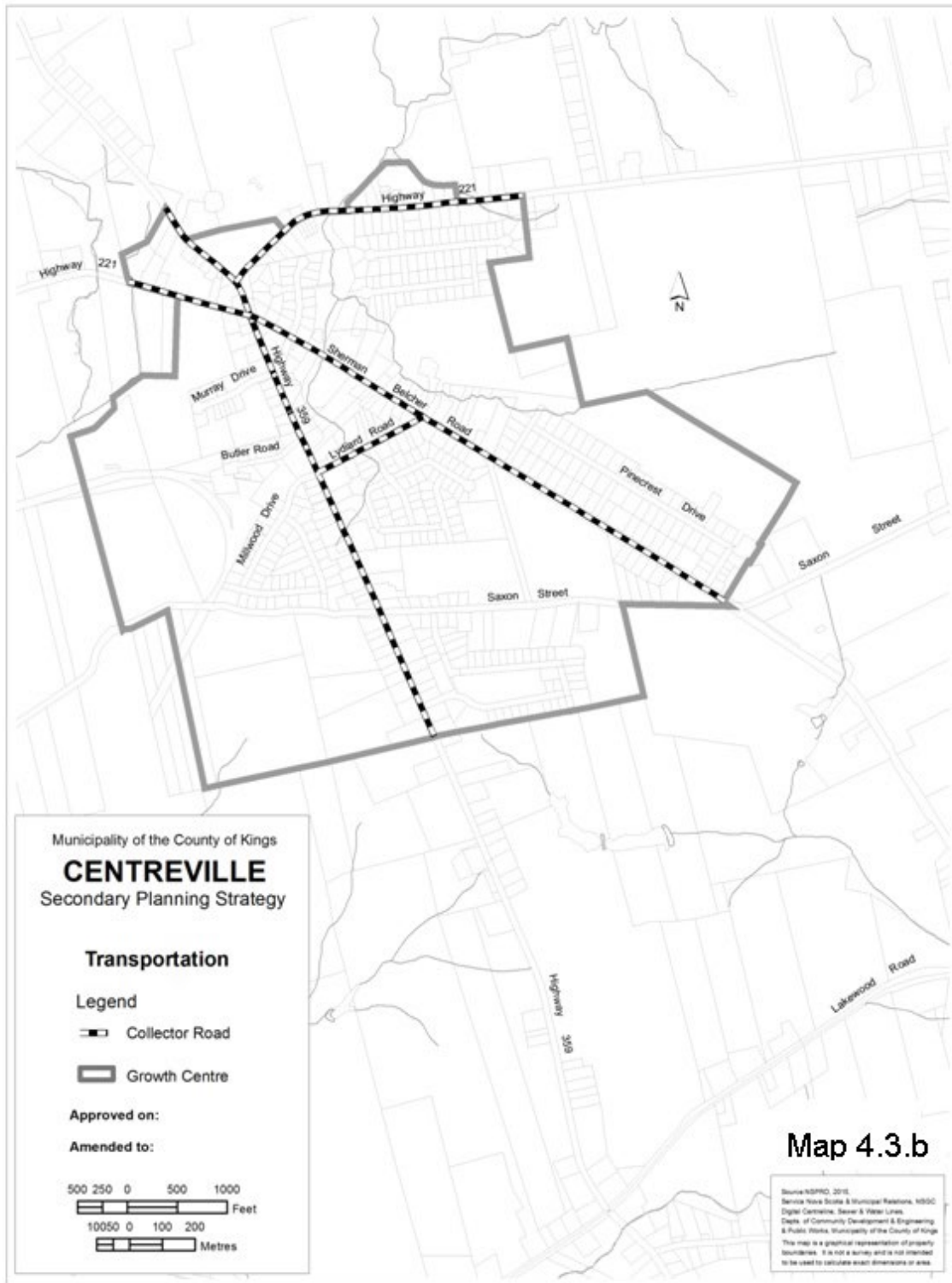
- To promote the community through the Valley Regional Enterprise Network;
- To plan for and develop the trail system within the Centreville Growth Centre and the district in cooperation with the province and the community;
- To erect signage within the Centreville Growth Centre and district to identify heritage and tourism sites;
- To have appropriate signage within the community providing direction to tourism and recreational facilities; and
- To work with the community and the province to permit the installation of signage for Centreville on Hwy 101, on appropriate 300 and 200 Series Highways and Sherman Belcher Road.

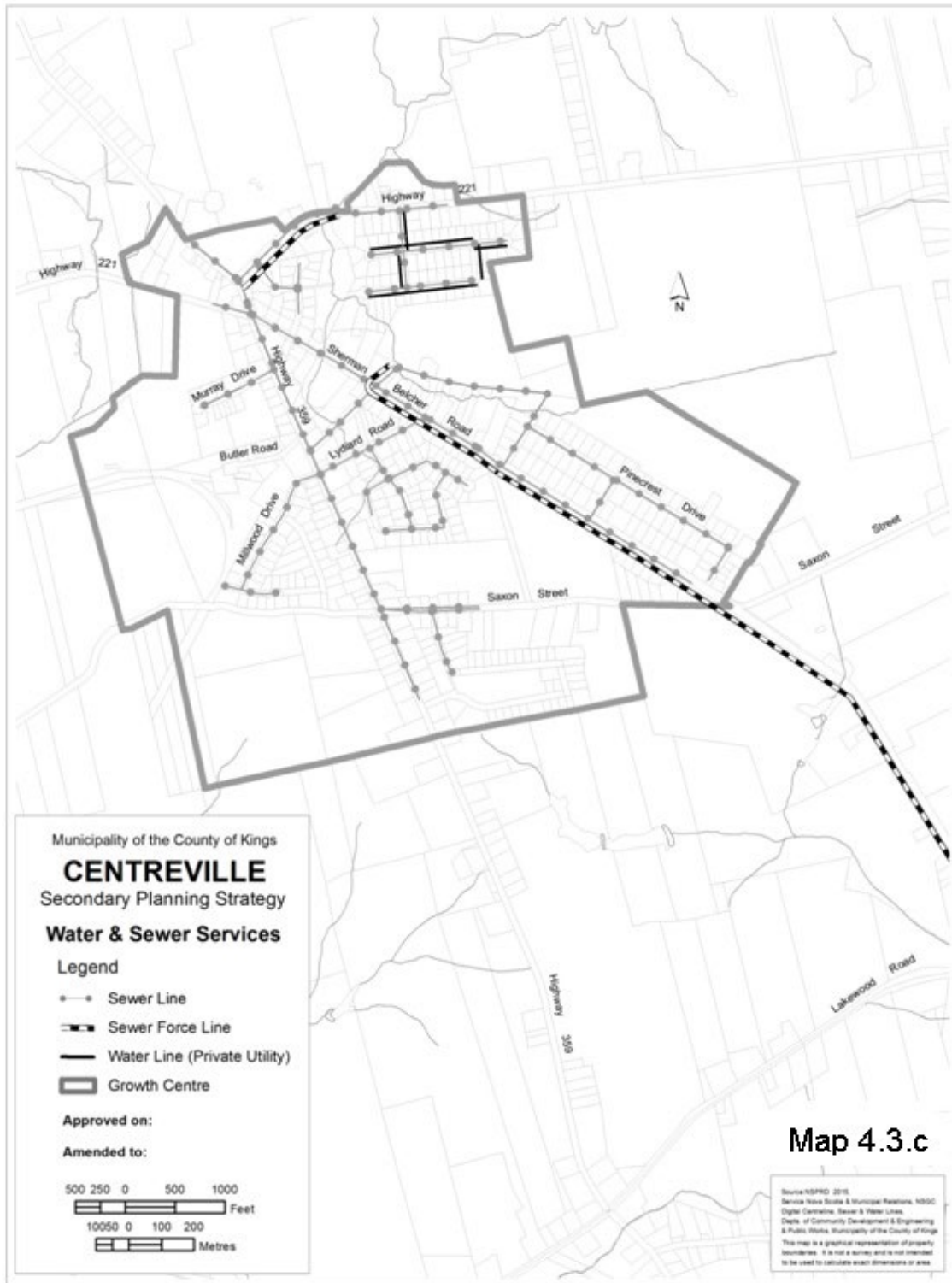
Policy

Council shall:

- 4.3.16 permit one sign at one primary location in the Centreville community for the identification of available visitor and recreational facilities.







4.4 Coldbrook Secondary Plan

Adopted October 20, 2009

Amended for formatting and references as part of Kings 2050

Coldbrook has continued to grow both residentially and commercially, resulting in increased pressure on land and on service infrastructure such as sanitary sewer, storm water and traffic patterns and intensity. In 2000, the Nova Scotia Department of Transportation and Public Works implemented a number of physical changes to enhance traffic flow and safety along Highway 1 (and the 101 interchange) with longer term plans for additional improvements.



More recently, planning for industrial uses, particularly those associated with resource extraction and processing has been considered in different parts of the community. Recent overlapping interests in ecology, watershed management, and recreation opportunities have cast the Cornwallis River and a local tributary, Spittal Brook, in a new and positive light.

Project Goal

Council's goal is to implement a Secondary Plan for the Growth Centre of Coldbrook. The purpose of a Secondary Plan is to address more specifically the planning needs of communities than is possible through the countywide Municipal Planning Strategy. The process addressed the following planning issues:

- identify the extent of the existing Growth Centre sewer system and appropriate future servicing extensions;
- identify the existing and potential future park and open space areas and pedestrian links;
- identify other land use planning or design related issues that are unique to Coldbrook;
- confirm, and where desirable, modify land use designations to optimize land use opportunities; and

- review current Growth Centre Boundaries.

As well, the Secondary Planning Strategy working group took the opportunity to capitalize on and emphasize Growth Centre “uniqueness” in planning for future development.

The Coldbrook Secondary Plan provides Council with a blueprint in making land use decisions specific to Coldbrook concerning housing, business, transportation, recreation and open space, municipal sewer servicing, resource extraction, existing agricultural operations, and protection of the environment.

In early 2007, prior to the adoption of this Secondary Plan, Council adopted Municipal Planning Strategy amendments that permit multi-unit dwellings by development agreement in the Growth Centre of Coldbrook.

Project Working Group

To complete the Coldbrook Secondary Plan, the Municipality facilitated the establishment of a committee that worked with municipal planning staff to produce a draft document. Initially, the committee was tasked with developing draft Secondary Plans for both Coldbrook and Centreville, but having met several times to discuss those issues common to both communities, the joint group formed two separate committees that more specifically represented each of the Growth Centres. Members felt that there were too many dissimilar matters to be dealt with and each Growth Centre represents a ‘uniqueness’ within the Municipality that the group felt deserved the individual efforts of a community-specific committee.

Public Participation

The group held regular meetings which were open to the public. The regular committee members attended most of the meetings, and there were meetings that were also attended by members of the public. The meetings were informal and those present were permitted to ask questions and encouraged to provide input into the process.

Other means of consulting the public during this process included a detailed community questionnaire distributed by volunteers (youth groups) and collected by the Municipality. The approximately 30 per cent response rate is considered a very high rate of return. The community also held a well-advertised day-long open house event which approximately 60 people attended. Further input was solicited by posting the draft document and staff analysis on the Municipal website, requesting written submissions and, finally, by producing a questionnaire.

Vision for the Growth Centre of Coldbrook

- To retain the rural aspect of the area and to plan in such a way as to curtail certain aspects of development that would conflict with that goal;
- To keep Coldbrook's uniqueness, with industry and residential uses combined and to limit too much growth of one or the other;
- To limit industrial activities in the midst of rural-like settings;
- To protect the quality and quantity of water;
- To limit major subdivision development until a central sewer system is established;
- To encourage development in the Coldbrook area in such a manner as to reduce traffic on Highway 1, laying out collective road systems to improve traffic circulation within and from residential subdivisions; and
- To curtail aggregate extraction within Coldbrook.

Open Spaces / River Corridor / Recreation / Parks(Reference Map 4.4a)

The Cornwallis River and a number of streams run through Coldbrook. It is essential that the quality and quantity of water be protected.

Coldbrook is located close to other urbanized areas that have a variety of recreational services and amenities. Existing open spaces consist mainly of scattered neighbourhood parks and playgrounds, some less than an acre while others are over five acres in area. There are several athletic fields adjacent to the Huntington Hayes Hall and a large private campground is located in the centre of the community. Any future development of open spaces, trails, recreational areas and parks must meet the needs of the community without duplicating nearby services. Coldbrook has a growing population but there are financial limitations on the amount of recreation infrastructure that is possible.

Goals

- To protect all riparian areas;
- To support efforts of environmental protection for the Cornwallis River and all tributaries;
- To eliminate building on flood plains and areas of importance to the water system, including wetlands;
- To encourage public awareness regarding the impacts of on-site septic systems on adjacent rivers, flood plains and water resources; and
- To protect all forms of recharge systems within Coldbrook.

Objectives

- To re-evaluate the boundaries of areas identified as Environmental Open Space surrounding the river, brooks and tributaries;
- To identify and map all flood plains;
- To support efforts to raise public awareness of the Cornwallis River and adjacent wetlands and floodplains as a valued water resource; and
- To ensure adequate green space for the community at large.

Policy

Council shall:

- 4.4.1 zone natural watercourses and portions of adjacent lands as Environmental Constraints (O1) where such systems serve as natural storm drainage and where disruption or alteration of the watercourse could result in, or contribute to, increased flooding or erosion problems; and
- 4.4.2 work in cooperation with the Friends of the Cornwallis River or other similar groups to promote and foster environmental protection of the river system.

Water Supply and Water Supply Management

Private wells supply the drinking water for the Coldbrook area. Kentville has wells next to Coldbrook and their protection plans extend into Coldbrook.

Goals

- To protect the quality and quantity of potable water supplies to ensure a continuous supply of safe drinking water for the community of Coldbrook;
- To assess and understand the groundwater sources or aquifer system to manage and plan for future potable water supplies for the community; and
- To identify all possible future sources of potable water for the business and private sectors of Coldbrook.

Objectives

- To initiate and complete a hydrological assessment of the vital “well water” resources within Coldbrook;
- To encourage and support inter-municipal and provincial policies that will ensure good quality and an adequate future supply of potable water for both the business and private sectors;

- To reduce the risk of contamination of the potable water supply by domestic sources, farming operations, and industrial and commercial businesses within Coldbrook;
- To raise public awareness concerning risks to local water supplies; and
- To promote public awareness concerning the proper maintenance of private wells and on-site septic systems to protect potable water supplies.

Policy

Council shall:

- 4.4.3 commission, if deemed necessary, a hydrological study of the groundwater resources in Coldbrook to determine quality, available volume and natural flows of the resource and identify the area and rate of recharge;
- 4.4.4 work with the community to:
 - (a) cultivate a community water policy to reduce pollutants and waste;
 - (b) increase public awareness of the extent, types, and cumulative effects of lawn and garden care practices on the quality and quantity of water supplies;
 - (c) encourage and support education programs intended to reduce the risk of contamination of groundwater supplies as a result of farming or commercial operations;
 - (d) develop water supply protection plans, including recharge and discharge areas within the watershed; and
 - (e) identify future sources of potable water;
- 4.4.5 support wellfield protection policies and regulations to restrict industrial and commercial uses that involve processing, storage or handling of materials which have potential to threaten the quality or quantity of potable water supplies;
- 4.4.6 require a water quality/quantity assessment prior to considering a rezoning to any increased residential density, any Commercial Zone or any Industrial Zone; and
- 4.4.7 work in conjunction with Kentville to ensure that those areas of Coldbrook already serviced by Kentville water will continue to receive an adequate quantity and quality of water.

Aggregate

Coldbrook has a significant number of resource extraction operations. The regulations governing aggregate fall under the Provincial Government's jurisdiction. The impact on surrounding land uses is important to the residents and businesses of Coldbrook.

Goals

- To ensure sustainable development;
- To reduce the potential damaging effects of aggregate extraction operations on the quality and quantity of community water supplies; and
- To work with the province to establish a community working group, which may include a Municipal representative, to provide recommendations on the proposed activity prior to any Provincial approval of aggregate extraction.

Objectives

- To maintain a quality water supply including all water resources;
- To protect the surrounding ecosystem, including native flora and fauna and carbon sinks;
- To discourage the extraction of aggregate;
- To work with the Nova Scotia Department of Environment to limit the extent of exposed mineral soils in resource extraction operations;
- To commission a study to determine the impact of resource extraction on the surrounding area; and
- To work with the provincial government to ensure that precautionary principles are met as set out in the Provincial Environment Act and Regulations.

Policy

Council shall:

- 4.4.8 require that applicants requesting rezoning to the Aggregate Related Industry (N2) Zone to permit uses which are related to but not accessory to an aggregate operation submit a study detailing the expected impact on local traffic, water quality and quantity and the surrounding land uses.

Agriculture

The Coldbrook area is rich in the farming heritage which began with the arrival of the pioneers in 1770's. Agriculture, gristmills, sawmills, and carding mills provided a living for the families. The character of the community has been shaped by these beautiful farms, some of which are still productive within and on the fringe of the designated Growth Centre. The rural nature of the

area has attracted a number of residents in recent years, causing Coldbrook to be one of the fastest growing areas in the Valley. One of the reasons the local residents appreciate the existing farms is that they are permitted to use the private land for hiking and biking.

It is essential that the rural flavour that is part of the heritage of the community be preserved to protect the existing agriculture as already mandated by the Municipality and to strive for harmony where residential and agricultural uses co-exist.

Goal

To maintain as far as possible the rural character of the Coldbrook community in the manner and amount that it is developed, to preserve the peace and quiet that residents have sought by moving to this area.

Objectives

- To accept a level of conflict between residential uses and normal farming practices;
- To incorporate agriculture as an integral part of the community, as food provider, source of employment or the possible sanctioned use of some properties for hiking and certain sports disciplines; and
- To prevent Growth Centre expansion into land currently zoned agricultural.

Policy

Council shall:

4.4.9 protect existing agricultural operations and lands by continuing to list “existing farms” as permitted uses in the Residential Zones.

Transportation (Reference Map 4.4b)

The Secondary Planning Strategy Committee, in consultation with the community, identified a number of transportation issues that need to be resolved to improve traffic circulation within Coldbrook.

Goals

- To identify all transportation issues that affect vehicular and pedestrian traffic in the community; and
- To promote the development of a comprehensive and cost efficient network of roads and walkways in the community.

Objectives

- Council may commission a transportation study to identify issues related to vehicular and pedestrian circulation in Coldbrook. The study shall include recommendations regarding the following and any additional issues identified by the study:
 - to have the maximum speed limit on all roads within the Growth Centre, including Highway #1, not exceed 60 km/hr;
 - to have traffic signals installed at the intersection of South Bishop and Highway #1;
 - to encourage improvements such as reducing the number of entrances and exits to Scotian Gold and Foodland Mall to reduce the risk of traffic accidents;
 - to provide sidewalks on Highway #1 from Harrington Road to Foodland Mall;
 - to identify opportunities for future collector roads and their general alignment within Coldbrook;
 - to have English Mountain Road, South Bishop Road and Lovett Road upgraded to handle the large volume of traffic;
 - to have crosswalks installed at all major intersections and areas with high pedestrian traffic; and
 - to encourage active living by keeping the Coldbrook Trail corridor from the Kentville Town boundary to the Cambridge boundary for non-motorized use only; and
- Council shall strive to cooperate with the provincial traffic authority, various Coldbrook community groups and the development sector in designing a safe and efficient vehicle and pedestrian network within Coldbrook.

Policy

Council shall:

- 4.4.10 require, as deemed necessary, a traffic impact study for rezoning applications to permit a higher residential density or a Commercial or Industrial Zone in order to determine the potential impact on existing road networks and surrounding land uses;
- 4.4.11 commission, as deemed necessary, a transportation study to address the following in Coldbrook:
 - (a) identification of vehicle and pedestrian circulation issues from a safety and efficiency perspective;
 - (b) identification of pedestrian corridors;
 - (c) the realignment of streets;

- (d) the location of future sidewalks and streets;
- (e) transportation constraints to future development; and
- (f) any other traffic issue Council and the community wish to include.

Sewer (Reference Map 4.4c)

Goal

- To provide the highest reasonable level of environmentally sustainable sewage treatment to the Coldbrook Growth Centre.

Objectives

- To ensure that public and private investment in expanding treatment capacity and the extension and upgrading of trunk lines is achieved with the greatest efficiency and benefit to the overall community;
- To work with developers with the intention of ensuring that new development must connect to central sewer service;
- To ensure that connections to central trunk lines are achieved in a manner most efficient to service subsequent development;
- To ensure that all existing or new pumping stations are located and/or constructed in such a manner that in the event of overflow raw sewage will not enter streams or waterways;
- To develop a public education program in conjunction with the Coldbrook Community Association regarding proper on-site septic disposal system installation and maintenance to help prevent possible contamination to groundwater;
- To ensure that new areas incorporated into the Coldbrook Growth Centre boundary receive sewer services in a timely manner;
- To withhold development and building permit approvals for new development serviced by on-site septic disposal; and
- to encourage the Municipality, in cooperation with the Department of Environment and residents, to assess the need for central sewer systems within unserved areas in order to protect the underlying aquifer.

Policy

Council shall:

- 4.4.12 prohibit any further development serviced by septic tank or disposal field except on lots which abut an unserved public street in existence in August 1992; and

- 4.4.13 extend sewer services to those areas that identify the need for such services and ensure that users cost share with the Municipality.

Stormwater Management

Goal

- To manage surface drainage to prevent flooding and to promote groundwater recharge by:
 - minimal alteration of natural and existing constructed drainage patterns in the process of community growth; and
 - construction of integrated drainage patterns with new development.

Objectives

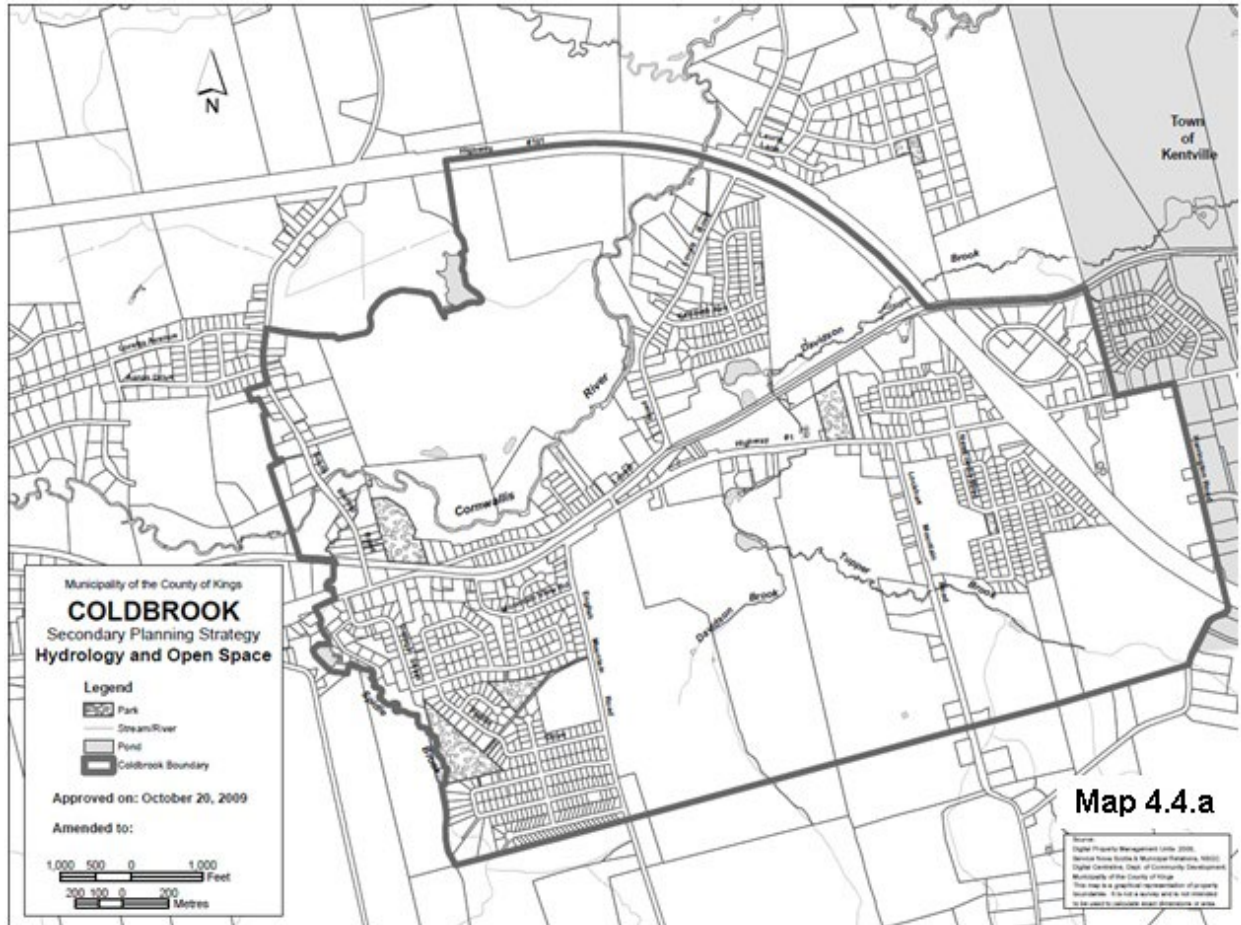
- To ensure development does not increase flood risk on development sites and on adjacent properties and upstream or downstream lands;
- To minimize disturbance of natural drainage systems within Coldbrook, including wetlands, watercourses and swales;
- To protect natural stormwater drainage systems and environmentally sensitive areas from risk of pollution by integrating them into trails, greenbelts and other recreational areas;
- To identify the natural storm water drainage systems, wetlands, watercourses, and swales on an overlay of the district;
- To work with the community to promote understanding of the importance of natural and constructed drainage systems; and
- To consider a no-net-loss wetlands policy.

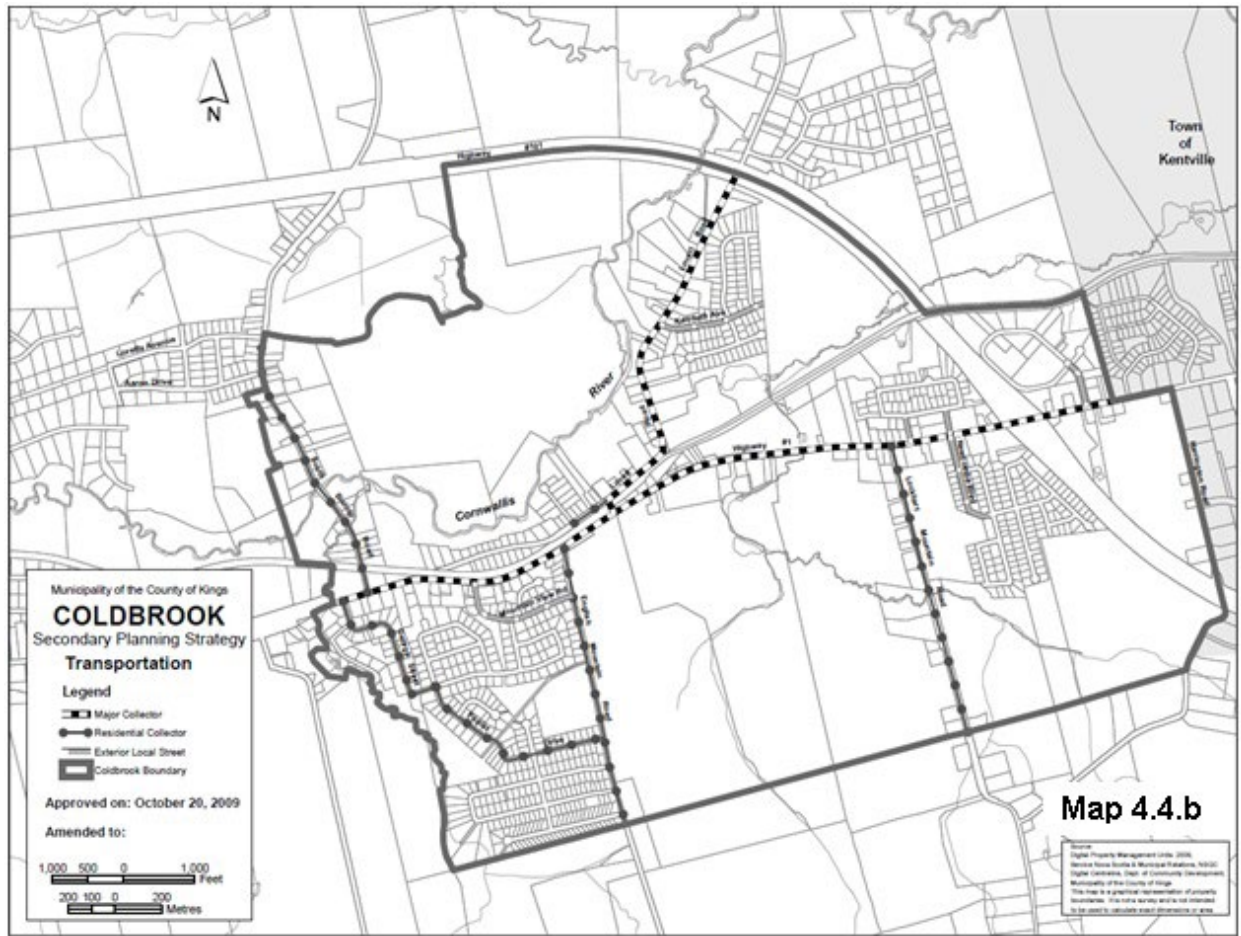
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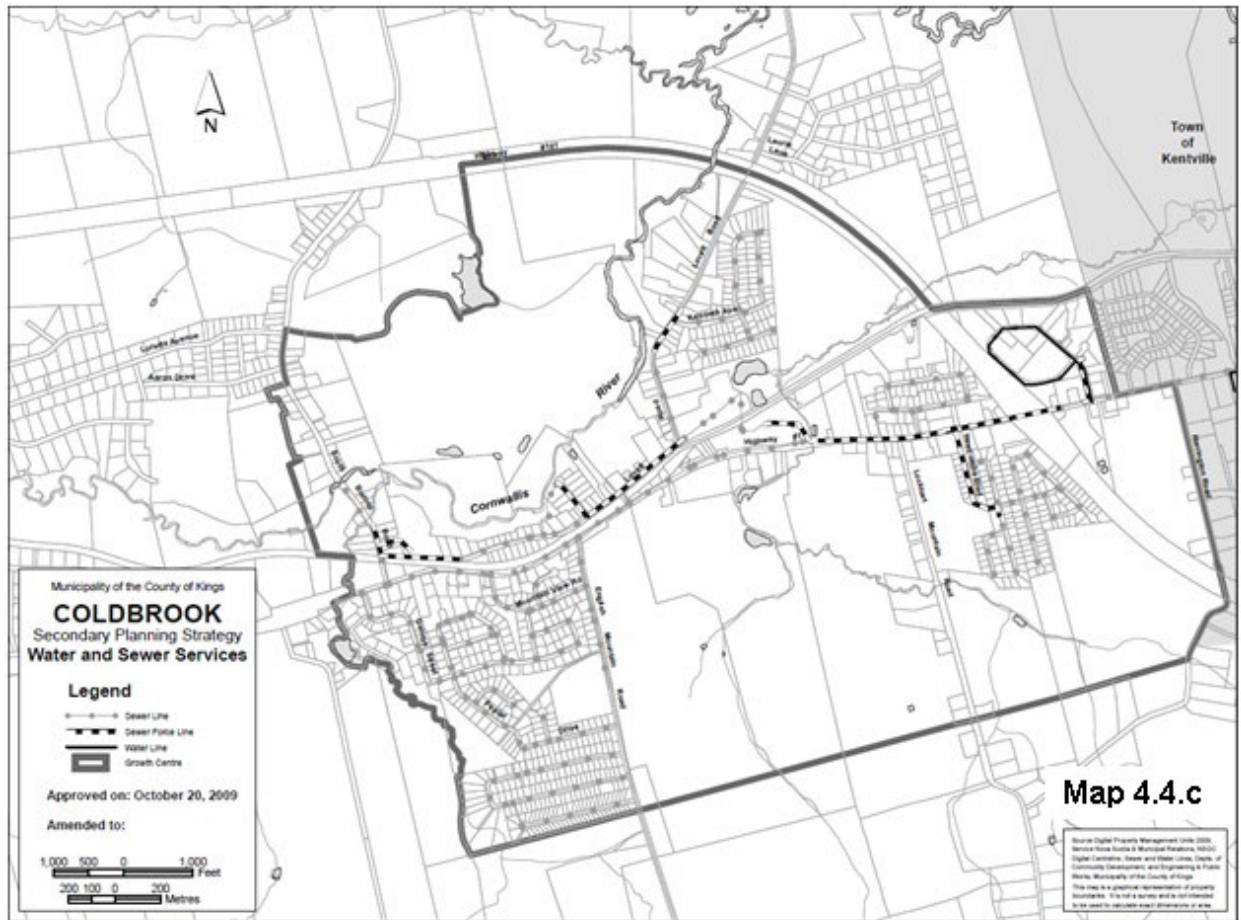
Council shall:

- 4.4.14 provide for the implementation of storm management objectives in accordance with section 2.3, Infrastructure;
- 4.4.15 zone specific natural water courses and portions of adjacent lands as Environmental Constraints (O1) where such systems serve as natural storm drainage and where disruption or alteration of the water course could result in or contribute to increased flooding or erosion problems;

- 4.4.16 establish in co-operation with the Province, an adequate annual maintenance program on constructed stormwater systems, as required; and
- 4.4.17 require, as deemed necessary, developers to submit a comprehensive storm water plan before a development permit is issued for medium density residential development or commercial or industrial developments in areas with steep slopes, wet soils or in close proximity to the Environmental Constraints (O1) Zone.







4.5 Port Williams Secondary Plan

Adopted October 14, 2010 and Amended to August 15, 2013

Amended for formatting, references and Growth Centre boundary as part of Kings 2050

The Village of Port Williams is one of seven villages located within the Municipality, and is also identified as a Growth Centre. The Growth Centre is one of the designated urban centres where urban growth and services are directed. The Port Williams Secondary Plan is a land use policy document focused on the future development of the Growth Centre. While the Municipal Planning Strategy is county wide, the Port Williams Secondary Plan is tailored to the Growth Centre's distinct qualities and planning needs. It establishes long-term goals and implements planning tools, such as zoning, intended to achieve these goals.



Secondary Plan Process

In January 2005, the Village of Port Williams formed an ad-hoc committee to develop a community Vision Document that would form the basis for a future Secondary Plan. The Vision Document was developed in consultation with the community and made a series of recommendations concerning the growth and development of Port Williams.

Building on the Vision Document, the Municipality initiated a project in 2008 to develop a Secondary Plan for the Growth Centre of Port Williams. The Municipality formed a community based committee to review a variety of issues, engage the community and develop land use policies. The committee consisted of the Municipal Councillor for the area, three Village Commissioners and four citizen members. Committee meetings were generally held once a month between March 2008 and February 2010.

Community engagement was a central component of the Secondary Plan process. There were regularly-held Committee meetings were open to the public, with public comments welcomed at

the end of each meeting, and all information was made public. Community feedback was obtained through a variety of means and the formal, required public process..

Historic Development Pattern

The first human habitants in the Port Williams area were the Mi'kmaq, who used the Minas Basin for hunting and fishing. Europeans first arrived in the early 1600's when Acadians established settlements and were the first to reclaim marshland for farming by constructing dyke walls that continue to be maintained today.

After the expulsion of the Acadians by the British in 1755, the Port Williams area was settled by the New England Planters, who rehabilitated the dyke walls and farmland. The area was originally known as Terry's Creek, after the New England Planter pioneer Captain John Terry and was renamed Port Williams in 1856, after General Sir Fenwick Williams, a decorated war hero and the first native-born Governor of Nova Scotia.

The development pattern of Port Williams was well established by the mid 1800's. An 1864 map shows that the major roads were named and located as they are today. The map also shows that a cluster of businesses were established at the intersection of Belcher Street and Main Street, the present core of the Growth Centre. By the mid 1900's, Port Williams and its active wharf had become the hub of the shipping industry in the Municipality, sending



apples, potatoes and lumber to world markets. The shipping industry changed to favour larger vessels, and the wharf has not been used since the early 1970s. As a result, the industrial nature of the historic waterfront has been in decline and a number of industrial buildings are vacant.

While the shipping industry declined, urban development in Port Williams has expanded significantly since the 1970's. The commercial core continued to host a number of established businesses and several industrial uses, such as a juice plant, continued to provide employment. While a waterfront industrial park developed in the 1990s has not realized its potential, a number of new businesses have been established. Housing saw steady growth as new residents were

attracted to the community's character and urban services, as well as its proximity to the Wolfville-Coldbrook urban corridor and Highway 101. As a result, several new residential subdivisions were constructed.

At the time the Secondary Plan was developed, the Growth Centre contained 449 dwelling units and 993 residents (2006 census data). With the closure of several industrial users, central water and sewer use was estimated at only 25-30 per cent of capacity, providing opportunities to accommodate new development and make more efficient use of shared infrastructure. A number of vacant and underused infill properties, especially on the waterfront, provided opportunities to increase densities and commercial activities in the urban core. The outward expansion of the Growth Centre, however, was controversial because the Growth Centre was surrounded by active agricultural lands, dykelands and wellfields.

Vision Statement

Port Williams of the future is a thriving community where people of all ages and stages of life can flourish and where its distinctive character and spirit are respected and valued.

Water and Sewer Services

The Growth Centre of Port Williams is serviced by central water and sewer services that are owned and maintained by the Village of Port Williams. The sewage treatment facility and water distribution system were initially built to accommodate both residents and large industrial users. As the large industrial users have closed, significant water and sewer servicing capacity has become available and can accommodate urban growth and redevelopment. While new development would make more efficient use of existing infrastructure, urban growth and redevelopment should be managed in order to ensure water and sewer services are cost-effective, environmentally sustainable and provide a high level of service.

Goal

- To provide cost-effective, environmentally sustainable and high quality central water and sewer services.

Objectives

- To use existing infrastructure more cost-effectively, thereby improving the economy of scale, while minimizing the construction of new infrastructure;
- To encourage the efficient use of water;
- To maintain ground water quality and quantity by reinforcing and building upon wellfield protection policies;
- To provide environmentally efficient sewage treatment services; and

- To manage industrial loading on the sewage treatment facility.

Policy

Council shall:

- 4.5.1 require all new development within the Growth Centre to be serviced by central water and sewer services;
- 4.5.2 consider working with the Village of Port Williams to provide environmentally sustainable central sewage treatment services and encourage water conservation measures;
- 4.5.3 include provisions for discouraging new heavy industries from locating in the Growth Centre in section 3.3, Industrial;
- 4.5.4 ensure rezoning and development agreement applications within the Growth Centre are consistent with Port Williams wellfield policies; and
- 4.5.5 establish the acquisition of lands within Wellfield Zone A for public park purposes as a priority in the Park policies.

Floodplains and Drainage

The Growth Centre of Port Williams is located adjacent to the Cornwallis River, a tidal river that rises and falls with the extreme tides observed in the Minas Basin. On an average day, the water in the Cornwallis River fluctuates approximately 46 feet (14 metres) between low and high tide. Both the north and south banks of the Cornwallis River are bound by dyke walls that were constructed and later maintained by the Acadians, New England Planters and subsequent farmers. The dyke walls are currently maintained by the Nova Scotia Department of Agriculture and local Marsh Bodies. Within the Growth Centre of Port Williams, the dyke walls enable agricultural activities on lands that would otherwise be salt water marsh, and protect inland areas from extreme high tides and storm surges. The Port Williams central waterfront is not protected by dyke walls, and in the spring of 1977, a storm surge flooded the central waterfront and breached several nearby dyke walls.

In 2008, a Centre of Geographic Science (COGS) student research project on storm surge events in Port Williams used extremely accurate LIDAR and GPS technology to model the 1977 storm surge based on historical accounts and records. The model is able to predict the impact of storm events, like the one observed in 1977, as well as predict the potential impact of larger storm surges. The flood model shows that the 1977 storm surge reached an approximate elevation of

28.2 feet above mean sea-level. Dyke walls in the Port Williams area are generally 27.8 to 29 feet above mean sea-level; a 28.2 foot storm surge would rise above portions of the dyke walls. The 1977 event is not the worst on record: the Saxby Gale of 1869 is estimated to have reached approximately 34 feet above mean sea-level. Moreover, sea-level rise caused by global warming could further increase flood risks. These historical accounts, climate change predictions and storm surge modelling should be used to inform the public of flood risks and establish appropriate land use controls. The elevation of the dyke walls is used by the Nova Scotia Department of Agriculture to designate protected Marshlands. While storm surges originate from the Minas Basin, storm water within in the Growth Centre generally drains south towards the Cornwallis River. Some roads contain underground storm water sewers while other roads direct storm water through ditches and culverts. Several watercourses and natural gullies also provide natural drainage corridors. High tides, combined with storm events, have caused flooding issues in the past as watercourses and drainage corridors become backed up. Drainage from new development should be coordinated with existing infrastructure, recognize the area's unique geography and improve the effectiveness of drainage network in the long-term.

Goal

- To recognize flood risks and storm drainage issues and establish appropriate land use controls that respond to Port William's unique characteristics.

Objectives

- To consider the worst case storm surge and sea-level rise scenarios when delineating flood prone areas;
- To establish appropriate land use controls in the flood prone portion of the waterfront to reduce risk of flood damage while still responsibly allowing new development;
- To inform land owners of the potential flood and storm surge risks;
- To protect natural drainage corridors from development;
- To coordinate drainage management with Provincial and Municipal drainage infrastructure as well as dyke walls and Marsh Bodies;
- To ensure new development meets or exceeds appropriate drainage standards; and
- To address long-term drainage issues such as flooding caused by extreme weather events.

Policy

Council shall:

- 4.5.6 establish an Urban Floodplain (UF1) Overlay on the Map 11 - Port Williams Zoning Map of the Land Use By-law that includes the lands located below the height of nearby dyke walls;
- 4.5.7 require the following in addition to the requirements of the underlying urban zoning in the Urban Floodplain (UF1) Overlay:
 - (a) new buildings and additions shall use flood resistant construction methods to a height of 28.2 feet above mean sea-level, the approximate height of nearby dyke walls; and
 - (b) flood resistant construction requirements contained in (a) above may be reduced or waived for additions to existing buildings, as well as small accessory structures;
- 4.5.8 encourage, but not require, developers to use flood resistant construction methods on buildings to a height of 34 feet above mean sea-level, the estimated height of the 1869 Saxby Gale plus a sea-level rise of 25 inches, representing the predicted worst case storm surge scenario;
- 4.5.8 establish an Urban Floodplain (UF2) Overlay on the Map 11 - Port Williams Zoning Map of the Land Use By-law that delineates lands between 28.2 feet above mean sea-level, the approximate height of nearby dyke walls, and 34 feet above mean sea-level, the estimated level of the 1869 Saxby Gale plus a sea-level rise 25 inches;
- 4.5.9 encourage but not require developers within the Urban Floodplain (UF2) Overlay to use flood resistant construction methods on buildings to a height of 34 feet above mean sea-level, the estimated height of the 1869 Saxby Gale plus a sea-level rise of 25 inches, representing the predicted worst case storm surge scenario;
- 4.5.10 require all development, including parking areas, to be set back an adequate distance from the top of the bank of all watercourses and ponds and where possible maintain this setback area in a natural vegetated state;
- 4.5.11 zone as Environmental Constraints (O1), all lands identified as protected Marshland by the Nova Scotia Department of Agriculture which have not received a variance from the Nova Scotia Department of Agriculture and the ravine located between Belcher Street and High Street; and

4.5.12 ensure that drainage is adequately controlled within new neighbourhoods by zoning all large tracts of undeveloped land as Comprehensive Neighbourhood Development (R5) in accordance with the residential policies of this Secondary Plan.

Commercial

The Growth Centre of Port Williams contains an established commercial core serving the Growth Centre and surrounding area. The industrial park has attracted a number of commercial businesses and several home-based businesses are found throughout the community. In the future, the Growth Centre of Port Williams should maintain and expand its role as a commercial centre for the area, with new commercial developments directed to the commercial core and adjacent waterfront lands. A variety of commercial uses should be welcomed, including residential and light industrial mixed-used proposals.

Goal

- To expand the Growth Centre's role as a commercial destination serving the immediate community, surrounding area and travelling public.

Objectives

- To provide opportunities for a variety of commercial uses to locate in the Growth Centre;
- To direct new commercial development to an enlarged commercial core;
- To allow for commercial, residential and light industrial mixed-use development proposals within the commercial core; and
- To discourage big box retail stores from locating in the Growth Centre.

Policy

Council shall:

4.5.13 zone as General Commercial (C1) lands outside the urban core intended for commercial uses; and

4.5.14 zone as Central Business (C2) the urban core and waterfront lands.

Waterfront

Historically, the development of the Port Williams waterfront was strongly linked to the wharf and associated industrial activities. From the late 18th to mid 19th century, the wharf was the hub of the shipping industry in the Municipality, which saw sailing vessels ship lumber, potatoes and apples to world markets. The shipping industry has changed and the wharf has not been used since the 1970s. The wharf has fallen into disrepair and the industrial nature of the waterfront is on the decline as large industrial uses have closed in recent years. Meanwhile, the

waterfront industrial park, developed in the 1990s, has not realized its full potential and a significant amount of land remains vacant. These waterfront lands should be redeveloped into an active mixed-use waterfront destination, including pedestrian friendly public access to the water's edge. While it may not be feasible to restore the wharf, the importance of the shipping industry to the historic character of Port Williams should be commemorated and integrated into waterfront redevelopment plans.

Goal

- To encourage the redevelopment of waterfront lands into an active mixed-used destination that commemorates the history of the shipping industry and provides public access to the water's edge.

Objectives

- To provide public access to the water's edge;
- To provide a pedestrian-friendly environment;
- To encourage mixed-use developments that brings people to the waterfront all year round;
- To preserve historic buildings and encourage new developments to maintain a similar character;
- To commemorate the importance of the wharf and shipping industry;
- To provide adequate parking in the area, with the most accessible spaces prioritized according to special needs; and
- To encourage the redevelopment of vacant industrial buildings and properties including the rehabilitation of any environmentally contaminated sites.

Policy

Council shall:

- 4.5.15 encourage the development of the lands within the Port Williams Central Business District as an active mixed-use destination;
- 4.5.16 encourage the reuse of historic buildings by exempting existing buildings from the use of flood resistant construction method requirements contained in policy 4.5.7;
- 4.5.17 adjust, as deemed necessary, the zone standards and parking requirements in Port Williams of the General Commercial (C1) and Central Business (C2) Zones, to better respond to waterfront objectives;
- 4.5.18 establish as a priority in the Park and Trail Policies of this Secondary Plan the development of a public waterfront park and trail that enables residents to access the water's edge; and

4.5.19 consider making, in cooperation with the Village of Port Williams and the province, public investments in the waterfront such as the development of sidewalks, street furniture, parking infrastructure, and public facilities that encourage activity and commemorate the historic shipping industry; and

Development Agreements

4.5.20 consider only by development agreement within the General Commercial (C1) and Central Business (C2) Zones, appropriate development proposals which do not meet the requirements of the zone in which the lot is located, due to the scale or nature of the proposal or the unusual shape of some existing properties. In considering such development agreements Council shall be satisfied that:

- (a) the proposal is for a commercial, community facility, residential and/or light industrial use;
- (b) if the use is a listed, permitted use, the condition(s) that prevent the proposal from meeting zone requirements is addressed by the development agreement, including but not limited to enhanced buffering, architectural controls and pedestrian features;
- (c) the proposal contributes to the mix of lands uses, as opposed to contributing to a homogenous land use;
- (d) the proposal incorporates pedestrian friendly features into the design including pedestrian oriented entrances, canopies, walkways, planters, amenities and facades;
- (e) at a minimum, the proposal meets the requirements of the Urban Floodplain (UF1) Overlay;
- (f) the proposal responds to Park and Active Transportation policies 4.5.33 and 4.5.34; and
- (g) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements & Amending the Land Use By-law;

Residential

Initially focussed on the waterfront, the Growth Centre of Port Williams has grown to include a number of residential neighbourhoods. The majority of residents live in low-density single-unit dwellings, but there are also a significant number of multi-unit buildings found along major roads and in central locations. The steady residential growth experienced in recent years is expected

to continue as new residents are attracted to the community's character and urban services and its proximity to the Wolfville-Coldbrook urban corridor and Highway 101. The Growth Centre should continue to welcome new residents, as well as accommodate the changing lifestyles of existing residents by providing opportunities for a variety of new residential developments.

Policies requiring sidewalks and streetlights on all new roads within the Port Williams Residential Comprehensive Development Districts (RCDDs) (the Comprehensive Neighbourhood Development (then R6) Zone) were removed by Council in 2013. At that time, Council considered a number of factors including the planning policies in place at the time, the provision of active transportation, ownership issues, the cost of sidewalk maintenance and snow removal, and input from the public and the Port Williams Village Commission. Council decided to continue to encourage the provision of an active transportation network, but not to require sidewalks and streetlights on new roads in these areas.

Goal

- To accommodate residential growth that meets the needs of residents from all stages and ages of life.

Objectives

- To direct higher-density developments to central locations;
- To direct lower-density developments to the Growth Centre fringe;
- To encourage infill development on vacant and underused land;
- To provide opportunities for home-based businesses;
- To provide opportunities for mixed-use developments;
- To enable residents to age within the community by accommodating housing that is suitable for seniors; and
- To provide a buffer between residential developments and agricultural activities.

Policy

Council shall:

- 4.5.21 designate as Residential areas where the maintenance and development of residential neighbourhoods and a variety of infill development opportunities are encouraged;
- 4.5.22 adjust residential zone standards to encourage pedestrian oriented development in central locations;
- 4.5.23 zone as Comprehensive Neighbourhood Development (R5) large parcels of undeveloped land which are intended to enable innovative neighbourhood and building designs by development agreement while providing an opportunity for the community to be consulted;

Development Agreements

- 4.5.24 consider only by development agreement in the Comprehensive Neighbourhood Development (R5) Zone, residential development which is sympathetic to neighbouring farms and will not interfere with normal agricultural activities. In considering such development agreements Council shall be satisfied that:
- (a) the density of the overall development is a minimum of 4 units per acre;
 - (b) development of the area shall be phased in such a manner as to allow the largest amount of agricultural land to remain in production as possible;
 - (c) a separation distance of a minimum of 100 feet (30.5 metres) shall be maintained between any residential building and land actively used for crop land and 600 feet (183 metres) shall be maintained between any residential building and land used for intensive livestock operations;
 - (d) any required vegetative buffer shall include plant material that will grow to an approximate height of 20 feet (6.1 metres) or more in order to minimize the spread of fertilizer, pesticides and other sprays;
 - (e) vehicle access onto Collins Road is not permitted, with the exception of public roads, private driveways that resemble public roads, and driveways needed for safety purposes;
 - (f) higher-density areas are centrally located while lower-density areas are located towards the Growth Centre fringe;
 - (g) the proposed design and maintenance adequately protect any identified wellfields;
 - (h) for proposals involving subdivision, a minimum of ten (10) per cent of the development area is dedicated to public open space in accordance with the following criteria:
 - (i) the location of public open space responds to policies 4.5.33 and 4.5.34; and
 - (ii) up to seven (7) per cent of the public open space may include lands that otherwise could not be developed, such as drainage corridors, buffer areas, and wellfields;

- (i) in lieu of the ten (10) per cent land requirement a sum of money equal to five (5) per cent of the assessed value of the proposed lots, or a combination of land and money at a ratio 2:1 (land: money) may be accepted;
- (j) in addition to the any other information required, developers shall prepare a ground water study for proposals located within Wellfield Zones A and B. The ground water study shall be conducted by a qualified professional and shall assess the impact of the proposal on ground water quality and quantity and recommend measures for reducing any negative impacts; and
- (k) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law; and

4.5.25 consider only by development agreement in the Residential Zones proposals for multi-unit development and long-term care facilities, that do not meet zone requirements due to the scale, density, design or unique site constraints. In considering such development agreements, Council shall be satisfied that the proposal:

- (a) if the use is a listed, permitted use, the condition(s) that prevent the proposal from being permitted as-of-right in the designation is addressed by measures such as but not limited to enhanced buffering, architectural controls and park and trail provisions; and
- (b) meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law.

Industrial

As noted, the industrial nature of Port Williams has undergone a transformation over the past number of years. The wharf, which was integral to the shipping industry, has not been used since the early 1970's leading to the gradual closure of industrial uses located by the waterfront. Meanwhile, the industrial park that was developed in the early 1990's has grown to contain a number of active businesses. The industrial park has not realized its full potential as a significant amount of land remains vacant. The Growth Centre continues to host a variety of large industrial businesses. While Port Williams should continue to host industries that provide valuable employment opportunities, new industrial developments should be located in a way and be of a nature to minimize potential environmental or land use conflict issues.

Goal

- To provide industrial development opportunities without negatively impacting the environment or other land uses.

Objectives

- To provide a variety of light industrial development opportunities that are compatible with commercial and, in some cases, residential land uses;
- To discourage heavy industry from locating in the Growth Centre;
- To encourage the efficient use of existing industrial lands;
- To ensure new industrial developments do not place excessive demands on Village water and sewer infrastructure; and
- To minimize risks to ground water resources by ensuring industrial development is consistent with wellfield protection measures.

Policy

Council shall:

- 4.5.26 zone as Light Industrial Commercial (M1) existing industrial land uses in accordance with policy 3.3.2; and
- 4.5.27 prohibit the Heavy Industrial (M2) Zone within Port Williams.

Institutional and Community Facilities

The Growth Centre of Port Williams contains a variety of institutional and community facilities serving the Growth Centre and surrounding area. These are generally clustered in the centre of the community and within easy walking distance of each other and many residents. As the community grows and the population ages, demand for community services is expected to increase, especially services geared to seniors. Port Williams should build upon its role as a community service centre by encouraging new facilities to locate and expand within the Growth Centre.

Goal

- To encourage institutional and community facilities to locate and expand in the Growth Centre.

Objectives

- To encourage new institutional and community facilities to locate in the Growth Centre, especially facilities intended for seniors;
- To direct institutional and community facilities to central locations; and
- To encourage institutional and community facilities to locate nearby existing community services and in locations that are accessible to pedestrians.

Policy

As a result, it shall be the policy of Council to:

4.5.28 encourage institutional, community and residential facilities to locate in Port Williams.

Transportation

Historically, the Growth Centre of Port Williams was strongly linked to the waterfront, but today the community is primarily accessed by road. Although roads and vehicles are essential for linking the Growth Centre to the surrounding area, the community is also pedestrian friendly in nature. As an historic village, the Growth Centre has retained a compact form, enabling residents to walk to community and commercial services. Sidewalks located on main roads provide safe pedestrian routes from one end of the Growth Centre to the other. Looking to the future, the Growth Centre of Port Williams should maintain and improve its transportation network by providing a variety of safe transportation options, including measures to encourage walking, transit use, carpooling, and biking.

Goal

- To provide a variety of vehicular and active transportation options.

Objectives

- To support the design and management of a safe transportation network;
- To promote road network designs that improve vehicular traffic flow and reduce pressure on congested intersections;
- To maintain and improve pedestrian transportation routes and connectivity;
- To provide a bike friendly environment; and
- To encourage carpooling and public transit services.

Policy

Council shall:

4.5.29 identify those collector roads shown on Schedule C11 - Port Williams Future Land Use in accordance with policy 2.3.13;

4.5.30 promote, in cooperation with the Village of Port Williams and the province, the integration of new bicycle and pedestrian features into existing transportation assets, both within and leading to the Growth Centre of Port Williams;

4.5.31 consider the Active Transportation Policies of this Secondary Plan when considering Municipal investments in transportation infrastructure within and leading to the Growth Centre; and

4.5.32 encourage, in cooperation with Kings Transit, the Village of Port Williams and the province, transit service and car pooling amenities to be available to residents and business located within the Growth Centre.

Parks and Active Transportation

The Growth Centre of Port Williams contains a variety of public parks that are maintained by the Village of Port Williams. Newcombe Park, located adjacent to the Port Williams Elementary School, is the largest public park and contains baseball and soccer fields. The fire pond, located on Belcher Street, is used for skating in the winter months. Planter's Square subdivision contains a neighbourhood park and the Village land surrounding the wellheads is maintained as sports fields. In the future, these existing assets should be used more effectively. New strategically-located lands should also be acquired to provide increased recreational opportunities that are linked through a comprehensive network of trails.

Goal

- To develop and maintain a comprehensive network of parks, trails and sidewalks that provides diverse recreational opportunities.

Objectives

- To use existing park and recreational assets to their maximum potential;
- To ensure recreational facilities meet the needs of all members of the community;
- To identify and develop new public parks in strategic locations that are safe and have broad community support;
- To develop an active transportation recreational trails network that recognizes traditional routes, provides access to natural green spaces and links the Growth Centre to surrounding trail systems; and
- To foster village, municipal and provincial partnerships in acquiring, developing and maintaining parks and trails.

Policy

Council shall:

- 4.5.33 consider the following when considering the acquisition or acceptance of land for park or trail purposes :
- (a) the trail and park priorities identified on Map 4.5b - Port Williams Parks and Active Transportation Map; and
 - (b) the ability of potential parks or trails to connect existing parks, community assets, and sidewalks shown on the Map 4.5b - Port Williams Parks and Active Transportation Map in a way that contributes to the development of an active transportation network; and
- 4.5.34 work with the Village of Port Williams and the province to acquire, develop and maintain parks and trails within and surrounding the Growth Centre.

Growth Centre Boundary

The Growth Centre boundary for Port Williams was first delineated in the 1979 planning strategy. It encompassed the historic core, established industries and public buildings, such as the school and community centre. Roughly 160 acres of agricultural land and 50 acres of forested land were also included in the Growth Centre to provide opportunities for new neighbourhoods to be developed and make efficient use of the existing urban services. These development opportunities were also intended to help protect the surrounding agricultural landscape by directing developments to urban centres, rather than allowing ad-hoc and dispersed developments to fragment farmland throughout the Municipality.

By 2010, the majority of the undeveloped land placed within the Growth Centre had been developed for residential subdivisions. Increasing densities on vacant and underused lands was identified as one strategy to accommodate further urban growth. Expanding the Growth Centre was controversial because any expansion would further infringe on the surrounding agricultural landscape. Whether or not to expand the Growth Centre into the wellfields was also debated. Given the existing ground water nitrate issues, many community members believed that the risks to water supplies would be reduced by phasing out agricultural activities, in particular the spreading of fertilizers, in favour of residential development. Other community members believed that there was not enough information to make an informed decision, fearing that residential development on the wellfields might increase rather than reduce the risks to ground water resources. Still others felt that the best use for the wellfields was as parkland.

In 2010, after extensive discussion through the Secondary Plan process, Council chose to adjust the Growth Centre boundary in a number of ways:

- approximately 120 acres of protected dykeland, excluding the lands containing the sewage treatment plant, were removed to more accurately reflect development constraints;
- approximately 72 acres of agricultural and forest land located between Highway 358 and High Street were removed at the request of the landowner who did not wish this land to be developed for housing;
- approximately 9 acres of land located adjacent to the intersection of Collins Road and Starr's Point Road were added because the area was centrally located and naturally buffered from adjacent agricultural land;
- approximately 6 acres of Village owned land were added in recognition of its park and recreational contribution to the Growth Centre;
- approximately 147 acres of land located between Collins Road and Highway 358 were added to increase residential development opportunities, as well as encourage the phasing out of agricultural activities, fertilizer application in particular, on the majority of the wellfields. The province, however, citing the Statements of Provincial Interest, reduced this expansion to approximately 78 acres, indicating a need to balance the need for growth with the need to preserve high quality agricultural land.

Overall, these adjustments to the Growth Centre boundary were intended to strike a balance between urban growth, ground water protection and the long-term preservation of the surrounding agricultural lands.

Goal

- To balance urban growth with the long-term protection of ground water resources and the surrounding agricultural lands.

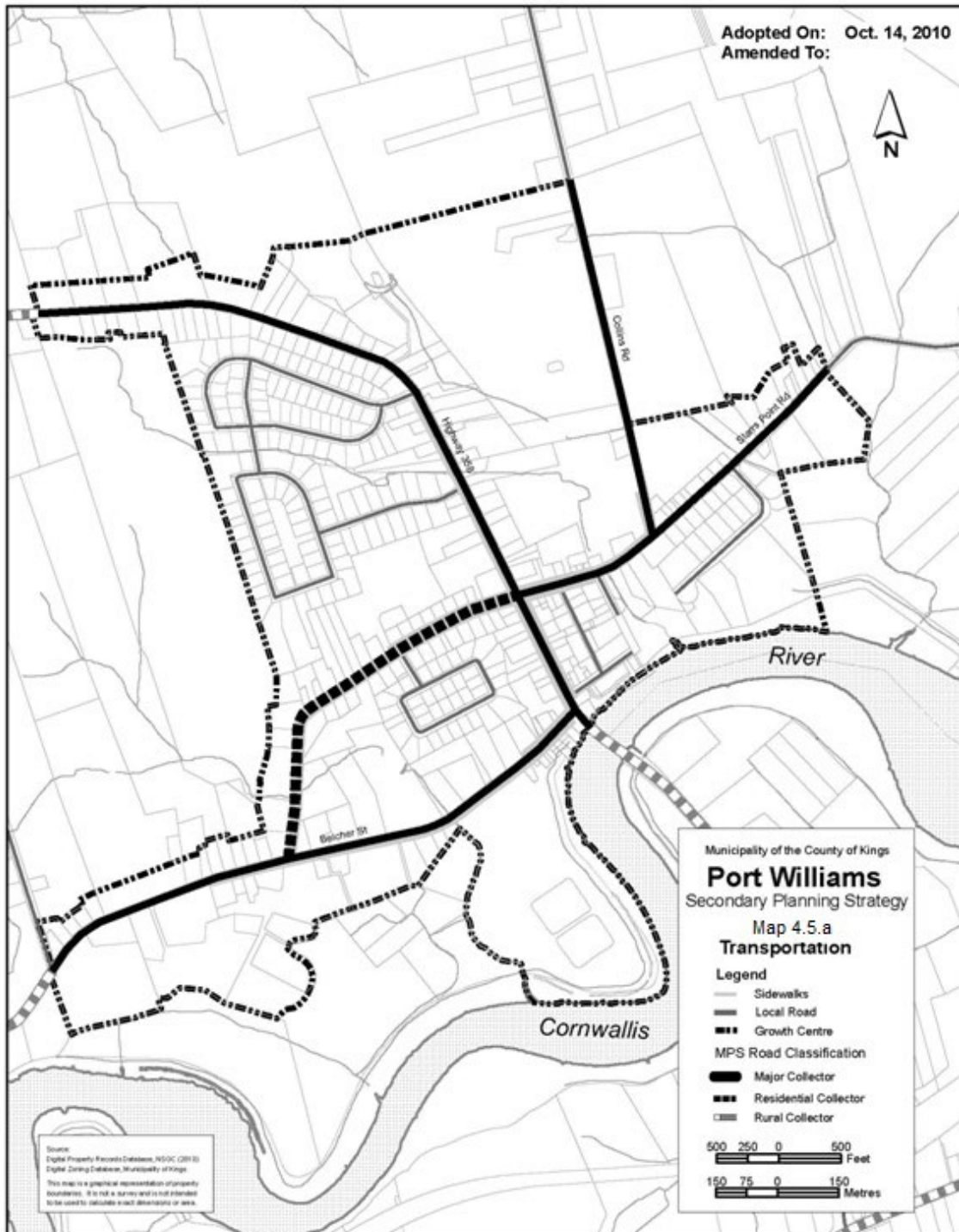
Objectives

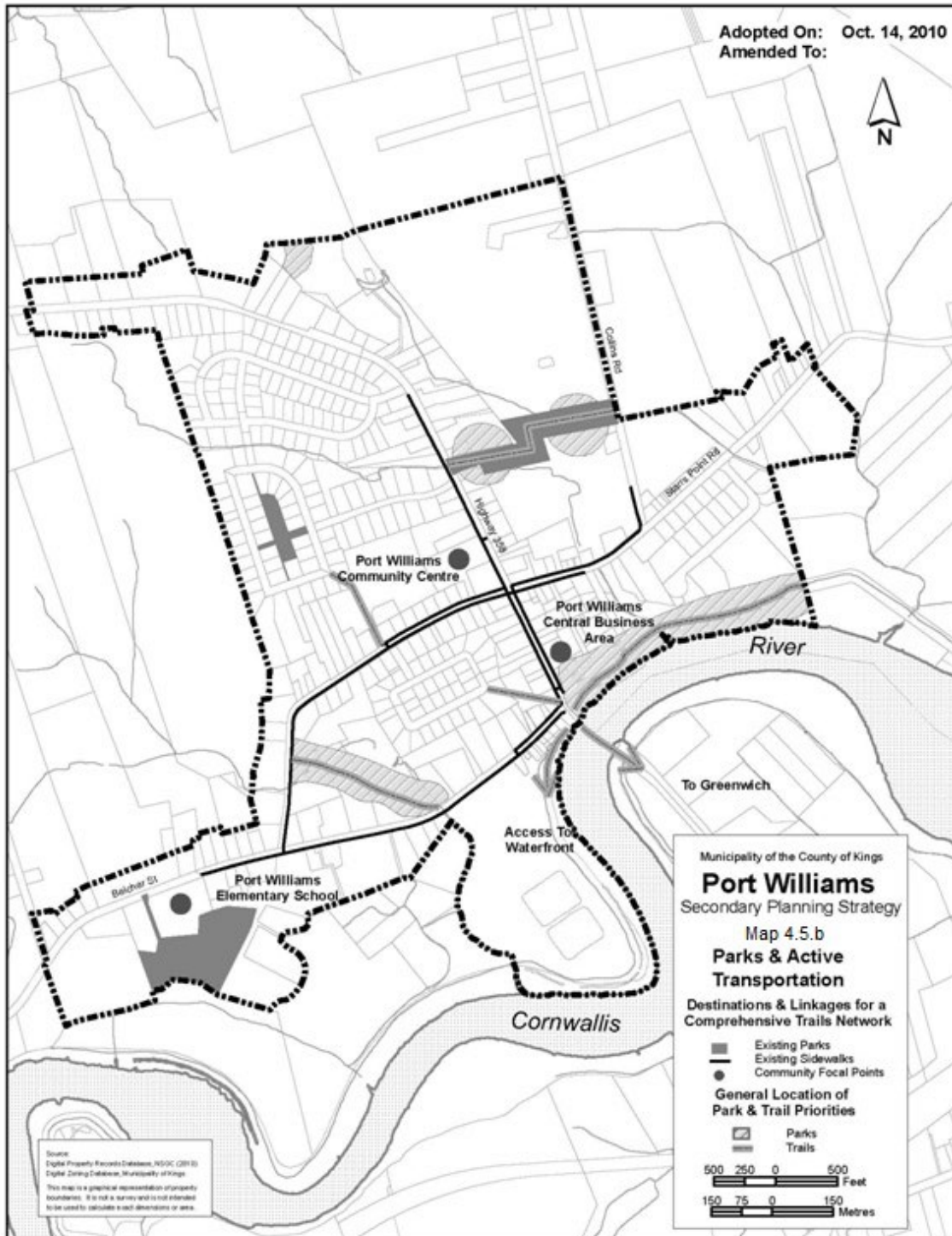
- To protect the quality and quantity of drinking water supplies;
- To provide an adequate population base to support urban services;
- To use shared public infrastructure efficiently;
- To limit growth to the capacity of the water and sewer system;
- To buffer urban development from surrounding agriculture;
- To maintain a compact and walkable community;
- To ensure infill development opportunities which reduce the need to expand the Growth Centre are thoroughly explored; and
- To direct urban growth to low-capability agricultural lands where feasible.

Policy

Council shall:

- 4.5.37 consider the above Goals and Objectives in addition to general Growth Centre expansion policies when considering changes to the Growth Centre boundary for Port Williams.





4.6 Grand Pré and Area Secondary Plan

Approved November 18, 2010

Amended for formatting and references as part of Kings 2050

Agriculture and agricultural activities have shaped Grand Pré and the surrounding communities over the centuries. While perhaps best known internationally for the 1755 Deportation of the Acadian people through Henry Wadsworth Longfellow's poem *Evangeline, A Tale of Acadie*, the area also has a rich Planter and Mi'kmaw history. Farming is still the predominant land use; the Grand Pré dykelands contain some of the most fertile and active agriculture in Nova Scotia. Council recognizes the importance of maintaining the strong agricultural land protection measures for this area by limiting non-farm industrial and residential development.

Agriculture not only contributes to the local economy, but also serves as a visitor attraction. The dyke system provides a unique opportunity to see the traditional farming technology of the original Acadian settlers in use today. The area has been a visitor destination for over 100 years due to a number of local attractions including the Grand Pré National Historic Site, *Evangeline Beach* and all its amenities, the seasonal migratory birds, and the cottages in North Grand Pré. There are also a number of provincially registered heritage properties, the Grand Pré Heritage Conservation District, the Federal Rural Historic District, and many commemorative plaques and monuments throughout the area. Local businesses have capitalized on this visitor traffic and a robust visitor-oriented economy continues to develop with wineries, a motel, bed and breakfasts, a coffee roaster and shop, and other agritourism activities.



Grand Pré and Area consists of four distinct communities: Grand Pré, Hortonville, North Grand Pré and Lower Wolfville. Grand Pré is an established rural settlement with a distinctive historical and cultural identity that provides services to the surrounding communities and to visitors to the area. Failure of on-site sewage systems that was largely attributed to heavy clay soils in the area led to a central sewage treatment service being installed in Grand Pré. Despite the availability of this service, it is intended that Grand Pré retain its rural and historical character and develop in a

manner that retains the pastoral setting. Hortonville, to the east of Grand Pré has streets which were originally designed in a grid pattern in the 1760s and are still apparent. Most of the residences in North Grand Pre are seasonal dwellings but some residents choose to live on Long Island all year. It continues to be called Long Island despite it not being an island since the time of the Acadians: when the Acadians built the dyke walls to convert salt marsh into dykeland, the land connection was established between the island and mainland. North Grand Pre is a visitor destination in its own right with impressive views of Cape Blomidon and the Minas Basin and of the National Wildlife Refuge's migrating shorebirds in the months of July and August. Lower Wolfville is an agricultural community located between Grand Pré and Wolfville.



In 2008, the Municipality engaged in a planning exercise to develop a long term plan for these four communities. The Grand Pré and Area Community Plan is a municipal planning document intended to promote a vision for these four communities. Council wishes to protect the unique aspects of the area for future generation and to foster tourism development for the entire Municipality.

The Community Plan was developed in concert with the UNESCO Nomination Advisory Board's bid for inscription for a part of the Grand Pré area as a World Heritage Site. While the Community Plan's boundaries differ from the proposed UNESCO World Heritage Site boundaries, the Community Plan is a valuable contribution to the UNESCO Nomination Bid as supporting documentation.

To develop the policies and reflect the needs and desires of the community related to Grand Pré and Area, Council consulted widely with local community representatives and the community as a whole. Council believes that although a part of the community may become an international heritage site, the plan must reflect the needs and desire of local community members throughout Grand Pré, Hortonville, North Grand Pre and Lower Wolfville.

Objectives

- To support the initiatives of the Grand Pré and Area Community Plan, contained in section 4.6, the Grand Pré and Area Community Plan;
- To support and plan for the protection of Grand Pré and Area as a unique cultural resource;
- To provide opportunities for tourism development in Grand Pré and Area.

General Policy

Council shall:

- 4.6.1 consider the policies contained in section 4.6, the Grand Pré and Area Community Plan, when considering MPS and LUB amendments or any other initiative that may impact the Grand Pré and Area Plan Boundary, identified on Map 4.6a – Grand Pré and Area Community Plan Boundary Map; and
- 4.6.2 review the Grand Pré and Area Community Plan every five years so that the Plan remains current and responsive to the needs of the communities over time.

Grand Pré and Area Community Plan: Grand Pré, Hortonville, North Grand Pré and Lower Wolfville

Community Vision Statement

The vision statement addresses the current issues facing the community and provides direction for the future. It sets the central goal that the community will aspire to reach. The vision statement describes what the community hopes to become.

Council shall have regard to the following community vision statement for the communities in the Grand Pré and Area plan boundary when considering MPS and LUB amendments or any other initiative that may impact the Grand Pré and Area.

Vision Statement

The Grand Pré and Area communities work together with a shared interest in sustaining a healthy rural setting by conserving the culture, environment, and agricultural landscape. In defined areas, the larger community provides opportunities for community growth, agriculture, the recreational use of shared open space, and local business.

Policy

Council shall:

- 4.6.3 zone as Historic Hamlet of Grand Pré (A5) the area so designated in 2010. The lands located in this zone are intended to contribute to the maintenance of existing residential areas in the Historic Hamlet of Grand Pré while allowing for residential care facilities, non-profit camps, and small-scale fixed roof overnight accommodation with or without a public restaurant component;
- 4.6.4 consider the following when considering any proposed change to the area designated as Historic Hamlet of Grand Pré:

- (a) the availability of vacant land within the existing boundaries;
- (b) agricultural soil capability and the policies of section 3.4, Agricultural Designation;
- (c) resource activity;
- (d) proximity of livestock operations;
- (e) soil capability for on-site services where applicable;
- (f) servicing costs and availability where applicable; and
- (g) the goals, objectives and policies of this Strategy;

4.6.5 permit farms and livestock operations in existence prior to adoption of the initial Municipal Development Plan on June 19, 1979;

4.6.6 permit the replacement and reconstruction of buildings containing Livestock Operations permitted by policy 4.6.5 provided:

- (a) the maximum floor area of the new structure does not exceed that of the original building;
- (b) the location of the new structure does not further encroach on adjacent residential, park, institutional or community facility land uses; and
- (c) the permit for the replacement or reconstruction must be obtained within twelve months of the destruction of the original building;

Development Agreements

4.6.7 consider only by development agreement within the Historic Hamlet of Grand Pré (A5) Zone, multi-unit residential buildings of up to eight units. In considering such development agreements, Council shall be satisfied that:

- (a) central services are available for any building housing over four (4) units;
- (b) the lot is approved for on-site servicing by the Nova Scotia Department of Health if central services are not to be used;
- (c) all new on-site parking is located at the side or rear of the building;
- (d) the proposal includes an adequate and suitably located landscaped amenity area sufficient for the leisure needs of the residents; and

- (e) the proposal meets the general development agreement criteria set out in section 5.3 Development Agreements and Amending the Land Use By-law; and
- 4.6.8 consider only by development agreement within the Historic Hamlet of Grand Pré, proposals for visitor-oriented developments not permitted as-of-right. In considering such development agreements, Council shall be satisfied that:
- (a) the proposal relates to the cultural historical or artisan aspects of the community;
- (b) the proposal is architecturally compatible with the historical and pastoral setting of the community in terms of design, scale, and building materials; and
- (c) the proposal meets the criteria set out in policy 2.5.13.

Agriculture

Grand Pré and Area is an agricultural community. The surrounding agricultural lands and the dykelands in the Grand Pré area are some of the most fertile in Nova Scotia. By working the land, farmers support the local economy and maintain the agricultural landscape that is essential to the rural setting of the area. Through their work with the Grand Pré Marsh Body, farmers are stewards of the dykeland that has become a celebrated cultural artefact and a world-renowned visitor attraction. Farmers must continue to adjust to changes in methods and technology, and local business can provide support to agriculture by accommodating an agritourism industry. Council recognizes that there are non-farm residential and commercial interests in the community that may come into conflict with agricultural practices. One of the goals of this land use planning initiative is to reduce the potential for land use conflicts in the agricultural community.

Goal

- To sustain the agricultural community within its rural setting.

Objectives

- To recognize the significant role of agriculture and of the Grand Pré Marsh Body in preserving agricultural land in the area;
- To reduce land use conflicts by controlling and limiting land uses and establishing requirements for agricultural land within Grand Pré and Area;
- To promote the education of the public regarding the functions and ownership of the dykes and dykeland roads and about the effects of accessing them; and
- To encourage the agricultural industry and appropriate related business.

Policy

Council shall:

- 4.6.9 recognize the importance of existing agricultural policies in preserving agricultural land for agricultural use while reducing the potential for land use conflicts by establishing controls on non-farm uses;
- 4.6.10 recognize the Grand Pre Marsh Body as steward of the dyke walls and dykeland and inform and consult with it when considering MPS and LUB amendments or any other initiative that may have a significant impact on the dyke walls and dykeland;
- 4.6.11 provide more stringent lot requirements within the Agricultural Designation in Grand Pré and Area to preserve a density consistent with the rural character of the area;
- 4.6.12 prohibit rezoning to the Rural Industrial (M3) Zone within Grand Pré and Area;
- 4.6.13 not consider requests for development agreement to establish construction and demolition debris disposal sites in the Agricultural Designation within Grand Pré and Area;
- 4.6.14 encourage the exploration of methods to facilitate access to public spaces that showcase the dyke system and to educate the public on the fragility of the dyke walls and privately owned dykeland. These public spaces are identified as views on Map 4.6b - Historic Sites and Monuments Map; and

Development Agreements

- 4.6.15 consider only by development agreement a visitor centre on lands in the Agricultural (A1) zone or the Historic Hamlet of Grand Pré (A5) within the Grand Pré and Area Plan boundary. In considering such development agreements, Council shall be satisfied that:
 - (a) the visitor centre will not create compatibility problems with adjacent farming operations and agricultural activities such as the spraying of pesticides and the spreading of manure;
 - (b) the visitor centre is architecturally compatible with the historical and pastoral setting of the community in terms of design, scale, and building materials and does not interfere with the sunlight received by adjacent dwellings;
 - (c) the privacy of adjacent dwellings will be maintained through the provision of natural or artificial buffering;
 - (d) adequate on-site parking can be provided;

- (e) signs are constructed of wood or metal and no internally illuminated signs will be permitted;
- (f) there is an adequate and landscaped amenity area;
- (g) the landscaping is sensitive to the site characteristics and surrounding area;
- (h) the site must be capable of accommodating on-site sewage disposal and water supply where central services are not available.; and
- (i) the proposal meets the development agreement criteria set out in section 5.3 Development Agreements & Amending the Land Use By-law.

Residence and Recreation

Between 1981 and 2001, residential growth had increased by 20 per cent with an average annual trend of four new units built each year. The older population is increasing as the baby boom generation is approaching retirement years. The density of development within the current Historic Hamlet of Grand Pré is quite high, at approximately 2.5 units per acre. A diverse housing base, especially within the Historic Hamlet, can provide options for young families and senior citizens. The Historic Hamlet is surrounded by agricultural lands which are one of the most productive and actively farmed areas in the Municipality. There is less residential development density on the surrounding agricultural land, ranging from 0.2 to 0.5 units per acre.

The Grand Pré area has been an attractive area to live and play in for generations. Parks and trails provide opportunities for people to get out and experience the natural and cultural heritage. Views and monuments provide context to the community for those involved in leisure activities such as walking and cycling. Scenic views of the surrounding landscape preserve the rural setting and include views of Cape Blomidon, Minas Basin, and the dykeland.

Goal

- To provide opportunities for recreation and residential growth where appropriate to the needs of each of the four communities.

Objectives

- To develop design requirements for an active transportation and recreation trail network that connects with significant views and historic sites and links the community to surrounding trail systems;
- To foster community, municipal and provincial partnerships in acquiring, developing and maintaining parks and trails; and

- To encourage the provision of suitable housing options within the Historic Hamlet of Grand Pré to encourage young individuals and families to live in the community and to enable senior residents to remain within the community.

Policy

Council shall:

- 4.6.16 seek opportunities to develop municipal parks and a public trail network in accordance with section 2.7, Recreation. The following criteria and Map 4.6b - Historic Sites and Monuments Map shall provide guidance in the design of Municipal Parks and a trail network:
 - (a) the design of a trail network shall facilitate access to municipal parks and other public places;
 - (b) the design of municipal parks and a trail network shall aid in the interpretation of the natural and cultural heritage of the area by facilitating access to views and historic monuments;
 - (c) the design of a trail network shall use existing rights-of-way and explore the potential of including the railway bed, if available;
 - (d) the design of a trail network shall explore the potential of including existing rights-of-way including the entire lengths of Station Street and Middle Street to preserve the historic grid in Hortonville; and
 - (e) the design of a trail network shall facilitate access to community and commercial facilities throughout the area and be in keeping with the Vision and Strategic Plan for Trails for the County of Kings (2009);
- 4.6.17 consider only by development agreement on properties that abut the Minas Basin within the Tidal Shoreland (T1) Zone in Grand Pré and Area, proposals for any new residential development in accordance with policy 3.5.17. Lots without water frontage may continue to be developed as-of-right; and

Amendments

- 4.6.18 not consider rezoning lands zoned Historic Hamlet of Grand Pré (A5) to any zone other than the Environmental Constraints (O1) Zone without an amendment to this Strategy.

Heritage

Grand Pré and Area has a rich heritage. Commemorative monuments are found throughout the area and a number of provincial heritage properties are located within the Historic Hamlet of Grand Pré. Outstanding views of the surrounding landscape reveal the natural heritage and inherent beauty of the area.

There are also several layers of formal heritage designation in Grand Pré and Area. The Grand Pré Heritage Conservation District encompasses the Historic Hamlet of Grand Pré. The Heritage Conservation District Plan and Bylaw express the intent of Council with respect to architectural heritage conservation and development in the Hamlet. The Federal Rural Historic District of Grand-Pré was established to commemorate the cultural significance of the landscape. The Grand Pré National Historic Site pays tribute to the Acadian settlers of the area who originally built the dyke walls to convert marshland into dykeland for agricultural use. There is also a commemorative interest in the cultural landscape of Grand Pré and Area as a proposed World Heritage Site. There is no doubt that the area will change over time; however, land use planning is a tool to manage change with the intention of maintaining the heritage value of the area for past, present, and future generations.

Goal

- To celebrate and conserve the local history and built heritage.

Objectives

- To continue to support and conserve the local history, cultural landscape, and built heritage;
- To endeavour to facilitate the best possible quality of life for residents and manage appropriate development through land use planning that respects the heritage value;
- To provide clear and consistent guidelines in evaluating proposed conservation interventions, alterations or new development within the Grand Pré Heritage Conservation District; and
- To provide residents and businesses with incentives to join and remain within the Grand Pré Heritage Conservation District.

Policy

Council shall:

- 4.6.19 continue to support the Heritage Advisory Committee in its advisory role and in its efforts to conserve and/or protect the natural, cultural and built heritage value of the Grand Pré area;

- 4.6.20 use the Standards and Guidelines for the Conservation of Historic Places in Canada as a guide in the evaluation of proposals or alterations for properties within the Grand Pré Heritage Conservation District in parallel with the applicable provisions of this Municipal Planning Strategy;
- 4.6.21 prepare a Statement of Significance that clearly describes the heritage value and character-defining elements of properties in the Grand Pré Heritage Conservation District. With the appropriate approval(s), the Statement of Significance shall be submitted for inclusion on the Nova Scotia Register of Historic Places and the Canadian Register of Historic Places;
- 4.6.22 create and distribute an educational package on the benefits and responsibilities associated with the proper maintenance of a heritage property and of a property within the area eligible for inclusion in the Grand Pré Heritage Conservation District;
- 4.6.23 aid in the preservation of the historic grid pattern of the streets in Hortonville, identified on the Map 4.6b - Historic Sites and Monuments Map as the Hortonville Historic Grid;
- 4.6.24 explore the provision of incentives to properties that participate in the Grand Pré Heritage Conservation District; and
- 4.6.25 work with other governmental agencies and departments and land owners to identify and aid in the protection of archaeological, historical, and palaeontological sites.

Business

Grand Pré and Area is a tourist destination as well as a community. It is well situated as the gateway to Wolfville, Kentville and New Minas, which collectively serve as a business and retail centre for the larger area. Council recognizes the business opportunities that the historic rural setting and the key location afford. Local businesses must operate within the historic rural setting if they are to preserve the unique qualities that make the area so attractive. Council promotes pedestrian safety and street presence in commercial areas in the Historic Hamlet that cater to cars and trucks. Pedestrian links to neighbouring businesses and between businesses and historic monuments can encourage visitors to spend more time exploring the area.

Grand Pré and Area is easily accessible to the travelling public as it is located near a Highway 101 interchange within an hour's commute of Metro Halifax. During the Community Planning process, much careful consideration and thought was given to the impact of commercial development along Highway 1 in the Agricultural District on the community, rural setting and way of life. The Community Planning Committee felt that small-scale commercial activity that is in keeping with the area and that does not negatively impact agricultural activities should

continue to be permitted. The Committee recognized that lands along Highway 1, especially those in close proximity to the Exit 10 interchange, have been and in the future will be under increasing pressure for general and highway commercial types of development. It is important that the Grand Pré and Area Plan affirms agricultural policy that speaks to the protection and preservation of agricultural lands for farming, including the above mentioned area.

Goal

- To foster and sustain a business community that complements the rural setting and meets the needs of visitors and the local community.

Objectives

- To protect and preserve agricultural lands for farming;
- To allow for small-scale commercial uses in the Grand Pré Historic Hamlet; and
- To ensure that commercial activity serves the local community, as well as visitors to the area.

Policy

Council shall:

- 4.6.26 preserve and protect lands within the Agricultural Designation within the Grand Pré and Area Plan;
- 4.6.27 encourage commercial development that is small in scale and promotes a pedestrian-friendly environment; and
- 4.6.28 ensure that community facilities are allowed to operate within commercial areas of the Historic Hamlet.

Infrastructure

The National Historic Site and the Historic Hamlet of Grand Pré are serviced through a sewer line extending from Wolfville. Surrounding properties are serviced by septic systems and wells. Due to the historic development pattern in North Grand Pré, many cottages and residences are located on small lots that may not support existing septic systems.

The Grand Pré area is a visitor destination and the Highway 101 Exit 10 at Hortonville is an access point to the Coldbrook–Wolfville Urban Corridor. In the area there is a mix of traffic types including local resident’s vehicles, visitor’s vehicles and farm machinery. Vehicles often come into conflict with farm vehicles travelling at reduced speeds. Large trucks frequently travel up and down Grand Pré Road to service local farms. Regular road maintenance is critical due to the intensive use. Pedestrians and cyclists also share public roads with vehicular traffic due to a lack

of public trails and crosswalks. Crosswalks have been identified as a needed addition to any larger trail network and would provide safe access to key locations.

Goal

- To ensure that sustainable infrastructure supports the rural context and enhances community health and safety.

Objectives

- To ensure a consistent supply and quality of ground water for residents and businesses;
- To ensure that there is capacity within the sewage system to accommodate future growth in the Historic Hamlet for this important tourist destination;
- To encourage property owners to ensure that private septic systems function safely and efficiently; and
- To support the design and management of a safe transportation network for both vehicular traffic and pedestrians.

Policy

Council shall:

- 4.6.29 require ground water quality and quantity studies, prepared by a qualified professional, for any development agreement or amendment request, to ensure a sustainable supply and quality of water for future needs throughout Grand Pré and Area;
- 4.6.30 work with the cottage owners and residents in North Grand Pre and the Nova Scotia Department of Environment to research best management practices and make recommendations for environmentally sustainable septic systems in North Grand Pre;
- 4.6.31 work with the Nova Scotia Department of Transportation and Infrastructure Renewal to address specific traffic concerns in consultation with the community;
- 4.6.32 work with the Nova Scotia Department of Transportation and Infrastructure Renewal to help ensure that public roads are maintained throughout the community on a regular basis;
- 4.6.33 consider the recreation policies contained in this Community Plan when considering municipal investments in transportation infrastructure within and leading to Grand Pré and Area. In particular, crosswalks should facilitate pedestrian access to a trail network;
- 4.6.34 support a signage and way finding study for the Grand Pré and Area Plan area; and
- 4.6.35 prohibit large-scale wind turbine(s) within the Grand Pré and Area Plan boundary.

Environment and Open Space

Coastal erosion is a serious concern throughout the province and in North Grand Pré in particular, due to the dynamic sandstone shoreline of Evangeline Beach where many property owners have built cottages. Sea levels along Nova Scotia's shores have been rising for thousands of years and most shorelines are retreating and migrating landward. Responsible coastal development must account for natural rates and processes of shoreline change to avoid costly damage and adverse alteration to natural shoreline processes. As a result of the private efforts of cottage and home owners, erosion along the northern coast has been greatly reduced or even halted in some areas.

The Municipality undertook an analysis of erosion along the coast of North Grand Pré by comparing aerial photographs from 1961 and 2002 and by using a Geographic Positioning System to mark points along the coast in 2009. Over the forty- year period, erosion has claimed an average of 50 feet of shoreland along the coastline of Evangeline Beach. Some areas experienced 225 feet of erosion in this period. Council will pursue precautionary approach to coastal erosion in an effort to ensure that the coast is intact and accessible for future generations to enjoy. Dyke walls are also susceptible to erosion. If the dyke system is breached, the dykeland will flood and access between North Grand Pré and the mainland may be cut off, and there is a public interest in mitigating the potential impacts of a flood on human life, property, and services.

Coastal areas include the coastline, dyke walls, mudflats, and both freshwater and saltwater marshes. These environmentally sensitive areas along the coast and inland deserve protection. These areas, including the dykeland, provide important habitat for mammals and important winter habitat for the bald eagle. The mudflats of the Minas Basin include large populations of mud shrimp that support large flocks of migrating shorebirds. These migrating shorebirds travel from the arctic to the tropics each year. The consistent food supply in the mudflats along the coast of North Grand Pré is critical to their survival. All three levels of government have a role in the protection of these natural environments and Council shall work with other jurisdictions in preservation and protection efforts. The land owners play the greatest role in North Grand Pré in these efforts. They are true stewards of the land and are active in the protection of migrant shorebirds.

Goal

- To ensure a healthy and accessible environment while recognizing and conserving environmentally sensitive areas.

Municipal Objectives

- To work with the province to restrict land uses in an effort to protect human life and to reduce the potential for damage to structures in coastal areas due to erosion;

- To work with the Province to protect the dyke walls and coastline by monitoring changes along the coast, educating residents and visitors, and transitioning land use;
- To promote the education of land owners with respect to potential flooding and storm surge risks;
- To ensure new development meets or exceeds appropriate drainage standards;
- To protect environmentally sensitive areas throughout the community; and
- To preserve wildlife and its habitat.

Policy

Council shall:

- 4.6.36 participate in the development and support of an ongoing coastal monitoring program on the conditions of the Grand Pré Area coastline. Information collected, along with coastal management policies, will be reviewed regularly and shared with Provincial government departments;
- 4.6.37 zone as Environmental Constraints (O1) freshwater and saltwater wetlands identified by the Provincial Department of Natural Resources;
- 4.6.38 work with the province to undertake a hazard, risk and vulnerability assessment for emergency planning purposes to target appropriate preventative and mitigation work in Grand Pré and Area. The information from this assessment shall be used to make recommendations specific to Grand Pré and Area in the Emergency Management Plan for the Municipality and for wider regional emergency management measures; and
- 4.6.39 partner with the Grand Pre Marsh Body, the province and other organizations to provide educational opportunities and materials on topics relating to agricultural practices, coastal processes, flood risks, and natural and cultural heritage.



4.7 New Minas Secondary Plan

Adopted May 2, 2023, New Minas Secondary Plan

The Growth Centre of New Minas is located along Highway 1 between the Towns of Wolfville and Kentville. New Minas is the largest retail centre in the Municipality. Commercial Street (Highway 1) bisects the community and is lined with retail shops, “big box” stores, professional offices, food services, and shopping centres. With substantial residential development, New Minas is also the most populous Growth Centre in the Municipality. New Minas offers top-tier recreation facilities, a golf course, two public schools, and a number of institutional uses.

Much of the area within the Growth Centre of New Minas is part of the Village of New Minas under the Municipal Government Act, with a Village Commission (“Village”). The Village is responsible—among other things—for implementing recreational programming and facilities, undertaking sidewalk maintenance, providing drinking water, and partnering with the Municipality for sewer servicing by being a part of the Regional Sewage Treatment Plant.

New Minas Secondary Plan Context

In 2013, the Nova Scotia Utility and Review Board approved an expansion to the Village boundary for New Minas, south of Highway 101. At that time, the Municipality was in the beginning stages of developing the new Municipal Planning Strategy and Land Use By-law. When these documents were adopted by Municipal Council in 2019 they recognized the Village expansion through an expansion of the Growth Centre of New Minas boundary. However, the expansion lands were initially placed in a “holding zone”, pending a more detailed secondary planning process to determine the best land uses for these lands and to consider appropriate infrastructure development.

In 2018, the Municipality and the Village partnered to undertake a multi-year project related to the development of a Secondary Plan encompassing both the existing (mostly) developed lands north of Highway 101 as well as the expansion lands located south of Highway 101 (“New Minas South”).

The Secondary Plan project publicly launched in November, 2020. It was supported by a Working Group consisting of two Municipal Councillors, three Village Commissioners, and seven members of the public. The work was also supported by four technical studies that explored market demand, servicing, urban design and active transportation, and the transportation network. Public engagement formed a central component of the project. It was carried out across a diversity of methods in response to the COVID-19 global pandemic that occurred during the Secondary Plan development. This included online surveys, webinars, informational videos, and physically-distanced public meetings.

This Growth Centre of New Minas Secondary Plan is a “sub-plan” contained within the

Municipal Planning Strategy. It provides detailed policies specific to the New Minas context and the community's unique planning needs, as well as a framework for development in New Minas South.

Secondary Plan Guiding Principles and Key Directions

The results of the formative public engagement, technical studies and background analysis, and the many hours of discussion among the Working Group provided a strong foundation of both technical information and community aspirations on which to build the future of New Minas. This foundation is articulated as four “Guiding Principles” and a series of related “Key Directions”. The work of developing this Secondary Plan was fundamentally shaped by the following considerations:

A Place for People

- Enable diverse housing options that cater to a variety of household sizes and compositions, life stages, physical needs, and economic needs
- Build new infrastructure to be barrier-free, and retrofit existing infrastructure where barriers to accessibility exist
- Create public spaces that are beautiful and inviting
- Provide a variety of trails, parks, and other recreational opportunities to meet a diverse range of interests
- Create an interconnected and walkable transportation network that conveniently links people to the services they want and need
- Establish standards that require buildings and sites to be attractive and comfortable at a human scale
- Recognize areas of historical and cultural significance
- Form distinct neighbourhoods that contribute to a sense of place

Green Living

- Facilitate and encourage transportation alternatives to the private automobile
- Leave steep slopes in a natural, vegetated state to minimize erosion, protect habitat, and reduce stress on natural water systems
- Reduce stormwater runoff volumes
- Preserve and utilize the ecological services provided by the natural landscape
- Conserve wetlands and water bodies to preserve water quality, natural hydrology, habitat, and biodiversity
- Provide ample opportunities for residents to connect with nature
- Provide tree-lined and shaded streetscapes
- Facilitate optimum conditions for the use of passive and active solar strategies

A Regional Destination with a Strong Business Community

- Continue to support New Minas' role as the regional destination for shopping and services at a variety of scales
- Encourage reinvestment and redevelopment along Commercial Street to improve safety, provide comfort to users, beautify the street, and highlight Commercial Street as the heart of New Minas
- Provide recreational facilities and supporting amenities that draw users from throughout the region
- Encourage users of Highway 101 and the Harvest Moon Trail to stop and spend time in New Minas as part of their travelling experience

Thoughtful Development and Sustainable Services

- Plan development to take advantage of natural assets, such as views, wetlands, waterways, and unique topography
- Devise a development framework that enables growth over time and can respond to market demand
- Develop a phasing plan that will make development practical and infrastructure investments logical
- Efficiently utilize existing infrastructure to make the most of existing investments
- Develop new areas in a manner that minimizes the need for new infrastructure
- Ensure the cost burden of new infrastructure is not placed on existing communities
- Establish a road network that minimizes the burden on local streets

Commercial Street

Commercial Street stretches over 5 kilometres through the heart of New Minas. It has two roles as one of two east-west routes through New Minas and as the “Shopping Centre of the Annapolis Valley”. The eastern end of Commercial Street hosts a hub of recreational and institutional uses, such as the Ken Wo Golf Course, the Louis Millett Centre, and Evangeline Middle School. Moving west, land use begins to shift to commercial. From Silver Fox Avenue all the way to the boundary of the Town of Kentville is almost entirely commercial in nature. This includes a range of food services, small retail, “big box” retail, professional offices, medical offices, personal services, and automobile-related businesses serving both immediate residents and a wider trade area.

Urban Design

To-date, development along Commercial Street has predominately been one-storey in height with buildings set back far from the street and ample surface parking between main buildings and the street. The result is a landscape that is suburban in nature and not very comfortable for

walking, despite the presence of sidewalks. Participants in engagement for this Secondary Plan expressed a strong desire to see Commercial Street become an area where it is comfortable to spend time and where development better contributes to community, a sense of place, and a safe environment for pedestrians and other active transportation users. This can be accomplished in many ways, such as encouraging taller buildings located closer to the street, investing in quality sidewalks and other active transportation infrastructure, being thoughtful about parking lot placement and access points, and providing landscaping and other public amenities.

County Fair Mall

At over 27 acres (11 hectares) in area, the largest single commercial property along Commercial Street is the County Fair Mall, located at the corner of Granite Drive. The enclosed portion of the mall is presently in a state of transition. Indeed, there has already been some reconfiguration to develop detached commercial pads closer to Commercial Street. Given the size and prominent location of the site, redevelopment will have a significant effect on the quality and character of Commercial Street as the heart of New Minas. As such, the development agreement process will be used to give special attention to redevelopment of this site in order to promote a high standard of urban design, good active transportation connections through the site, and a positive interface with Commercial Street. The density of development on this site should be some of the highest in the Municipality in recognition of the higher standard for development quality, and also the location of the site in relation to services and amenities.

Streetscaping and Access Control

Development along Commercial Street has occurred over decades under a wide range of urban design philosophies and development regulations. As a result, there is a very inconsistent approach to the streetscape design and vehicular access. Of particular concern, many of the properties in the older, western portions of Commercial Street have no access control and parking lots can be entered and exited from anywhere along the lot frontage. This creates a dangerous situation for pedestrians, who have to cross large distances where there is a risk of being hit by a turning vehicle. It has also resulted in a streetscape that many participants in the secondary planning process identified as unattractive.

The 2019 Land Use By-law implemented landscaping requirements for new development along Commercial Street, an approach this Secondary Plan does not seek to change. As new development occurs, the existing situation will be improved. However, the Village, the Province,

and owners of existing development are certainly encouraged to proactively implement landscaping improvements along Commercial Street.

In addition to the existing landscaping controls, this Secondary Plan implements requirements through site plan approval for enhanced access control and to improve parking lot design along Commercial Street.

Policy

Council shall:

- 4.7.1 through the Land Use By-law, establish building location, building massing, and urban design requirements that encourage a comfortable pedestrian experience in the commercial areas of Commercial Street.
- 4.7.2 through the Land Use By-law, require site plan approval for development in the General Commercial (C1) Zone along Commercial Street in the Growth Centre of New Minas to promote pedestrian connections, access control, connections between parking lots on abutting properties, and attractive parking lot design.
- 4.7.3 when considering comprehensive development of the County Fair Mall (the area identified as PID 55379465 as of January 1st, 2022) by development agreement:
 - (a) require protected or grade-separated pedestrian connections through the site to provide both internal circulation and connections to neighbouring streets and commercial developments:
 - (b) require a high standard of landscape design and urban design and, in particular, require building locations and massing that provide a Streetwall and building entrances along Commercial Street; and
 - (c) notwithstanding Policy 3.2.14, encourage inclusion of a range of prominent, complimentary, higher density residential uses and building forms.

New Minas South

“New Minas South” consists of almost 1,000 acres (400 hectares) of land south of Highway 101, added to the Growth Centre with the adoption of the new Municipal Planning Strategy in 2019. This area is undeveloped and consists of a mix of old- and young-growth forest, ravines, and open areas. Two prominent features are the power lines corridors that run in southeasterly direction from the western boundary and southwesterly from the eastern boundary and intersecting with other transmission lines just outside the Growth Centre boundary. New Minas South has a high point of approximately 200 metres above sea level at its very southern extent and then slopes downwards toward Highway 101. The Granite Drive Interchange, opened at the end of 2018, was designed to

include an access point into New Minas South. Additional future access points will be available from Highbury School Road and Forsythe Road South.

Urban Structure

With no existing development in New Minas South, there is a need to cohesively plan for new infrastructure and for development that meets the Guiding Principles and Key Directions of this Secondary Plan. This will require thoughtful and collaborative design that can only be accomplished through a development agreement process.

Map 4.7.a and the policies of this Secondary Plan establish an “urban structure” that sets the overall expectation for how land will be developed, which will inform the detailed planning that happens by development agreement. The urban structure also helps support the design and layout of services by providing information on what types of development can be expected on surrounding lands; in this way adequate capacity and connections can be created during infrastructure planning.

Given the complex and interconnected nature of planning “complete” communities, it will be essential for multiple landowners to come together to present an overall comprehensive vision for their lands. As a result, the Urban Structure Map includes three phases of development, each of which will be expected to be planned comprehensively at one time.

Participants in engagement for this Secondary Plan identified challenges in New Minas regarding housing availability and diversity and concerns about the potential for new commercial development to undercut existing commercial areas, primarily along Commercial Street. Therefore, in considering the final land use mix in each phase of development, it will be important to ensure that a mix of housing types are provided, and that commercial development complements, rather than detracts from, existing commercial areas.

Road Network

Development within New Minas South will require establishment of a brand-new road network. The key component of this will be the “Connector Road” stretching from Highbury School Road, near Exit 12, to a connection into the Granite Drive Interchange (Exit 11A). Preliminary work has been done to establish a route for this Connector Road, most recently with a conceptual design completed in 2015. However, some modifications to this route may occur in the future as a result of detailed, on-site analysis.

Branching off of the Connector Road will be a series of neighbourhood collector roads that provide for higher-volume vehicular traffic and for connections between neighbourhoods within New Minas South. Conceptual layouts for these roads are shown on Map 4.7.b, the Road Network Map.

Finally, a series of local roads will service individual neighbourhoods. Consistent with the Guiding Principles and Key Directions, it will be important for this road network to be interconnected, providing for shorter distances and easy access between neighbourhoods and services (and among neighbourhoods).

Servicing

Thoughtful servicing design (sewer, water, and stormwater) will be one of the most important aspects of developing New Minas South. To do so requires thinking beyond the immediate development of a neighbourhood to the wider area so that pipes are sized to accommodate upstream lands; stormwater infrastructure is large enough to manage the entire drainage basin; the appropriate service connections are considered between neighbourhoods and land is set aside as necessary to accommodate these connections; and suitable locations are established for key pieces of infrastructure, like an additional water tower.

In keeping with the Guiding Principles and Key Directions, it is also essential that appropriate mechanisms be utilized to ensure infrastructure development costs for essential infrastructure do not ultimately fall on the Municipality or Village, and that costs are distributed equitably to those lands that benefit from the infrastructure. In certain cases, it may be appropriate for portions of the essential infrastructure development costs to be covered by the Province of Nova Scotia, Government of Canada and private developers. The *Municipal Government Act* enables mechanisms that allow for infrastructure costs to be shared when such infrastructure would benefit multiple property owners. For example, if a downstream neighbourhood oversizes the sewer pipes to accommodate upstream neighbourhoods, the cost of the oversizing can be levied to the upstream developers through infrastructure charges.

Contrasting with the approach to essential infrastructure, there may be situations in which the Municipality or Village elect to provide investment to build infrastructure that is above and beyond that which is required to service development in New Minas South and which benefits the wider New Minas community or beyond.

Policy

Council shall:

- 4.7.4 through the application of zones in the Land Use By-law and through the consideration of proposals enabled by development agreement, ensure development of New Minas South is in general conformance with Map 4.7.a, the Urban Structure Map, with the land use and development standards categories on the map represented as follows:
- (a) “Lower Density Residential” is intended to provide a mix of low-to medium-density residential neighbourhoods supported by recreational amenities and local commercial uses. Land uses and development standards should be generally

consistent with a mix of the Residential One and Two Unit (R2) Zone and the Residential mixed Density (R3) Zone. Mixed Commercial Residential (C3) Zone uses may be permitted along collector roads to the degree necessary to provide daily commercial services to the immediate neighbourhood.

- (b) “High Density Mixed Use” is intended to provide a mix of high-density residential uses and commercial opportunities. Land uses and development standards should be generally consistent with the Residential Multi-unit (R4) Zone and Mixed Commercial Residential (C3) Zone. However, one unit dwellings, two unit dwellings, and semi-detached dwellings shall not be permitted; the number of residential units per dwelling shall not be capped; the maximum building height shall be 65 feet; the maximum Streetwall height shall be 35 feet; and buildings shall be stepped back a minimum of 10 feet above the Streetwall.
 - (c) “General Commercial” is intended to provide commercially-focused land. Land uses and zone standards should be generally consistent with the General Commercial (C1) Zone.
 - (d) “Highway Commercial” is intended to provide commercial uses serving the travelling public. Land uses and zone standards should be consistent with the Highway Commercial (C5) Zone.
 - (e) “Open Space–Parks” is intended to provide public parkland of a regional importance.
 - (f) “Open Space – Environmental” is intended to apply to steep slopes around the ravines. Consistent with S.220(5)(p)(ii) of the *Municipal Government Act*, these lands shall be zoned Environmental Constraints (O1) Zone on the Zoning Map of the Land Use By-law.
- 4.7.5 only consider entering into a development agreement for development of lands in New Minas South if applicants representing at least 75% of the land area within a phase, as identified on Map 4.7a (the Urban Structure Map), are party to the development agreement application.
- 4.7.6 in considering entering into a development agreement for development of lands in New Minas South in the Comprehensive Neighbourhood Development (R5) Zone or the Comprehensive Business Development (C6) Zone, be satisfied that, in addition to the criteria of Policy 3.1.13 and/or 3.2.14, the proposal:
- (a) is in general conformance with Map 4.7.a, the Urban Structure Map, and the description of each area of the Urban Structure Map as provided for by Policy 4.7.4; and Map 4.7.b, the Road Network Map; Map 4.7.c, the Active Transportation Connections Map; and Map 4.7.d, the Parks Map;

- (b) includes comprehensive water and sewer infrastructure plans that consider the needs of all development within the phase, as identified on Map 4.7.a, the Urban Structure Map, and appropriate sizing for any connections to other phases of development;
 - (c) includes comprehensive stormwater infrastructure plans that comply with Policy 2.3.12 and that ensure post-development peak stormwater runoff rates within the phase, as identified on Map 4.7.a, the Urban Structure Map, do not exceed pre-development conditions;
 - (d) where applicable, has been reviewed and approved by the authority having jurisdiction with regard to water, sewer, and stormwater infrastructure critical to the wider infrastructure network and, if necessary, includes provision for easement or the transfer of land to the Village or Municipality to accommodate such infrastructure; and
 - (e) provides for a high level of vehicular and active transportation connectivity among neighbourhoods within a phase and to the major routes that connect phases to one-another. Dead-end streets shall only be permitted where natural features prevent through connections.
- 4.7.7 in entering into a development agreement under Policy 4.7.6, ensure the development agreement:
- (a) provides that the Municipality and Villages are not responsible for infrastructure development costs necessary to enable development; however, the Municipality and Village may invest in infrastructure that benefits the wider New Minas community or the wider municipality;
 - (b) provides for equitable distribution of infrastructure development costs among land owners benefitting from the infrastructure, utilizing any tools permitted under the *Municipal Government Act*; and
 - (c) provides for the application of zoning and the discharge of the development agreement from lands once infrastructure and parkland have been developed in accordance with the development agreement. The development agreement should link to existing zone standards (minimum setbacks, *etc.*) whenever possible so as to minimize non-conformancies when the development agreement is discharged.

Active Transportation

New Minas has a diversity of residential uses, services, and institutions. However, they are not always well-connected by active transportation infrastructure, which can make it difficult for residents to go about their day without driving. From a recreational point-of-view, New Minas is fortunate to be located along the Harvest Moon Trailway; however, infrastructure connecting the

trail into the heart of New Minas is currently lacking. This makes it difficult for residents to access the trail, and misses out on an opportunity to bring trail users into the community’s many businesses.

Active Transportation Connections

In 2021, the Municipality adopted the Active Kings: Active Transportation Plan. That document includes a number of proposed active transportation projects within the developed areas of New Minas, primarily focused on regional connections and access to the Harvest Moon Trailway. Map 4.7.c illustrates these proposed connections, along with desired routes for New Minas South and a number of smaller connections that were identified as part of the Secondary Plan process. These projects should be implemented in conjunction with new development as it occurs, as well as plans to retrofit projects in developed areas.

Bicycle Parking

As active transportation use grows it will become increasingly important to provide cyclists with a safe, secure spot to lock their bicycle, out of the path of pedestrians and away from other infrastructure that could be damaged, such as trees. Requiring developers of certain types of uses to provide bicycle parking, similar to the requirement for automobile parking, will help ensure that this important infrastructure will be easily available within New Minas.

Policy

Council shall:

- 4.7.8 require developments enabled by development agreement within the Growth Centre of New Minas to provide active transportation infrastructure, within the boundaries to which the development agreement appliances, in general compliance with Map 4.7.c, the Active Transportation map;
- 4.7.9 require sidewalks on both sides of new streets developed within the Growth Centre of New Minas, except where this provision would conflict with alternative active transportation facilities as identified in Map 4.7.c, the Active Transportation Map;
- 4.7.10 consider Map 4.7.c, the Active Transportation Map, in the prioritization and design of municipal active transportation investments in the Growth Centre of New Minas; and
- 4.7.11 establish minimum requirements in the Land Use By-law for bicycle parking for commercial and multi-unit residential uses in the Growth Centre of New Minas.

Wellfields

New Minas’ drinking water is supplied by a series of drilled wells, primarily in the vicinity of the Cornwallis River. These wells are protected by a series of Wellfield Overlays. They are based on

“time-of-travel” (TOT), or the time that it would take contaminants to infiltrate through the ground and into the well, which is a function of distance and the underlying geology. This provides risk management – spills of contaminants in areas with higher TOT give more time to respond and implement a mitigation plan. See Section 2.6 of the Municipal Planning Strategy for more information on wellfields.

Previous planning documents required the use of a development agreement for multi-unit dwellings within New Minas Wellfield Protection Overlay B, which covers much of Commercial Street. However, modern residential construction techniques have reduced the risk to wellfields presented by multi-unit buildings and the time and cost of the development agreement process is contrary to this Secondary Plan’s key direction to encourage reinvestment and redevelopment along Commercial Street. As a result, the development agreement requirement for multi-unit dwellings has been removed as part of this Secondary Plan.

During the preparation of this Secondary Plan a few stakeholders requested that additional uses be permitted within the New Minas Wellfield Overlays, primarily those uses related to automobiles. However, this will require the creation of a new Source Water Protection Plan for New Minas, conducted by the appropriate professionals. This will also be needed if new wells are drilled to supply the demands of additional development in New Minas South.

Policy

Council shall:

- 4.7.12 consider amending the drinking water policies for the Growth Centre of New Minas and the related Wellfield Protection Overlay provisions of the Land Use By-law following the completion of an updated Source Water Protection Plan for New Minas.

Stormwater Management

Much of New Minas to the south of Commercial Street is located on the slopes of the South Mountain. Soils are typically thin which, combined with the slope, gives little chance for stormwater to infiltrate back into the land. As development occurs this can be worsened through the removal of vegetation and the limited soils that do exist. The result is that infrastructure and private property within existing areas of New Minas often suffer from stormwater damage during large storms.

Some of the existing issues will need to be rectified through Provincial, Municipal, and Village investments in infrastructure including, but not limited to, culverts, drainage ditches, and swales. However, going forward it is important that new development at a minimum does not worsen conditions and, if possible, actually improves conditions. Traditionally, this has been done through “hard” stormwater infrastructure, which attempts to control natural processes, such as

underground drainage pipes and single-purpose stormwater retention ponds. More and more, however, communities are realizing the benefits of “soft” stormwater infrastructure, which attempts to work with natural processes, such as engineered wetlands, bioswales, and multi-purpose stormwater retention ponds; the same infrastructure investments that address stormwater can also be used to provide an attractive landscape, recreational opportunities, and animal habitat.

Consistent with Policy 2.3.11 and Policy 2.3.12, development within the Growth Centre of New Minas that includes the development of new infrastructure will require drainage plans and the use of existing natural drainage features and low-impact drainage features wherever practical.

Parks and Recreation

New Minas has an existing network of parks and recreation opportunities ranging in scale from ‘tot lots’, to neighbourhood parks, to the Louis Millet Centre, to Lockhart Ryan Memorial Park, which includes a suite of recreational amenities like a disc golf course and soccer fields. These parks and recreation facilities are cherished both within the community and by users from outside of New Minas. New parks and additional investment in existing parks will be supported through the public open space dedication process under the Subdivision By-law.

Regional Parks

New Minas is a destination for people throughout the Municipality and beyond – not just for the commercial services, but also for its recreational amenities. The development of New Minas South presents an exciting opportunity to further cement this reputation and the quality of life for New Minas residents through the establishment of additional, high-quality regional parks.

This Secondary Plan contemplates two new regional parks. The first is located at the top of the Granite Drive Interchange. Its intended purpose is to provide a place of rest for travelers through New Minas, while providing excellent views of the heart of New Minas and the Annapolis Valley beyond.

The second regional open space park is considered for the highest point within New Minas, at the far southern extent of New Minas South. This area includes old growth forest and wetlands, and is well-located to tie into an active transportation network through the ravines of New Minas South. While the Urban Structure Map and Parks Map of this Secondary Plan illustrate the park within the boundary of the Growth Centre of New Minas, additional adjacent lands outside of the Growth Centre and encompassing the peak elevation should be considered for inclusion within this park. Public engagement for this Secondary Plan suggests that this area should be focused on nature preservation, with a preference for trails and other low-impact infrastructure instead of formalized facilities.

Policy

Council shall:

- 4.7.13 in considering new parks in New Minas South under Policy 2.7.5, prioritize the acquisition and development of:
- (a) a view park at the top of the Granite Drive Interchange, as illustrated on Map 4.7.d, the Parks Map, and Map 4.7.a, the Urban Structure Map; and
 - (b) a nature-based park located at highest point within the Growth Centre of New Minas as illustrated on Map 4.7.d, the Parks Map, and Map 4.7.a, the Urban Structure Map, and expanded beyond the Growth Centre Boundary as necessary to provide the most cohesive park experience.

Established Neighbourhoods

Despite the heavy focus of this Secondary Plan on Commercial Street and New Minas South, the established neighbourhoods within New Minas are no less important. They are, however, areas where change will be slower and smaller in magnitude, allowing for a gradual evolution of these neighbourhoods as demographics and household needs change. The 2019 adoption of the Municipal Planning Strategy and Land Use By-law brought many small changes to the policies and regulations within these neighbourhoods, intended to encourage moderate intensification and a wider diversity of housing types. This included enabling smaller lot sizes, adjusting zone boundaries, and enabling two units in all dwellings.

Through this Secondary Plan a few minor zone boundary adjustments were made to enable multi-unit development on portions of undeveloped lands within established areas of New Minas. However, the bulk of the changes that were made in 2019 continue to remain relevant and this Secondary Plan does not seek to change them.

One potential planning technique for enabling housing diversity that did come up during the Secondary Plan public engagement process was the implementation of accessory dwellings (i.e. “backyard suites” or “carriage houses”). However, this type of development may be appropriate throughout the Municipality, and not just in New Minas. As a result, it will be considered holistically as part of a future project.

Industrial Lands

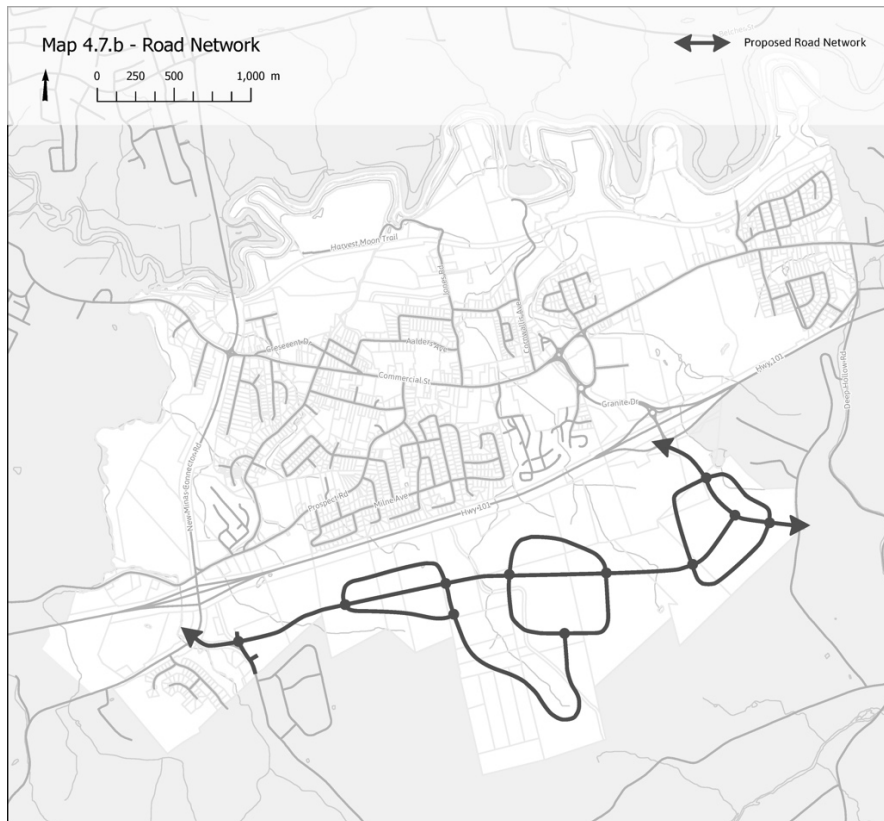
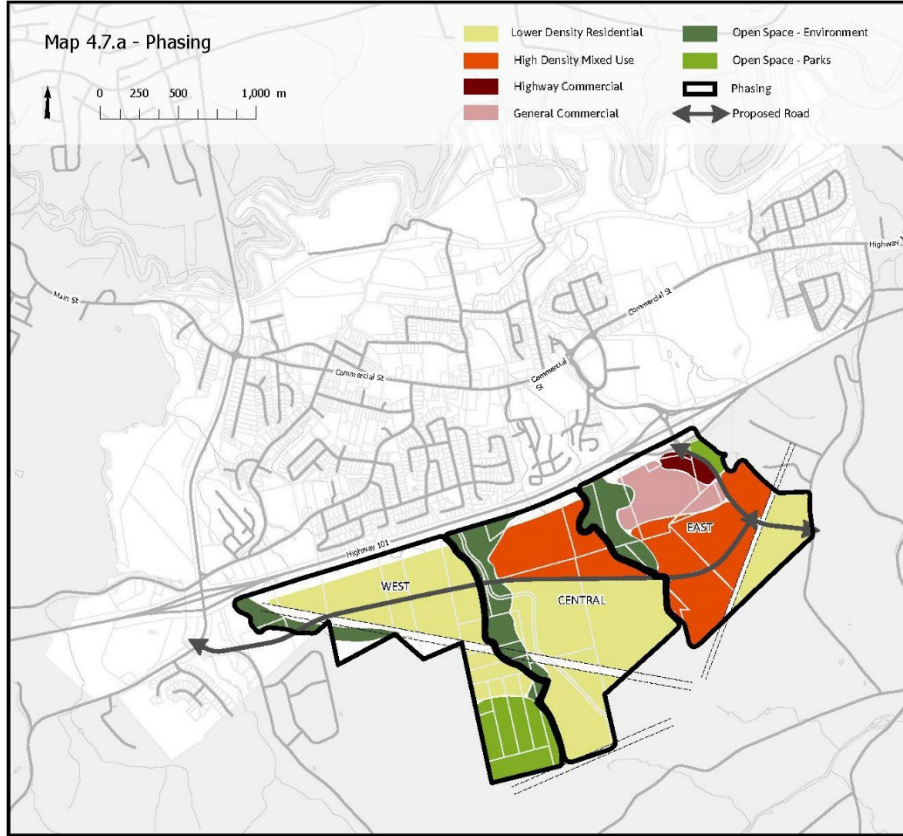
New Minas has a number of parcels that host industrial uses or have an industrial history. These are primarily located along the former rail line, north of Commercial Street and in the vicinity of the Cornwallis River. However, these areas are also home to many of New Minas’ drinking water wells.

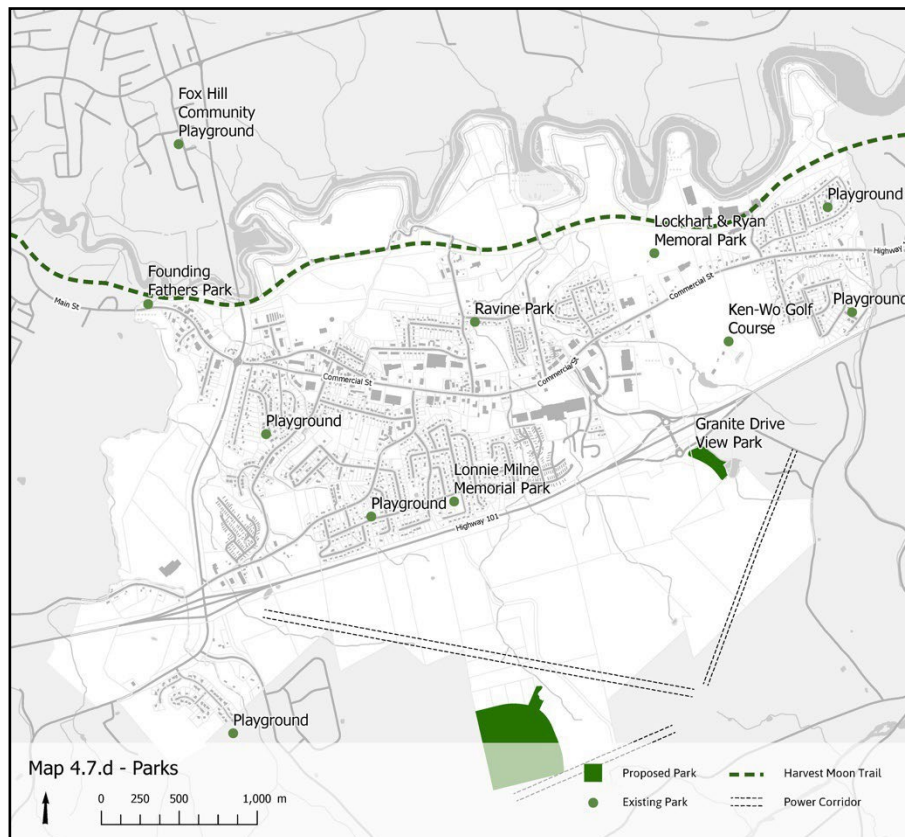
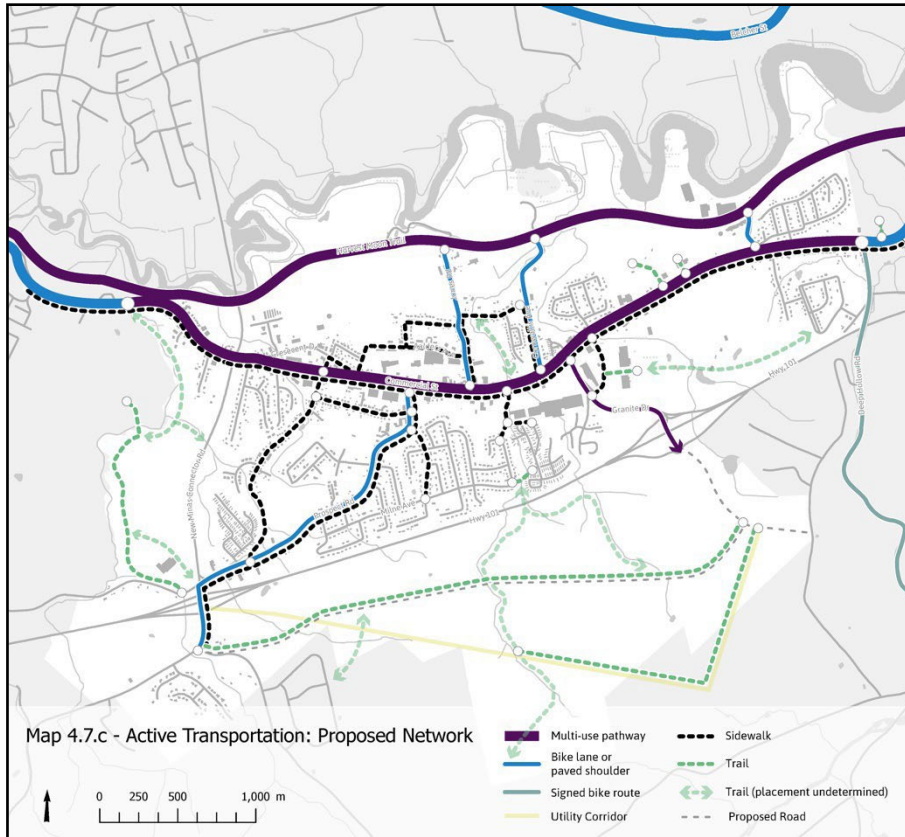
The land use restrictions put in place to protect the drinking water supplies make it difficult to develop new industrial uses or to expand existing industrial uses. While the existing industrial uses will likely continue for some time, the long-term future of industrial activities in these areas is uncertain, and planning support for a gradual transition to other uses is prudent.

Policy

Council shall:

- 4.7.14 on the Future Land Use Map, designate existing and former industrial lands in the Growth Centre of New Minas consistent with adjacent non-industrial designations, if:
 - (a) the bulk of the lands to be designated are located within New Minas Wellfield Protection Overlay B; and
 - (b) the bulk of the lands to be designated are not located within the Environmentally Sensitive Area Overlay.
- 4.7.15 on the Zoning Map of the Land Use By-law, zone undeveloped lands designated under Policy 4.7.14 consistent with the applicable designation. Developed lands shall remain in the existing industrial zoning until the land owner requests an amendment to the Zoning Map of the Land Use By-law, with such request considered under the applicable policies of this Plan.





5.1 Community Engagement

Context

In December 2011, the Municipality initiated Kings 2050, a comprehensive and collaborative planning initiative aimed at developing a long-term vision for the region and updating all planning documents to better achieve long-term goals.

During this multi-phase process, the Municipality gathered significant community input by:

- encouraging members of the public to complete 'Postcards to the Future';
- holding a student essay competition on the topic of community development;
- conducting key stakeholder interviews;
- conducting an online survey;
- attending and presenting at meetings organized by community groups;
- hosting topic-related forums and workshops; and
- conducting an awareness campaign which included maintaining an informative website and social media accounts, distributing flyers, and running newspaper and radio ads

This process included consultation with the towns, villages and with Provincial and Federal Departments.

Public Engagement Policies

Council will continue to engage with the public by meaningful and transparent methods as the Municipality implements, reviews, and updates this Strategy.

Policy

Council shall:

5.1.1 engage with members of the public in a meaningful and transparent way by:

- (a) exceeding the minimum public consultation requirements of the *Municipal Government Act*;
- (b) implementing a Public Participation Program informed by the Municipality's engagement policies, as amended from time to time (*Amended October 1, 2024, File P21-01*);
- (c) researching issues thoroughly and making the information readily accessible to the public;
- (d) developing and implementing engagement strategies that recognize equity, diversity and inclusion as well as the need to reach different groups in different ways;
- (e) seeking ways to collect comments that represent the broader community including, but not limited to, community groups, advocacy organizations, special interest groups, underrepresented groups such as youth, businesses, individuals, other levels of government and First Nations groups; and
- (f) exploring new technologies and methods for increased public engagement.

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5.2 Administration

This Municipal Planning Strategy is the policy framework used by Municipal Council to guide development, land use, and other matters within the terms of Parts 8 and 9 of the *Municipal Government Act*. This section identifies administration tools related to this Municipal Planning Strategy.

Definitions

The definitions in the Land Use By-law shall apply to and be used in interpretation of all policies of this Municipal Planning Strategy.

Land Use By-law

The Land Use By-law is the principal means for implementing the land use policies of the Municipal Planning Strategy pursuant to Section 219 (1) of the *Municipal Government Act*.

Policy

Council shall:

- 5.2.1 appoint a Development Officer to administer the Land Use By-law and Subdivision By-law, and to issue or deny permits per the terms of these By-laws; and
- 5.2.2 specify on each development permit, in addition to the permitted development, the time period for which the permit is valid.

Variance

There are situations related to development that cannot be predicted. To ensure that no undue hardship results from Land Use By-law development requirements, the ability to vary certain requirements is enabled by the *Municipal Government Act*.

Policy

Council shall:

- 5.2.3 enable the Development Officer to vary:
 - (a) the percentage of land that may be built on;
 - (b) the size or other requirements relating to yards, lot frontage or lot area; and

- (c) the number of required parking spaces .

Subdivision By-law

Section 193 of the *Municipal Government Act* defines ‘subdivision’ as “the division of any area of land into two or more parcels, and includes a re-subdivision or a consolidation of two or more parcels.” The Subdivision By-law is the principal way of regulating the subdivision of land pursuant to Part 9 of the *Municipal Government Act*.

Policy

Council shall:

- 5.2.4 adopt and maintain a Subdivision By-law that carries out the intent of this Municipal Planning Strategy. Specifically, the Subdivision By-law shall:
 - (a) apply to the whole of the Municipality of the County of Kings;
 - (b) ensure that any subdivision, with the exception of lots created using the variance provisions of Part 9 of the *Municipal Government Act*, conforms with the Land Use By-law lot requirements;
 - (c) establish locations and standards for the development of public and private roads, central services and other publicly-owned infrastructure;
 - (d) contain provisions to ensure that lots are suitable for on-site sewage disposal where there is no central sewer system;
 - (e) contain provisions for dedicating land or an equivalent value for park, playground and similar public purposes;
 - (f) ensure the applicable requirements of the *Provincial Subdivision Regulations* are in effect;
 - (g) contain provisions for the collection of infrastructure charges for new or expanded infrastructure for water, wastewater, stormwater management, new or expanded solid-waste management facilities and new transportation infrastructure including new or expanded roads, new traffic signals and/or new or expanded transit facilities in accordance with section 274 of the *Municipal Government Act*; and
 - (h) contain any other provisions needed to fulfil the intent of this Strategy.

5.3 Development Agreements and Amending the Land Use By-law

Context

The policies in this Strategy permits landowners to apply for development agreements for projects not permitted as-of-right within the zone in which the lot is located. Council recognizes that zone placements and the Land Use By-law text may need revisions with changing development patterns or specific development proposals. The policies of this section are intended to guide Council’s review process for development agreement proposals or Land Use By-law amendments.

Changes Requiring an Amendment to the Municipal Planning Strategy

From time to time, a proposal may not be enabled or consistent with the intent of the Municipal Planning Strategy.

Policy

Council shall:

5.3.1 require an amendment to the Municipal Planning Strategy where:

- (a) any policy intent is to be altered; or
- (b) where a text or map amendment to the Land Use By-law would conflict with the text or maps of the Municipal Planning Strategy.

Amendments to the Land Use By-law

The Land Use By-law contains the detailed regulatory tools intended to carry out the intent of the Municipal Planning Strategy. From time to time, there may be requests to amend the Land Use By-law to address inconsistencies or changing trends, or to respond to specific development proposals. There are two types of amendments to the Land Use By-law: text amendments, and amendments to one of the zoning maps.

Text Amendments

The Land Use By-law text sets out the detailed regulations for each zone and Council recognizes that revisions may be necessary to respond to changing development issues and specific development proposals.

Policy

Council shall:

- 5.3.2 amend the text of the Land Use By-law provided the amendment is consistent with the Vision, Goals and Objectives of this Strategy *(amended October 1, 2024, File P21-01)*.

Zoning Map Amendments

The placement of zones within a designation is intended to control the location of different land uses. The zone placements reflect the policy intent for each zone and the development pattern of communities at the time the zones were applied. Council recognizes that there may be a need for zone changes to respond to changing development patterns and specific development proposals.

Policy

Council shall:

- 5.3.3 consider amendments to any one of the zoning maps of the Land Use By-law provided the application is for a specific development and:
- (a) is to rezone land to another zone enabled within the same designation, unless the zone change is specifically prohibited within this Strategy; or,
 - (b) is to rezone land that is a maximum of five (5) acres in size to a zone that is enabled in an adjacent designation. For clarity, land that abuts a right-of-way, such as a road, is considered to be adjacent to the designation on the other side of the road; and
 - (c) notwithstanding (b) above, Land Use By-law amendments that would result in the expansion of a Growth Centre or that would remove lands from the Agricultural (A1) Zone shall not be permitted without an amendment to this Strategy;
- 5.3.4 consider an application for an amendment to any one of the zoning maps of the Land Use By-law only if the site meets all of the zone requirements for the zone sought, with the following exceptions:
- (a) a rezoning may be granted for a lot or lots that meet all other zone requirements but has less than the required frontage and area specified for the zone sought; and,
 - (b) a rezoning may be granted for a lot or lots with a building or buildings on it that meets all other zone requirements except minimum lot area, frontage, setback or yard requirements specified for the zone sought. Any proposed addition to such

a building or replacement of such a building shall not further reduce the setback or yard requirements; and

- 5.3.5 consider, in relation to all applications to rezone land:
- (a) the applicable zone placement policies, including any specific policy criteria for applying the proposed zone set out within this Strategy;
 - (b) the impact of both the specific development proposal and of other possible uses permitted in the proposed zone; and
 - (c) the general criteria for amending the Land Use By-law set out in section 5.3 Development Agreements and Amending the Land Use By-law.

Development Agreements

A development agreement is a legally binding contract between the Municipality and the landowner. Its purpose is to enable land uses that would not otherwise be permitted in a zone. Development agreements place site-specific conditions on the location and design of development and are recorded against title. The content of a development agreement is negotiated between the applicant and Municipality, and guided by policy intended to achieve specific goals, such as minimizing impacts on neighbours. Development agreement applications must be considered through a public process involving neighbour notification, public and committee meetings and a decision by Council. Within this Strategy, Council has decided to use development agreements where public consultation and/or site-specific land use controls are warranted or where the impact of certain developments is not known.

Policy

Council shall:

- 5.3.6 consider proposals to enter into a development agreement, pursuant to Sections 225 through 230 inclusive of the *Municipal Government Act* on the terms and conditions set forth in this Municipal Planning Strategy, and a development agreement shall:
- (a) specify the development, expansion, alteration, or change permitted;
 - (b) specify the conditions under which the development may occur; and
 - (c) set terms by which Municipal Council may terminate and discharge an agreement.

General Criteria to Consider for all Development Agreements and Land Use By-law Amendments

Council expects to receive applications to amend the Land Use By-law or enter into a development agreement for development that is not permitted as-of-right in the Land Use By-law. Council has established criteria to ensure the proposal is appropriate and consistent with the intent of this Strategy.

Policy

Council shall:

- 5.3.7 be satisfied that a proposal to amend the Land Use By-law or to enter into a Development Agreement:
- (a) is consistent with the intent of this Municipal Planning Strategy, including the Vision Statements, relevant goals, objectives and policies, and any applicable goals, objectives and policies contained within a Secondary Plan;
 - (b) is not in conflict with any Municipal or Provincial programs, By-laws, or regulations in effect in the Municipality;
 - (c) is not premature or inappropriate due to:
 - (i) the Municipal or village costs related to the proposal;
 - (ii) land use compatibility with surrounding land uses;
 - (iii) the adequacy and proximity of school, recreation and other community facilities;
 - (iv) the creation of any excessive traffic hazards or congestion due to road or pedestrian network adequacy within, adjacent to, and leading to the proposal;
 - (v) the adequacy of fire protection services and equipment;
 - (vi) the adequacy of sewer and water services;
 - (vii) the potential for creating flooding or serious drainage problems either within the area of development or nearby areas;
 - (viii) negative impacts on identified wellfields or other groundwater supplies for the area;

- (ix) pollution, in the area, including but not limited to, soil erosion and siltation of watercourses; or
- (x) negative impacts on lake water quality or nearby wetlands;
- (xi) negative impacts on neighbouring farm operations;
- (xii) the suitability of the site regarding grades, soils and geological conditions, location of watercourses, marshes, bogs and swamps, and proximity to utility rights-of-way.

5.3.8. establish controls within development agreements that may be needed to adequately address any concerns raised by the criteria set out in Policy 5.3.7 above, including but not limited to controls regarding *(amended October 1, 2024, File P21-01)*:

- (a) the type of uses permitted on the lot;
- (b) the location, height, bulk, and lot coverage of any proposed buildings or structures;
- (c) access, egress and parking requirements including, but not limited to the following:
 - (i) the location of parking areas on the lot;
 - (ii) off-road parking and loading spaces, that do not require consistency with the Land Use By-law requirements;
 - (iii) waiving parking requirements;
 - (iv) the acceptance of cash-in-lieu for required parking provided there is adequate street or parking on other sites to serve the commercial uses; and
 - (v) shared parking arrangements;
- (d) hours of operation;
- (e) signs and lighting;
- (f) phasing of the development;
- (g) integrating the proposal into the surrounding area by means of good landscaping, buffering, sensitive site orientation and screening;

- (h) reducing the impacts of noise, odour, dust, or light or any other form of emission on other properties in the area;
- (i) reducing the potential for contamination of, or interference with, wellfields or other designated groundwater supply protection area;
- (j) reducing contamination risk and damage to either the natural or built environment;
- (k) managing lighting to reduce glare, light trespass, and skyglow;
- (l) architectural features, including but not limited to bulk, scale, height, roof shape, building materials, exterior cladding, and shape and size and placement of doors and windows, to ensure they are visually compatible with nearby buildings in the case of a new building, or with the original building in the case of an addition;
- (m) ensuring the proposal provides sufficient park and trail features consistent with the applicable policies of section 2.7 Recreation and within the Subdivision By-law;
- (n) the location of structures on the lot to ensure minimal interference with sunlight received by abutting properties, including but not limited to potential impact on solar collectors;
- (o) management of garbage collection and industrial waste disposal;
- (p) ensuring no part of the area of the development agreement will be developed so as to prejudice or compromise future development on site or on nearby lands;
- (q) on-going maintenance of the development;
- (r) time limits for construction;
- (s) requirements for adequate performance bonding or security to ensure that major components of the development, including but not limited to, road construction or maintenance, landscaping, or development of amenity areas, are completed in an appropriate and timely manner and maintained for a specific time period;
- (t) the discharge of the agreement or parts thereof; and
- (u) any other matter determined by Council;

5.3.9 enable municipal staff to request detailed information to determine whether the criteria for amending the Land Use By-law or entering into a development agreement have been met, as follows and without limitation:

- (a) a detailed site plan or elevations showing:
 - (i) topography;
 - (ii) the type and amount of site clearing required, if any;
 - (iii) proposed types and forms of development;
 - (iv) minimum and maximum size of lots;
 - (v) proposed location, height, dimensions, floor area, shadow effect, and use of all existing and proposed buildings or structures;
 - (vi) densities;
 - (vii) location and hierarchy of all roads and proposed access points; and
 - (viii) sidewalks, pedestrian pathways, parks, trails, amenity spaces and open space areas;
- (b) a Traffic Impact Assessment (TIA) approved by the authority having jurisdiction, showing the adequacy of the existing and proposed road network to accommodate the proposed development. The TIA must also provide recommendations for mitigation of any traffic-related issues that may be caused by the development;
- (c) a landscape plan showing:
 - (i) all hard surfaces including but not limited to sidewalks, driveways, ground-level patios, fences, and retaining walls;
 - (ii) utilities above and below ground, including water lines and wells, sewer lines, septic tanks and beds, power lines; and
 - (iii) all trees (whether they are being retained, relocated, removed, or replaced), including but not limited to location, diameter of trunk(s) at 1.4 metres from the ground, common and botanical names, trees on adjacent properties within six (6) feet of the lot line of the development agreement and trees on any public road right-of-way abutting the development agreement site;

- (d) a drainage and storm water management plan prepared by a professional Engineer that demonstrates the impact the proposal will have on adjacent lands or existing storm water management systems;
- (e) a hydrological study of groundwater resources to determine quality, available volume, and natural flows of the resource and to identify the area and rate of recharge;
- (f) an environmental study carried out by a qualified person to assess risks to the environment, including but not limited to, species at risk and environmental contamination;
- (g) a geotechnical assessment;
- (h) a sun/shadow study;
- (i) a vibration study;
- (j) a site grading plan;
- (k) a wind engineering study, using either wind tunnel or computational fluid dynamics techniques; and/or
- (l) any other plans or studies required by municipal staff.

Transitioning to this Strategy

While preparing this Strategy, development continued to occur in the Municipality in accordance with the Municipal Planning Strategy policies and Land Use By-law requirements in effect. At the time of adoption, development agreement applications in various stages of review and approval were in progress. Given the substantial investments in preparing such applications, submitted in advance of First Reading, Council decided to consider them under the prior Municipal Planning Strategy policies.

Policy

Council shall:

- 5.3.10 consider applications for development agreements on file on or before (date of First Reading of this MPS) under the Municipal Planning Strategy policies in effect at the time the complete application was received. Where any such application is withdrawn, significantly altered, or refused by Council, any new development proposal shall be subject to all applicable requirements of the current Municipal Planning Strategy and Land Use By-law.

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5.4 Reviewing and Updating this Planning Strategy





Context





This Strategy envisions the future and implements the regulatory tools needed to meet the community’s long-term goals. There are many challenges that can be anticipated and proactively addressed, such as climate change, aging population, and rising energy costs. However, new global trends or revolutionary technologies will arise, and this Strategy needs to be adaptable and open to change. It is hoped that future Councils will regularly review and update this Strategy.

Goal

To maintain a current Municipal Planning Strategy.

Objectives

THEME	OBJECTIVE
 <p>Settlement</p>	To ensure that the policies that guide development of built up areas reflect changing demographics, infrastructure and market trends
 <p>Agriculture</p>	To ensure agricultural policies respond to new agricultural practices and value-added processes
 <p>Rural and Natural Areas</p>	To ensure rural and natural environment policies respond to climate change and new information about natural systems
 <p>Transportation</p>	To ensure transportation policies respond to changes in costs, technologies and transportation choices

	<p>To ensure energy policies respond to emerging renewable energy technologies and conservation opportunities</p>
	<p>To ensure the regulatory environment enables business to locate, grow, and adapt to changing business models, opportunities, and challenges</p>
	<p>To ensure the policies that promote healthy communities respond to new health research and best practices</p>
	<p>To ensure the policies that promote arts and culture respond to changes in our cultural diversity and community identities</p>

Regular Strategy Updates

Maintaining a current Strategy is a continuous process. Minor procedural changes may be needed to clarify policies or fix inconsistencies, and specific development proposals may require substantive revisions to enable appropriate development not earlier contemplated.

Policy

Council shall:

- 5.4.1 adopt a program for reviewing and updating this Strategy. The program will:
 - (a) at least every two years, consider issues requiring review; and
 - (b) provide opportunities for Council, staff, and members of the public to identify issues for review.

Major Strategy Reviews

Major Strategy reviews will eventually be required, to revise or expand the Vision, or to address new topics, which will necessitate a comprehensive public process.

Policy

Council shall:

- 5.4.2 assess every five years whether a comprehensive review of this Strategy is required;
- 5.4.3 provide opportunities during major reviews for stakeholder and public participation more extensive than that for minor Strategy amendments; and
- 5.4.4 review this entire Strategy by 2050 and replace it with a new plan developed through a comprehensive public planning process.

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5.5 Investing in the Future

Note: this part does not form part of the approved Municipal Planning Strategy and can be revised without an amendment to the Municipal Planning Strategy

The Municipal Planning Strategy is intended to shape and manage land use through policy and regulations. However, Municipal investments in infrastructure, programs, and special initiatives are equally important tools for attaining the Municipality’s long-term vision.

This section identifies initiatives to support the land use policies of this Strategy. Council intends to consider these initiatives as it regularly reviews its service and budget priorities.

Initiatives	Rationale	Supporting documents
Invest in urban infrastructure, including central services and roads	This Strategy directs development to Growth Centres, and encourages compact, efficient services and walkable communities. Such development depends on a reliable road network and central services.	2012 Road Network Assessment 2012 Infrastructure Assessment 2013 Municipal Climate Change Action Plan Municipal five year capital plan
Develop and maintain active transportation networks	Promoting active transportation facilitating healthy lifestyles, as well as reducing energy consumption associated with car travel. Investments in sidewalks, paths, trails, and transit are needed to help make active transportation options a viable option for residents.	Integrated Community Sustainability Plan (ICSP) 2010 Trails Vision
Develop and implement an Economic	The economic development section this Strategy focuses on managing land to support a vibrant and sustainable	2014 One Nova Scotia Report

<p>Development Strategy</p>	<p>economy. However, grants, branding, and regional partnerships are also key for fostering economic development. An economic development strategy developed with regional partners is essential for coordinating and guiding municipal initiatives.</p>	<p>MPS Economic Development section 2011 Industrial Land Study</p>
<p>Make an on-going commitment to public access and engagement in municipal government</p>	<p>Public engagement is a continual work in progress that requires on-going efforts to review and update how the Municipality shares information, makes programs and services available to residents, and engages residents in decision-making.</p>	<p>2012 Action Plan for Ending Racism and Discrimination 2011 Community Principles for Citizen Engagement 2016 Community Engagement Process and Plan</p>
<p>Encourage energy conservation and renewable energy</p>	<p>The Municipality regulates development, but can also take a leadership role in the Region by providing incentives for energy-efficient building and neighbourhood design, as well as making strategic investments in local renewable energy projects.</p>	
<p>Climate change mitigation and adaptation</p>	<p>In 2013, the Municipality completed a Municipal Climate Change Action Plan (MCCAP) in collaboration with the Berwick, Kentville, and Wolfville. The MCCAP focuses on Municipal infrastructure at risk from climate change, flooding in particular. Sewage treatment plants, low lying communities, and key transportation corridors are particularly vulnerable to a storm surge and flood events.</p>	<p>2013 Municipal Climate Change Action Plan</p>

<p>Lake Monitoring Program</p>	<p>The Municipal Lake Monitoring Program is an important contributor to preservation and protection of fresh water lakes on the South Mountain Plateau. Volunteers and municipal staff have collected lake water samples since 1997, and have compiled an extensive database on lake water quality.</p> <p>The information collected is analyzed to compare lakes, observe trends, and assess the utility of land use controls. Together, the Municipality and volunteers link water quality science with land use planning to ensure that clean and sustainable lakes can be enjoyed for generations to come.</p>	<p>Annual Lake Monitoring results and analysis reports</p>
<p>Wellfield protection</p>	<p>Municipal and village water utilities depend on groundwater as the primary source of drinking water. While land use controls have been adopted to reduce risks of contamination, monitoring, contingency planning, and education are also important to maintain safe drinking water supplies.</p>	<p>Municipal and village Source water protection plans</p>
<p>Grand Pré UNESCO Inscription</p>	<p>In 2011, the Municipality, together with the Province and Federal governments, successfully applied to the United Nations to inscribe Grand Pré as a World Heritage Site. Council intends to continue to support efforts to manage the Landscape and promote the area as a tourism destination.</p>	<p>Grand Pre UNESCO Management Plan Grand Pre Heritage Conservation District Plan and By-law</p>
<p>Secondary Plans</p>	<p>Part 4 of the Municipal Planning Strategy contains a number of community plans. In addition to guiding land use regulations, these plans</p>	<p>Secondary Plans contained in Part 4 of the Municipal Planning Strategy</p>

identify initiatives that are important to the community, such as environmental studies and infrastructure investments. Reviewing and implementing these initiatives is critical to achieve the Secondary Plans' goals and objectives.
